

Pitstop



Winton ~ How it all began

story page 6

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Cover Photo: From the history archives— creating the track at Winton



AASA Officials Overjoyed With Racing Return

Passionate AASA officials are relishing their return to the race-track at the post-lockdown Motor Racing Australia (MRA) race meetings held at Sydney Motorsport Park.

The team of volunteers – including flag, grid and pit-lane marshalls, pit lane marshalls and race control officials – were instrumental in ensuring the 13 June “COVID Comeback” MRA round was a success, and will be trackside for the next MRA round this Sunday, 5 July.

MRA Clerk of Course Nick Goring said it was an amazing feeling to be back in the control tower at the June round.

“Going to motorsport events and volunteering as an official is the thing that gets me out of the house and large events like MRA are ones I look forward to with gusto,” Nick said.

“After being away from the track for a few months, I couldn’t wait for the last MRA round and I’m excited for this weekend’s one as well.

“The comeback MRA meeting was a big day – the format was different from what we were used to, but I enjoyed pushing through such a large volume of competitors in an orderly fashion.

“Overall, the race meeting ran smoothly but it wasn’t without its tough moments; there were a few crashes including a big start-line shunt in one of the races.”

Nick explained there have been some challenges associated with running motorsport events in the post COVID-19 era.

“With social distancing restrictions, we’ve had to spread people out – for example, we can only have one official on each flag point,” he said.

“We’ve also had to be innovative with the way we’ve done safety briefings for both drivers and officials; I’ve been doing it with a handout and a video.

“Terry (Denovan) has been masterful with the way he’s put the event schedules together, to ensure there aren’t too many people on site at any one time.”

The enthusiasm of officials in volunteering at race meetings has created an oversupply, but Nick described it as a good problem to have.

“The MRA events have always had a terrific family culture with a relaxed atmosphere, so it’s not surprising we have so many people wanting to volunteer at them,” he said.

“I won’t lie – with these MRA events, my phone has been running hot with people wanting to volunteer, which is just fantastic to see. It does create a few challenges, especially with the social distancing regulations, but we’ve found ways of overcoming those challenges.

“We’re rotating people around and giving them a chance to work in different roles. That way, our volunteer officials are able to learn new skills, which will benefit the sport as a whole.



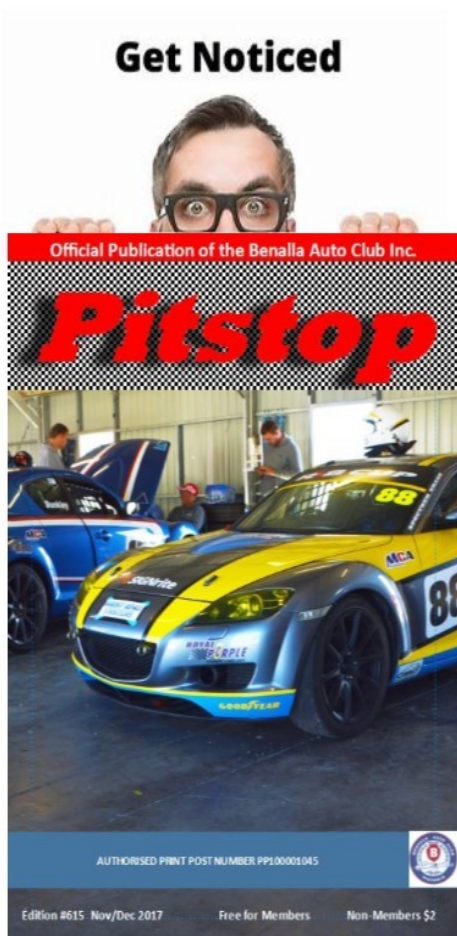
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Iconic Sandown Circuit to Host Additional 2020 AMRS Round

The Australian Motor Racing Series (AMRS) and its sanctioning body, the Australian Auto Sport Alliance (AASA) will reach a significant milestone in August, visiting Melbourne's Sandown International Raceway for the first time.



The Sandown race meeting, which will be held on 28-30 August, forms part of an expanded 2020 AMRS calendar that now stretches to six rounds. The Sandown round will feature a mixture of state and national categories including Porsche 944 Challenge, Circuit Excel Series and Formula Ford, with others to be announced soon.

According to AMRS Series Manager Matt Baragwanath, the chance to host an AMRS event at Sandown came about due to a vacancy arising at the venue.

“Sandown has always been on our wish-list of venues, but up until now it hasn’t been possible for us to race there due to the restrictions on the number of race meetings it can hold each year,” Mr Baragwanath said.

“When a weekend became available, I contacted (circuit owners) the Melbourne Racing Club, and we were able to secure a date that worked in with our existing events; we’re very appreciative of the MRC recognising our ability to deliver a safe and enjoyable race meeting.

“The response from competitors and categories wanting to be part of our Sandown race meeting has been overwhelming; racing at such an iconic venue will be a momentous occasion for the AMRS.

“While we acknowledge the recent increase in COVID-19 cases in Melbourne, this event is still almost two months away; we’ll be implementing the necessary procedures and protocols to ensure we comply with government directives and competitors can race in a healthy environment.”

Significantly, the Sandown AMRS round will also be the first race meeting to be sanctioned by the AASA at the Springvale circuit, which opened in 1962 and has hosted a range of high-profile endurance events including the Australian Grand Prix, the Sandown 500 in its various guises and a round of the World Endurance Championship in 1984.

AASA Business Development Manager Stephen Whyte said the Sandown race meeting highlights the importance of AMRS as a national circuit racing platform.

“As a national circuit racing series, the AMRS has been a vehicle for AASA to extend our footprint to venues across Australia, and to be able to sanction an event at such a historically significant track as Sandown is a fantastic breakthrough,” Mr Whyte said.

“At the AASA, our mission has always been about facilitating the ability for competitors to race affordably and safely. Being able to allow our customers to race at prestigious circuits such as Sandown is instrumental in us expanding our reach.

“Sandown is constantly striving for safety improvements; working with these kinds of world-class venues is something we’re keen to do on a more regular basis.”

Benalla Auto Club Group CEO Chris Lewis-Williams said the Sandown event will allow two of the BAC Group’s companies to demonstrate their capabilities.

“On the one hand, our events business unit, the AMRS, will control the operation and promotion of the race meeting,” Mr Lewis-Williams said.

“At the same time, our motorsport insurance and sanctioning business unit, the AASA, will be able to showcase how easy we make it for competitors to hit the track, while adhering to internationally-recognised safety standards.

“It’s a landmark occasion for the AMRS, the AASA and the Benalla Auto Club and I congratulate Matt, Stephen and their respective teams for executing this project.”

Winton — How it all started

Written by Mike Arnott—Arnott's Motors (Facebook)

Tight and twisty Winton has hosted some titanic touring car battles in its near 60-year history. But it didn't host the Australian Touring Car Championship until 1985, the start of the Group A era.

The story of Winton begins at a place named Barjarg. It was there in 1958 that the edgling Benalla Auto Club and its 20 members carved out a simple 1.5km motor racing track in a paddock loaned to them by local farmers. It was a good oil/dirt circuit, typical of the time, but in the late 1950s Barjarg was a remote location, a long way from anywhere. There were no shos, no services; Barjarg as a motor racing venue was never going to amount to much.

So within a year or so the BAC began looking elsewhere. The site they settled on was at Winton, near Benalla. Or Winton Common to be more precise.

In simple terms, a 'Common' in Victoria at that time was state-owned land on which community activities could take place. In the 1860s, for example, there had been horse racing on Winton Common. A community hall was built on the Common; there was a cricket oval, which in the 1930s allegedly hosted a Sheffield Shield cricket match between Victoria and NSW.

Founding BAC member (and the local school teacher) Bruce Watt led the club's submission to convince Council that the Common might find a more favourable public use as a motor racing track. The late Bruce Watt today is thus considered the founding father of Winton, although there were others who also played crucial roles.

Such as fellow club founding member, Barry Stilo. Barry enjoys the unique distinction of not only being the man who dug out the original layout, but also of being the first outright lap record holder—as well as being the current club president!

There is a story that does the rounds of how the Winton circuit came about. It's said that one afternoon after a counter lunch and a few beers at the local, Stilo and two other BAC members decided they would lay out the new track. So they left the pub and went down to the Common, and then 'designed' the circuit simply by driving a bulldozer around the vacant paddock!

The story is more or less true, 78-year-old Stilo confirms today.

"Gordon Lowen and Ken Cox were the main instigators," he says, "I was on the dozer, an International TD-18 182 Series. I said to them, "what do you think I should do?" and Ken says, "I'll go out n the car, and you just follow my wheel marks."

"So he goes out, does a few squiggles in the grass, around and around the paddock, and I just followed

him in the dozer, and that's how we dug out the track? Ken was an ex-speedway man, so he knew how to tear the grass up ...”

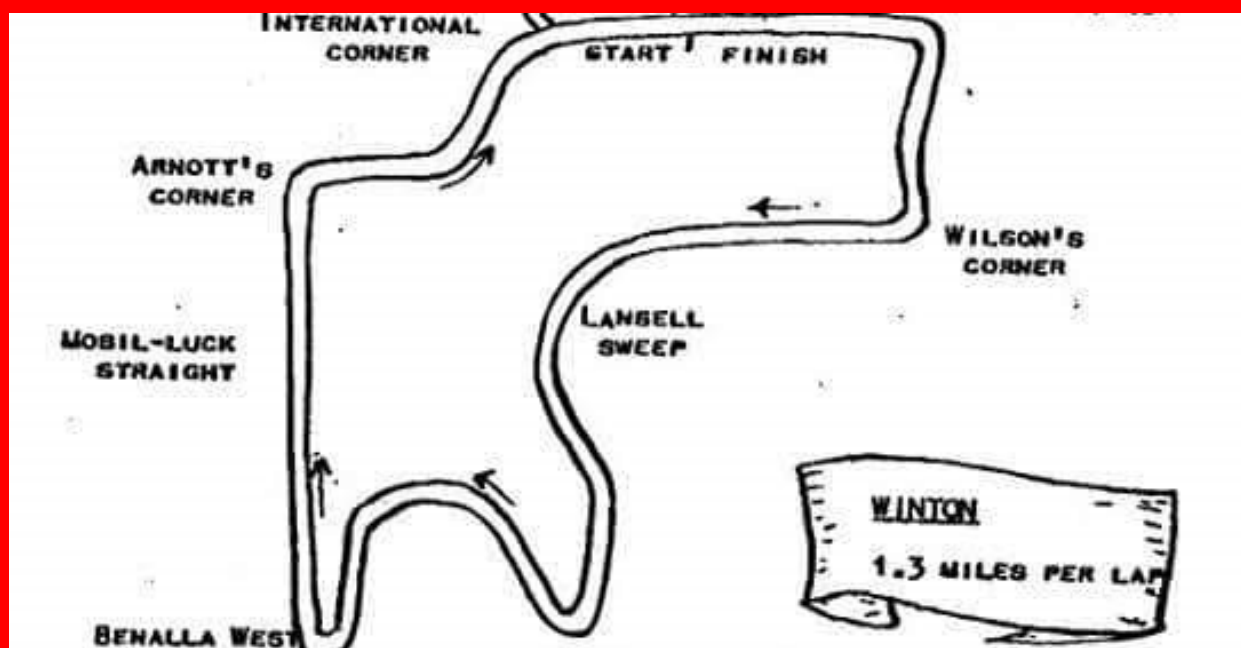
Cox's squiggles in the grass amounted to a total of 10 corners. With a length of only 2km, the new track was tight and twisty. Ironically, the fastest corner, the sweeper, was shaped by the constraints of the adjacent cricket oval.

Critics of the original Winton circuit always point to the low average speed lap and the proliferation of corners. Certainly it was far from the fastest track in the country. However, given the shape and comparatively small size of the Common land area, it's hard to imagine even today's professional circuit designers coming up with anything better on their computers than the freehand efforts of Cox and Stilo in his bulldozer.

And what some saw as a weakness was in lots of ways the track's great strength: Winton was a great leveller, especially in the early days.

It didn't suit the bigger cars, and that meant epic struggles in touring car racing as the Mustangs fought off the Mini's and Cortina's. Invariably the likes of Norm Beechey would blast away down the straights, only to have the smaller cars such as Peter Manton's Mini and Jim McKeown's Cortina nipping at his heels under brakes. Sometimes the little cars would slip by through the corners, only for the V8s to grunt back past on the straights.

Footnote: “Arnott's For Holden” sponsorship—In 1960 the Benalla Auto Club announced plans to build a race track at Winton Recreation Reserve. Arnott's Motors were one of the founding sponsors who guaranteed the loan of 10,000 pounds the club needed to build their new track. For a generation of motor sport fans—Arnott's Corner aka ‘the Esses’ was a perennial part of the scenery at Winton Motor Raceway.



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AUSTRALIAN AUTO-SPORT ALLIANCE

ALL WOMEN'S DAY - TRACK DAY CLUB AT WAKEFIELD PARK

The AASA continues to foster the participation of enthusiastic female motoring enthusiasts, sanctioning an all-women's track day to take place at Wakefield Park this Sunday, 26 July.

The track day has been organised by Australia's only female track day operator and director – Yvette Kinkade, who runs the Track Day Club organisation.

Since starting Track Day Club in 2012, Kinkade has prided herself on providing enjoyable track day experiences for drivers of varying abilities and is particularly passionate about welcoming more women into grass-roots motorsport.

Kinkade said her motivation was fuelled through her own negative experiences.

“My first track day experience was memorable; unfortunately, not in a good way,” Kinkade said.

“After participating a couple of times, it was apparent the track day landscape was intimidating and indeed unwelcoming. As a participant, I found myself being humoured and belittled; even the car I drove became the conversation of ridicule.

“Luckily for me, it enabled the development of a purposeful mission to ensure every person can experience inclusivity within motorsport, regardless of their car or gender. And that was the start of this fantastic journey.”

Since 2013, Kinkade has run at least two women-only events each year and has also created some complementary off-track functions, such as the Educate, Inform, Inspire seminar, which featured a range of high-profile guest speakers.

Kinkade is also developing a five-part Women's Success Program, which will be launched in 2021. The program will encourage more women on track through participation, education, mindset, mentorship and empowerment.

The women-only events have proven to be an effective entry point for women wishing to become involved in motorsport and Kinkade is proud of some drivers who have progressed from Track Day Club events to higher levels of the sport.

“One of the things that gives me satisfaction is seeing women who've started at Track Day Club events and are now achieving success in competitive events,” Kinkade said.

“Corrine Virag started off at Track Day Club events and is now racing full-time in the NSW Production Touring Cars Championship – she finished third in her class and 10th outright last year in her rookie season.

“We've also had Renee Walsh who was second in the NSW Road Racing Club Championship last

year, Karina Santolin who has won the Mazda MX5 Class 1 Ladies title the last two years, Mechelle Sahyoun who has won titles in the Southern Sporting Car Club and Jacqueline Taylor who has competed at Challenge Bathurst.”

Virag, Sahyoun and Taylor will all work as driver coaches this weekend, while participants will also be in line for giveaways from Disc Brakes Australia and Bare Body Beauty Co.

Other benefits for this weekend’s entrants include technical support from DBA, Prime Race Tyres, SR Performance and Euro Kustoms and Detailed4U, along with advanced driver development and race-car hire from RaceAway Track Time and the opportunity to access aerial footage from Geodrones Australia.

Kinkade said support from the AASA has been instrumental in the success of Track Day Club events.

“Since I started Track Day Club in 2012, most of my events have been permitted by the AASA and they have always been very supportive,” she said.

“They’re constantly improving and looking at ways to make processes as easy as possible for customers. Their input has been imperative in our events being so successful.”

Ultimately, the priority for Kinkade is ensuring all the participants leave with a smile on their face.

“Women's events are far less intimidating, more laid back, and provide a valuable sense of community, friendship, mentorship, and support with like-minded women,” she said.

“When you are in the car, it's an opportunity to forget about everything else. Nothing else matters except you driving that car – it's empowering and exhilarating.

"I believe there is a little enthusiast in all of us; you just need the right environment to unleash it!"

For more information on Track Day Club Women’s Track Days or to register for an upcoming event, visit the website here: <http://trackdayclub.com.au/womens-track-days-events/>



AASA TO SANCTION THE BEND CLASSIC IN 2020



AUSTRALIAN AUTO-SPORT ALLIANCE

Organisers of The Bend Classic have chosen the Australian Auto Sport Alliance (AASA) to sanction the second edition of the event, which will take place on 5-6 September at The Bend Motorsport Park in South Australia.

Entries for the 2020 Bend Classic opened last week and the event will be open to a variety of historic cars and categories including Group J (Vintage), Group K (Post-Vintage), Group L and M (Sports and Racing), Group N (Historic Touring Cars), Group Q and R (1970-87 open-wheelers), Group S (Production Sports Cars), Formula Ford, Formula Vee and Sports Sedans.

The real head-turners are likely to be the historic Formula 1 cars, which also participated in last year's Classic.

While The Bend Classic will again utilise a sprint format, this time only one track configuration will be used – the 3.41km West Circuit. Competitors will also benefit from significantly reduced entry fees.

The Bend Motorsport Park Event Operations Manager Charise Bristow said working with the AASA has been a simple process.

“The AASA team have been very easy to work with, and they’ve been supportive in accommodating all our requests,” Bristow said.

“With the change to AASA sanctioning for this year’s event, we’ve been able to simplify the regulations for competitors; it will be straightforward for a wide range of historic competitors to participate.”

Along with the Formula 1 cars, Bristow said some high-profile drivers have also expressed interest in competing.

“We’ve had drivers like John Bowe indicating they would like to participate; hopefully by the time our event rolls around, COVID-19 restrictions will have eased slightly and we can have drivers like John travelling from

interstate.”

Bristow and the team at The Bend are aiming for the Classic to become part of Australia’s rich historic racing culture.

“Australia is blessed with a large and passionate historic motorsport community, and there are popular events in each state that are attended by the same competitors year after year,” she said.

“We’re positioning The Bend Classic as complementary to those events and we would love it to become one of the ‘must-do’ historic race meetings on the calendar.”

AASA Business Development Manager Stephen Whyte said AASA’s involvement in The Bend Classic presents dual opportunities.

“Firstly, it’s a fantastic opportunity for us to be able to work with a world-class facility like The Bend Motorsport Park in facilitating a race meeting,” Mr Whyte said.

“We’re already involved with their drive day programs and some of their other activities, but this is a chance to collaborate with them on a larger event.

“Secondly, it also gives us another valuable connection to the historic motorsport community, which we see as an important customer base for the AASA.”





to share this one with you all



Australian Autosport Alliance (AASA) June 5 at 4:43 PM · 🌐

Have you seen our new customer portal button?

The AASA have made some big improvements over the last twelve months to how our customers can apply and manage their licences.

Isolation racing withdrawals ha ha





Rob Hoskins shared a post.

June 3 at 5:56 PM · 🌐

Found on another site.

Could this be one of our life members in action?



Russell Martin ▸ **Old Motor Racing Photographs - Australia** June 3 at 3:43 PM · 🌐

Winton - April 1981. A pair of Mazda R100 Sports Sedans.



David Blunden shared a post.

May 1 at 4:23 PM · 🌐



Avalon Raceway April 27 at 5:17 PM · 🌐

Avalon Raceway make the dreaded announcement that vandals have raided the premises overnight causing massive damage and have stolen massive amounts of safety gear among other things yet to be realised.



Rob Hoskins shared a post.

May 9 at 2:09 PM · 🌐

Does anyone remember this venue?



Ray Read May 7 at 9:05 AM · 🌐

EUROA HOT ROD TRACK 1966 - 1980



AMRS - Australian Motor Racing Series July 1 at 3:17 PM · 🌐

WE'RE GOING TO SANDOWN!

Excited to announce we've added an extra round to our calendar at the iconic Sandown International Raceway on 28-30 August, taking our 2020 calendar to a total of six events.

Categories on our program for the Sandown round include 944 Racing Association Inc, Hyundai Excel Racing Association of Victoria, Formula Ford, Historic Touring Cars and some others we'll be announcing very soon.

We're thrilled to be able to give our competitors the chance to race at such a historically significant venue.

Full story here >>>> <https://bit.ly/31yYF16>

Australian Autosport Alliance (AASA)
Benalla Auto Club Inc

Seen by 107

👤 John Dozzi and 10 others

💬 1 Comment

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💬 Comment



Phil Wisewould
AMRS champions!

Our CEO Chris Lewis-Williams talks Motorsport!



Racing Insiders May 13 at 9:43 PM · 🌐

Episode 30 is live.

On this even more special than usual edition of the Racingcast, brought to you by RaceFuels, we are joined by Benalla Auto Club Group CEO, Chris Lewis-Williams.

CLW sat with us for a long form discussion on all things racing, his background with racing & his current role helping to run one of the widest reaching organisations in the sport.

As well as running the BAC Group, Chris has a long background of success in multiple series & has an even longer history with some of the legends of the sport through his father.

He also talks about the time the Safety Car fell off, as seen in this link: <https://youtu.be/ghYPuJPm1ek>

To listen to, or download, please go to...

Spotify:

<https://open.spotify.com/episode/6kZgTPR9wjE3zWSnqYISVW>

Podbean:

https://warbstercast.podbean.com/mf/play/4wwqzx/Episode_30_CLW_interview9vcgd.mp3

Apple/iTunes:.

<https://podcasts.apple.com/au/podcast/racing-insiders-racingcast/id1294133518>



Rob Hoskins ▸ Benalla Auto Club Inc (members only)

June 15 at 7:53 PM · 🌐

"Memories Monday"

Not sure who or when. May be someone out there can identify a face or two??



Rob Hoskins shared a post.

June 22 at 7:55 PM · 🌐

"Memories Monday"

Found on another site.

Does anyone recall seeing these cars in the flesh back in the day? How good were they to watch?

Enjoy.



Ashley Takwalai ▸ Historic Sports Sedans Australia

June 21 at 12:03 PM · 🌐

Only Race track in the WORLD ! , we are watched by local Cowes, and we seem to forget the famous family the Stoopman's , here was one of them I had a good dice , good old times with Sports Sedans and Formula LIBRA , where every category was in the race .Asha1

Winton is ready for the word to go



0:10 / 1:31

Winton Motor Raceway May 16 at 10:41 AM · 🌐

The excitement is building more everyday. On track action is getting closer.

We thank all our members, drivers, teams and supporters for their patience.



Rob Hoskins ▸ Benalla Auto Club Inc (members only)

May 25 at 8:52 PM · 🌐

"Memories Monday"

Humpies!

Not sure of the year, or who.

Enjoy.



Rob Hoskins ▸ Benalla Auto Club Inc (members only) ...

June 29 at 8:27 PM · 🌐

Memories Monday.

Here's a couple I came across from I'm not sure where?

Don't forget, if you have any old Winton/ Wakefeild / BAC pics, we would love you to share them.

Enjoy.



FACEBOOK FACEBOOK FACEBOOK FACEBOOK FACEBOOK FACEBOOK FACEBOOK FACEBOOK FACEBOOK FACEBOOK



Rob Hoskins shared a post.

June 1 at 1:34 PM · 🌐

"Memories Monday"

Found on another site by Nev Kettels.

Enjoy.



Ian Schilling ▶ Old Motor Racing Photographs - Australia May 28

8:00 AM · 🌐

Winton, one off drive. Mr. Moff very pinged this happened.



Rob Hoskins shared a post.

May 3 at 6:06 PM · 🌐

Found on another site just now. Thought I would share.

Cheers Rob.



Bob Williamson ▶ Old Motor Racing Photographs - Australia May 3

at 11:37 AM · 🌐

Racing in the late 50s at Barjarg Victoria.



AASA Sanctions Successful Comeback Race Meeting

The first Australian circuit race meeting since the COVID-19 induced lockdown was successfully completed at Sydney Motorsport Park on June 13, Round 4 of the MRA (Motor Racing Australia) taking place under the auspices of the AASA.

The meeting was held with strict social distancing regulations in place and was closed to public spectators, but attracted healthy fields of cars across all categories.

The first race of the day was the Series X3 NSW (Hyundai Excel) one-hour endurance race. After qualifying on pole position, Supercars stars Anton De Pasquale and Broc Feeney drove to victory; While De Pasquale dropped a few spots in the opening stint due to his unfamiliarity with the car, Feeney charged to the front when he took over at the pit stop, ultimately taking the win by almost 20 seconds.

Jeremy Hodges finished second after making an impressive start on the damp track, with Victorian Michael Clemente in third position. Defending champ Wil Longmore was fifth after a race-long battle with Preston Breust.

Monique Scibberas was well-placed after the compulsory pit stops, but received a two-lap penalty for not adhering to the minimum, three-minute time limit on the pit stop; Cameron Brown, Shane/Chad Nicholson and Mat Woodward were penalised for the same infringement.

It had been an eventful race for Woodward, who was one of three drivers who came to grief in an incident at Turn 1 which caused the first Safety Car intervention. Woodward spun off the circuit at high speed but was able to re-join the circuit; the same couldn't be said for Ben Crossland (contact with the wall) or Michael Hodge (stuck in the gravel trap).

The race's second Safety Car was deployed shortly afterwards when Nash Morris and Brian Scibberas made contact at Turn 2, breaking Morris' steering.

The NSW Pulsar Racing Series staged a pair of closely-contested 30-minute races. Defending champion Josh Craig won the first race, but Race 2 was a

thriller in which Craig, Tim Colombrita, Matt Boylan, Michael Osmond and William Foot staged a race-long dice at the front of the field. Amazingly, Colombrita withstood the pressure from behind, leading home Craig and Boylan.

Kurt Macready starred in the Improved Production races, taking a pair of outright wins in his Under 2 Litre Nissan Silvia. The only race he was defeated was Race 2, which fell to Michael King's Over 2 Litre Class Mitsubishi Evo, but King missed Race 3.

With the other Over 2 Litre front-runner, Scott Tutton, also enduring a mechanical problem in Race 3, it was a pair of Under 2 Litre entries occupying the top two spots at the finish, with Bob Jowett (Honda Civic) following Macready home. The best of the Over 2 Litre cars was Peter Hennessy (BMW M3) in third outright.

Drew Hall (Honda Integra) and Ashley Slavkovic (Nissan Silvia) shared the Super TT wins, while the program was rounded out by a pair of half-hour races for a mixed field of Mazda MX5 and RX8 Cup cars.

Andy Harris and Tim Herring each took an MX5 race win in their turbocharged MX5s, while Rob Hay did a good job to keep them honest in his naturally aspirated car, finishing an impressive second outright in Race 2.

After winning the first RX8 Cup championship round at Wakefield Park in early March, Ryan Gorton continued his impressive debut performance in the category, notching up a pair of race victories.





THUNDER SPORTS LEAD THE WAY

AUSTRALIA'S FIRST NATIONAL MOTORSPORT SERIES WITH HYBRID RULES

Thunder Sports Cup in conjunction with the Australian Autosport Alliance (AASA) is leading the way in creating a relevant and sustainable future for Motorsport in Australia.

The 2021 rule update includes a Hybrid section that will keep racing relevant into the future. Hybrid will provide another way to make power and is compared in cost to doing a Turbo conversion or LS swap.

The AASA have approved the 2021 rules in principle and is in the process of working with their incident response teams to clarify and produce an Electric Vehicle response plan for recovery before the rules are finally signed off.

Draft rules are available on the Thunder Sports website:

[Www.thundersports.com.au](http://www.thundersports.com.au)

Wintonraceway.com.au/shop

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FRONT POLO



BACK POLO

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