



» HISTORIC RACING in Australia has always been carried by the efforts of a handful of people, and of them no one can match the sustained effort of Kevin and Joan Shearer in Adelaide. On the eve of the Easter Mallala and Collingrove meetings the roles were reversed, and the South Australian historic community organised something for the Shearers.

At the traditional pre-Mallala dinner they were ambushed with a special presentation to acknowledge more than a quarter of a century of active involvement with South Australian historic racing. It is no exaggeration to say it has been their combination of determination and diplomacy that has enabled the Easter Mallala meeting to survive.

» Mallala's racing left onlookers profoundly impressed with the exhaust note of the 1953 Formula One Kieft, built to take the aborted Coventry Climax 2.5-litre V8 but never quite completed. At Mallala the car was driven by Australian Greg Snape, who restored the car for Bill Morris while working for Morris in the UK.

Col Haste, one of the substantial NSW contingent, did well with his twin-cam Brabham BT2 to trim half a second off Nick McDonald's class lap record. Driver-of-the-meeting award went jointly to father and son Peter (B29 Chevron) and Sean (RT4) Whelan, who never seemed more than a car-length apart all weekend.

» This column recently asked whether, prior to the appearance of Keith Berryman and Warren

Daley's D-types at Easter, any D-type Jaguar had run at Mallala since Bib Stillwell's in 1955. Thanks, therefore, to AA contributor John Lemm for his gentle reminder that Stillwell's D ran at Port Wakefield. Mallala was not used for racing until 1961.

» Next historic date is Historic Racing Car Club's Mt Cotton hillclimb on April 22, for which the club has received record entries – although it's rare these days to have any sort of Queensland historic event that does not have record entries. Even so, hillclimbs all over Australia seem to be growing in popularity amongst historic competitors, perhaps because the hillclimb format leaves more time for talking, and also perhaps because hillclimb pit areas are smaller and hence more sociable.

Meanwhile, HRCCQ's "no-frills" Morgan Park meeting, three weekends later on May 12-13, will offer interstateers free private practice on the Friday. Free private practice time! A pretty radical concept in historic racing, you'd have to agree.

» Group N historic touring cars had a good weekend at the Bathurst International Motor Festival over Easter, with only one pace-car incident and very few DNFs during their three races. The organisers even gave them extra race laps to make up for the two laps spent behind the pace car. Group N cars getting all their programmed race laps at Bathurst! Now there's a radical concept.

50 years to build

JOHN LEMM
South Australia

THE KIEFT F1 car, originally destined for the 1954 season but not completed until 2002, was the star of the Mallala Historic Races at Easter, winning all three of its races in Group L.

The designer shelved the car before it was finished because Coventry Climax thought that its 2.5-litre Godiva

V8 engine would not match the inflated power claims of the Italian opposition.

The Kieft was due to appear at last year's Tasman Revival, but arrived too late. Its UK owner, Bill Morris, allowed NSW's Greg Snape, who aided in the car's restoration and had driven it at Goodwood in 2005, to use it at several of Australia's historic race meetings.

In Snape's hands, the magnificent-sounding V8 narrowly led home Ian



Whelan-to-Whelan racing: Sean's Ralt battled Peter's Chevron

McDonald's Elva Courier and John Virgo's Riley Special in all three scratch races.

Cars from the Jaguar National Rally joined in with a regularity event and parade, the stars of which were a pair of genuine D types owned by Warren Daly and Keith Berryman lapping the circuit side-by-side.



F1 again came to SA, in the form of the Greg Snape-driven Kieft

Meetings glut sees numbers fall

MARK BAKER
Queensland

ENTRIES FELL significantly at the first round of CAMS' Queensland championship at Morgan Park on March 31-April 1 compared to last year. The tumble was brought about by the two separate championships under CAMS and the AASA, who staged at Queensland Raceway the week before.

The biggest loser was Improved Production, with two meetings in two weekends, seeing 17 fewer competitors taking to the track. With the exception of Sports Cars, numbers were down across the board, with the Geminis having 11 fewer starters, and the Saloon Cars down nine.

More numbers fell – but this time in the way of lap records. Warren McIlveen in his Stockman MR2 destroyed the outright lap record, lowering the mark to 58.4035 seconds. Shane Hart was the best of the Formula Vees, lowering his own record to a 1:08.9552.

As more rubber gets put down on the new track surface, lap times are expected to tumble, especially with the level of competition improving with more interstateers visiting for the Formula Vee Nationals and Improved Production Nationals later this year.

Formula Forder Tony LeMessurier set the pace against the local Kent-powered field. He will step aside at Eastern Creek's national round enabling Victoria Whitley to make her national championship debut.

WA's round the houses racing roots were revived at Northam



HOUSE CALL

SHANE CASSIDY
Western Australia

THE HISTORIC West Australian town of Northam held the annual Northam Flying 50 Round the Houses Regularity on April 1.

Over 130 classic and historic racing cars of the 1950-70s era hit the 1.76km street circuit in the CBD.

The first Northam Flying 50 was held in 1952 by the WA Sporting Car Club to help the town, 97km east of Perth, raise funds to buy a public swimming pool.

In 1999 the Vintage Sports Car Club started a joint venture with the town of Northam to hold the event, which is run as a regularity trial where

the driver who laps nearest to their nominated time is the winner, rather than the fastest driver.

A replica of Aubrey Badger's 1952 BMH car, that won the Australian Grand Prix in 1957 at Caversham, raced in the front engine car class. Richard Griffiths crashed his 1971 Ford Escort into the concrete safety barrier during practice and the car was extensively damaged.

The open wheelers field was the smallest class of the event but Neil McCrudden, owner of the WA racing museum, had all his historic open-wheelers in action including the 1971 Fielding F2 and the 1967 GWG Formula Three driven by Andrew Gifford.

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