

Pitstop



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Hope everyone has a great 2020

Glenys Collins

glenys@benallaautoclub.com.au

Pitstop

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Edition #624 Nov—Dec 2019

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Front Cover:

AMRS Rd 6 @ Winton pic by Judi McDonald

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**The Benalla Auto Club is proud to release a
book of our history – The First 50 Years.**

Originally drafted around the time of the Clubs 50 year celebrations in 2007 the draft was all but lost until a change in the BAC Committee made a commitment to find and complete the book. The first copies have arrived, just in time for Christmas!

Many members pre-paid for the book with tickets to the clubs 50th Birthday dinner in 2007 – that list has been found and those who have paid for the book will finally get their copy!

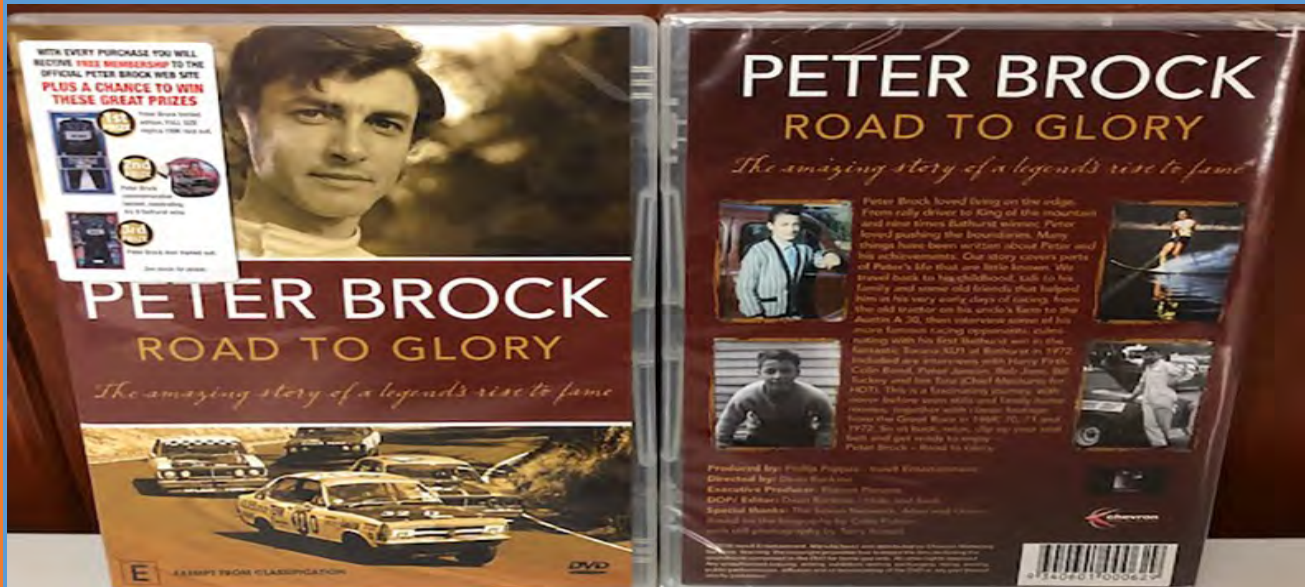
The book is available for sale from the club's office, located at Winton Raceway and available to order off the website at www.benallaautoclub.com.au

At \$20 the book will make an excellent Christmas gift so don't delay – order now!

We would like to thank all those who assisted in completing the book project and bringing it to reality.



A promotional poster for the Wakefield Park 300 race. The background shows a race track with several cars. The text 'WAKEFIELD Park 300' is prominently displayed, with '21st - 23rd February 2020' below it. To the right, it says '5 DIVISION CATEGORIES'. At the bottom, '137 LAPS!' is written in large, bold letters. Logos for 'SYDNEY 300', 'Winton', and 'AUSTRALIAN 1000' are also present.



PETER BROCK ROAD TO GLORY DVD \$10

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Winton Enduro



Winton Enduro



Pics by Judi McDonald

CRUNCH TIME AT WINTON

The AMRS returned to its spiritual home, Winton Raceway, for the final round, and there was plenty of interest focused upon the title deciders in a couple of categories. Most notably, the GT-1 Australia and Thunder Sports championships were set for blockbuster finishes, with just seven points separating the top two drivers in each of those categories.

To spice things up a little, GT-1 Australia introduced a revised race format for the weekend; the Saturday action now included a 15-minute sprint race alongside a single qualifying session, with Sunday featuring the usual twin 50-minute races with pit stops.

On Saturday, it was John Morriss who qualified on pole, but an aggressive Matt Stoupas elbowed Morriss wide to take the lead in Turn 2. As a result, the margin between the two championship protagonists remained at just seven points heading into Sunday.

The first of the Sunday races was an

absolute belter, the handicap pit-stop system working to perfection and producing a nine-car battle for the race lead with just five minutes remaining. This stage of the weekend also proved pivotal in determining the outcome of the championship – Stoupas, who had been running just ahead of Morriss, made contact with Geoff Taunton's MARC II car at Turn 1. The damage forced Stoupas into the pits for unscheduled repairs – he limped home in ninth, while third place for Morriss swung the pendulum firmly in favour of the Porsche driver.

Of course, the handicap pit stop format meant that Stoupas' poor finishing position gifted him a shorter compulsory pit stop time for the second 50-minute race, which he duly won – but Morriss only needed a top-six finish, which he achieved by following Stoupas home in second position to clinch the title.

Claiming the final podium position and scoring his best result of the year was defending champion Jake Camilleri, who



was thankful to score some silverware after a less-than-perfect title defence.

The other close title contest, Thunder Sports, was rather less controversial but still tense for the drivers involved. The nerves skyrocketed for points leader Mark Tracey after he broke an axle in Friday practice. That necessitated a trip back to his Albury hometown to scavenge for spare parts, and the replacement unit was not of the same strength as the one that had failed, prompting Tracey to adopt a rather cautious approach to the remainder of the event.

But he still finished ahead of Cory Gillett in all four races, and even ended up winning the round after the Race 1, 2 and 3 winner, Matt Sears, withdrew from the final with electrical gremlins.

The Aussie Racing Utes ran as a class within Thunder Sports, Sieders Racing driver Glenn Hancox wrapping up the title.

Chad Cotton took the Miniature Race Cars

round with wins in four of the five races, but it wasn't enough to deprive Craig White of back-to-back titles, White finishing second overall for the weekend ahead of Aussie Racing Car driver Jack Boyd.

One of the other points of interest for the Miniature Race Car Series was the public unveiling of the new Mini Muscle Car concept, a scaled-down version of an XB Falcon Coupe attracting plenty of attention.

In the Stock Car Series, it was Stephen Chilby who won all four races, after his main rival Brett Mitchell lost time with several mistakes. Mitchell still did enough to wrap up the Stock Cars title, thanks to his trio of second-place finishes.

The program was completed by a combined field of IROC Porsches and Group S historic production sports cars, Rohan Little winning the IROC Challenge round while Doug Barbour was the best of the Group S competitors.



AMRS RD6 RESULTS

CLASS 1

- 1. JOHN MORRIS - PORSCHE 911
- 2. MATT STOUPAS - AUDI R8
- 3. JANE CAMILLERI - MARC I

CLASS 2

- 1. STEPHEN CHILBY - OZ TRUCK
- 2. DAVID WENDER - PONTIAC
- 3. ROBERT MARCHESE - OZ TRUCK

CLASS 3

- 1. MARK TRACER - BMW E36
- 2. CORY DILLETT - NISSAN SILVIA
- 3. MATT BEARS - BMW E46

CLASS 4

- 1. ROMAN LITTLE - PORSCHE 911
- 2. SVEN BURCHARTZ - PORSCHE 911
- 3. ANDREW WHITESIDE - PORSCHE 911

CLASS 5

- 1. GLENN HANCOX - HOLDEN VE COMMODORE
- 2. DEARAD MARRS - HOLDEN VE COMMODORE
- 3. CLINT HENDERSON - HOLDEN VE COMMODORE

CLASS 6

- 1. DOUG BARBOUR - PORSCHE 911
- 2. ALEX WEBSTER - PORSCHE 911
- 3. DAVID CUNNEEN - PORSCHE 911

CLASS 7

- 1. CHAD COTTON - FUTURE RACER
- 2. CRAIG WHITE - FUTURE RACER
- 3. JACK BOHD - RUSSIE RACING CAR



Photos
By
Judi
McDonald



FACEBOOK

Rob Hoskins shared a post.
Admin · December 6, 2019

Another old pic found on another site.



Pete Minahan ▶ Old Motor Racing Photographs - Australia

Rob Hoskins shared a post.
Admin · January 15 at 6:29 PM



Glenn Everitt ▶ Old Motor Racing Photographs - Australia
January 15 at 9:25 AM

One of my favourite pics for action Wednesday.
My Dad leading Mike Glynn in the ex Brock Torana with Frank Brown's Xu1 not far behind, at Winton very early 80's. The little Group C Mazda had a fighting chance against the bigger engined cars at the tight and twisty Winton circuit. Great memories as a 10 year old with Mum, cheering him on at the fence.

Note: Not sure which photographer captured this image as there's no name on the back unfortunately. Would love to know.


Rolly Baker One of Barry Still in the Edelbrock, from another site.



Like · Reply · 6w

Rolly Baker One of Barry Stilo

Nut bush BAC style
Gala Dinner 2019




2,298 Views

Winton Motor Raceway

Published by Brenton O'Brien [?] · December 5, 2019

The 2019 Formula SAE-A show is in town and what a turnout it is. 34 teams from around the world have embarked on Winton Raceway where teams from as far as Poland, Japan, India and Pakistan take on the local talent from within Australia and New Zealand in what will be a fascinating event. Celebrating its 20th year, the many University students start their projects from scratch. Design, building, managing and driving their cars through the many variations of events. Its definitely worth a look, and one that will certainly show you a solid glimpse as to what the future holds in the automotive industry. With a full program of events, if you can find the time, we can provide the action.



VELOCITYNEWS.CO.NZ

Targa dumps MotorSport New Zealand for AASA

FACEBOOK



Rob Hoskins shared a post.

Admin · December 17, 2019

Found on another site. credit Mark Gibson.



Mark Gibson ▸ Old Motor Racing Photographs - Australia



Rob Hoskins shared a video.

Admin · December 29, 2019 at 10:32 AM

Another category for AMRS???? Sadly, I don't think so.....
How times have changed.



2,206,815 Views

Chopped

December 18, 2015

Like Page

Vintage figure 8 racing!! Some might want to look away.



Winton Motor Raceway

Published by Brenton O'Brien [?] · January 11 at 11:18 AM

Do you want the latest news about Winton Raceway?

Want to know when the big events are on?

Want to know how you can get involved on and off the track?

Don't look any further than here, our new and vastly improved Winton Web Page.

All the info, calendar, nominations, membership, its all in the one place.

Take the time to have a look around, you never know what you might find.

Visit <https://wintonraceway.com.au/>

2020 Endurance Triple Treat Begins at Wakefield Park

Written by Lachlan Mansell

Since 2008, the Wakefield 300 has become firmly entrenched as one of the most popular club level endurance races in the country, and next year, it will return to its traditional late-February date as part of a triple-round championship that promises to return the level of excitement and anticipation to that seen in 2014 and '15, when the event attracted enough entries to necessitate two separate races.

In both those years, the Wakefield 300 was the opening round of the Australian Endurance Championship, a series that also included 300-kilometre races at Queensland Raceway and Winton.

The 2020 season will once again feature a trio of endurance races; the Wakefield 300 will be joined by the Sydney 300 in May, while the Winton 300 returns to its traditional November date after a two-year hiatus.

The series will be known as the "Australian 1000," with each round to include some sprint racing to take the distance up to a perfect 1000 kilometres.

While there have been tweaks and refinements to the rules over the years, the formula for the 300s will stay true to the fundamental philosophy that has worked so well since 2008. Specifically, the field will be open to production-based vehicles, there will be timed compulsory pit stops for refuelling (avoiding the need for expensive dry-break fuel systems), and the cars will be grouped into divisions based on their lap times, allowing a diverse array of vehicles to compete on a level playing field.

Over the years, the Wakefield 300 has made heroes of ordinary, club-level racers. Drivers like Nathan Jess, David Raddatz, Shane Otten and Stephen Anslow all made names for themselves in the 300s during the late part of last decade and early part of this decade, while in more recent times it's been father-and-son combinations who have proven successful: Steve and Jake Shelley, Adam and Craig Burgess, Trevan and John Spiteri and Urs and Tom Muller.

There have been those drivers who have had rapid qualifying performances, but been out of luck in the races (such as Nick Cancian), and others who have been content to avoid grabbing the headlines on Saturday but saved their best performances for Sunday – Daniel Kapetanovic is one driver who falls into the latter category.

There have also been drivers who have been desperately unlucky to miss out on podium results. Michael Hall has made something of a habit out of finishing in fourth position, while Daniel Flanagan – who holds the honour of being the most-capped driver in the race having started every event since 2008 – has been let down by mechanical problems on more occasions than he would care to remember.

The Wakefield 300 is that kind of event. For those who win, the feeling is so addictive that they have to come back and experience it again. And for those who lose, the determination to do better next time is the thing that makes them keep coming back, year after year.

So what can we expect for the 2020 Wakefield 300? Well, we'll have a better idea once entries open early in the New Year, but early reports are suggesting we'll be seeing a lot of familiar names returning to the field, including a number of former winners. In any case, the halcyon days of the Wakefield 300 look like they're coming back.





READ ALL ABOUT IT!!!

We made the news

PAGE 12—'Benalla Ensign', Wednesday, December 4, 2019

Benalla Ensign

www.benallaensign.com.au

Raptors a boost for Winton

By Meg Saultry

If there is ever an emergency on the tracks of Winton, you'll soon be seeing a brand new Ford Raptor flying to the rescue after Winton Motor Raceway and Ford Motor Company announced a partnership to supply the track with a fleet of vehicles.

In a boost to Winton's safety protocols, the race track, which hosts dozens of events during the year, now has three new Ford Raptors as recovery vehicles.

Winton Motor Raceway's operations manager Jeff Grech said their partnership with Ford came about earlier this year following a conversation between the two parties at the Winton SuperSprint.

"We approached Ford at this year's V8 event and asked them if they would be interested in supplying the vehicles," Grech said.

"They acknowledged they would love to forge a partnership."

The three-year deal will see Winton Motor Raceway work alongside the car company to promote Ford ride days and other corporate events at the track.

The fleet of vehicles are yet to be fitted out for service, and while there is no timeline on when they will first be deployed, race-goers can expect to see them at a number of events in early 2020.

With strapping points located in the back trays, the plan is to install pods that can be easily removed, then moved to the next vehicle.

The Raptors' main use will be fire and recovery, with equipment including fire extinguishers, the Jaws of Life and brooms placed in the pods.

Ford Motor Company sponsor-



Done deal (above): Jeff Grech, Glyn Griffiths and Chris Lewis-Williams alongside the new Ford Raptors.

Fitted out (right): The back of the Raptors will be fitted out with rescue and recovery equipment, such as fire extinguishers and the jaws of life.



ship manager Glyn Griffiths joined Grech and Benalla Auto Club's chief executive officer Chris Lewis-Williams at Winton Motor Raceway last Wednesday to inspect the new cars and seal the partnership with a handshake.

"We're grateful and very proud of this partnership," Grech said.

"Ford are a reputable company, with a great product.

"And with these Raptors, it shows that Winton is continuing to improve"

Wangaratta Chronicle



RACE EXPERIENCE: Students including Jayden Hayes, Andrew Sacco, Daniel Boschetti, Lisa Detlefsen, Lachlan Sessions, (with Winton Motor Raceway's Brenton O'Brien) and Mitchel O'Brien, had lunch together before exploring the facilities.

On track for success

Wangaratta District Specialist School

THE Winton Raceway is always looking at ways of being a bigger part of the community.

What better way to introduce the potential superstars of the 2020 Supercar Championship than to have the students of the Wangaratta District Specialist School come and visit?

Students enjoyed an amazing lunch before they all headed to the pits to meet the teams taking part in the Australian Motor Racing Series (AMRS).

The teams were kind enough to show the students around the great cars on show for the weekend.



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Queen's Birthday long weekend date for 2020 Winton SuperSprint

Winton Motor Raceway's place on the 2020 Virgin Australia Supercars Championship calendar has been secured, the Benalla Auto Club (BAC) venue confirming the Queen's Birthday long weekend (5-7 June) as the date for next year's Winton SuperSprint.

2020 will mark the 15th-consecutive year the north-eastern Victorian circuit has hosted a Supercars event, and the 33rd round of the Australian Touring Car Championship held at the venue since 1985.

The Winton Supercars meeting will again be promoted by Winton Motor Raceway and the BAC, and will return to a three-day event. The format has also been tweaked, with 200km races to be held on both the Saturday and Sunday.

BAC Group CEO Chris Lewis-Williams said confirmation the Supercars would return to Winton would come as welcome news to the wider community.

"Having the Supercars on the programme is important not only for Winton Raceway, but for the whole north-eastern Victorian region," Mr Lewis-Williams said.

"Our economic impact assessment data shows the Supercars event has major financial benefits for the district.

"We would especially like to thank Minister for Tourism, Sport and Major Events, Martin Pakula and Minister for Regional Development, Jaclyn Symes, for their support in securing the event.

"We'd also like to thank (Supercars CEO) Sean Seamer and the Supercars management team for their co-operation during the negotiation process, and we will continue to work on venue improvements that will be appreciated by competitors and spectators.

"At this stage, we have extended our deal with Supercars for another 12 months, and have the flexibility to continue discussions for 2021 and beyond."

Camping will again be available at the event, with campers encouraged to stay on the Sunday night, and enjoy exploring the region on the Monday public holiday.



AMRS CONFIRMS PRODUCTION CARS AUSTRALIA

CHAMPIONSHIP FOR 2020

Owners of production cars will be offered an affordable and professional environment to race their vehicles at a national level, on the tyre of their choice, from the start of next season thanks to the creation of the Production Cars Australia Championship (PCAC).

The category is for four-seater cars which have been sold in Australia, up to a recommended retail price of \$150,000, and will run a five-round championship on the Australian Motor Racing Series (AMRS) calendar, consisting of a mixture of sprint and endurance races.

The points system for the PCAC will be structured with an emphasis on class results rather than outright positions, and the classes have been structured to take in a wide variety of popular vehicles.

The PCAC will be managed by Matt Baragwanath and the Benalla Auto Club Events team. Mr Baragwanath said the category was created after discussion with interested participants.

“This championship has been created following extensive consultation with production car competitors around Australia, which highlighted the need for a more affordable, less restrictive national category,” Mr Baragwanath said.

“Our race formats will enable teams to run with either one or two drivers, and will provide a mixture of sprint races and longer-distance endurance events, but the distance of these events will be limited to avoid the need for extra pit crew, or expensive refuelling and tyre-changing equipment.”

A distinguishing feature of the series will be an open tyre regulation, with competitors able to choose from a list of approved treaded tyres. Mr Baragwanath said it gives competitors the opportunity to select a tyre that best suits the characteristics of their vehicle.

“One of the main attributes of production car racing is the diversity of machinery it attracts – it’s open to cars of all shapes and sizes, with a wide variety of engine capacities and a mixture of front, rear and all-wheel-drive vehicles,” Mr Baragwanath said.

“A tyre that works well for one sort of car may not be the best for another sort of car; by bringing in an open tyre regulation, we are enabling competitors to opt for a tyre that is best suited to their specific vehicle.”

Each round of the PCAC will consist of a pair of sprint races and a 60-minute endurance race with a compulsory pit stop. The final round at Wakefield Park will feature a two-hour endurance race with a “half-time” break for refuelling.

As part of the AMRS, PCAC competitors will benefit from a streamlined entry process, and consistency of officials and management staff at all rounds. There will also be prizes at each round, along with other competitor incentives.



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THE ACTION

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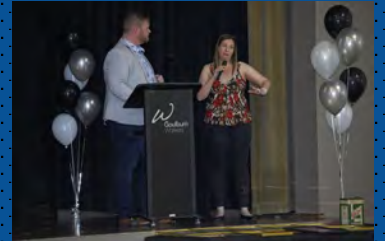
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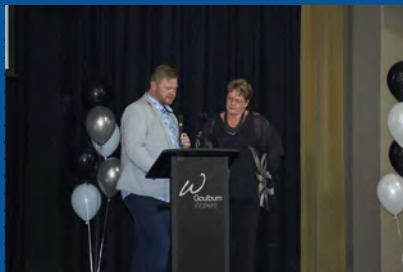
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Young Driver Development



The Australian Motor Racing Series (AMRS) and Australian Auto-Sport Alliance (AASA) have committed to supporting the next wave of future Aussie motorsport stars, throwing their support behind the Australian Rising Stars (ARS) Series.

The newly-created series, which will join the AMRS program for five rounds in 2020, features a unique concept for up-and-coming drivers to showcase and hone their driving abilities on a fair and level playing field.

ARS participants will compete against one another in identically-prepared Toyota 86s, and unlike other one-make series in which drivers are responsible for owning and preparing their car, all competing vehicles in the ARS Series will be retained by the organising body, with vehicles allocated randomly to competitors at each round.

In addition to the on-track competition, participants will also benefit from the ARS Motorsport Institute program, structured by renowned motorsport commercial manager John Ruggiero and his Push Talent Management agency, which oversees the affairs of top-level drivers such as David Reynolds and Andre Heimgartner.

As part of the ARS Series package, drivers will be educated on essential aspects of their off-track activities including sponsorship, media/public relations, fitness, career planning and commercial arrangements.

AMRS Manager Matt Baragwanath said the Australian Rising Stars Series will further enhance the AMRS' rapidly-growing reputation as a breeding ground for future stars of the sport.

"We've already seen a number of drivers making their mark in categories like Formula Ford, Formula 3 and TA2, and we're now proud to be working with the ARS Series to deliver a project exclusively aimed at discovering stars of the future," Mr Baragwanath said.

"It's unique among the motorsport landscape in that it randomly distributes cars among the drivers at each round, removing the logistical challenges of car preparation and allowing young drivers to dedicate their entire focus to maximising their performances, on and off the track.

"We're very proud to provide a platform for this project and look forward to supporting the next wave of world-class drivers."

The ARS Series will also be supported and endorsed by the Australian Auto-Sport Alliance (AASA) sanctioning body.

"AASA is very excited to be part of bringing the stars of tomorrow into the industry; we see our contribution to the project as critical to securing the success of Australian motorsport's rising talent," said AASA Business Development Manager, Stephen Whyte.

ARS Series Managing Director Wayne Russell said the series format will ease financial pressures upon young drivers climbing the motorsport ladder.

"The cost of tin top racing in Australia has spiralled out of control for most Australian families," Mr Russell said.

"Our philosophy is simple – to provide emerging talent one of the cheapest, but professional motor racing pathways in Australian motorsport."

The ARS Series take place across five AMRS rounds in 2020, commencing at Morgan Park in April.



Benalla Auto Club



Gala Dinner



TCR Australia announce 2020 Series Launch at Winton

The 2020 TCR Australia Series is set to be launched at Winton Motor Raceway in a free-to-the-public test day.

The test and series launch day will be held on Wednesday, February 26 at our popular circuit.

TCR fans and followers are invited to the day, free of charge, with three lucky guests getting the chance to win a ride in one of the turbocharged rockets.*

The test will give many of the newcomers to the series a chance to get a feel for their new machinery, while it will also offer second-year drivers and teams a rare chance to fine tune their cars.

It will be the first opportunity for the public to see the 2020 field, with all of the teams planning to give their cars a fresh look for the new season.

TCR Australia category manager Liam Curkpatrick says that the all-in test will be a great way to start the new season.

“Many of our TCR teams are planning to do some of their own testing, however, this will be the one and only time that all of the cars will be together prior to the Grand Prix event,” said Curkpatrick.

“Our pre-season test this year worked really well, and at that stage, some of the cars had only just come off aeroplanes. With more planning and a full year under our belts, the Winton test will be a great way to launch the 2020 season and I’d expect close to 30 cars being on track.”

Cars will be on track from from 9:00am until 4:30pm. Gates will open at 7:30am. More details of the test will be confirmed closer to the date.





Drive on the Winton Raceway Circuit

Take a passenger out for some laps

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MOTOR RACEWAY

AMRS 2020 CALENDAR



Round 1 Feb 28-Mar 1

Winton Motor Raceway

Round 2 Apr 3-5

Morgan Park Raceway

Round 3 May 29-31

The Bend

Round 4 July 17-19

Winton Motor Raceway

Round 5 Aug 7-9

Queensland Raceway

Round 6 Sept 25-27

Sydney Motorsport Park

Round 7 Nov 13-15

Wakefield Park Motorsport

