



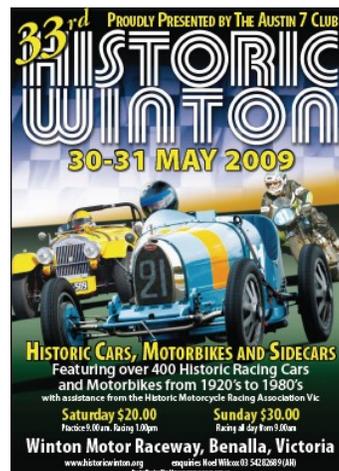
**INSIDE  
THIS  
ISSUE:**

**Inside Story  
Historic  
Winton**

**Clem Dwyer  
Meeting &  
Regularity**

**“Remember  
this number  
1:18.9896 it’s  
important.  
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## WINTON CHARGERS ALL HOME SAFE



**Captain and John Rowe part of  
B Team with The Alvis Speed  
Twenty and the Healey in the  
background**



Six adventurous West Aussies attended Winton with Front engine cars this year, vintage campaigner John Davies took the Healey and it was reliable circulating all weekend without any bother which I am sure John was delighted with as his last visit to Victoria ended in tears with no brakes at Phillip Is. He did some great times in the 1:16 bracket, (1:17 in 2008) John headed up the B team with John Rowe and Lou Symes with the Alvis Speed 20 and the CWM, all capably looked after by Max Gamble who had a busy weekend starting with fitting the CWM cylinder heads on Thursday night under torch light. That came about because V8 head gaskets weren't available before the deadline for shipping cars out of Perth to Winton, so the Big CWM was unceremoniously skull dragged onto the truck. This left footed Lou somewhat and he wasn't able to make full use of practice on the Friday. Lou might have struggled early on in learning the track which as a first timer I understand only too well. I got in 40 laps of practice in the BMH and I was far from confident. John Rowe was also in the Wars. The Alvis was tail end Charlie for most of the weekend, we thought he was foxing for the handicap but even given Max's best efforts he couldn't get it to perform at its best, it got down to unbolting windscreens, mudguards and headlights to improve the times and then not by much, it seems to be that the cam timing was out and opening the exhaust valve gap gave the best improvement for the car and that didn't help because when John finally got out in the handicap which he won, he got rubbed out for beating his time by more than 2 seconds. Still I think it was all experience for us. A team was a calm and relaxed pit with Charlie Mitchell effortlessly cruising the circuit in 1:14's and Bob Pinkerton in the Pug restrained by the time limit of 1:25 in regularity, Bob blew it in the last event with some 1:22's but it is a bit hard when in private practice Bob showed he was capable of much faster times. No incidents for any of us except if you count Lou's 3 spins on the same corner or my spectacular exit on turn 7 coming off the back straight in practice at about 70MPH. They can put the crop straight in now. I fear that it might be on film as the cameras were all facing me when I came back on the track.

# Practice



The Sharp Holden Presented as best Car

Those kerbs aren't little bumps, the one onto the back straight is about a foot high

Friday was private practice and as a beginner I made the most of the time, there are 4 practice sessions for all groups of 15 mins each so I was waiting at the pit gate every time to get in the most number of laps, I tried all manner of lines to learn the circuit which can get a little busy with 40 or more cars on it, many of the regularity guys sneak out on the track with the racing cars to get more time, (a lesson learned, I should have snuck out on the circuit for regularity practice) that track can be very intimidating, there is lot of factors at play with 9 corners and three very tight ones that double back on themselves and a very long double apex left hand sweeper which is tricky enough without the huge bumps on its exit and I mean huge, they would be 6 inches high, I know because I walked the circuit the night before and nearly

stubbed my toe on it. I now know why V8 Supercars bust the Watts link too. Those kerbs aren't little bumps, the one onto the back straight is about a foot high and it's a big drop over the other side. Lou as I said did some practice late on Friday and all was going well with Max under the bonnet tweaking away, in between fidgeting with the Alvis. Down at the A team pit it was business as usual, all calm catching up with all the regulars, I ran into lots of the JKL guys from Phillip Is who floated on in to

see how the BMH's tail looked after its unfortunate modification on the truck

to Phillip Is. Very nice people down there inviting us along for breakfast and lunch each day and making sure we didn't need any help. I went wandering and found the bikes down in the bottom pit area, there are hundreds of them, every shape and size and age they are fantastic to see on the tight circuit and no wonder they all have skid plates on their knees and I can tell you that most of them looked well used and more than a couple of leathers had seen the track one too many times.



## HAGGIS U2

Noted in the Pits at Historic Winton was this little baby a Haggis U2 Clubman

Haggis U2 For Sale



Built in Western Australia by John Hagarty it was an unmolested example of the car in pristine condition. It was offered for sale at \$22,500. Haggis U2s are the most successful locally manufactured racing car winning the WA sports car championship 5 times.



# RACING



Then came crunch time, Saturday morning was qualifying. Now I was thankful that they start qualifying from a standing start and flag you off two by two because it was my one and only chance to try a start and starts at Winton are critical, they are uphill. I mastered it very well and could get it off the line better than most and it got me two or three places every event, even if I wasn't able to keep them at bay during the events, although I did stay in front of most of them and most times faster cars finished behind me. I got a 1:19 in qualifying and was happy

**STEWART MG  
OWNER  
DICK  
WILLIS**

enough with that as it was faster than the 1:20 I did in practice. Still I had some time to go, I did all my homework before I went to Winton and studying last year's times and comparing them to other WA starters I thought I could get into the 1:18's. Over that race lap time Charlie is about 7-8 seconds faster than me. I returned to the pits and refuelled only to find out that I had done the cool down lap on Va-pour. I managed to fit 25 litres into the 24 litre tank. Either their meter was heavily in their favour or I was burning lots of fuel, it turned out to be the latter and it all has to do with running the little Grey engine very hard and It didn't get much of a break all weekend as I had to run in 2<sup>nd</sup> gear most of the lap. I only get into top gear halfway down the two straights and then it's only for a nanosecond. In 5 laps it burnt a good 6 litres of fuel. I would be lucky to burn half that at home. So back to the pits and then out for the First event after lunch, lucky it was early afternoon because later in the day you are looking directly into the sun on the last couple of right hander's and down the start finish straight.

Well I had paid my money so I was going to make the most of this so I calmly lined up for the start and did my best and it was a blinder start and I jumped a few off the line and got the hell out of there, only a couple of the group M and O cars who had to start at the back got by me and 5 laps later and with a little more experience I found the funny man with the chequered flag waving frantically at me so back to the pits I went and as that was the only race for me that day I went exploring the car park and pits.

Wondering around there I found the beaming smile of Harry Pile quite splendid with his lovely designer volunteer Hi Vis jacket running something for the Austin 7 Club. He has been away for 4 weeks and by the looks won't be making it home soon because I found their 1913 Austin in the car park too. Went by the myriad of Austin 7 Specials of every shape and style some fantastic creations out of a car that defies logic I recon. Muttering away under my breath about the funny little Pommy devices using Lucas electrics and woe and behold out pops Hugh Fryer smiling face G'day Tom and here he was helping out the Austin 7 boys as well. I didn't get far into the Display area before I bumped into Deirdre selling the merchandise either so there was no shortage of West Aussies there.

Off to the local and improved our lap times a little and off to bed and hey presto it's the middle of the night and its all of 2 degrees and then we are heading back through Glenrowan to set up for the Sunday meeting and 7:15 scrutineering. I bet Ned Kelly thought that Glenrowan was a good hidey hole and no Victorian Policeman's going to find me out here in this freezing cold. He was wrong as we know, but we all do it once or twice in a lifetime but, I was worrying about those Victorians wondering around in shorts and its -1 in the wind, I mean I have to race against some of them!!! Anyway I did learn something about tyre pressures at Winton, in the morning it doesn't matter what pressure you use because it isn't going to get the tyres warm, I started with 28 PSI and I finished with 28 and the jacket water didn't go above thermostat temp. I did learn what it's like to do a 5 lap handicap with your heart rate hovering above 220. Jeess those boys have very wide elbows and they don't care much about where they're going to end up on the exit of a corner either, when I can get up and under them it's a problem, especially if it's a Lotus or a Group O clubman. That handicap would rate as the most exciting race I have ever contested, most of them were foxing and badly too, several took 3 seconds off their Qualifying and race times on a cold circuit. I was giddy with the fact that I managed to stay with a 1:19 lap time.



**GWEN MERIDITH**

**PEUGEOT BOB**

*Either their  
meter was  
heavily in  
their favour or  
I was burning  
lots of fuel*



**Supercharged Holden  
grey motor of the Molina  
Monza**

*I bet Ned Kelly  
thought that  
Glenrowan was a  
good hidey hole*

**The  
PHOTON  
LOTUS II**

Everyone from the west got through their handicap events and races in the morning and there is time to revisit the displays and watch the bikes and other classes, interesting that they run all the group N cars together, so you get Nb Minis up against V8 Mustangs and same goes for the sports cars with Corvettes and 350 Mustangs up against all things British. Well it doesn't pay because it ended in tears for a couple of them and I must announce that there is one less British Ford thanks to one of the generals best in an EH that relocated its front axle to the LH door, the EH rolled back to the pits but the Corty went in a box. I will give all of the Sprite owners some advice too, don't think that you can go to Winton and beat their Sprites. One courageous guy in a Sprite had it on the front row and planted next to him was one of the Mustangs. Several of the Bikes came unstuck and I don't know how the riders faired. With the sun overhead it's a nice place and by the afternoon confidence was up and I was taking bets, now remember what I said at the beginning "Remember this number 1:18.9896 it's important. That's the fastest lap of Winton that I have done in the Comic Book, and that was the result of some pretty hard charging." Hard charging was an understatement but I can advise that I meet all my objectives, it was only a smidgen under 1:19 but it was there a 1:18. And it came in the last event, it took some severe kerb walking and an overdose of brave pills but I got there and both A and B team were hearing about it for the rest of the day. No one was happier than me. Car in one piece, so I thought and back up pit lane I went and I knew I had done it. Climbing out of the car and sitting at the office waiting to read it and finally it was official. Got back to the car and noticed the rear Panhard rod looked a little second-hand, it had sheared off, and lucky it can't get out and fall on the ground. Those kerbs and bumps finally took their toll.



# ALL GOOD THINGS COME TO AN END

Well it was time to pack up and get all of the kit heading back West. We look pretty flash with the transporter heading out with the six cars perched up high on the trailer; the BMH travels as the mascot up front on the top deck with the Pug behind and Lou's CWM last in the row on top. The bottom deck has the TS then the Alvis and the Healey on the duck tail. No damage this time to any cars on the way over thankfully. The belly of the transporter gets filled up with tools and all the deck chairs and stuff so we don't go without when we travel. Well that was Winton, plenty of time to tour around and have another chat to all in the pits and see some more of the displays and go to the presentations and all that, but all good things must come to an end and all we can hope for is that the Clem Dwyer meeting can grow into a Historic Winton which by my judgement was a great success and as it has now been running for 33 years testament to what can be done.



*The Gypsy  
powered Fiat*



**Now that is a grey motor  
SHARP HOLDEN**

**Historic Racing Association  
of Western Australia**



## **CALLING ALL CARS**

**WE NEED TO KNOW WHERE YOU ALL  
ARE AND HOW TO CONTACT YOU!  
IF YOU KNOW OF A FRONT ENGINE  
RACING CAR OWNER ( AND DON'T FOR-  
GET THAT MEANS GROUP S AS WELL)  
PLEASE SEND THEIR DETAILS TO ME SO  
I CAN MAKE CONTACT AND KEEP THEM  
UP TO DATE WITH EVENTS AND NEWS**

**EMAIL TO**

**Thomas A. Benson**

[caterpillars@bigpond.com](mailto:caterpillars@bigpond.com)

## **CLEM DWYER MEETING**

**Race and Regularity  
Meeting 2 days  
25th and 26th  
July 2009**

Don't miss the premier historic race and regularity meeting for 2009. this is a two day event with regularity meeting on Saturday and race meeting on Sunday



Entry forms and details are available on the WASCC website or contact Raymond at WASCC Ph 9306 8022

**THE HURRICANE**