



# PITSTOP MAGAZINE

2022 Mid-Year Review



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## INTRODUCTION



It's great to be back in the editor's chair for Pitstop, a seat I first occupied way back in 2012 when I was first employed full-time at Winton Raceway by Mick Ronke and Heather Wallace!

Since then, the Benalla Auto Club has gone through numerous changes in the committee, management and ground-level staffing departments, but over the last decade of my involvement with the club, one thing has remained constant: the passion within the club.

It is this passion which has seen the AASA grow into the large and successful sanctioning provider it is today. It is this passion which has seen the BAC re-launching the AMRS product and establishing a successful national circuit racing series that is held across multiple Australian states. And it is this passion which will ultimately see the club overcoming the serious – but absolutely not insurmountable – challenges currently being faced by Wakefield Park.

While there has been much movement in the background over the last six months, the on-track action at both BAC venues along with all the other AASA-sanctioned events has actually been pretty good, and there's no doubt the desire from the motorsport community to return to a degree of normalcy after a couple of COVID-affected years has been reflected in the strong entry numbers at recent race meetings.

In this issue of Pitstop, we'll wrap up the action from some of the higher-profile events and also update you – the club members – on the overall state of affairs within each of the club's businesses.

Thank you for your continued support of the BAC, a club which prides itself on pure passion for motorsport.

**Cheers,**

*Lachy Mansell*  
*Editor*

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## ACKNOWLEDGEMENTS

### Editor

Lachlan Mansell

### Images

Colson Photography

Supercars

Porsche Motorsport Australia

Brad Chapple

Riccardo Benvenuti

### Publisher

Chequered Flag Media

212/18 Marine Parade

Wentworth Point NSW 2127

info@cfmedia.com.au

## PRESIDENT'S REPORT – JULY-AUGUST 2022

**Dear members,**

There is no doubt the Benalla Auto Club is going through an interesting period at the moment.

I'll start with the challenging news – the crisis that has erupted at Wakefield Park is the biggest challenge the Benalla Auto Club has faced in the last decade, even more-so than the last two years of the COVID-19 pandemic.

To have Wakefield Park ceasing track activity from the start of September is a blow not only to the BAC, but to the wider motorsport and automotive industries, not to mention the regional centre of Goulburn and it is heartbreaking that this situation has eventuated.

However, the fight is not over yet and there are still options that remain on the table for Wakefield Park to return to a commercially sustainable level of operation. Naturally, we will keep you informed of the latest developments through the pages of this magazine, along with our social media channels.

Turning to far more positive news, I want to acknowledge the outstanding efforts of the entire team at Winton Motor Raceway in delivering a successful Supercars event – the first since 2019. The new-look management team worked well with Supercars management and the outcome was on display for all to see.

State level events have also returned to Winton after COVID, with the MA event and our own VMRC events front and centre.

I'll save the run-down on the racing action for Lachy to detail later in this magazine, but from an event perspective it ran as smoothly as could be expected

A week later, the Austin 7 Club brought back the Historic Winton event, also for the first time since 2019. It was a race meeting that contrasted starkly with the Supercars and attracted a very different type of audience, but was certainly no less successful.

So far this year, four rounds of the BAC-run AMRS (Australian Motor Racing Series) have been held, the most recent of which was at Queensland in August. Feedback from AMRS competitors and categories has been positive, and the circus is all set for the next round at Sydney Motorsport Park on the October long weekend, before finishing up back at Winton in November.

Finally, I would like to acknowledge the excellent work of Stephen Whyte across the BAC group. Steve started with us as the business development manager of the AASA in 2018 and immediately impressed us with his ability to grow the business by tapping into new markets.

Stephen has recently been promoted to general manager of the BAC group and will now have a role in overseeing the Winton, Wakefield Park and AMRS businesses as well as continuing his involvement with AASA.

Thank you for continuing to support the Benalla Auto Club and we look forward to seeing you trackside soon.

**Cheers,**

*Barry Stilo*

*President – Benalla Auto Club*

## WINTON UPDATE

After a couple of tough years with business severely disrupted by the COVID-19 pandemic, Winton Motor Raceway has seen a resurgence of activity in 2022.

While the highlights have been higher-profile national level events such as the Supercars Championship race meeting and the return of Historic Winton, state-level motorsport has also returned to the venue, including a round of the Victorian State Circuit Racing Championship (sanctioned by Motorsport Australia) and the re-launch of the Victorian Motor Racing Championship (VMRC).

The July VMRC round also featured a very popular return to Winton for the Australian Super Truck Championship, bringing in a healthy crowd.

While the on-track activities have been the clear focus, there have been subtle off-track improvements to the venue as well, including maintenance around the race control area and the relocation of the Winton = offices to the AASA office (old media centre, which was recently refurbished). This has the advantage of bringing the administration functions of the business closer to the centre of the action on race weekends.

All pre-race and marshalling processes are now conducted out of the national pit complex, giving state and club-level competitors the opportunity to drive out of the same pit lane used by Supercars and other high-profile categories.

Winton has also welcomed some new commercial partnerships including Hi-Tec Oils and Bowden's Own, enhancing the professional presentation of the venue.



Throughout the remainder of 2022, there are more events to look forward to including two more VMRC rounds (the September meeting incorporating the Super Trucks) and the final round of the AMRS in November, which will incorporate the Winton 300 endurance race.

## WATERS PUTS FORD ON TOP AT WINTON SUPERSPRINT



Cameron Waters gave north-eastern Victorian Ford fans cause for celebration, winning two of the three races at the Pizza Hut Winton SuperSprint on 21-22 May.

The Tickford Racing Mustang driver kept fans on the edge of their seats in the Saturday afternoon opening race, fending off a vigorous attack from Repco Supercars Championship leader Shane Van Gisbergen that reached boiling point on the final lap, when Van Gisbergen attempted an audacious passing manoeuvre in the last corner and made contact with the rear of Waters' Mustang.

In the second race, Van Gisbergen turned the tables, overtaking Waters just after the Ford pilot had completed his compulsory pit stop. But Waters was back on top in the third and final race, again resisting

all the Red Bull Ampol Racing Commodore pilot's efforts to find a way past.

"I'm so pumped to get it done with two wins this weekend," Waters said.

"It means so bloody much, they [Tickford] work so bloody hard. I can't thank them enough for all their effort.

"We still have a lot to catch Shane on race pace, but we'll keep pushing."

Waters' wins elevated him to third in the championship, but Van Gisbergen's trio of podium finishes enabled him to extend his points advantage to a whopping 281 points over Anton De Pasquale, who had an uncharacteristically quiet weekend at Winton with a best result of eighth in Races 1 and 3.



While fans were captivated by the Waters/Van Gisbergen duel, it was a good weekend for the local drivers with the Albury born-and-raised David Reynolds finishing third in Races 1 and 2, before Andre Heimgartner delivered a well-deserved podium for the border's Brad Jones Racing squad in Race 3.

Shepparton's Garry Jacobson achieved a best result of 16th in Race 3 for the PremiAir Racing team, in what turned out to be his second-last full time outing with the team.

Also noteworthy was Albury-Wodonga driver and BAC member Jordan Boys making his solo main-game Supercars debut in a wildcard entry, run by the Erebus Motorsport squad. Boys recorded a best race result of 24th in Race 3.



## CARRERA CUP'S TRIUMPHANT WINTON RETURN

The Supercars Championship's return to Winton Raceway was supported by five national categories, highlighted by the Porsche Paynter Dixon Carrera Cup, which made its first appearance at the track since 2013.

The Carrera Cup Championship has experienced tremendous growth in 2022, thanks to the introduction of Porsche's new Type 992 GT3 Cup car. With an increase in both horsepower and aerodynamics, it was no surprise to see an improvement in lap times from the Porsches but few could have predicted just how much faster they would be.

In the end, they smashed the previous lap record by a whopping 4.2 seconds, with the fastest lap of the weekend being set by Kiwi Callum Hedge in Race 1.

The weekend was won by Harri Jones, who was victorious in two of the three races. Jones got lucky in Race 1, seizing an opportunity to pounce on Dylan O'Keeffe for the lead when O'Keeffe was delayed by backmarker Tony Quinn just a couple of laps from home.

David Russell won Race 2 and finished second overall for the round ahead of O'Keeffe.

In the Pro-Am Class (for non-professional drivers), it was Matt Belford who clinched overall honours in just his second start in the category, ahead of Rodney Jane and Stephen Grove.

The Australian Formula Ford Championship has long been established as a breeding ground for young talent, but at Winton there was a cameo appearance from an older and more experienced driver than the juniors who normally frequent the entry list – Cooldrive Racing team owner Tim Blanchard.

Blanchard reunited with the Sonic Motor Racing squad, with which he won the 2007 Formula Ford title, and the team presented his car in a livery throwing back to his championship triumph.

The reunion was a successful one, Blanchard teaching the aspiring young guns a lesson by winning all three races.







James Piszcyk – driving for last year’s title-winning CHE Racing Team – finished second overall and moved into the points lead, while Valentino Astuti made it two Sonic cars on the podium with third place for the weekend.

In the Sports Sedans, Stephen Tamasi won Race 1 in his Holden Calibra, but Jordan Caruso won Races 2, 3 and the round in his John Gourlay-owned Audi A4. Alex Williams finished third for the

meeting in his Mazda RX7.

The Haltech V8 SuperUtes produced the most drama-filled racing of the weekend, with several crashes and incidents across the four races, Sydneysider David Sieders eventually winning the round from Aaron Borg and George Gutierrez. Benalla girl a\_nd BAC member Ellexandra Best came home 12th overall.

In the final support category – the motorcycle-powered Aussie Racing Cars – it was Cody Brewczynski who won the round after a consistent performance across the race meeting, with Tom Hayman second overall ahead of Lachlan Ward.



## AMRS PRODUCES ENTERTAINING SHOW AT NATION'S ACTION TRACK

The Australian Motor Racing Series (AMRS) returned to Winton on the June Long Weekend, with a wide selection of national categories putting on an entertaining show in Round 3 of the series.

Tom Shaw – son of long-time rotary racer Ric – extended his lead in the OccSafe Australia Mazda RX8 Cup by winning two of the four races and taking the overall round win. Shaw qualified on pole and won Race 1, but was

shuffled back to third place in Race 2 by Justin Barnes and Shannon McLaine, after a number of competitors were caught out by an oil spill at Turn 11.

In Race 3, Shaw reasserted himself and was able to take the win from McLaine and Jack Pennacchia, while in Race 4 it was McLaine who prevailed after beating Shaw off the line, driving into the distance to take his maiden RX8 Cup race win. However, Shaw's two race wins were enough for him to take the overall round victory from McLaine and Barnes.

In a drama-filled PROMAXX TA2 Muscle Car Series round, it was Jett Johnson who extended his advantage at the top of the points table with victories in three of the four races. The first race went to Kyle Gurton, but Gurton fell to the back of the field in Race 2 after suffering a mechanical problem at a Safety Car restart. Johnson capitalised to take the lead, but was involved in a controversial collision with Jackson Rice on the run to the finish line; Rice was sent spinning into the infield but Johnson was cleared of wrongdoing by the officials.

Johnson also won Races 3 and 4 to secure the overall round honours ahead of Dylan Thomas – who recorded a trio of second-place finishes – and Zach Loscialpo, who accumulated enough points to stand on the overall round podium despite a brush with the wall at the start of Race 4.

Gilmour Racing driver Noah Sands surged into the lead of the Australian Formula 3 Championship by winning the weekend's round with victories in two of the three races. Sands was defeated in Race 1 by Ryan Astley after copping a penalty for a dangerous re-entry to the track, but bounced back to win Races 2 and 3, taking the round win ahead of Astley and Mitch Neilson.

It was a disastrous weekend for Trent Grubel, the points leader coming into the weekend; an engine failure sidelined him for the weekend, while his Tim Macrow Racing team-mate Ben Taylor was also ruled out of proceedings due to a crash in qualifying.

Mark Tracey made a welcome return to the Thunder Sports Series, chalking up a quartet of victories in his V8-powered BMW E36 M3 to take the overall win from Stephen Chilby (Oz Truck)





and the impressive Scott Nind, who punched above his weight in his 1,700kg Stock Car. Josh Dowell (AU Falcon) took the win in Class B ahead of David Shaw (AU Falcon) and Colin Bau (VN Commodore)

The Thunder Sports round was marred by a nasty crash in Race 1 involving Travis Condon and Merrick Malouf, which ruled both cars out for the weekend.

Brad Neilson won the Miniature Race Cars round in his Future Racer with victories in two of the three races; the other race wins went to Jack Boyd (who took out Race 1 in his Aussie Racing Car) and David Brewer (who won the weekend's final race in his Future Racer).

The Excel Trophy Class races were hotly contested; Brad Vereker won the first race but was upstaged by Toby Waghorn in Race 2. Hugo Simpson fought his way to the front of the pack in Race 3 and was also able to win Race 4 to secure the round victory from Vereker and Waghorn.

In the Excel Masters Class for the over 40-year-old drivers, it was Glenn Mackenzie who won all four races to take the round from Larry Merifield and Mark Pesavento.

Brian Finn continued his domination of the VicV8s Series in his ex-Geoff Emery Commodore Cup car, winning all four races ahead of Greg Lynch (VT Commodore). Allan Argento flew the flag for the Ford fans in his XD Falcon, finishing third in each race.



## HISTORIC WINTON'S POPULAR COMEBACK



After being absent for two years due to COVID-19, one of Winton Motor Raceway's most traditional race meetings Historic Winton made a welcome return in 2022.

It was the 45th running of the Austin 7 Club-promoted event, held on the original club configuration of the Winton circuit and featuring a mixture of two and four-wheeled action.

Driving his 1968 Elfin 600, Laurie Bennett won all three Group M/O races ahead of Paul Faulkner (Brabham BT29).

The Group J and K races produced a trio of different winners. Jim Russell won the first race in his 1939 Ford, but was a retirement from Race 2, allowing Neill Murdoch to take the win in his 1938 MG TB. The third race was a handicap affair, which was again taken out by Murdoch who was able to overcome the delayed start to work his way to the front of the field.

David Hardman took out all three Group Q and R races, driving his '81 Hardman JH-1; the runner-up position went to former Formula 1 designer Malcolm Oastler, driving a '77 Ralt RT-1.

All three Formula Ford races were taken out by Nick Bennett, with Will Faulkner second and Phil Oakes third; in Class B, Johnny Greig was victorious in the first two races with Ian Edgar winning the final.

In Group Lb, Mal Reid won Races 1 and 3 in his Holden-powered 1955 Prad Mk3, while Race 2 was a handicap race which was won by Peter Fagan in his '52 Cooper Mk6.

While Group N races at other circuits are typically dominated by V8 muscle cars, the tight and technical nature of the Winton club circuit suited the smaller, lighter and more nimble cars. Andrew Girvan dominated all

### The bike races featured a large assortment of classes; the winners of each class were:

Harley vs Indian Hand Shift	David Hoy
Vintage	Stan Mucha
125s	Steve Elford
P4 250cc	Bruce Cook
P3 350cc	Eric Salmon
P3 Unlimited	Stan Mucha
P3 350cc	Eric Salmon
P3 500cc	Bob Rosenthal
P3 700cc	Stuart Gorrie
P5 Unlimited	Craig Ditchburn
P5 250cc	Neale Weddall
P5 350cc	Tim Large
P5 500cc	Ray Birchall
P4 Unlimited	Stacey Heaney
P4 350cc	Tim Kingston
P4 500cc	Damian Way
Sidecars	John Clancy/Chrissy Clancy



three races in his Torana XU-1, while the other podium positions were filled by Jonathan French and Adam Bressington in their Mini Cooper's.

The final car category on the program was the Group S historic production sports cars, with Michael Byrne winning each race in his Lotus Seven S4 ahead of the Alfa GTV of Hugh Harrison; the final podium places were shared between Bryce Rogers (Austin Healey Sprite) and Ray Narkiewicz (Corvette).



## MEMBER IN THE SPOTLIGHT: JOHN MCILROY



A familiar face around Winton Motor Raceway is John McIlroy. A car enthusiast from a young age, John has been a member of the Benalla Auto Club and a motorsport competitor for more than four decades.

As the owner of a number of car dealerships in the region, McIlroy has played a valuable role in servicing the wider motorsport industry and

more recently, he has supported young up-and-coming drivers from the region such as TA2 and Trans-Am star, Jackson Rice.

### WHEN DID YOU JOIN THE BENALLA AUTO CLUB?

I joined the BAC in 1977. At the time, I was a milk tanker driver for Nestle and had a very young family.

My wife Jan and I were both motorsport enthusiasts, but anything we did had to be at an affordable level because I was raising the family.

### WHAT ATTRACTED YOU TO MOTORSPORT?

I had been a car nut since I was a kid. Jan and I were married when we were very young and we had a Ford Capri V6 – it's still sitting in my Delatite Ford showroom in Benalla.

### WHAT WAS THE FIRST MOTORSPORT CATEGORY YOU COMPETED IN?

I bought a Clubman sports car which was a total failure! It was so bad it was dangerous. The first lap of Winton I did, I had about three spins. I came into the pits, got lots of advice on how to set it up, but in the end I took it home, looked at it for while and sold it.

My next race car was much better – I bought a Mazda R100 rotary and raced it in Sports Sedans. I had that car for a long time, I didn't sell it until about 1994.

### WHAT OTHER CARS HAVE YOU RACED?

When I was racing the Mazda, I had some signage from my Ford dealership on the doors and Jacques Nasser, who was running Ford Australia at the time, noticed me on the track and asked me why I wasn't racing a Ford.

I told him that I planned to build a KH Laser Sports Sedan and he helped with sourcing a bodyshell. We ended up building the car with a mid-mounted straight six from the ED Falcon. It had 590Nm of torque at 1800rpm, so it pulled hard out of the corners. We raced it against Tony Hubbard and Alan Tillet in their Commodore sports sedans.

That helped me build up a relationship with other people from Ford, such as Howard Marsden, and when the AU Falcon came out, Ford were looking for a co-driver to join their engineer David Bruce in an XR8 for the 3 hour Showroom Showdown production car race on the Saturday afternoon of the 1998 Bathurst 1000.

David thought we could go through the race without a brake pad change, but when I got in the car at around the 90-minute mark, the brake pedal was almost on the floor!

I persevered, but eventually the brakes failed and I went into the concrete wall at the Dipper with just one lap to go.

I redeemed myself a couple of years later; Brett Youlden and I won our class in 2000, in some of the worst conditions I've ever raced in.

#### TO WHAT EXTENT HAVE YOUR MOTORSPORT ACTIVITIES HELPED YOUR DEALERSHIPS?

I was a mechanic by trade and I was working for the Mazda place in Shepparton. I was buying and selling rotary Mazdas and I used to get the roadworthy certificates done at the Ford dealership.

The owner of the Ford dealership saw how many cars I was buying and selling cars and offered me a job! A couple of years later, he wanted to sell, so we bought it in 1985.

I've learned so much about motorsport and cars over the years, which translates to how I work with people at our dealerships. It's helped us get closer to our customers.

Now you're supporting a local young star in Jackson Rice, how satisfying is that?

Jackson's grandfather used to sponsor our Mazda, so that family relationship has been going for a long time.

It's really good to see Jackson going so well, he's a talented young driver with a lot of potential.

#### WHAT ARE YOU GOING TO RACE NEXT?

There's an FG GT Falcon that we've been doing rides at Winton in, so we're hoping to have that ready to run the Winton 300 later in the year.

#### WHAT ARE YOUR THOUGHTS ON THE IMPROVEMENTS YOU'VE SEEN AT WINTON LATELY?

Winton is an amazing place, which has just continued to develop from what we knew from the early days. Mick (Ronke) did a really good job to push it to where it was, and while there have been a few management changes since then, whoever has been in charge has done their bit to keep the track improving.

## WINTON/BAC SPRINTS ROUND 3 RESULTS

### Road Registered up to 2L

1.	46	Connor Dunn	2013 Toyota 86	3:33.4350
2.	45	Peter Short	1984 Nissan Pulsar	3:41.6040
3.	50	Michael Jeffs	1969 Ford Capri	3:43.8470
4.	51	Eamonn Matthews	2011 Mazda2	3:48.6060
5.	52	Bryan Gibson	1969 MGB	3:49.9180
6.	54	Frank Oostermeyer	1970 MGB Roadster	3:50.8660
7.	49	Lisa Stickland	2011 Mazda2	4:00.5430
8.	56	Keith Menere	1981 Nissan Stanza	4:19.4650

### Road Registered over 2L

1.	57	Clinton Gazelle	2002 Holden C'dore	3:36.1390
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### High Performance up to 2L

1.	67	Ray Manson	1980 Holden Gemini	3:31.5810
2.	66	Chris Rebeiro	1992 Nissan Pulsar	3:36.6090
3.	70	Joe Viccars	1989 Mazda Mx5	3:39.6960
4.	65	Steven Crosthwaite	1998 Hyundai Excel	3:43.0790
5.	69	Chris Simpson	2005 Subaru WRX	3:50.2330
6.	63	Andrew Fraser	1985 Mazda RX7	4:07.5220

### High Performance over 2L

1.	109	Max Thompson	2003 Subaru WRX	3:05.8020
2.	92	Andrew Thompson	2002 Subaru WRX STI	3:14.9100
3.	60	Philip Owers	2017 Audi RS3	3:26.6250
4.	59	Andrew Jackson	2012 Subaru WRX STI	3:27.5490
5.	71	Nigel Fenton	1997 Subaru WRX	3:28.5370
6.	61	Tahlia Owers	2020 Subaru WRX STI	3:34.4720
7.	75	Charles Brown	2004 BMW 325	3:37.7260
8.	73	Tim Brown	2004 Subaru WRX	3:40.0190
DNF	72	Leonard Harris	2010 Ford Focus XR5	No time

### Juniors

1.	42	Aaron Trecento	1997 Hyundai Excel	3:33.8460
2.	41	Ryan Crosthwaite	1998 Hyundai Excel	3:43.5810
3.	43	Mia Wadsworth	2001 Hyundai Accent	4:07.1890



<b>Racing Cars up to 2L</b>				
1.	76	Neil Chesterton	2010 Renault Clio RS	3:25.8830
2.	80	Murray Rogers	1998 MMC Mirage	3:30.4910
3.	106	Hayden Farman	189 Nissan Bluebird	3:30.5250
4.	81	Keith Collins	1963 Morris Cooper	3:30.7230
5.	85	Luke Paterson	1964 Morris Cooper S	3:33.9540
6.	136	Baden MacDonald	2000 BMW E46 318i	3:39.8860
7.	83	Lee Kennedy	1998 Hyundai Excel	3:39.9880
8.	77	John Cutting	1991 Nissan Pulsar	3:40.5150
9.	84	Ryan Paterson	1976 Leyland Mini	3:50.0480
10.	88	Rod Hall	1991 Ford Laser S	3:55.9410
11.	87	Laurence Paterson	1976 Leyland Mini	3:58.2250

<b>Racing Cars over 2L</b>				
1.	107	Justin Locke	1989 Nissan Skyline	3:10.0290
2.	101	Adam Whitwell	1996 Nissan S14	3:16.0760
3.	97	Lachlan Melton	1995 Subaru WRX	3:18.0270
4.	98	Peter Hill	1965 Ford Mustang	3:18.2720
5.	99	Paul Gladman	1994 Subaru WRX	3:23.8180
6.	108	Darryl Herring	1989 Mazda 323	3:27.9010
7.	104	Craig Barkla	1994 Holden C'dore	3:29.4300
8.	100	Katilyn Hawkins	2007 Holden VE	3:33.8570
9.	96	Jon Sanderson	2010 Holden C'dore	3:36.1600
10.	90	Colin Bau	1990 Holden C'dore	3:44.0990
11.	91	Dan Pelly	2002 FORD BA	3:47.8140
12.	48	Alex Marshall	1972 Mini Clubman	3:57.0620
13.	103	Shirley St John Cox	1980 Triumph TR7 V8	4:08.5630

<b>Openwheelers and Clubmans</b>				
1.	40	Patrick Malanaphy	2021 Yacar CrossKart	3:01.1500
2.	36	Terry Knowles	2019 Yacar Crosscar	3:06.9850
3.	37	Ian Tavare	1937 Chev Legend	3:16.0050
4.	94	Thomas Hughes	2011 Radical SR8	3:19.8890
5.	38	Kellie Egan	1998 Jacer DC9810	3:30.6130
6.	34	Scott Feldtmann	2006 Clubman	3:38.3880
7.	39	Callum Ross	1971 Formula Vee	3:46.7930

## WAKEFIELD PARK ANNOUNCES CEASING OF ACTIVITY

The Benalla Auto Club has taken the difficult decision to cease all activity at Wakefield Park Raceway from 1 September 2022 until further notice.

Circuit management, along with the Benalla Auto Club committee, have come to the unfortunate conclusion that continued operation under the current conditions – in which the circuit cannot operate for more than four days a month – is simply not commercially feasible.

Benalla Auto Club Group General Manager Stephen Whyte said the staff at Wakefield Park and the greater Benalla Auto Club Group have been the primary consideration during the current turbulent period.

“Our biggest priority has been ongoing consultation and discussion with our loyal and hard-



working team of staff, who are those most affected by the ceasing of circuit operations,” Mr Whyte said.

“Unfortunately, we cannot operate economically under the current restrictions, which has left us with no alternative but to cease all activity at the track.”

“Further reaching will be the economic loss to Goulburn and the surrounding community”.

Mr Whyte affirmed the BAC’s commitment to reaching a solution to the current plight.

“We remain committed to Wakefield Park and we will continue to work with the Goulburn Mulwaree Council and our stakeholders. We need NSW State Government assistance to find a pathway forward for Wakefield Park,” he concluded.



## AASA UPDATE

The Australian Auto-Sport Alliance (AASA) is a consistently strong performer for the BAC, and continues to go from strength to strength.

2022 has seen healthy growth in the circuit racing market. Earlier this year, the AASA announced a significant relationship with Queensland Raceway – recently purchased by Tony Quinn – and the AASA is now the major sanctioning body in Queensland.

The AASA also continues to sanction other motorsport disciplines. The speedway scene has seen strong growth, while the tarmac rally scene is also an area in which AASA is sanctioning numerous events, due to a strong relationship with the insurance underwriter.

While safety standards for some tarmac rally events have been called into question because of some injuries and fatalities over the last couple of years, the AASA prides itself on proven safety measures and a robust structure and procedures to minimise the risk of injury for the participants.

Another discipline where AASA has experienced meteoric growth over the last few years has been the off-road racing scene.

While many circuit race meetings were disrupted during COVID, off-road events continued to run, especially in Queensland, and AASA has sanctioned series such as the ARB Australian Off-Road Championship.

Overall, AASA has been a success story for the BAC and continued to generate income for the club during the disruptions of COVID, due to having business in every Australian state along with New Zealand.



## UPCOMING EVENTS

3-4 September	Winton Rumble
10 September	Raceworks State Racer 4 Hour
16-18 September	VMRC Round 3/Super Trucks
30 September-2 October	AMRS Round 5 (Sydney Motorsport Park)
14-16 October	Winton Formula Festival
12-13 November	VMRC Round 4
18-20 November	AMRS Round 6/Winton 300
2-4 December	HQ 4 Hour
17 December	Winton/BAC Sprints Round 4 (twilight event)



