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Phillip Island Classic-----one of the ten best Historic racing events in the world, you bet ! Every year I question my sanity in embarking on a 3000km round trip to get there but that magnetic attraction makes me keep coming back. Then I think of those who have travelled much further than I to compete or spectate, from the top of Queensland and the Northern Territory, from WA, the UK, USA, NZ and Canada they all come to this great event with over 500 entrants, countless displays and a great atmosphere, three days of petrol headed bliss.

JKL always attracts a good field at the Island, almost 40, in fact most races had in excess of 40 entrants and that is without M and O sports and racing who suffered the PI policy of dropping a category every year in order to accommodate the growing number of historic categories. But back to JKL, last newsletter I questioned whether anyone would be able to challenge Nick McDonald in his dad's "for sale" Ausca sports, the answer is no and Nick gave a peerless demonstration of his and the Ausca's capabilities which should surely impress any potential buyers, by winning all four races. Closest came Mal Reid driving brother David's Repco Holden powered Faux Pas, while his own Repco PRAD awaits some new gearbox bits, with a second and a third in Sunday's races but he would have done better had he not had some small problems in the Saturday races which forced him to have to work his way forward in the progressive grid races.

Keith Simpson was back in Penrite's Lola sports while usual pilot Samantha awaits the birth of her first child and with no M and O races where he usually pilots Penrite's Brabham, Keith found himself with three seconds and a third and just managed to crack the two minute mark lap time.

Back from his UK and European racing exploits where he has driven a variety of cars in the past few years, both his own and others, was Tasmanian Scotty Taylor with his ex Jim Russell Type 45 Cooper with 1 ½ litre FPF Climax. After an extensive career in Australian touring cars, mainly Toranas and Commodores and something like 27 Bathursts, Scotty has rediscovered himself with the Coopers, Lotuses etc he has been driving lately and gave a really good account of himself in the lovely little Cooper finishing with two thirds, a fourth and a fifth but couldn't quite crack that

elusive two minute mark with a best of 2.00.8205. A very welcome addition to our ranks is the ex Lukey 1959 Gold Star winning Cooper Climax T45 just re-imported from the UK by West Australian John Rowe. Obviously finding it much different to the CWM Ford V8 special he has been racing lately John was taking his time familiarising himself with this very potent and beautifully prepared piece of machinery and was gradually working his way forward over the weekend.

I was very impressed by Bob Schapel and his silver blown TC special which outwardly doesn't attract a second glance but appearances can be deceptive as his best lap time was virtually the same as Scotty Taylor's Cooper and with two fifths and two sixths he was right up there in the action.

What a difference a year makes with many other competitors making large steps forward since last year, Graeme Raper on Monoskate down in the 2.01's, Charlie Mitchell in the TS, Jim Russell in the Ford Special and Shane Bowden in the PRAD Sports in the 2.02's despite the latter having to change the diff to one of the wrong ratio (maybe the replacement was the right ratio ?) Thomas Benson was a dramatic improver from last year with the BMH Holden lapping some 7 seconds quicker and Geoff McInnes in the Riley 2 ½ special was back again after a long absence and going very well until problems forced his withdrawal. Peter McKnight had the supercharged Aarons Lotus going better than ever after some refinement of the blower drive and a change of diff ratio. Graeme Marks was back again with the MacHealey and going very well after last years extensive blowup now aided by some very expensive goodies in the motor which should prevent any further engine components trying to ventilate the block. Last year Trevor Eastwood and his WA crew worked tirelessly to change the clutch in his Alvis Special, a mammoth operation requiring removal of the engine and most of the bodywork so when the clutch failed again this year he decided not to embark on that great effort again and scratched the car. Fellow WA driver Geoff Herbert with the ex John Scott Milano MG was troubled with a massive oil leak from the motor but battled on with it. There were many more tales of woe and exhilaration over the weekend so please forgive me for not relating them all here.

David White from the UK was a very welcome return visitor with the ex Wharton/Gibbs/McPherson Cooper Bristol which goes very well indeed but he had the misfortune to drop a rhr wheel off the bitumen on the exit of the 100mph corner coming onto the main straight which cannoned him into the

concrete wall on the inside. The Cooper Bristol was very badly damaged and David was lucky to escape more serious injury as, in the British tradition, the car was not equipped with a seat belt or roll bar. We hope to see David and Cooper back with us again, perhaps next year.

My Nota Major too improved about 3 seconds from last year due to some subtle changes and clocked 2.05 in qualifying for ninth on the grid which was looking promising but the start of the first race brought me back to reality when I was blown off by all the big powered cars and finished 14th after a great dice with Peter McKnight. From there on I managed to work my way further backwards as others improved their lap times and I didn't so some rethinking is obviously required. I learnt a very valuable and fortunate lesson in the second Saturday race when a high speed miss developed in the engine and eventually it went onto two cylinders so I limped back to the pits. Investigation revealed that the banjo bolt holding the float bowl onto the rear SU had worked its way out so how the fuel falling onto the hot exhaust didn't ignite is surely an indication that someone was looking after me that day. Possibly the mixture was slightly rich as with a lean mixture the extractors can glow red and would easily ignite with fuel dripping onto them. The banjo bolts are now drilled and wired to prevent a recurrence, a lesson well learned and I would urge everyone to do the same. My special thanks too to Richard Townley who very kindly loaned me a banjo bolt to enable me to compete on the Sunday. In all though I felt the Nota Major acquitted itself quite well and I look forward to my next outing in it which will be at Winton so maybe I can do better there where the straights aren't as long as at Phillip Island. At the Saturday night dinner I was delighted and very surprised to be presented with an award by the VHRR in appreciation of my work with JKL but I don't do it alone as it is you, the competitors who really make the category the success it is, despite many factors working against us.

I noticed for sale on the VHRR website, www.vhrr.com.au an interesting car for sale, the Molina TA/TB MG Special which we haven't seen for some time. I had many memorable dices with this car when driven by Lou and Anthony Molina in the mid eighties, further details from 03 9877 0666. The Group K Bedmore special which was auctioned by Shannons earlier this month apparently sold for just \$23,000, with C of D a real bargain for the lucky buyer whose identity I am not aware of at this stage. Brian Gerrard is thinking of selling the Cooper MG, well remembered in the hands of Ross Hodgson as one of our quickest Group L cars, he also has a double decked

car trailer ideal for those wanting to take 2 cars to race meetings, he can be contacted at briangerrard@bigpond.com . Barry Naylor, 0412 282452, is still keen to sell his Rennmax Group Q car and Sabrina, the well known supercharged Healey 3000 engined sports car, Patrick Quinn did a great feature on it in Vintage Racecar in April 2010. With its history so well chronicled you would think there would be a queue of prospective buyers waiting to be the next in a long line of lucky owners especially as Barry is now prepared to accept a price much much lower than the original \$80,000 he was originally seeking.

Our enthusiastic HSRCA webmaster, Seth Reinhardt has been at it again and now on the HSRCA website there are youtube films from our recent Wakefield Park meeting showing how the experts do it, Paul Armstrong shows why he and the Repco Holden powered Jewitt are always front runners, John Medley shows why he and the Nota Junior are so quick in the wet and the unusual rearward facing camera on Paul Hunter's car in the handicap shows how unlucky he was not to be the winner with Garry Simkin in the Cooper Vincent getting past shortly before the finish.

Coming up we have a very busy period with firstly Mallala in just 3 weeks, always a great event for JKL. On May 12/13 we have the Autumn Historic meeting at Morgan Park, Warwick, always very popular with us northerners for its convivial country atmosphere. Then on May 26/27 we have Historic Winton for the 36th time, our longest running Historic meeting and always a feast for enthusiasts of the older cars and the only place where there are exclusive JK races. This year there are anniversaries aplenty so have a look at their website, www.historicwinton.org.

Not to forget, in November our WA friends are planning a big event for the 50th anniversary of the 1962 AGP and are hoping to attract a large contingent of interstate and overseas cars, special transporting arrangements are planned as well as a full programme of festivities and a visit to Caversham.

Finally, don't forget Wakefield in September where our feature this year is to be a special race for JK cars,

Good Racing, Dick Willis.