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While August has been relatively quiet from a JKL point of view, apart of course from last weekend's Long Track Winton meeting which we will get to in a moment, behind the scenes things are rumbling along quite well and momentum is building for our major HSRCA JKL event of the year, Wakefield Park on Sept 22/23.

By now you should have received your entry package, if not you can download it off the HSRCA website, [www.hsrca.org.au](http://www.hsrca.org.au) You will notice the incentives on offer to induce you to enter, the ridiculously low entry fee of \$160, free marquee and the opportunity to run in JKL regularity as well for no extra entry fee provided we get sufficient entry numbers for the latter. One event CAMS L2S licences will be available for just \$40 to allow licence holders with another licencing authority to compete. In addition for JK competitors we are having a special ten lap feature race on Sunday morning. Entries close on Sept. 2<sup>nd</sup> but don't leave it until the last minute to enter !

There has been considerable discussion recently by another HSRCA Group as to the preferred method of gridding our races, the alternatives being:

1. All races starting from times established in qualifying.
2. Progressive grids where competitors grid in the position they finished the previous race.
3. Progressive lap times where competitors are gridded according to the fastest lap time they have achieved in the meeting so far.

My brief comments on each system are:

1. If you have a bad qualifying session you are stuck in that grid position all weekend.
2. You are rewarded for consistent efforts which enable you to move forward on the grid. As you would know this system is the most widely used at most circuits at the moment.
3. A fast car which has a DNF in a previous race does not have to start from the rear of the grid as in 2, in the past some accidents have been caused by impatient drivers trying to get to the front from the rear of the grid before the first corner. We first saw this method being used in New Zealand.

I would welcome your input, particularly if you are entering the forthcoming Wakefield meeting, if we get enough responses hopefully we can induce the race committee to go with the most popular method.

The Winton Long Track meeting on August 11/12 attracted 22 starters for qualifying with Ken Bedgood in Penrites Lola emerging on top followed by Grant Craft in the Sharp Holden and Dick O'Keefe in the Photon Sports. Although I wasn't able to attend my spies were able to keep me informed of the goings on, apparently the action was very furious especially in mid field where a lot of cars were very closely matched with the unfortunate result of some panel damage and DNF's which is very unusual in JKL and we hope the "disease" doesn't spread elsewhere. While Ken Bedgood went on to win all three races in Saturday's race he was led home by Brian Simpson in Uncle Derry's Cooper Mk 9 and Jim Russell's Ford V8 just edging out John Medley's Nota FJ for third. Second and third in both the Sunday races went to Dick O'Keefe and Derek McLaughlan's Mallock. Some other highlights were Patrick Ryan finally unleashing the potential of the blown MG TA Special even finishing fourth in the Sunday morning race just ahead of the normally invincible Group K king, Graeme Raper in the Monoskate. Grant Craft in the Sharp Holden had shown a lot of speed but a spin in race 1 plus a couple of other incidents had him having to work his way back through the field to eventually claim fifth in the final race. A notable absentee was Shane Bowden in the PRAD sports still awaiting some new rear axles capable of withstanding the power of his newly tweaked Grey Holden motor.

I feel I should pass on a couple of technical experiences I have come across recently in the hope that others may not fall into the same traps, experts who already know everything should bypass this paragraph ! I was recently told by a chap who races an MGB that he removes the oil pump gear after every four race meetings to check for wear, if not checked in time as well as badly wearing the oil pump drive gear the drive gear on the camshaft will be destroyed which is exactly what I found earlier this year when I had the Nota Major apart. To avoid destroying the camshaft a bronze sacrificial gear is fitted, available from your friendly B Series specialist supplier. in a road car the original gears will last for 100,000 miles or more so what is it in a racing engine that causes the damage, revs or excess oil pressure ?

105E type Ford engines also suffer from the same malady and again, bronze oil pump drive gears are available. Many people using these engines have

fitted the high volume/high pressure oil pumps available from Burtons and others but I recently saw on the Burtons web site that these pumps should not be used if you intend to rev the engine over 6000rpm which isn't much help when you need to rev these engines to 8000 to get the best out of them.

Not that this has been too much of a problem with my 105E powered Ausper which I haven't been able to get to rev over 6500 for many years. Despite changing the engine, carbs, distributor, cap and leads, plugs and everything else me and my advisors could think of, nothing would persuade the thing to rev over 6500. A few weeks ago I was at a local hill climb and again scratching my head as to how I was going to solve this mystery when a bystander suggested I give it a run with the engine cover off----eureka ! Not enough clearance between the engine cover and the carby inlets so now I have to cut a great big air inlet into that lovely alloy engine cover but a valuable lesson learnt.

Mile Gosbell has finally collected the ex Geoff Medley Nota FJ which he has been negotiating to buy for some time, first outing was at the Grafton Hillclimb last weekend where he quickly came to grips with this neat little car. He hopes to become a regular competitor in it while his Type 52 Cooper FJ is reserved for special events. My Dodge Special which I have been advertising for some time has finally found a new home with GEAR enthusiast Bob Thomas of Mittagong who had a run in it at the GEAR meeting on August 8<sup>th</sup>. At least then one question was answered, where is the most effective place to advertise such a car, Unique Cars, Just Cars, Vintage Racecar, The Oily Rag and even my newsletter brought no results only a heap of scammers from Just Cars, and it was from the GEAR magazine, the Gearbox that the eventual buyer came.

Rob Barker has enquired as to the current whereabouts and history subsequent to its racing days of the Lancia Aurelia GT Coupe raced by Stan Jones in 1954 at Orange and other venues at that time, can anyone help?

I have just received notice of an interesting car for sale which should readily find a new home in the JKL fraternity ;

### **The ex Harry Firth MG TC Special.**

“This extremely significant historic race car has been fully rebuilt, and is offered on behalf of a deceased estate. Chassis and body fully stripped,

repaired and repainted. Motor rebuilt with new Argo rods, forged pistons, and a head modified to run on Avgas. Supercharger and steering box rebuilt, along with new brake and fuel lines. Brown Davis rollbar, 13" and 15" wheels, and comes with a CAMS Group Lb Logbook and Certificate of Description which shows the following allowable items ;

- \* Longer stroke motor, 93 mm, 1410ccs.
- \* Wade K1500 supercharger, H6 or H8 carb. allowed.
- \* Detroit locker diff
- \* 15" front wheels, 15" or 16" rear wheels.

This car has NOT raced since this rebuild, motor has been run for 20 minutes only.

An excellent top car for any historic racer and a rare opportunity, \$70,000 ono.

Alex, 0425 775863"

Time is running out for this JKL Registrar with only a few months remaining until my tour of duty expires, to date no one has come forward to take on this very rewarding position but if you, or someone you know wishes to be involved in this great category and take it on to the next level please contact the Chairman of Registrars, Richard Cardew on 0405 459546 or [rcardew@iprimus.com.au](mailto:rcardew@iprimus.com.au)

Good Racing,  
Dick Willis.