

IT'S THE PITS DECEMBER 2015

Wow where did this year go!! Santa has been and gone and if you've been good he might have brought you a new set of Hoosiers or an engine rebuild or maybe a new helmet and racing overalls.

Anyway it's been a good year for the JKL fraternity and it only seems like a few weeks since we started the year at Wakefield Park in February. In past years our fields have been dwindling but I think that the slide has halted and everywhere we went this year there were pretty good fields.

Sandown was the possible exception as their numbers were down a smidge but we in NSW bounced back with over 20 entered for the HSRCA November meeting, a great result given that in the few previous years we couldn't get a grid together. My apologies for not competing but no car and a Saturday commitment meant that I could only cruise down for a Friday night get together with those that camp at the 'Blue Cattle dog' and a quick look around the pits on Saturday morning. I managed to stay 'till practice and got drenched in the process as the heavens opened up just before the field headed out.

The rain put a real dampener on the times as most were very careful in the extremely soggy conditions. It was Les Wright in the big Dalro Jag ploughing his way through the rain to take pole. The Dalro has now been reclassified as a Lb car and had no trouble in the wet with its new skinny wheels and tyres. Warwick McBean in the Lolus was next and Dick Willis's Nota Major 3rd.

Great to see John Virgo all the way from SA performing well in 4th, and John Medley in the Nota FJ 5th. Rounding out the top 10 were the Elfin Streamliner (David McKenzie), MGA (Richard Rose), Sharp Holden (Grant Craft back in Aust for a quick visit and a spot of racing), the Faux Paus (David Reid), and Nota BMC (Mike Gosbell).

The rest of the field was made up of Percy Hunter MGTC, Barry Bates having no trouble coming to grips with the Thompson Special, Craig Carlson visiting from Qld in the MCTC Special, our regular visiting mate from VIC in the mighty Cooper Jap Brian Simpson, another Victorian Noel Cunningham in the very pretty Talbot GP, John Murn Decca Special, Max Pegram in another very pretty

Victorian car the Gemini Mk 2, and James Elphick in the Gazelle Ford 10. Andrew Halliday was last on the time sheets in the Cooper Norton but no time was recorded.

By the time the first race came around the rain had disappeared and times were getting a bit more respectable. Warwick McBean proved to be the man to beat in the absence of the big Dalro which would be pit side with clutch problems until Sunday. Dicky Willis's Nota Major managed to just stay ahead of a fast finishing Faux Paus in the hands of Dave Reid. The Repco Holden powered Cooper copy has just under gone a few tweaks and we were expecting good things from DGR this weekend but all that good cheer at the Blue Cattle Dog the night before seemed to take the edge of his performance on Saturday. Anyway he managed to fight his way back from a poor qualifying time to finish 3rd. The 2 Johns Virgo and Medley rounded out the top 5 spots.

Dick Willis managed a very fine win from Dave Reid both relegating the earlier winner McBean to 3rd in the last race on Saturday afternoon. Max Pegram was another improver to run strongly for 4th leaving Virgo and Medley to continue their battles to be 5th and 6th. Fastest lap of the race went to the bigger (and louder) of the 2 Johns (Virgo and Medley) breaking into the sub 2 minutes for the first time all day with a 1.59.87.

Sunday's weather looked pretty good and Les Wright managed to solve his clutch problems overnight. Not so lucky was Grant Craft as the immaculate Sharp Holden was still sidelined with head gasket woes. Les really stirred up both the field and Dave Reid, and both put on a pretty good race at the front of the field with the Dalro finishing just ahead of the Faux Paus. Max Pegram also continued his improving ways and finished in the top 3 next ahead of the duelling Johns (Virgo still too good for Medley). DNF's for the Nota Major (Dick tells me that it was engine problems involving carbies and timing) and the Cooper Norton.

Last race for the weekend was a handicap and the fast lads that had been at the front all weekend were about to get a little more serious starting from scratch at the back of the field. The Faux Paus' 1.54 sec and the Dalro's 1.52 sec were by far the quickest Lb times we've seen at SMSP for some time, but Noel Cunningham still managed to hold off Dave for a fine win. Good to see the

visitors take home a trophy or two as it makes the long trip even more worthwhile. David McKenzie was a fine 3rd place in the Elfin Streamliner, with Virgo and Pegram rounding out the top 5. DNF's for John Murn and Mike Gosbell, the latter suffering nothing more serious than a flat battery.

In all it was a great weekend of motor sport for the older cars, with all competitors more than happy to be back on the big fast flowing track once again.

Our next meeting will be at Wakefield Park over the 27th and 28th February so let's see if we can get a strong field entered for the first meeting in the New Year.

Then of course comes the big Phillip Island meeting on 11 -13th March and Greg Smith has informed me that the VHRR are presenting on behalf of Harry Forde a new trophy for the best performing MG TC or MG Special at the meeting so all you MG owners have an extra incentive to enter.

There isn't much other news at this time so I'll sign off wishing all our JK and L racing mates a very Merry Christmas and happy and prosperous New Year. Thanks to all those that sent through news and gossip during the year and I look forward to hearing from you and anyone else who has something to contribute next year. Stay safe on the roads over the festive season and I look forward to catching up with everyone at a race meeting real soon.

Cheers,

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