

## IT'S THE PITS

How good was this year's Wakefield Park spring meeting? Not just good but bloody terrific!

As usual the featured group was our "oldies" the JK and L's and I was extremely pleased with the roll up of 35 cars. Most were parked together under the big marquee on the grassed area at the back of the metal pits and what a beaut atmosphere it creates with everyone together in one place. You sure don't have to go far to strike up a yarn, tell a story or hear one of the many told over the weekend.

By the time practice had come around on Saturday morning we had lost a couple of cars. Rob Lesslie having a 'works' drive in the Nota Minx of Bruce Richardson suspected that it may have run a bearing so it was retired for the weekend and John Evans in the very pretty Elfin Streamliner failed to make to practice.

Dick Willis raised a few eyebrows with a very good pole setting time of 1.13.91 in the Nota Major to pip Les Wright in the newly configured Dalro Jag and Dave Reid's Faux Paus Repco Holden. Les has taken the big Jag back to Lb specs and he was having lots of fun putting all that power to the ground through the much smaller Dunlop racing tyres. The car was still running as an invited M car but had its reclassification inspection over the weekend and I believe all is ok and the logbook will be changed back to the pre 60 Lb racing category that it ran in the 70's, 80's and early 90's. I'm sure we are going to see some pretty exciting racing from Les and the Dalro as he mixes it with the Faux Pas in the future.

The Faux Pas has had some revisions in the exhaust area and was really flying so Les won't have it all to himself. Warwick McBean was next in the Lolus follows by David Gleen in the Anderson, John Medley Nota BMC FJ, Paul Armstrong now getting serious in the Nalla Hilden and Shane Bowden's Prad Mk 5. Sadly the Prad succumbed to an unknown engine malady and was retired for the weekend.

Brian Simpson in the big bore Cooper Jap and Dick O'Keefe's Photon rounded out the top 10 qualifiers. Conditions for practice were cold but dry and come

race time things got a little but slippery with a very light drizzle making life difficult for some. The Dalro and Faux Pas were both in all sorts of strife trying to get traction and Les did a bit of gardening to drop out of contention and it was the Lolus and Warwick McBean who conquered the miserable conditions to lead home the experienced campaigners Dick Willis and David Gleen.

Dicky is really coming to terms with the Nota Major which is perfectly suited to the tighter layout of Wakefield Park in the slippery conditions and he went even one better in the last race on Saturday by leading Les in the Dalro home. The McBean Lolus was too good for the Team Reid Faux Pas and Armo in the Nalla was the next big improver getting quicker with each outing. The first 4 cars were separated by 6 tenths of a second which made for a great finish. The David Gleen Anderson Holden was right in there as well and Gleenie was well clear of Cooper team mates Fred Greeneklee in the smaller engined Mk6 beating home Brian Simpson in the 1100cc Jap engined car. Well done Derry!!

Goulburn as usual was abuzz on Saturday evening and it was good to catch up with everyone at the Astor Hotel for a few bebies and a bit of lie telling.

Sunday morning and the weather was on the improve, but still bloody cold. I think the driver's heads were all a bit clearer than they were on Saturday and it showed as the lap times started to come down.

The first Sunday race was a handicap and with a big field it was hard for the scratch markers to progress through the field. It was MG's to the fore and Terry White, all the way from Victoria victorious in his MGTC special leading Peter Lubrano's MGTC home and another visiting mexican Noel Cunningham in the beautiful Talbot GP 3<sup>rd</sup>. Great to see the visitors not going home empty handed, it makes the trip up the Hume worthwhile.

The last race of the weekend was the 8 lap feature race and by the time the grid lined up the weather was warmer and the track clean and faster than it had been all weekend. And it showed with spectators proclaiming this the race of the weekend.

The Dalro and Faux Pas lead the field away and were never threatened as they swapped place for the lead on every lap. They raced wheel to wheel for the entire 8 laps and crossed the line side by side with Les Wright's Dalro a very

narrow victor over Dave Reid's Faux Pas Repco, only 15 hundred's of a sec behind. It was great to see Paul Armstrong coming to grips with the very potent Nalla Holden filling 3<sup>rd</sup> spot with Warwick McBean and John Medley rounding out the top 5.

As usual there were lots of groups clumped together and locked in battle. In the Copper Battle Brian Simpson got the better of Fred Greeneklee and Dick Willis's Nota got the better of the Gleen Anderson Holden and Dick O'Keefe's Photon, all line astern and only a few seconds apart.

Down the line it was Barry Bates now punting the pretty Thompson Special from our regular 'Mexican' visitor Peter McKnight in the Aarons Lotus and Bernie Mylon from Wodonga in the Morris Special.

First of the J's & K's was Lisa Tobin-Smith in the mighty Ford V8 Special 'Henry the Eighth' showing clean pair of heals to the Cunningham Talbot GP and the mighty Sulman Singer driven this weekend by yours truly.

It really was a terrific weekend of historic motor sports and our old cars showed that we have a lot to offer in terms of racing action and spectator interest. 29 cars started the last race which is a credit to the mechanics and preparer's. Thanks to all those interstate visitors for supporting our major JKL meeting for the year and we hope to see you back soon.

Our next meeting is pencilled in for November 28<sup>th</sup> & 29<sup>th</sup> to be held at Sydney Motor Sports Park and after chatting with nearly all JKL competitors it looks like we will get enough entries to form a grid. It is proposed that JKL's will be run together with the slower Sa's and at this stage I have had 20 or so positive responses as to intention to compete. Spread the word and let's get a good field together.

A very strong rumour of a prominent K car seen at Mittagong on the back of a trailer and being towed by its new owner. It will be great to see it back on the track soon. More info when it's available.

The question of preferred racing numbers has been raised and I would be happy to make up a register of cars/numbers for our HSRCA organisers. Please let me know what number/car you would prefer and we will do our best to

accommodate when we can. There is no guarantee we will be able to reserve a race number but if I can see who wants what it will be a big help.

Don't forget to send any gossip, news or info through to me at [malreid@netspeed.com.au](mailto:malreid@netspeed.com.au) or call my mob 0412630615.

That's all folks, safe and happy racing and see you at SMSP

Mal Reid