

IT'S THE PITS

By all accounts the Summer Wakefield park meeting was well attended and a good time was had by all. Unfortunately the meeting coincided with a very special Reid family wedding so the Faux Pas, Prad and Singer were not present.

25 cars of varying categories made up the qualifying grid, 2 J/K's, 14 L's, 4 invited M's and 5 S's, and the wet greasy conditions had everyone on their toes and trying to keep it all on the black top. It was great to see several interstate drivers again supporting the first historic meeting of the New Year. The air cooled Coopers of Brian Simpson (Vic) and Derry Greeneklee (SA), Ian Motley in the Austin 7 (SA), and other Victorians Terry White MGTC, Noel Cunningham Talbot GP, Bernie Mylon Morris Special, John Gillett K3 MG and John Evans Elfin Streamliner all enjoyed a very busy weekend of historic fun with practice and 5 races to keep everyone on their toes.

Practice in the wet saw Brian Duffy in the big Healey 3000 was more than 4 secs faster than Grant Craft in the immaculate Sharp Holden and third was the Les Wrights Dalro Jag. Andrew Gibson in his very rapid TR3A was next with Warwick McBean Lolus 5th.

Things had dried out a little by the time the flag fell for the start of race one and the finishing order was pretty much as they started except for the Dalro pipping the Sharp Holden for 2nd. A very close race with the top 5 only 2.6 seconds apart. Notable DNF's were Richard Rose MGA, Dick Willis having a run this weekend in the Stewart MG, Brian Parkinson MGTC Spec, John Medley Nota FJ, and Derry Greeneklee in the Cooper MK6.

22 starters saw the red lights go out for the last JKL and Sa 6 lapper of the day and times had fallen with the track now running "fast". Brian Duffy's big Healey still seemed to have Les Wright's measure and Andrew Gibson's TR3A right up there tail pipes only a few seconds back. All 3's lap times now in the mid 1.12's. The big mover's in this race were Brian Simpson Cooper Jap 5th then the mighty Nota FJ of John Medley moving up to 8th.

It was an early start for JKL & Sa's on Sunday morning being first race of the day. A good night's sleep worked wonders for Les and he finally managed to get the nose of the big green Jag in front of Brian Duffy's Healey for the first time over the weekend. The Cooper Jap continued to march up the results sheets as well coming home a fine 2nd and ever improving in the Nalla Holden was Paul Armstrong 3rd. Grant Craft managed to sort out his problems from the previous day and finished 4th. DNF's for Andrew Gibson's TR3A, Brian Parkinson MG Spec, Derry Cooper MK6 (again he was having a shocker this weekend), and Warwick McBean's Lolus.

Race 4 for the weekend saw the handicappers give the back markers a chance with Ian Motley finishing at the front of the now 15 car field. John Gillett was 2nd and

John Evans in the pretty Elfin Streamliner was third. A good drive from scratch from Les Wright 4th, Bernie Mylon 5th, and Graham Hawker in the KAM MG Holden 6th. Brian Simpson only managed 2 laps before retiring making it a tuff weekend for the Cooper Air-cools.

The last run of the weekend for the oldies (cars that is) was a JKL only race. The 5 race program is great as it gives everyone plenty of track time but it can have an impact on the race fields as our older cars fall by the way side. 14 cars started and 11 finished. The first 5 were Dalro Jag, Nalla Holden and John Medley Nota FJ, Barry Bates who is improving every race in his recently acquired Thompson Sports, and Bernie Mylon going great in the little Morris Special.

Those also standing at flag fall were the Evans Elfin, the White MGTC, the Cunningham MGTC Special, the Gillett K3 MG, the amazing Percy Hunter in the ever reliable silver MGTC Special, and finally Brian Parkinson's MGTC. No doubt about those mighty MG TC specials, where would Aussie racing have been without them in the 40's and 50's and now in 2016.

Our racing start to the year was most successful and our grids continue to grow steadily. Many for those that attended the Wakefield Park meeting also moved onto the huge Phillip Island meeting a few weeks later. The Phillip Island meeting really is an event these days with nearly 550 entrants running over a full 3 days. There were huge fields in all classes and 37 JKL and invited M and Sa cars entered for the weekend. This year the JKL's were joined for the first time by a group of 8 Formula Vee's so a grid of 45 cars set of for practice on Friday morning.

Nick McDonald in the amazingly quick Elva Courier has for years been very quick at this meeting and managed to once again sit at the top of the time sheet from Les Wright's Dalro Jag and David Reid in the Faux Pas Repco Holden. Conditions on the day were cold and there had been a bit of rain about and times reflected this with the fast guys just getting into the 1.58's but as the weekend progressed the times would slowly come down.

The huge grid lined up for the Friday afternoon race and it was the Elva Courier leading the way from the Dalro and Faux Pas and Dick O'Keefe in the Photon Lotus, Shane Bowden Prad Sports and Samantha Dymond Lola Mk1. Only a few laps in and the race was red flagged so no results were posted.

Things got a bit more serious on Saturday morning with Les in the Dalro reversing the order to beat home the McDonald Elva, and Dick O'Keefe pipping the Faux Pas for third. Dave was having a few spark plug issues so to finish in 4th was a good effort. All down the line there was some really good racing and Jim Russel again showed that the big Flat Head V8 really likes to stretch its legs at PI finishing just behind Samantha Dymond (5th) and beating home some much more modern machinery.

The Sat arvo race was again red flagged so no result. Sadly, red flags interrupted several other races over the weekend. Sunday morning and the weather was warming up and so was the Big Dalro. Les was now coming to terms with Jag now on its skinny tyres and held out Nick McDonalds Elva and the now improved Faux Pas which was finally running on 6 cylinders not 5 after Dick O'Keefe waved this magic electric wand over the sparking system! No red flags this time and 39 cars finishing and some top clashes all through the field.

The last JKL race for this very busy weekend was a ripper. Les in the Big Jag got a great start as did the Faux Pas. David Reid got a blinder of a start from row 2 and was hounding the Dalro at the end of the first lap. These two left Nick McDonald's Elva in their wake and both put on a great show in their fight for the lead. Lap times dropped quickly and the Faux Pas pressured the Dalro all the way slipping past on lap 4 to hold on for a great win and setting fastest lap of the weekend (1.53.9) for JK & L's. The Elva managed to hang on for a fine 3rd but with the motor needing a big freshen up Nick was never in the hunt. A great scrap between Charlie Mitchel GMC TS Special, John Virgo Riley, Graham marks Mac Healey, and Jim Russell Ford V8 saw this group finish within a few seconds of each other.

Phillip Island is a huge event these days and with 5 JKL races over 3 days there's always plenty of action for both competitors and Spectators. The red flag stoppages are a real nuisance that rob the drives of track time and with so many races (60) over the weekend it's impossible to re-run the events. This was the only real negative to an otherwise top weekend of historic action.

Coming up next on the Calender is the Anzac weekend Mallala on the 23rd and 24th April and shortly followed by Warwick Autumn meeting 30th Apr- 1st May. Then the usual Winton Historics on 27th - 29th May.

If you haven't already entered but need info here is all you need.



DEAR COMPETITOR

The Victorian Austin Seven Club cordially invites you to compete in our 40th Historic Winton meeting to be held Sat 28th & Sun 29th May 2016 at Winton Motor Raceway.

Historic Winton - Honouring the Past - Australia's largest and most popular all-historic motor race meeting presents **Two Big Days** of non-stop racing featuring over 400 historic racing cars and motorbikes from the 1920's

to the 1980's.

We have already programmed separate events in 2016 for the following categories and again special emphasis will be placed upon the older vehicles in each group. We especially welcome J & K, Lb, Sa, Na and vintage regularity drivers who often find it difficult to compete at other Historic meetings due to program restrictions.

Groups J & K

Lb Sports and racing

Groups Na, Nb, Nc

M & O Sports and Racing

Groups Sa, Sb, Sc

Q & R Sports and Racing

Regularity 1 (1920's - 1940)

Regularity 2 (1940's - 1960)

Please don't forget our trophy presentation held immediately after the last event on Sunday, combined with our traditional BBQ and complimentary refreshments. We ask that you make every effort to attend this most important part of our meeting.

There will be a special function on Saturday evening from 5:30 - 7:30PM, at the Winton Motor Raceway Hospitality Centre for all past and present Competitors, Officials and partners. Further details will be made available on the Historic Winton website closer to the event.

The 40th Historic Winton will again be held under the rules and regulations of AASA. Competitor entry fees for 2016 will be \$325. We believe this is great value for such an iconic National Historic motor race event.

This year the principal method of entry is by Motor Event Entry, which is available via www.motorevententry.org

We ask entrants to use this method of entry. If details of you and your cars are already in another Event Entry system, your user name and password is valid for both systems. Competitors who are unable to access the MEE system should contact the Event Secretary: Mal Hill ph 03 9787 1010 for assistance, or by email at circeonya@hotmail.com

Entries will also be accepted on our standard entry form, which will be available from the Event Secretary.

News of our event is posted at regular intervals on the website and forwarded to competitors via email.

Enquiries

Secretary - Mal Hill

ph 03 9787 1010 or circeonya@hotmail.com

Entry Secretary

- Brian Williams

ph 03 9568 8171 or

bwi09329@bigpond.net.au

Austin 7 Club

Dick Willis has been in touch with Mal Hill from the Austin & club to clarify the issue of Frontal Head Restraints' at this meeting and this is a copy of his reply;

From: Malcolm Hill [<mailto:malcolm.hill@circelion.com>]

Sent: Wednesday, February 17, 2016 2:07 PM

To: Dick Willis <willisrg@smartchat.net.au>

Subject: RE: Historic Winton,

Hi Dick,

Please see below.

Please see correspondence below from AASA regarding Frontal Head Restraints

"Frontal Head Restraints are recommended but are not compulsory at Historic Winton "

Hope to see you there.

Regards,

Malcolm Hill

The next big meeting for the JKL group to think about is the 40th anniversary of the first all Historic meeting.



THE **40**th ANNIVERSARY
OF
ALL-HISTORIC
RACING

PRE-1960
CARS & BIKES
Racing on
2, 3 & 4 WHEELS



WAKEFIELD

Park

GOULBURN 17-18 SEPTEMBER, 2016

For further information - www.vacco.org.au, vacco40@gmail.com or GPO Box 2365, Sydney, NSW, 2001

2016 marks the 40th anniversary of the first race meeting at Amaroo Park for classic cars and bikes. Since then, the sport of historic racing has grown to great

strengths, and its events are highlights of the Australian motorsport calendar around the country.

So, over the 17th and 18th of September, 2016, the Vintage Sports Car Club of Australia will hold a special 40th Anniversary of All-Historic Racing race meet at Wakefield Park.

The event will be open to pre-1960 cars and bikes and held under an AASA permit to promote a simpler experience, and good strong fields of glorious old cars and bikes.

Read on for the full details, and stay tuned for information about entering. For further details head to www.vscca.org.au or email vscca40@gmail.com.

WHAT IS THIS 40TH RACE MEETING I AM HEARING ABOUT?

Forty years ago a batch of odd fellows put together a race meeting at Amaroo Park (Annangrove NSW) for older cars and bikes. It was a spectacular success and forged a lot of great friendships made that still exist today.

It began all of our involvement in 'old cars', often running around on the smell of an oily rag.

It was the birth of Historic Motor Sport today and we want to recreate this magic meeting JUST this once. We won't be doing it again! So, look at your diary right now please!!

17th and 18th September 2016

Now is the time to get that old car or bike out of the garage, cleaned up, checked over and bring it to Wakefield to run, in a brisk Regularity event. Or maybe even race if it is up to speed to race competitively.

The Meeting will be under AASA permit which makes things a lot simpler. We want to see grand old fields of all those great cars that created that first meeting – yes bikes and cars – as was the first meeting.

Do you know where one of the cars or bikes from that meeting or later are **'sleeping'** in a garage somewhere – maybe we can't relive the old days of them drifting up the Amaroo Park hill, but we can definitely run them in a sprightly

Regularity on a great circuit where you can see every corner, passing manoeuvre and braking duel.

Do you have a car or bike from that meeting? Do you have one from that era? Or do you know of one of those cars?

Dream of a 40 strong field of all those old cars and bikes, and about the fun and stories in the paddock afterwards?

Regularity was dreamed up to get cars and bikes out on track that didn't want to compete hard, but wanted to briskly, and energetically relive the excitement of days gone by but at a gentler pace – with minimal officialdom.

Could you do with a dose of **good old fashioned non-political motor sport?**

Please email vscca40@gmail.com with your name, your car and event if you think you might like to come.

Also, please let me know of any car that might be 'sleeping' in a garage, so I can chase it up.

or ring Rob Rowe on (02) 49481771 (bikes); or Rees Mackay on (02) 94194251 (cars)

This is a very significant milestone in the life of historic racing in Australia and I would ask that we all mark this weekend down as one of those must attend meeting. Rees Mackay has been in touch and has asked that I pass on the following to all competitors that they need some indications of competitor numbers straight away so they can commit to making this meeting happen. The costs of running meetings at Wakefield park have risen greatly and the organizers the VSCCA need around 170 - 180 cars and bikes to make this happen.

Can all interested in running please contact either Rob or Rees and let them know ASAP. This meeting is being held the weekend before our usual HSRCA Spring meeting being held on the weekend of the 24th and 25th so it's a great opportunity to come to Goulburn and run 2 weeks in a row if we can get the numbers.

Spread the word and let's get the numbers. Call me on 0412 630615 or email me at malreid@netspeed.com.au if you have any news.

Cheers and safe racing

Mal Reid