



VALVE BOUNCE

The way we were: John Hall at Gippsland Park,
Vauxhall Velox 6, 1974.



blast

FEBRUARY, 2020

Gippsland Car Club Inc PO Box 493, Morwell, 3840 A3759. ABN 76 691 013 424

Website: gippslandcarclub.com.au

Track: Bryant Park, Bill Schulz Drive, Yallourn, 3852. All contents © Gippsland Car Club 2020

**GIPPSLAND CAR CLUB INCORPORATED
2020 BOARD OF DIRECTORS**

CHAIRMAN	Mick McGinn mpmcg2@optusnet.com.au
DEPUTY CHAIRMAN	Paul Hickey ausca62@hotmail.com
SECRETARY	Rhys Yeomans rhysyeomans@gmail.com
TREASURER	James Lambert aujoha@speedweb.com.au
COMPETITION SECRETARY	Janet McGinn j.mcgin@live.com.au
KHANACROSS	Rob Duncan hxdude76@yahoo.com.au
PROPERTY	Bill Jennings niscap@aussiebroadband.com.au
MEMBERSHIP	Ken Neilson ken@streetwise.net.au
VALVE BOUNCE EDITOR	Ian Maud icfm710@gmail.com
PUBLICITY AND MARKETING	Ian Maud icfm710@gmail.com
HEALTH AND SAFETY	Shane Cane shanecane@me.com
BUILDINGS	Phil Tullett phil.tullett@energyaustralia.com.au
TRACK	Wayde Griffiths arrowlinemarking@y7mail.com
CLUB WEBSITE/FACEBOOK	Rhys Yeomans rhysyeomans@gmail.com
CLUB PERMIT REGISTRAR	Ken Neilson P.O. Box 1377, Traralgon, 3844 ken@streetwise.net.au
CLUB POINTS SCORER	Fred Galli beyondit123@hotmail.com
CLUB ASSET HIRE	John Bryant johnandcarolbryant@yahoo.com.au
SOCIAL	Jill Hickey jillracer727@gmail.com
CAMS DELEGATE	

MAGAZINE CONTRIBUTIONS Forward to The Editor, P.O. Box 493, Morwell, 3840 or by email to icfm710@gmail.com Contributions should be forwarded by the first Friday in the month.

BANK DETAILS: Bendigo Bank, BSB 633000, Account Number 1574 73836, Gippsland Car Club

WEB PAGE: www.gippslandcarclub.com.au

GIPPSLAND CAR CLUB VISION: To inspire and enable people to participate in motor sport.

GIPPSLAND CAR CLUB MISSION: To provide affordable motor sporting experiences for people of all abilities in a safe and friendly environment.

CALENDAR 2020

FEBRUARY

Saturday 8	GCC WORKING BEE AND CLUB PRACTICE DAY
Sunday 9	<i>GCC Khanacross at Bryant Park</i>
Tuesday 11	Board Meeting, 7.00 p.m., Clubrooms
Thursday 13	Private hire
Friday to Sunday, 14/16	Victorian State Circuit Racing Championship at Sandown
Saturday 15	VHCC Round 2 at Bryant Park (Clockwise Track)
	ANNUAL CLUB CHAMPIONSHIP TROPHY PRESENTATIONS
	FOLLOWING THE HILL CLIMB
Saturday to Sunday, 15/16	PIARC Supersprint Round 1
Sunday 16	M&DCC Boisdale Hill Climb Round 1, Short Track
Thursday to Sunday, 20/23	Australian Supercars Superloop 500, Adelaide Parklands
Saturday 22	Repco Sprint Series Round 1, Winton Raceway
Sunday 23	RACV/AOMC British and European Car Show at Yarra Glen Racecourse
<u>Sunday 23</u>	<u><i>Porsche Club of Victoria track hire at Bryant Park</i></u>
Friday 28 to Sunday, March 1	TA2 Muscle Car Series at Winton

MARCH

Sunday 1	MG Car Club Interclub Challenge Round 1 at Rob Roy
<u>Sunday 1</u>	<u><i>Wonui track hire at Bryant Park</i></u>
Tuesday 3	Valve Bounce collation
Thursday to Sunday, 5/8	Phillip Island Classic
Saturday 7	NSWHC Round 1, Bathurst Esses
Sunday 8	NSWHC Round 2, Bathurst Mountain Straight
Tuesday 10	Board Meeting, 7.00 p.m., Clubrooms
<u>Saturday 14</u>	<u><i>SAAB Car Club track hire at Bryant Park</i></u>
Thursday to Sunday, 12/15	Australian Grand Prix, Albert Park includes TCR Asia Pacific Cup)
Sunday 15	RACES East Sale Super Sprint
Friday to Sunday, 20/22	Australian Endurance Championship at Phillip Island
Sunday 22	<i>GCC Khanacross at Bryant Park</i>
Friday to Sunday, 27/29	Shannons Nationals at Sydney Motorsport Park
Saturday to Sunday, 28/29	VHCC Round 3 at Mt Leura, Camperdown
Saturday to Sunday, 28/29	Victorian State Circuit Racing Championship, Winton
Sunday 29	Shannons/AOMC American Car Show at Yarra Glen Racecourse

APRIL

Friday to Sunday, 3/5	Supercars at Symmons Plains
Saturday to Sunday 4/5	PIARC Supersprint Round 2
Saturday 4	Repco Sprint Series Round 2, Winton
Sunday 5	NSWHC Round 3, Huntley
Sunday 5	GCC Multiclub Hill Climb at Bryant Park
Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	Shannons Nationals/Bathurst 6 Hour Race
Sunday 12	Easter Sunday
Tuesday 14	Board Meeting, 7.00 p.m., Clubrooms
Sunday 19	Porsche Sandown 360 Regularity
<u>Sunday 19</u>	<u>VHCC Round 4 at Bryant Park (PIARC Track Hire) (Clockwise Double Loop)</u>
Sunday 19	M&DCC Boisdale Hill Climb Round 2, Short Track
Friday to Sunday, 24/26	Supercars at Hampton Downs NZ
<u>Sunday 26</u>	<u><i>Nugget Nationals track hire at Bryant Park</i></u>

MAY

Friday to Sunday, 1/3	Shannons Nationals at Winton
Sunday 3	VHRR Historic Rob Roy
Sunday 3	GCC Multiclub Hill Climb at Bryant Park
Sunday 3	NSWHC Round 4, Kempsey

Tuesday 5
 Sunday 10
 Tuesday 12
 Friday to Sunday, 15/17
 Saturday to Sunday, 16/17
Sunday 17
Sunday 24
 Sunday 24
 Sunday 24
 Friday to Sunday, 29/31

Valve Bounce collation
 Mothers Day
 Board Meeting, Clubrooms, 7.00 p.m.
 Supercars at Barbagello
 Victorian State Circuit Racing Championship, Phillip Island
RACES East Sale Super Sprint
GCC Khanacross at Bryant Park
 M&DCC Boisdale Hill Climb Round 3, Long Track
 MG Car Club Interclub Challenge Round 2 at Rob Roy
 Historic Winton

JUNE

Tuesday 2
 Friday to Sunday, 5/7
 Sunday 7
 Tuesday 9
 Saturday to Sunday, 6/7
 Friday to Sunday, 12/14
 Sunday 21
 Friday to Sunday, 26/28
 Saturday to Sunday, 27/28
Sunday 28

Valve Bounce collation
 Supercars at Winton
 NSWHC Round 5, Grafton
 Board Meeting, Clubrooms, 7.00 p.m.
 VHCC Round 5 at One Tree Hill, Ararat
 Shannons Nationals at The Bend
 Repco Sprint Series Round 3, Winton
 Supercars at Townsville
 PIARC Supersprint Round 3
GCC Multiclub Hill Climb at Bryant Park (Winter Cup)

JULY

Friday to Sunday, 3/5
Sunday 5
 Sunday 5
 Tuesday 7
 Tuesday 14
 Friday to Sunday, 17/19
 Sunday 19
 Saturday 18
 Saturday to Sunday, July 25/26

Shannons Nationals Morgan Park Queensland
GCC Khanacross at Bryant Park
 VHCC Round 6 at Wodonga TAFE Logic (new venue)
 Valve Bounce collation
 Board Meeting, 7.00 p.m., Clubrooms
 Supercars at Darwin
 NSWHC Round 6, Tamworth
 M&DCC Boisdale Hill Climb Round 4, Long Track VCAS
 Victorian State Circuit Racing Championship, Sandown

AUGUST

Saturday to Sunday, 1/2
 Saturday to Sunday, 1/2
 Tuesday 4
 Saturday to Sunday 8/9
 Sunday 9
 Sunday 9
 Tuesday 11
 Saturday 15
Sunday 16
 Sunday 16
 Friday to Sunday, 21/23

 Sunday 23
 Friday to Sunday, 27/28
Sunday 30

Access 2020 Phillip Island
 Winton Festival of Speed
 Valve Bounce collation
 Victorian 6 Hour Regularity Relay Phillip Island
 NSWHC Round 7, Ringwood
 Repco Sprint Series Round 4, Winton
 Board Meeting, Clubrooms, 7.00 p.m.
 M&DCC Boisdale Hill Climb Round 5, Long Track
GCC Khanacross at Bryant Park
 Vintage Rob Roy
 Shannons Nationals at Phillip Island (includes Aust Endurance Championship)
 VHCC Round 7 at Broadford
 Supercars at Sydney
RACES East Sale Super Sprint

SEPTEMBER

Tuesday 1
 Tuesday 8
 Friday 7 to Sunday, 4/6
 Sunday 6
 Friday to Sunday, 11/13
 Saturday to Sunday, 12/13
Sunday 13
 Sunday 13 or 20

Valve Bounce collation
 Board Meeting, Clubrooms, 7.00 p.m.
 LMP3 Cup at Sydney Motorsport Park
 Fathers Day
 Shannons Nationals at Sandown
 PIARC Supersprint Round 4
GC Multiclub Hill Climb at Bryant Park
 M&DCC Boisdale Hill Climb Round 6, Short Track

<u>Sunday 20</u>	<u>CAMS Club Challenge track hire at Bryant Park</u>
Friday to Sunday, 18/20	Supercars at The Bend
<u>Saturday 26</u>	<u>HRA track hire at Bryant Park (a.m. only)</u>
Saturday to Sunday, 26/27	Victorian State Circuit Racing Championship, Phillip Island
Sunday 27	GCC Khanacross at Bryant Park

OCTOBER

Sunday 4	NSWHC Round 8, Canberra
Sunday 4	MG Car Club Interclub Challenge Round 3 at Rob Roy
Tuesday 6	Valve Bounce collation
Thursday to Sunday, 8/11	Supercars at Bathurst
Tuesday 13	Board Meeting, Clubrooms, 7.00 p.m.
Saturday 17	M&DCC Boisdale Hill Climb Round 7, Long Track
<u>Saturday 17</u>	<u>MG Car Club track hire at Bryant Park</u>
Saturday to Sunday, 17/18	AROCA 12 Hour Regularity Relay, Winton
<u>Friday 23</u>	<u>Monaro Club Nationals at Bryant Park</u>
Sunday 25	GCC Multiclub Hill Climb at Bryant Park
Sunday 25	MotoGP at Phillip Island
Friday to Sunday, 30 to Nov 1	Supercars at the Gold Coast
Friday to Sunday, 30 to Nov 1	Legend of the Lakes Hill Climb, Mt Gambier

NOVEMBER

Sunday 1	MG Car Club Historic and Classic Rob Roy
Sunday 1	GCC Khanacross at Bryant Park
Wednesday 4	Valve Bounce collation
Thursday 5 to Sunday 8	Australian Hill Climb Championship, Mt Cotton, Queensland
Saturday to Sunday, 7/8	PIARC Supersprint Round 5
Sunday 8	GCC Hill Climb with a difference, Bryant Park (not Club Championship)
Sunday 8	RACES East Sale Super Sprint
Wednesday 11	Board Meeting, Clubrooms, 7.00 p.m.,
Friday to Sunday, 13/15	Bathurst International
Sunday 14	Repco Sprint Series Round 5, Winton
Saturday 14	M&DCC Boisdale Hill Climb Round 8, Short Track (Noel Burley Memorial)
Friday to Sunday, 20/22	Supercars at Sandown
<u>Saturday 28</u>	<u>Nugget Nationals at Bryant Park</u>
Saturday to Sunday 28/29	Island Magic

DECEMBER

December 1	Valve Bounced collation
Friday to Sunday, 4/6	Supercars at Newcastle
Friday to Sunday, 4/6 (TBC)	Bathurst International
Saturday 5	GCC Twilight Multiclub Hill Climb at Bryant Park
Tuesday 8	Board Meeting, TBA
Sunday 13	GCC Khanacross at Bryant Park

NOTE: All dates shown above are subject to change - please check with the organisers of the events to confirm the dates. Events shown as **Bold** are rounds of the Gippsland Car Club Championship (some of these dates may be changed): events shown as **Bold Italics** are rounds of the Gippsland Car Club Khanacross Championship. GCC Practice Days are for members and associate members only, and will run from 1.00 p.m. until 4.00 p.m.

If you believe that any of the dates listed are incorrect, please contact John Bryant and they will be amended.

Editorial Ponderings:

Did you know the GCC is one of the longer-established motorsport clubs in Victoria? And probably Australia? Did you know several of our members have become champions in their own right, at hillclimbing and other motorsport events? And most notably: can you name another car club that has its own track? Probably not! Do you realize now what a terrific position you are in, to get out and have a go with the GCC – opportunities and history unmatched by almost every other club!



Speaking of which, I have only just sorted out one conundrum: is it *hill climb* or *hillclimb*? It would be nice if I could get it right for the mag! 'Office' doesn't like it as one word, Motorsport Australia (MA) uses both forms just to be helpful, but as I've found numerous references to *hillclimb* I'm going to use that! Aggrieved readers can go...well, you know.

We've gone a bit 'historical' with this edition: John Bryant has provided a wonderful article on the evolution of Gippsland Park, and our move to Bryant Park. A good engineer mate of mine has also provided a beaut article on motorsport in the 80s – a real golden era that those of us who were fans at the time look back on fondly: so much more character than the high-speed taxi racing we seem to be fed nowadays.

Speaking of which, does anyone else feel we're in a motorsport drought at the moment? I occasionally flick through the daily rags, and the back pages are filled with horse racing, tennis, cricket, footy, basketball...but it seems there has to be a fatality, or an F1 race on the doorstep to get an item published about motorsport. No Paris-Dakar daily updates; few preparation items for the V8s; no 'what the F1 teams are doing;' nothing on rallying (apart from a crash); certainly nothing at club level. What has happened that motorsport is such a poor cousin to other forms of sport? Hell, if some AFL player stubs his toe in the off-season they still get a photo and a commentary on how it will affect his career, etc. Surely the major motorsport events in Australia are newsworthy? And don't get me started on the ABC: I pathetically search for F1 results after a race – not even an acknowledgement that it was on! Ah, well...perhaps I need to look at the Web more often.



Continuing further on a motorsport theme - HANS devices: have you worked out if you need one? (articles at end of this mag): who has bought one? Where did you get it from? Any comments on the device you now own? Are you happy with the price and service? Let me know and I'll write it up so others can have the benefit of your experience.

Returning to John's article and a mention of safety issues at the old track. I was (in my younger years!) at Gippsland Park for an MSCA hillclimb where one gent with a very fast Mk1 (or2?) Jag got sideways coming along the track before Skyline, and flew off the left-hand side, finishing nose-down a steep embankment. I recall it took a winch, a lot of pushers and a good deal of grunting and time before we returned it to the track and could continue with the meeting.

John also mentions odd things like people unexpectedly spitting out the wheel chock. When I read this, I thought back to some of the comical moments I've witnessed in motorsport – perhaps others would like to write in with their recollections? I have two that come to mind:

- At an MSCA Calder sprint many years ago, we were starting in groups of four, across the track. As four of us in Sprites lined up for the last run of the day, Terry Wade found one

enthusiastic competitor (let's call him Bruce) was too far forward, and guided him to reverse back over the start line. Terry waved to the timers, dropped the flag, and off we rushed...except Bruce, who took off at race pace backwards! He'd forgotten to select first gear – lucky there was no-one lined up behind him. 😊

- Another one – and while I was not present for this one, I have a mate who swears black-and-blue this is dinkum. It goes back to the Hang Ten 400 in the 80s: one of the top Touring Car drivers from a Queensland-based team was sitting on the Armco, watching the start of the first practice sessions. He was joined by one of their team mechanics, and they talked for a while as they watched. When it came close to his category session, he hopped off the Armco, and said “Righto, where is it?”
The mechanic says “Where’s what?”
“The car!”
“Didn’t you bring it?”
...and it eventually dawned on them that due to a rash of poor communication, the race car was sitting locked in the transporter in their Queensland workshop, while all the team members had flown down, assuming someone else was driving the transporter to Sandown!
They sat out the weekend, watching the opposition run.

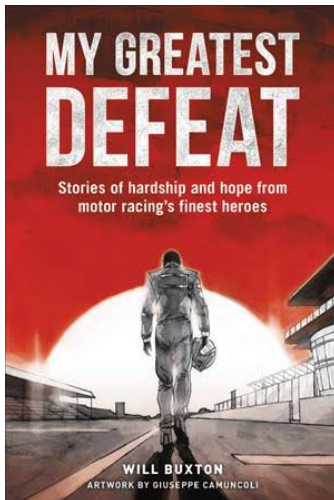


You would have read JB's review of the film 'Ford Vs Ferrari' in last month's VB. I had also seen this film, and even allowing for 'Hollywood-isms,' three issues stood out for me:

- i) Without giving too much away, there is a dramatic event at the end of the film. I thought “that’s just Hollywood over-dramatising everything: they didn’t need to do that in this film.” I then did some searching on-line, and found that yes, that incident *did* occur, as did the re-awarding of places at Le Mans! Fact stranger than fiction again?
- ii) I liked the scenes where two cars are travelling at warp speed down Mulsanne Straight, and the drivers turn and eyeball each other. I don't know about other people, but when I get to a decent speed such as the straight at Phillip Island, I'm REALLY focused on the track ahead – there is no way I'm going to look sideways and stare at someone!
- iii) Throughout the film all you hear is 'Ford:' I didn't pick up any reference to Lola, and it was their Mk6 GT that became the GT40. Would it have hurt to acknowledge this? Or was the idea just to pretend that Ford was all-conquering in all areas? Go the US.



1963 Lola Mk6 GT – look familiar?



I tend (when possible) to read a reasonable bit, especially some good motoring tales. I've just finished a book I gave myself for Christmas, called 'My Greatest Defeat,' a collection of stories from some of the world's greatest drivers about the challenges they met, and in many cases nearly overwhelmed them. This was a really interesting read, especially detailing how such high-performing individuals came back from their disaster. Not all are from motorsport: Nikki Lauda would have the greatest classic personal challenge after his fiery crash, but it was the downing of one of his commercial passenger planes and the death of all on board that was his greatest 'defeat.' Anyway, I mention all this because of the incredible story included of Ari Vatanen. If you're a bit young, he was multiple World Rally Champion – also famously appearing in the video 'Climb Dance' where he is filmed at his on-the-edge best in a Peugeot 405 T16 at the 1988 Pike's Peak hillclimb (Haven't seen it? What sort of motorsport enthusiast are you?! Get on to YouTube and check it out!)

Indulge me if this goes on somewhat, but I found it absorbing – Hollywood couldn't have made this up! Ari had an enormous crash in the 1985 Rally Argentina, barrel-rolling his works Peugeot. His seat broke in half and he was thrown viciously around the cabin, while his co-driver escaped with cuts and bruises. (Even today, he will not use that same brand of seat, and if he has to sit in one for a publicity shot, he tapes over the name – interesting as I, and numerous other GCC members, use this same brand of seat!) Ari was very badly injured in the crash: when he was located (he was thrown from the car) and air-lifted to the local hospital, they found, amongst a list of other life-threatening injuries, that his blood oxygen content was incredibly low. As he explains: a healthy person has a level of about 97-98: if you drop to 50-60 you're in serious trouble. Ari's blood oxygen was just 20: too low for some hospital machines to measure! His personal doctor had to falsify a document so they could get approval to fly him to a larger hospital for treatment, otherwise he would have been dead in a couple of hours. After months of tortuous treatment and the onset of severe depression where he didn't even want to be near his own family (I'm skipping a lot here), there came a moment in 1986 (you'll have to read it) where he changed in a moment, like "awakening from a nightmare," as he says. From a withdrawn, cowered, mentally ill and physically damaged person, a few weeks later he was back enjoying himself at 10/10ths in a rally car. In December Peugeot had him lined up for the Prologue in the Paris-Dakar rally. While he had promised himself he would go gently to throw off his 'win or break' reputation, a mis-fitted circlip allowed a front wheel to collapse. They struggled on, finished the Prologue, and next day began the rally in very last (282nd) position. With the dust and 281 self-absorbed competitors ahead of them, Ari and his co-driver worked away for three weeks...and won the event outright! What an inspiration! I recommend the book, available through Pitstop and other outlets.



We've heard a fair bit recently about the East Gippsland fires and the aftermath. One tale I heard to explain why some roads were taking a while to re-open was that those bounded by wire rope barriers had had the aluminium posts melt, leaving the wire ropes on the ground, which was hindering the use of machinery in the area. Bet they didn't see that one coming!

One related thought that has come to mind: when the insurance companies pay up and the dust settles, there are going to be huge numbers of people wanting to re-build. Where are the framing materials going to come from? I understand a good number of pine and hardwood plantations were

burnt out, and our State Government seems intent on closing down forest logging...perhaps mud brick?

Whew! That's got to be enough from me. Read the rest – see you next month!
-Ian, VB Editor.

Chairman's Report - February 2020

The countdown is well and truly on! At the time of writing there are only 7 days to go until we launch our first event for the year. Let's hope for good weather and good attendances. I've been speaking to a few of our club members over the break and I know that there's been a fair bit of activity going on. New cars being developed and old ones being improved upon (The owners hope!). I am looking forward to seeing these cars out on the track and hopefully putting in some good times.

The 2020 Victorian Hillclimb Championship is underway with the first event being held at Rob Roy during January. Congratulations to Mike Barker for his stunning performance and taking out FTD. This event was in a way momentous for our sport in that it was the first local event that was conducted since the introduction of compulsory Frontal Head Restraints (FHR). I know that there has been much debate in relation to the introduction of these rules and that there are varying views on how to interpret them. At this stage we will be adopting the same approach to the implementation of the rules that was used at Rob Roy. Whilst some people are not happy with the introduction of the rules, we need to be consistent in our approach to their implementation. It is particularly important for VHC rounds and we have two of them at the club this year. In my opinion the use of an FHR is a no-brainer. It is a much better option than ending up with a broken neck if you are unfortunate enough to come to grief.

Our second event for the year, on 15/02/20, is round 2 of the 2020 VHC. At this stage we are receiving plenty of entries and plenty of interest. It is good to see that we have a strong contingent attending from South Australia. There are a number of competitors on the growing list that were very successful in the class and outright results from last year. It should lead to some good competition and make it a great event from both a competitor and spectators' perspective.

Please note that at the end of this event we will be conducting the club's annual presentations. The presentations will take place in the club house and will be accompanied by a bite to eat. I look forward to seeing you there.

So, what else is in store for the year? Well the calendar is completed and we have plenty of events spread across the year. A copy of the calendar is kept on our webpage and is regularly updated. It also appears each month in Valve Bounce. It is important to keep an eye on the calendar as it changes from time to time. It can be a bit embarrassing if you turn up at the club for an event and you're the only one there. I certainly wouldn't tell anyone if I'd done that but as we all know these things have a habit of becoming public knowledge very quickly! We are also still planning a couple of social events for the year. I know that our social committee have been doing some preparatory work in the back ground and will share it with the board and membership once they have some firm plans in place. The event that they put together last year was fantastic and enjoyed by all who attended. I look forward to seeing what they put together.

So, with that said until next month I wish you all the best in your motor sport activities.
-Mick McGinn, Chairman GCC.

Competition Secretary's Report

At the time of writing this report, entries for 'Round 2 of the Victorian Hill Climb Championships' have been steadily appearing on MEECAMS.

One of the benefits of this online system is that you don't have to sign any forms or declarations on the day. These forms relate to your acknowledgement of the risks arising from your participation in Motor Sports Activities provided by CAMS (MA) and the entities. They also relate to your compliance with policies, rules regulations and directions of CAMS(MA) in relation to this event. By entering on the 'EventEntry System' you have undertaken to comply with these policies etc.

When we upload our Hill Climbs and other events onto the Event Entry System we also attach a copy of the Supplementary Regulations. It is important that you read them. That is the expectation of Motorsport Australia. I also need you to select the correct class for your car. We always have the classes on MEECAMS. If on the event day you don't check your class please don't be cross with me later.

I enjoy emailing and explaining (what I can) regarding our events with new drivers. Many new club members have joined through word of mouth, the website and Face Book. They often ask questions as new drivers, which is really encouraging for the future of our events. I enjoy this aspect of my role.

I must say that I don't make the rules or times for events, that is done by a team of volunteers and ratified by the Board. If you want any changes let me know or join the Board so you can also be part of the decision-making process.

We are considering offering a Come and Try component at a future Hill Climb. I would like to see these drivers have encouragement from driver mentors. That would involve what I think we do so well, welcoming new drivers, explaining the ropes. Also, I would hope that new drivers in these events would have a mentor sitting in the passenger seat.

Please contact me if you would like to be of assistance in the next few months as a driver mentor. See you at the track!

-Janet McGinn



What do you need to know now?

➤ BUILDING WORKS

As outlined previously, we have purchased a new timing building from Portable Buildings International in Birchip. The building will arrive on site shortly, and installation will then start with this building and the others that need to be moved.

We will not be having a general working bee for this work – rather, individual members who have skills that we require for the job will be contacted. All of the work will need to be completed by the Working Bee to be held on February 8, so that we can test the timing at the practice day in readiness for the Victorian Hill Climb Championship event the following weekend. Ken Neilson is in charge of the project, and John Bryant will assist Ken where he can (but certainly not with any of the skilled tradie type work).

➤ KHANACROSS 2020

Our first khanacross for the year will be held on Sunday, February 9, 2020 (unless this is a day of total fire ban in our district). We do not provide a canteen service at our khanacross events as it not normally economically feasible to do so, so bring your own lunch.

NOTE: The entry fee for the khanacross events for seniors **will increase to \$30 in 2020**, whilst entry fees for juniors will remain at \$10.

➤ **'CLUB CHAMPIONSHIP 2020**

A decision was made at the November Board meeting that the Club Championship for 2020 would consist of eight hill climbs (seven of which are GCC events and the other the PIARC track hire in April) and six Sprint meetings, four of which would be held at East Sale, and one each at Winton and Phillip Island.

Our Club Championship events for 2020 are as follows (and this may change*):

- | | |
|-------------------------|--|
| ○ Saturday, February 15 | Victorian Hill Climb Championship Round 2 (Twilight event) |
| ○ Sunday, March 15 | RACES East Sale Supersprint |
| ○ Sunday, April 5 | GCC Multiclub Hill Climb |
| ○ Sunday, April 19 | Victorian Hill Climb Championship Round 4 |
| ○ Sunday, May 3 | GCC Multiclub Hill Climb |
| ○ Sunday, May 17 | RACES East Sale Supersprint |
| ○ Sunday, June 28 | GCC Multiclub Hill Climb (Winter Cup) |
| ○ Sunday, August 30 | RACES East Sale Supersprint |
| ○ Sunday, September 13 | GCC Multiclub Hill Climb |
| ○ Sunday, October 25 | GCC Multiclub Hill Climb |
| ○ Sunday, November 8 | RACES East Sale Supersprint |
| ○ Saturday, December 5 | GCC Multiclub Hill Climb (Twilight) |

*We are still looking for appropriate events at Phillip Island and at Winton – hopefully dates will be finalised next month.

➤ **More for your calendar:**

GCC WORKING BEE AND CLUB PRACTICE DAY
SATURDAY, FEBRUARY 8, 2020
WORKING BEE 9.00 a.m., BBQ LUNCH 12 NOON,
MEMBERS' PRACTICE 1.00 p.m. to 4.00 p.m.

Hmm: mustn't forget this!



First KHANACROSS for 2020:
SUNDAY, FEBRUARY 9, 2020: 9.00 am for ENTRIES AND SCRUTINEERING.
Competition begins around 10:00am

Entries taken on the day or via MEECAMS (entry fee for **Seniors \$30** (in 2020): Juniors \$10).
BYO lunch as the Canteen does not operate on khanacross days.

VICTORIAN HILL CLIMB CHAMPIONSHIP ROUND TWO
SATURDAY, FEBRUARY 15, 2020 (TWILIGHT EVENT)

Supp Regs included in this Valve Bounce. Entry via MEECAMS. First competition run at 1.00 p.m.

GCC ANNUAL PRESENTATION EVENING
SATURDAY, FEBRUARY 15, 2020 7.30 p.m.

Trophies for the 2019 competition year will be presented along with other special awards. Prior to the presentation a free meal will be available.

➤ VICTORIAN HILL CLIMB CHAMPIONSHIP 2020

The remaining rounds designated for the 2020 Victorian Hill Climb Championship are as follows:

○ Saturday, February 15	GCC	Bryant Park
○ Saturday and Sunday, March 28/29	BLCC	Mt Leura, Camperdown
○ Sunday, April 19	PIARC	Bryant Park
○ Saturday and Sunday, June 6/7	ACC	One Tree Hill, Ararat
○ Sunday, July 5	Albury, Wodonga & Districts CC	Wodonga TAFE Logic
○ Sunday, August 23	Mini Club	Broadford

➤ MEMBERSHIP 2020

Membership for 2020 is now due and payable. Many members have already forwarded their 2020 membership, and for this we thank you. Ken Neilson has asked that if you pay your subscription via direct debit that you do two things – the first is to send in by whatever method you wish a completed application form, and the second is to add details to your direct deposit if this is the method you are using to say who it is from and what it is for. You may (or may not) be surprised by the amounts of money that appear in our accounts with absolutely nothing to show what they are for. A membership renewal form is included in this Valve Bounce, and there is also a form to be found on our website.

➤ FRONTAL HEAD RESTRAINTS

FHR (HANS device and linked helmet) is required **NOW!**



No FHR (where required) = no run!

Many members appear still to be confused as to who has to have a frontal head restraint in speed events and who does not. If you are confused, you need to read carefully all that you can find on the topic, and, in particular, refer to the 2020 Motorsport Australia article under the topic of frontal head restraints.



Link to Schedule D at the reference below - and screen shot of applicable section of document included.

https://www.cams.com.au/docs/default-source/manual/general-requirements/schedule-d.pdf?sfvrsn=e7aad4d8_14

- Earlier in the mag I invited people to write in with their experience of buying a HANS. In my own case, as I run a log-booked car (that's very clear-cut: you definitely need one for log-booked competition cars) I bought one from Autosport in Adelaide (via web). It was the cheapest they had at (currently) \$429, still meets the FIA/CAMS standards, is NOT a Chinese copy (need to look out for these – they're dangerously unsafe) and while it has a little more weight than the more expensive HANS devices, it's okay for me, on a club-level budget. It takes a little practice to be able to connect to your helmet by yourself, and you need to work out whether you'll attach it

before getting in to the car, or as I do, climb in and then hook up – allows you a little more movement freedom while clambering over side intrusion bars, hooking up seat belts, etc. People have grizzled about having less side rotation of your helmet, meaning you can't turn your head as far, but if your mirrors are set up properly and you're not in the middle of a humungous spin, then it doesn't seem to be too bad. Of course, you need to have a HANS-compatible helmet to go with it: if you have an older helmet then this is where things can become more expensive, as you'll have to buy a new helmet *and* HANS: the good news is that most outlets do a good package deal on the pair. If your helmet has the pin mounting points (as mine did) then you can buy the pins, and then you're right to fit the HANS. Hope this helps someone!

- Even cheaper: If you are in the market for such equipment, Hugh Gartley of Lakes Entrance has for sale a PMD Size 10 helmet with frontal head restraint. If you are interested, contact Hugh on 5155 3755.

➤ **And from Rhys, regarding FHR, from the VHCC:**

Feedback from Round 1 VHCC was generally positive regarding FHRs, with no issues during scrutineering. They had one log booked vehicle exempt from requiring an FHR as it was road-registered and fitted with OEM seat and belts.

MGCC did send out the below email as entries were accepted, which did prompt a couple of withdrawals and some clarification via MA. Email copied below for reference.

Dear competitor,

We have noted that you have entered Round 1 of the Victorian Hillclimb Championship at Rob Roy and as this may be your first event for 2020 we thought it might be prudent to remind you of the new regulations relating to the wearing of Frontal Head Restraint devices.

As of 1 January 2020 competitors entering any Victorian Hill Climb Championship event will be required to wear a Frontal Head Restraint (FHR). This applies to all Championship Class entrants where you are vying for championship points.

Non log-booked and or road-registered vehicles entered in the Non-Log Booked Class do not require a FHR device. However, if you apply to run in the Non-log Booked Class and your vehicle is subject to a log book then the new FHR requirements apply.

If you have a Log Booked Vehicle which does not have appropriate Safety Harness for the use of a FHR device you need to contact CAMS for clarification.

For more information you can have a look at this recent item posted on the CAMS website explaining the introduction of FHR.

<https://www.cams.com.au/media/news/detail/2019/12/12/fhr-2020-deadline-approaching>

FAQ item recently posted on the CAMS website:

<https://www.cams.com.au/regulations/safety-integrity/fhr-faq>

If you need to discuss these changes with someone at CAMS, please call the CAMS hotline on 1300 883 959. Note CAMS are back on the 6 Jan 2020.

This email is being sent to all VHC Rd 1 entrants so apologies if you are already aware/comply with these new regulations.

➤ **REMINDER TO ALL COMPETITORS**

MEECAMS-only entry **now applies** for all events from now on!! Go to the CAMS website for access.

Save the trees, forget the paper, see your event SuppRegs for more info or help if required.



CLUB CHAMPIONSHIP TROPHY WINNERS

CONGRATULATIONS TO THE FOLLOWING CLUB CHAMPIONSHIP TROPHY WINNERS FOR 2019

CLUB CHAMPION	Larry Kogge
CLUB CHAMPION Runner Up	Ernie Mawhinney
CLUB CHAMPION Third	Geoff Bower

HILL CLIMB CHAMPION	Larry Kogge
HILL CLIMB CHAMPION Runner Up	Keith Charman

KHANACROSS CHAMPION	Matt Paulet
KHANACROSS CHAMPION Runner Up	Scott Seddon

CHRIS MURPHY MEMORIAL TROPHY	Fred Galli
------------------------------	------------

REG COLDWELL MEMORIAL TROPHY	Tim Boyd
------------------------------	----------

CLASS CHAMPIONS	
Formula Libre up to 1300	David Casey
Formula Libre 2001 and over	Fred Galli
Clubman Sports Cars up to 1600	Ian Speight
Sports Cars up to 2000	Ian Mayze
Sports Cars 2001 and over	Ernie Mawhinney
Sports Sedans up to 2000	Mick Green
Sports Sedans 2001 and over	Jacob White
Improved Production 2001 and over	John Shaw
Historic Group N up to 2000	Geoff Bower
Historic Group N 2001 and over	Larry Kogge
Historic Other	Keith Charman
Khanacross Rear Wheel Drive	Matt Paulet
Khanacross Junior	Emily Newton

CLUBMAN OF THE YEAR	To be announced on the night
AWARD/S OF MERIT	To be announced on the night
MOST IMPROVED DRIVER/S	To be announced on the night
BEST PRESENTED VEHICLE	To be announced on the night



MACHINING & CYLINDER HEADS

28 CHICKERELL ST. MORWELL phone 51344023
email: simon@btrmorwell.com.au

- **Cylinder Head Reconditioning**
- **New Cylinder Heads**
- **Torque Plate Boring**
- **Diamond Honing**
- **Flywheel Grinding**
- **Engine Reconditioning: Petrol and Diesel**
- **Engine Balancing, Crankshaft & Flywheel**
- **Crankshaft Grinding And Crack Testing**
- **Pressure Testing Of Cylinder Heads**
- **Petrol Injector Reconditioning & Testing.**



SPECIALIZING IN DYNO TUNING CARBURETOR'S



Simon@btrmorwell.com.au

5134 4023

VHCC update from Rhys:

Some notes from the VHCC meeting in December:

- Rhea Harper has stood down from her position as Treasurer of VHCC, after receiving a new position on a Motorsport Australia State Council.
- Currently there have been no nominations received for a new Treasurer (for the VHCC). If anyone is interested, contact me (Rhys on info@gippslandcarclub.com.au) and I will pass on your information. A thorough handover is available.
- Discussion around FHR (Frontal Head Restraints) for 2020 events: if any competitors have specific questions not answered by the Motorsport Australia material, please contact MA directly. (1300883959)
- Round 1 at Rob Roy has now been run and won; results are available via MGCC website.

And also...

from John Bryant:

➔ Saturday 8th February - **Working Bee** at Bryant Park

- 9:00am - Working Bee starts
- 12:00 noon - A BBQ lunch will be provided
- 1:00pm to 4:00pm - Club member hillclimb practice

We will be preparing Bryant Park for the following weekend's Round 2 of the Victorian Hill Climb Championship.

As always, there is a large amount of grass that will need cutting, so if you can bring a mower or whipper snipper, that would be appreciated.

Preparing of the pit garages, club rooms and any track maintenance will also be covered.

If you are unsure on how you can contribute, we will always find a job that suits your skills and abilities.



It is expected that if you plan to run practice that you have assisted with the working bee in the morning.

Please note: practice is for Gippsland Car Club members only.

➔ Sunday 9th February – **Multiclub Khanacross**

There were some requests to have khanacross events listed on Motorsport Australia Member Portal so entry can be arranged online before the event: this has been done.

We have increased the cost for adult entry for khanacross events to \$30 for senior competitors, still a very good value event to enter. Juniors remain unchanged at \$10.

Event - Multiclub Khanacross

Date – 9th February

Cost - \$30 (\$10 for Juniors)

Licence Requirements - CAMS Non-Speed or Higher

Supp Regs and Entry Forms are available on our website and entry can now also be made via Motorsport Australia Member Portal.

➔ Saturday 15th February- **Round 2 Victorian Hill Climb Championship** at Bryant Park

This event is open to all competitors, though if your vehicle is not log booked, you will need to enter in the Non-Log Book class.

Your class can be changed via Motorsport Australia Member Portal.

Making sure you're in the correct class before you enter makes it easier for our Competition Secretary to organise entries!

Our 2019 Club Championship presentations will follow the event.

Event – Victorian Hill Climb Championship, Round 2

Date – Saturday 15th February

Layout - Clockwise

Cost - \$100 (\$50 for Juniors)

Licence Requirements - CAMS Speed or Higher

Scrutineering – 10:00am to 12:30pm

Competition Runs - from 1:00pm

Practice – Friday 14th February, 1:00pm to 4:00pm, AND

- Saturday, February 15, 10:00 am to 12:00 noon

Supp Regs are available on our website and entries need to be submitted via Motorsport Australia Member Portal



➔ CLUB CHAMPIONSHIP 2020

See the dates listed earlier in this magazine.

➔ VICTORIAN HILL CLIMB CHAMPIONSHIP 2020

See the dates listed earlier in this magazine.

The first round of the 2020 VHCC was held at Rob Roy on January 19, with Mike Barker taking out FTD in his Hayward with a time of 19.37 seconds (hardly time to blink), from South Australian David Mahon in the Dallara with a best time of 20.43 seconds, and Alan Foley in third with a best of 20.75 seconds. What was noticeable from looking at the results of this event was that there were only four Formula Libre cars competing – rumour has it that multiple champion Garry Martin is not competing this year, but I do know that we have far more Formula Libre cars entered for our event on February 15th than were at Rob Roy – there must be a reason!

The interesting thing about this event is that there were only 48 entrants entered for the Championship (far less than normally is the case), but 36 entered in the Non-Log Book class (significantly more than is normally the case) – I wonder if this had anything to do with the new Frontal Head Restraint requirement for all cars with Log Books? I have been asked a question to which I and many others I have asked do not know the answer – can a car with a Log Book become Un-Log Booked???

➔ MEMBERSHIP 2020

(Ed: see earlier item on membership)

People aren't listening: just this past week we have received three direct debit memberships with absolutely no identification on them – makes life difficult on this end!! A membership renewal form is included in this Valve Bounce, and there is also a form to be found on our website. Please use your best hand-writing skills when completing these forms, as we did have a number of failed deliveries with our last club-wide email!

➔ ANNUAL TROPHY PRESENTATION

The Annual Trophy Presentation Evening will be held after the Victorian Hill Climb Championship event to be held on Saturday, February 15, 2020.

A list of the trophy recipients was included in the last edition of Valve Bounce *(Ed: and repeated again this month for the last time)*. In addition to the trophies decided by points scores, awards will also be presented to the Clubman of the Year, Award/s of Merit, Most Improved Driver/s and to the owner of the Best Presented Vehicle.

We would ask that all trophy recipients named in the last Valve Bounce come to the presentation to receive their trophy – if there is absolutely no way that you can be there, please contact Janet McGinn prior to the evening so that the trophy presenters do not look like idiots when they call out names and there is no response.

The trophy presentation will probably commence around 7.30 p.m., and we will be providing you with a pizza meal (not a barbeque this time) prior to the presentation – the pizzas will be free, and those who were at the Annual General Meeting last May can vouch for their top quality.

➔ **DAYS OF TOTAL FIRE BAN IN THE WEST AND SOUTH GIPPSLAND FIRE DISTRICT**

No activities will be undertaken at the track on days of total fire ban in our district – this includes working bees, khanacross events and hill climbs. The lease that we have with Energy Australia expressly forbids activity on such days, due to the closeness of the coal mine and the consequent risk of fire.

Bill Freame – an introduction.

We are very fortunate to be able to include a number of Bill Freame's articles in the next editions of our magazine. Many of you might be wondering who he is!

Though he has now (officially) retired, Bill remains an excellent engineer and fabricator with an impressive ability to think outside traditional solutions and manufacture his own. He was a part of the Repco Engine Technical Centre in Burnley St, Richmond, where he and fellow backroom lads solved numerous problems for companies such as Holden and Ford, and assisted numerous big (and small) racing teams. He was an essential part of the team charged with restoring and race-preparing probably the Repco-Brabham BT-19 F1 car used at the 'Fangio' meeting at Sandown, and still on display today. Bill makes high-performance pistons to his own design; produces his own piston casting dies; set up APEP with partner Trevor, making specialised pistons for race through to one-off classics; can adapt motorcycle conrods to car race engines; and fabricate numerous one-off parts such as his own oil pumps and diff centres. He has freely advised and assisted many club-level competitors, is a Life Member of the FIAT Car Club of Victoria, and still regularly competes in Open motorkhanas, naturally enough in a lightweight special that he designed and built himself, using a turbo-ed FIAT 850cc motor and load-bearing stainless steel panels.

Bill has been involved in motorsport during what many of us regard as the 'golden era' in Australia. He has started to write some of his recollections of these times, and has graciously allowed us to reproduce them in our club mag – thank you, Bill! Enjoy.

-Ian Maud

Part of my involvement in motorsport at the highest level **---by Bill Freame.**

Way back in time I was employed by the Repco organization, initially supporting a product test facility. Another department was wholly involved with Product Development; pre-production development of pistons, piston pins, compression and oil rings and valve seat inserts. That department employed some engineers and machinists, about seven men in total. Eventually, during a reshuffle and reorganization within many parts of Repco, I became the Product Development department, thereafter responsible for the manufacture of pre-production Car Company pistons, as well as my continuous support of the existing test facility. BMC/Leyland had already expired, however, Ford, GMH, Nissan and Toyota were still manufacturing vehicles here.



Repco Brabham had disbanded into Repco Engine Development Company (Formula 5000 and L-34 engines), then they disbanded further, transferring some staff and equipment across to where I was working. The same thing happened with Repco Research, with three staff transferring across. These handful of survivors were very smart people and I certainly learnt lots from them. Richard Bendall and Richard Aubert were involved with developing Fuel Injection at Repco Research, took the 'Golden Handshake' and set up in business for themselves. These businesses have survived. The first is MoTeC and the other is Autronic. You have possibly heard of them?

Around the time when Group C was replaced by Group A, in Touring Car racing, I was already very busy manufacturing sample batches of car company pistons. Additionally, I was also machining Repco brand (sample) replacement pistons for truck engines, International and Mercedes Benz to name just two. It was a busy time and there were now three of us to try to keep up with the demands coming from all directions. To further complicate things, Repco had a major relationship forming with the massive Mahle company, which enabled the 'Repco Special Pistons' department, now three machinists plus an engineer, to purchase Mahle forged piston blanks, importing them from Germany. Oh, to be busy!

At this time, Peter Brock was still the 'Golden Haired Boy', in the eyes of GMH. The Brock organization had purchased the HDT remnants from Harry Firth, who had semi-retired, or maybe it was John Sheppard(?), and Brock was also building special 'hi-performance' road Commodores, all with GMH blessing. The Brock race cars had had massive support from a cigarette company, and then Mobil came onboard with huge amounts of money, and the cars were very competitive, most times.

GMH was obviously a huge customer of Repco, with its automotive products knowledge and capabilities. So, if there were problems to be solved, then of course Repco (head office) would literally bend over backwards to assist and sort it out, or I should say, order us further down the line to fix it.

The Brock Commodore race engines were having about 3mm machined off the heads to raise the compression ratio and using Mobil Avgas to limit detonation. This worked reasonably well for the sprint races, however, this reduction in deck stiffness meant that they would blow a head gasket in less than 500km, well below the requirement of the endurance races at Sandown and Bathurst.

Brock race engineer, Neil Lowe, (later at DJR and the world's quickest Sierras) approached 'Repco Special Pistons' to discuss a possible solution - and it was needed quickly! Our head of department, Nigel Tait, plus our engineer, Robert Chadwick, took me with them to the race team headquarters in North Melbourne. There we observed the many problems they were having trying to get the 304CI engine mechanicals to survive under the Group A limitations. Mobil were trying to stop the pushrods wearing through the rockers and the single row timing chain from breaking. The production line engines were all fitted with double row sprockets, however the cost accountants decreed that the V8 engines only needed to use a single row chain, it being a far cheaper chain! Spare parts from your GMH dealer only had double row chains, a replacement at your cost, not GMH's. The race Commodores were required to use the single row chain until it was no longer fitted on the production line, about the time that Hell freezes over with cost accountants involved!

My initial suggestion to raise the compression ratio was to counterbore the heads by several mm and use a flat top piston with a longer con-rod or taller compression height. That had worked very well on the very delicate(?) Toyota Corolla aluminium cylinder heads used in 1300cc racing classes, Clubman and Formula 3. There the counterbore was a generous radius and the crown was raised by 4mm with a similar matching radius. These Toyota engines were very fragile, with the pistons passing through the gasket by 4mm at TDC. To get them out to 1300cc, the 75mm bores were enlarged to 79mm, requiring a special big bore head gasket, which was available.

Doing that to the 304 heads would keep the required deck stiffness and would be a very quick and cheap fix. The alternative solution was to manufacture some special pistons with the Holden F5000 crown shape of a combustion shaped lump, with fly-cut valve pockets, as developed for the REDC designed F5000 pistons. This was a far more expensive solution with a far longer delivery time.

We returned from North Melbourne with a verbal order for 24 piston assemblies to be supplied ASAP, all with the F5000 crown shape. Lots of overtime later and the pistons were duly delivered by our engineer to be assembled into three race engines, with one as the spare for either car. They were all run on their in-house dynamometer, with the best power engine going into Brock's car, John Harvey getting the next best, plus a spare. All looked like it would be good for the endurance races, however.....

Then along came the polarizer debacle and the rest is history! Brock was no longer the anointed one and many people were desperately trying to distance themselves from his team. GMH were furious and savagely severed all dealings with him, except via court orders and legal threats.

One of my bosses used to say, 'In confusion there is profit'! Desperate to salvage whatever he could out of this mess he found himself in, Brock had some 'Fire Sales', clearing much of what he owned to raise capital. Perhaps it was John Harvey and/ or Alan Moffat, (Bob Jane?), somebody purchased one of these Commodores at this golden opportunity. Whatever, Harvey and Moffat ended up competing in it, with absolutely minimum spares and pit crew, in the World Touring Car Championship in Europe.

At the first round they were seventh past the chequered flag, behind some BMWs and Sierras(?). However, in post-race scrutineering, the first six placed cars were found to be illegal and so were excluded. The Aussie-built



Commodore was legal and thus declared the winner. Several weeks later our Repco Special Pistons Department were advised that it was our pistons in the winning car. Smiles all around!

All that happened at a time in this country when we had a vibrant manufacturing car industry. Now we import over 1,000,000 passenger vehicles each year, each year! At least, the cars that were raced were very similar to what we bought from the dealer's showrooms.

I feel very lucky to have been involved, in the right place, at the right time, in this country's motor racing industry. Also, there were many very smart people I met along the journey.

...and also: *(Ed: first article very much 'tongue-in-cheek')*

Two health messages for you to consider-----Bill Freame

Being of the generation that used 'Coconut Oil' as a Sun-Tan medium during a time when every age group then knew every word of the previous National Anthem, years of sun abuse and regular sun-burn has surprisingly started to take its toll on me. Face, neck, arms, backs, legs and even feet have all been burnt, in my past.

Regular skin checks are now in my future, as well as a regular application of 50+ sun screen on exposed skin. Now at the wise suggestion of my skin specialist, I am taking the precaution of wearing (cheap) white cotton gloves when driving in the car, in daylight. With the larger glassed areas of modern cars, it's hard to avoid having your (usually unprotected) hands in the sun whilst also on the steering wheel or while you are sitting on the front passenger seat.

Pleasingly these white cotton gloves have also improved my ability to communicate with other motorists, cyclists and pedestrians, but whilst some of my communications are not always appreciated by other drivers, the white gloves are easier to see through the glass, especially helpful if any of my digits are being displayed while I'm also pressing the horn button with the other hand.

Seriously, we often wear hats and sun block but we neglect to protect the backs of our hands and fingers. Therefore, eventually there may be a health price to pay. Having any skin cancers 'cut out' is no fun and also not cheap, at best just causing an interruption to your social life for several days, if caught early enough. Therefore, I urge all our members to begin having regular skin checks, as important in your life as regular eye tests, medical health checks and any other screenings as deemed necessary for a long and healthy life.

Our now busy and very mobile lives put us at considerable risk, so protect all your exposed skin when outdoors. You will notice that all young school children are now wearing hats in school play areas.

Something else to consider. Rarely a week goes by without a media report of 'an elderly motorist' making a driving mistake and their car ends up through the front of a shop or a house. When they originally began driving, with manual transmissions, the right foot always operated the brake and 'go' pedal, while the left foot operated only the clutch pedal. Now, with the massive and universal acceptance of automatic transmissions available in even the smallest cars, many older drivers have

transitioned across to this easier driving system. Good for them. However, they are still relying on using their right foot to operate either of the pedals, with the left foot just for bracing.

When driving a 'Go Kart', there are only two pedals, and just as when you are driving a two-pedal car, you use both feet, one for each pedal. I personally think we should encourage all motorists to drive automatic transmission cars by using both of their feet, then I think there would be less 'elderly' making mistakes, by getting confused over which of the pedals their right foot is pressing on.

However, if the left foot is accustomed to declutching all the way to the floor, the very first few applications of the left foot on the brake pedal will be quite exciting, to say the least! Best to practice on a quiet back road or car park with no other cars around, to begin to break a habit of a lifetime.

FOR SALE

2009 HOLDEN STATESMAN

- V6 AUTO
- 225000 km
- IDEAL TOW CAR
- FULL LUXURY OPTIONS
- IMMACULATE
- RWC
- 12 MONTH REG



\$6,000 ono Call Bill Revill 0412 191 356
or wwqms@bigpond.com



MOE PARKLANDS MOTEL



- Closest motel to Bryant Park!
- 3.5 stars
- Family restaurant next door
- Guest Laundry
- BBQ area

- Car and trailer parking
- Free wireless internet
- Solar heated pool
- At the Moe Parklands Motel, we invite you to picnic or use the guest barbeque in our delightful gardens.
- For your evening meal, Rookies Bar and Restaurant is next door.
- A dip in our solar-heated pool will relax you at the end of a day enjoying all that Moe and surrounds has to offer.

RECEPTION HOURS : 7.30 am to 9.30 pm

98 Narracan Drive, Moe, Victoria

Telephone 03 5127 3344

EMAIL: stay@moeparklandsmotel.com.au

WEBSITE: www.moeparklandsmotel.com

FOR SALE:

Formula libre u750, CAMS log book,
Zip Eagle superkart, KTM525 engine,
fresh rebuild.
Holds track records at Bryant park.
Great bang for buck.
\$4,500 ONO.

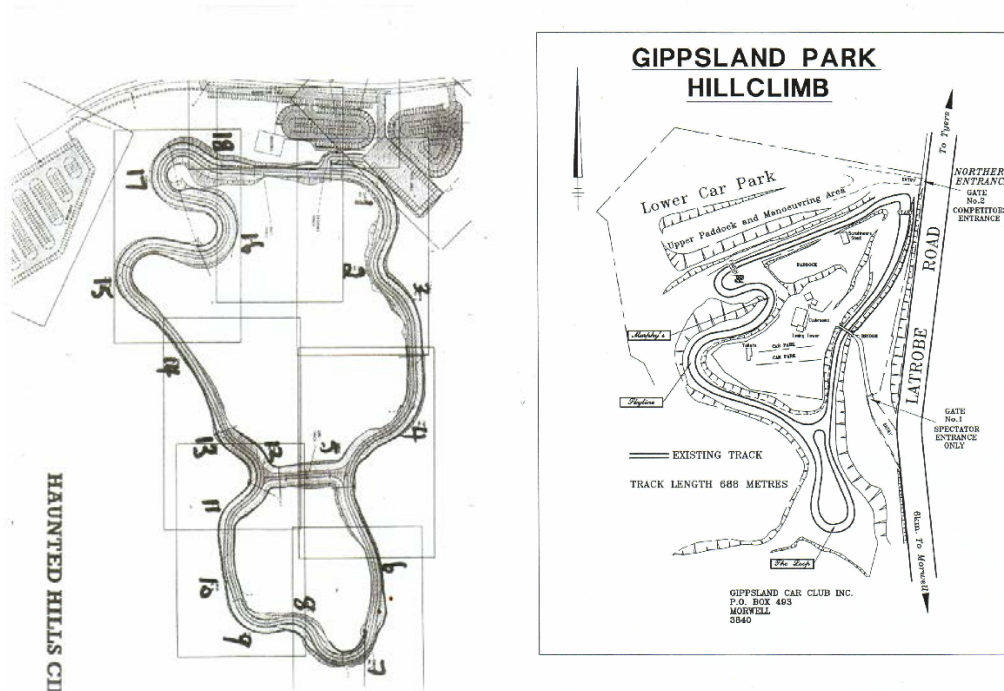
Call Ewen Moile 0405 059 393



SOME MORE RAMBLINGS ABOUT OUR TRACKS

-John Bryant

I have had some interesting feedback from my article last month about the similarities between our old Gippsland Park track and our new Bryant Park track. Some can see the similarity, but others believe that I may be hallucinating – I am not!! I have inserted a plan of the old track alongside a plan of the new track – surely you can see the similarities. I did not say they were the same – I said they were similar!



Now try and tell me that there are not similarities between the two! The new track is basically double the length of the old track, is much wider, but the topography of the land is much different. The physical location of the two tracks is also different – the Bryant Park track faces west at the top of plan, whilst the Gippsland Park track faces north.

Last month I talked about the changes made to the Gippsland Park track over a period of years – this time I will talk about the safety aspects of the Gippsland Park track. Jarrod Bryant conducts a Facebook page entitled Gippsland Park Morwell Hillclimb 1960s-2008 – this page contains a huge number of photographs of the old tracks (gravel and asphalt) so if you want to see what I am talking about, check out the Facebook page.

As I have stated previously, I did not see the old gravel track in action, although it was basically all there until the whole place closed in 2008 – the best way to summarise the safety features of the track is that there were very few, but this was not a whole lot different to other hill climbs and tracks in Victoria. I attended many meetings at Rob Roy, Templestowe and Hepburn Springs when I was a boy, and there was not much at either place to protect the drivers or the spectators. It is easy to find photographs of all of these hill climbs as they were in the “old” days, providing of course that you use the internet. The dam wall at Rob Roy had absolutely no protection, and I have seen drivers disappear into the dam and over the wall, and it is only in recent times that there is guardrail protection to the right hand side of the start line between the track and the pit area. Fisherman’s Bend circuit had two rows of hay bales down the centre of the track, and the spectators were behind basically a rope fence not very far from the edge of the track. Ballarat airstrip was basically the

same. The old Albert Park was not a lot better, whilst the short lived Altona track had very little in the safety area – bales of hay were the in thing in the 1950s! Bathurst and Orange were similar – farm fences were about all that was used to keep spectators at bay, and the safety for drivers was rudimentary. Have a good look at the photos of meetings held at these places in the “old days”, and you will see what I am on about.

Back to our first two tracks. As I have said previously, I never saw the original gravel track in action, but I have seen a large number of photographs, and it is reasonable to say that apart from a few hay bales, there was not much keeping the competitors from the greenery. We did use the last part of the track for rally stages on a few occasions, and I can tell you that it was fairly hairy. Have a look on the Jarrod Bryant Facebook page Gippsland Park Morwell Hillclimb 1960s to 2008 for some of the action on this track, and then draw your own conclusions.

The “new” asphalt track opened in 1972, and I did see most of the action on this track, taking over as Clerk of Course in (I think) 1975. It was fair to say that this track was quite dangerous in parts, and much work was required over the time period of its life to make it safe, or as safe as it could be. The track did see its fair share of accidents over the years, but to my recollection, only two people left the track in ambulances, and they with only minor injuries.

The start line was on a slope for the first few years of the existence of the track, which necessitated the use of a chock to prevent cars from rolling backwards – although a few drivers tried to start in reverse and frightened the life out of the person holding the chock! All you could see at the start line was a very steep hill (The Hump) in front of you, with no indication as to where the road went when the top of the hill was reached – many drivers, believe it or not, asked which way they went when they got to the top of the Hump.



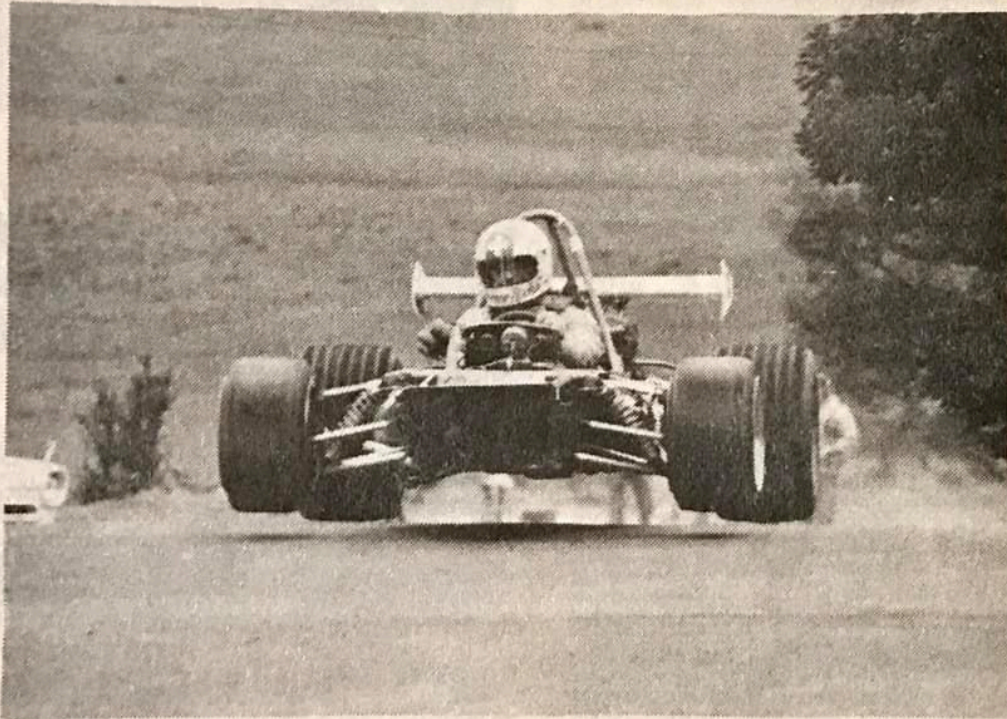
Bill Filips, Porsche 911, early 1980s – showing the hump, and the new track around it.

(source: Facebook: Gippsland Park Morwell Hillclimb 1960s-2008)

There are many photographs in existence of cars going over The Hump with all four wheels in the air! (see the previously mentioned Facebook page).

(Ed: or next page!)

— but Rodkin close behind!



About to impart some heavy suspension and transmission loads on itself is Werner Rodkin's Brabham BMW.

Werner Rodkin, Brabham BMW, Gippsland Park, 1980s.

(source: Facebook: 'Gippsland Park Morwell Hillclimb 1960s-2008': possibly originally from Auto Action)

Once back on the ground after The Hump" the track veered right to the bridge and then left, through a quite large cutting with little room to manoeuvre on either side of the track. The bridge supports also protruded onto the track about half a metre on each side, so were not to be trifled with. Then down the hill towards the Loop, only to be confronted by quite a large stand of very solid trees in the middle of the track at the entrance to The Loop – one might ask how the Club ever received a Track Licence with such a dangerous obstacle staring the drivers in the face as they reached the Loop. If you happened to go off the track at this point, and you managed to navigate your way through the trees, you were then confronted with a very large hollow in the middle of The Loop, complete with creek running across from one side to the other.

Did anyone hit the trees? Of course they did, luckily without serious damage to any person although some cars looked a little second hand. Did anyone go off through the trees and into or across the creek? Of course they did!! Frank Bathgate managed to roll his Formula Vee and land upside down in the creek, luckily without Frank being drowned. Myles Higgins managed to seriously shorten his Mazda R100 when he sailed through the hollow, flew across the track, and hit a sleeper wall head on – Myles felt a little ill at the time, but nowhere near as ill as the car. I believe that John Moss also tried a similar trick. This brings me to barriers around the track.

The Loop was the first place that the competitor would come across track side barriers. On the very edge of the track on the left hand side at the entrance to The Loop was a length of single height guard rail, and alongside of it, continuing around the corner, was a metre high wall made of old railway sleepers and backed with dirt – not something to be trifled with, as some found. The moral to this story was that there was absolutely no run off on the outside of the corner, and a big hole on the inside of the corner!

If the competitor managed to navigate all of that (and most did) they then continued on up the back “straight” towards Skyline – a batter about a metre high kept the competitors out of the spectator area on the right hand side, but there was nothing on the left hand side except a wall of trees and a million blackberry bushes. Did anyone go off along here? Of course they did, and it was extremely difficult extracting them from the blackberry field, not to mention the trees if they happened to hit one. A very dangerous aspect of this part of the track was that the old track was only about five metres from the current track, but about two metres below – if anyone had penetrated the trees to the left, they may well have landed on the old gravel track – I am not sure that anyone actually achieved this feat! Also making this area less than safe was a wire fence that had been installed by APM to mark off our property from their property (they had resumed some of the old gravel track). Skyline was the next and quite fast corner, but was protected by only a single height guardrail fence – naturally, this fence was right on the edge of the track! Yes – people did try to fly over the fence, and a number landed on top of the fence. The exit of Skyline, down to Murphy’s had no run off at all, being between two quite high batters. Murphy’s also featured single height guard rail – not much to keep people out of the pit area. Some tried, but to my knowledge none succeeded. The corner was named Murphy’s after Chris Murphy tried extremely hard to put an open wheeler through the fence there on one occasion. Another car that tried really hard was the Dalro Jaguar, one of our nicest current historic racing cars.

Two more pieces of single height guard rail completed the safety features of the track. The first was on the exit from Murphy’s on the right hand side, and the last piece was on the outside of the finish line. A large stand of pine trees bordered the track after the finish, and people occasionally did hit them. The moral to the whole safety side of the track is that single height guardrail, right on the edge of the track, and a sleeper fence right on the edge of the track, was the protection – the long and the short of it was that if you “lost” your car anywhere around the track, there was a fair chance that you would hit something, and many did.

The Committee at the time decided that something had to be done to make the track safer. I do not recall the time frame of the works, but some of it was tied in with putting in a crossover. The Club at the time was not very affluent, so the works took a number of years, and this is when large earthmoving tyres first featured as barriers, as they were free! The start line was rebuilt to be flat, making starting somewhat easier. Concrete walls were built on both sides underneath the bridge (these walls were basically installed at the request of the motorcycling fraternity, as we did have some motorcycle races at the track at the time) – no-one ever hit them after they were installed! The trees at the entrance to The Loop were removed, and a system of pipes took the place of the creek, with the whole area then filled to be almost flat. The barriers on the outside of The Loop were removed, and a run off area of around 15 metres was then available to competitors.

The earth required for all of this was obtained from the contractors who were widening Latrobe Road at the time, so it suited them as much as it suited us (it really suited us as it was free, and enabled us to carry out a huge amount of work which we otherwise would have had great trouble completing). Huge amounts of earth were used in the area of The Loop, and a run off area out of The Loop was also provided. The runoff area at Skyline was made as wide as it could be, and this required a huge amount of dirt as the area had to be built up about three metres at the back of the

corner, which was part of the old gravel track. The run off at Murphy's was made wider, and the area on the inside of the finish line was also filled in.

(Ed: you can see an example of these earthworks in this month's cover photo)

Now that the dirt had been obtained, barriers were required in some area. None required in The Loop, as an earth batter about 15 metres from the track could stop any cars venturing off the track at this point. At this time, we wanted to run the track in both directions, and were not able to as guardrail could only be lapped in the direction of racing. There was an easy solution to this problem – get rid of all of the guardrail, and bring in large numbers of earthmoving tyres from the adjoining mine – again free!! The tyres were all put into place by firstly Tony from Bridgestone, and then Bridgestone Bob, who took over Bridgestone in Morwell – again a saving of huge amounts of money, as the tyres could not be moved manually. These tyres lasted the life of the track, and made things much safer, particularly in areas where previously there were no barriers and much danger. The only disadvantage of using these tyres was that we inherited them when we moved to Bryant Park, but as it turned out we certainly needed them when we first started, and we still use many of them as barriers today.

It is probably fair to say that we spent much time on improving Gippsland Park, and on many occasions we had working bees almost every weekend – the record was thirteen weekends in a row!! (Yes he did attend them all!!!) Whilst all of the track work was occurring, the working bees also improved the spectator areas and built a new clubroom building – maybe not as grandiose as our current building, but certainly very flash at the time, thanks to the donation of all of the materials by Bill Filips of Valleyway Homes.

At the risk of continually publicising the Facebook page Gippsland Park Morwell Hillclimb 1960s-2008, there is an absolutely outstanding Super 8 film now featuring as a U Tube by Marcus Clayton – this was taken in 1973, soon after the opening of the asphalt track, and shows very clearly many of the aspects I have mentioned above. There are also a number of photographs from the old gravel track. Another interesting Facebook which many of you frequent is Old Motor Racing Photographs Australia – this recently featured a contribution by Glenn Everitt about Garry Everitt, and one of the comments made about the article was from ex motorcycle racer Paul Heffernan, who held the motorcycle record for a number of years (the motorcyclists used the track as a circuit).

To complete the trilogy, we need someone to write about the development of the first Morwell Hillclimb – the old gravel track circuit. As I have said, I know nothing about it, but I think I might know some people who do – hopefully I can convince them to contribute an article next month.

...and for one last time, before retiring:

(Ed: The items below are reprinted for interest and discussion, and do not necessarily reflect the GCC's interpretation of the new FHR rules. Before making a purchase, members are encouraged to confirm their need for a FHR with Motorsport Australia.)

MORE NEWS ON FRONTAL HEAD RESTRAINTS (HANS)

Thanks to Gavin Newman of the MX-5 Club.



Many of you will have received an email recently from the WRX Club regarding a change in the CAMS rules around the use of Frontal Head Restraints (FHR), often referred to as a HANS device.

Schedule D of the CAMS Manual of Motorsport makes the use of FHR mandatory in speed events, in certain circumstances, from 1 January 2020. This was also covered in a recent edition of the CAMS *Speed Read* magazine as follows:

CAMS members are reminded that as of 1 January 2020 the mandatory use of FHR will come into effect for Speed events, whereby the vehicle entered is fitted with the necessary requirements to ensure the effective use of FHR.

In implementing this for Speed events CAMS has applied the mandatory use of FHR to only certain vehicle classifications, those being aligned with the mandatory use across other disciplines of the sport. This will mean that:

- Each 1st Category (single seater) vehicle will require the use of FHR except if it is a Superkart or a 5th Category single seater which is exempt from the use of FHR; and
- Each vehicle which is the subject of a CAMS Log Book and classified as a Race, Rally/Road or Off Road vehicle will require the use of FHR, the same as if that vehicle was entered into an event for one of those disciplines.

A vehicle which is road registered will not be required the mandatory use of FHR, unless that vehicle is also classified and holds a Log Book as a Race, Rally/Road or Off Road vehicle.

This approach is to ensure that those vehicles which compete elsewhere that requires the mandatory use of FHR must now also use FHR in Speed Events.

CAMS encourages all competitors to consider the use of FHR whether it is applied as mandatory to them or not.

Link to Schedule D: https://www.cams.com.au/docs/default-source/manual/general-requirements/schedule-d.pdf?sfvrsn=e7aad4d8_14

I have had a conversation with the WRX Club, and they are a member of a panel with representation from a number of car clubs. The WRX interpretation of the rules represents that of the wider panel and is summarised in the following examples which were provided in their email:

Case 1 – A Vehicle with a CAMS Log Book.

These vehicles will be required to use FHR and a FHR Compliant Helmet, when competing in any event, including Club events (Speed Event). This is imposed by CAMS Schedule D.

Case 2. Any car (incl road registered) with a race seat, roll cage and harness bar.

These vehicles will be required to use FHR and a FHR Compliant Helmet, when competing in any event, including Club events (Speed Event). This is imposed by some

ways of reading CAMS Schedule D, but will be a requirement imposed through the WRX club event supplementary regulations as well

Case 3. A road registered vehicle.

The use of a FHR is not required for a Road Registered automobile for a SPEED Event. If the car is currently fitted with a race seat, roll cage and harness bar it will fall into Case 2. This is imposed/allowed by CAMS Schedule D.

I have also had a conversation with AROCA and it would seem that their interpretation of the new requirements will be along the same lines, except it is likely they will ignore the presence of a roll bar/harness bar. If the car has a race seat and harness, then a FHR will be required

My feeling is there some vagueness to the way the rules can be interpreted, but ultimately the organising club will write their regulations for an event as they see fit, and on the day the scrutineers will interpret those regs and the Manual of Motorsport in accordance with the generally accepted understanding of the requirements of both documents. I really want to avoid the situation where one of our club members has entered an event and is prevented from competing because their personal interpretation is not aligned with the organising club and the scrutineers.

So in a nutshell, if your car is log booked, or it has a race seat and harness, you will need a FHR and compatible helmet. If you are going to need one and don't have one already, now is the time to get organised. Guess what you're getting for Christmas!

The use of a harness without a race seat is not recommended by our club. The positioning of the harness belts is crucial to their correct function and the differing shapes of 'road' seats could compromise how well a harness works in an accident. So please remember:

- CAMS requirement: Harness + Race Seat = FHR.
- Our club's recommendation (MX-5 Vic) is if you are using a harness, you also use a race seat.

FOR SALE: MALLOCK U2 CLUBMAN RACE CAR

Logbooked to run as a sports car or as a Clubman. Corolla 1300 cc motor 74.8 kW at rear wheels; corolla 4-speed box; Ford 3.5 diff with a 3.7 & 4.1 included + spare box & 5K block to run 1600cc with the same head & crank.

The car has proved to be fast and reliable over the last couple of years.

Single-axle, front covered trailer rego.

\$12,000 OBO. Would consider a trade for a coupe or sports car.

Ring Ian Speight 56551525 or 0408318549 or email speighthw@bigpond



SUPPORTERS AND ADVERTISERS INDEX

These businesses support our club!! Make sure we support them!

Name	Product	Contact Details	
BLAST Chemicals	Cleaning products		
Moe Parklands Motel	Accommodation	03 5127 3344 stay@moeparklandsmotel.com.au	
BTR Machining and Cylinder heads	Dyno tuning, engine rebuilds, race prep, general repairs	03 5134 4023 simon@btrmorwell.com.au	
Penrite Oils	Oils and lubricants	www.penritetopclass.com.au	
Fowlers Asphalting	Roadmaking	03 5633 2918 admin@fowlersasphalting.com.au	
Arrow Linemarking	Linemarking	0458 882 353 arrowlinemarking@y7mail.com	
Alfa Motorsport Fibreglass	Automotive repairs	info@alfamotorsportfibreglass.com.au	
O'Connell's tyres	Suspension, front end, brakes, shocks	03 5126 2822 Facebook presence	
Eureka Garages & Sheds	Barns, factories, garages, farm sheds, workshops	03 5174 5311 www.eurekagarages.com.au	
James Lambert	Photography	James Lambert @SJLambert6	
Jim Jones	Photography	Jim Jones Jamar Imaging.net	
SPIN Media	Photography and video	ncardwell@spinmelbourne.com	
Trafalgar Auto Elec	Auto Electrics	56332062	
Capaldo Automotive Repairs	Mechanical, alignment and MX 5 specialist	5134 4328 Ask for Steve	
Peter Weaver Msport Photography	Photography	0438 109 027 peter.weaver@speedway.net.au	
Morwell Bowling Club	Meals, functions, bowls	52 Hazelwood Road Morwell Phone: 03 51343449 Email: general@morwellbowls.com.au	