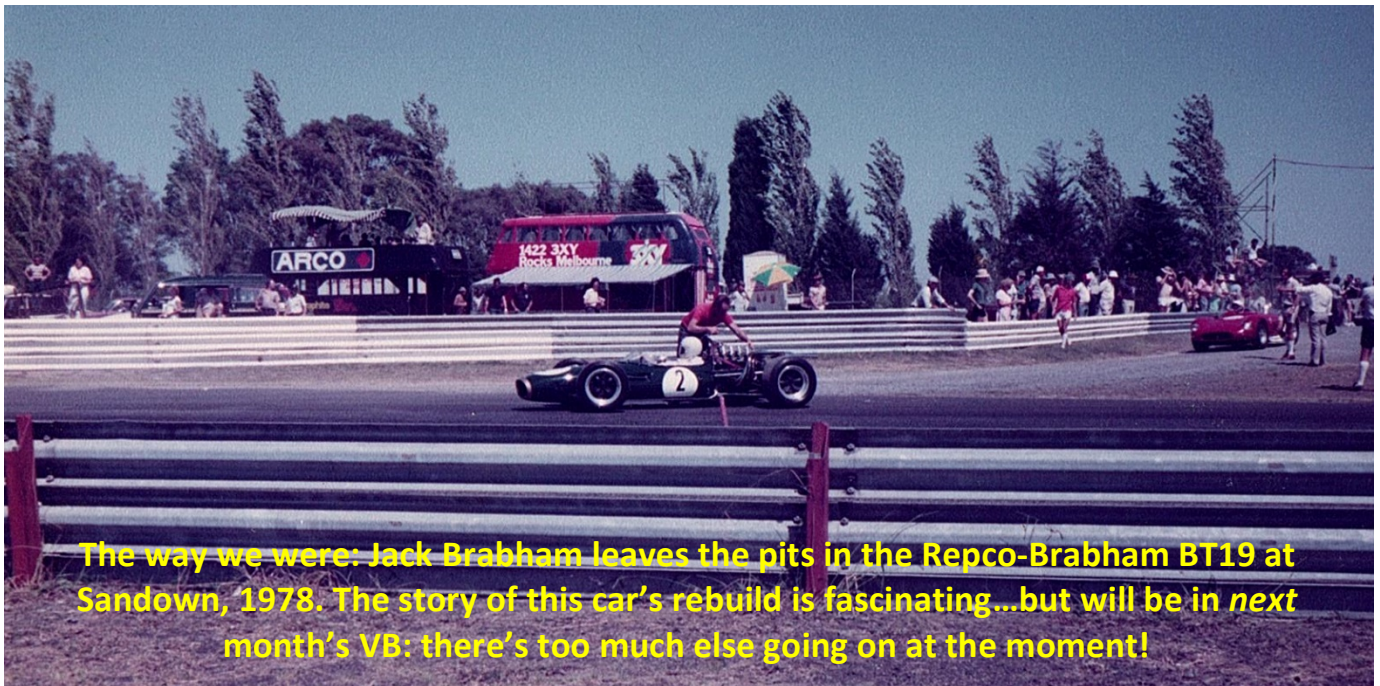




VALVE BOUNCE



The way we were: Jack Brabham leaves the pits in the Repco-Brabham BT19 at Sandown, 1978. The story of this car's rebuild is fascinating...but will be in *next* month's VB: there's too much else going on at the moment!

blast

MARCH, 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

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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.

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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

MARCH

<u>Thursday 5</u>	<u>Car Advice track hire at Bryant Park</u>
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>SAAB Car Club track hire at Bryant Park</u>
Thursday to Sunday, 12/15	Australian Grand Prix, Albert Park (includes TCR Asia Pacific Cup)
Sunday 15	RACES East Sale Super Sprint - CANCELLED
Friday to Sunday, 20/22	Australian Endurance Championship at Phillip Island
Saturday 21	GCC WORKING BEE AND CLUB PRACTICE DAY
<u>Sunday 22</u>	<u>GCC Khanacross at Bryant Park</u>
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
<u>Sunday 29</u>	<u>Pilota Sportiva track hire at Bryant Park</u>



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>Nugget Nationals track hire at Bryant Park</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	Valve Bounce collation
Sunday 10	Mothers Day
Tuesday 12	Boared Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 15/17	Supercars at Barbagello
<u>Saturday 16</u>	<u>Pilota Sportiva track hire at Bryant Park</u>
Saturday to Sunday, 16/17	Victorian State Circuit Racing Championship, Phillip Island
Sunday 17	RACES East Sale Super Sprint - CANCELLED
<u>Sunday 24</u>	<u>GCC Khanacross at Bryant Park</u>
Sunday 24	M&DCC Boisdale Hill Climb Round 3, Long Track
Sunday 24	MG Car Club Interclub Challenge Round 2 at Rob Roy
Friday to Sunday, 29/31	Historic Winton

JUNE

Tuesday 2	Valve Bounce collation
Friday to Sunday, 5/7	Supercars at Winton
Sunday 7	NSWHC Round 5, Grafton
Tuesday 9	Board Meeting, Clubrooms, 7.00 p.m.
Saturday to Sunday, 6/7	VHCC Round 5 at One Tree Hill, Ararat

Friday to Sunday, 12/14	Shannons Nationals at The Bend
Sunday 21	Repco Sprint Series Round 3, Winton
Friday to Sunday, 26/28	Supercars at Townsville
Saturday to Sunday, 27/28	PIARC Supersprint Round 3
Sunday 28	GCC Multiclub Hill Climb at Bryant Park (Winter Cup)

JULY

Friday to Sunday, 3/5	Shannons Nationals Morgan Park Queensland
Sunday 5	GCC Khanacross at Bryant Park
Sunday 5	VHCC Round 6 at Wodonga TAFE Logic (new venue)
Tuesday 7	Valve Bounce collation
Tuesday 14	Board Meeting, 7.00 p.m., Clubrooms
Friday to Sunday, 17/19	Supercars at Darwin
Sunday 19	NSWHC Round 6, Tamworth
Saturday 18	M&DCC Boisdale Hill Climb Round 4, Long Track VCAS
Saturday to Sunday, July 25/26	Victorian State Circuit Racing Championship, Sandown

AUGUST

Saturday to Sunday, 1/2	Access 2020 Phillip Island
Saturday to Sunday, 1/2	Winton Festival of Speed
Tuesday 4	Valve Bounce collation
Saturday to Sunday 8/9	Victorian 6 Hour Regularity Relay Phillip Island
Sunday 9	NSWHC Round 7, Ringwood
Sunday 9	Repco Sprint Series Round 4, Winton
Tuesday 11	Board Meeting, Clubrooms, 7.00 p.m.
Saturday 15	M&DCC Boisdale Hill Climb Round 5, Long Track
Sunday 16	GCC Khanacross at Bryant Park
Sunday 16	Vintage Rob Roy
Friday to Sunday, 21/23	Shannons Nationals at Phillip Island (includes Aust Endurance Championship)
Sunday 23	VHCC Round 7 at Broadford
Friday to Sunday, 27/28	Supercars at Sydney
Sunday 30	RACES East Sale Super Sprint - CANCELLED

SEPTEMBER

Tuesday 1	Valve Bounce collation
Tuesday 8	Board Meeting, Clubrooms, 7.00 p.m.
Friday 7 to Sunday, 4/6	LMP3 Cup at Sydney Motorsport Park
Sunday 6	Fathers Day
Friday to Sunday, 11/13	Shannons Nationals at Sandown
Saturday to Sunday, 12/13	PIARC Supersprint Round 4
Sunday 13	GCC Multiclub Hill Climb at Bryant Park
Sunday 13 or 20	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
<u>Sunday 4</u>	<u>Kyneton Car Club track hire at Bryant Park</u>
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
Saturday to Sunday 17/18	Mt Tarrengower Hill Climb

<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 - CANCELLED
Wednesday 11	Board Meeting, Clubrooms, 7.00 p.m.,
Friday to Sunday, 13/15	Bathurst International
Sunday 14	Private Clubrooms hire
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 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:

I own a Riley. It's an interesting old car, but few people know what it is. In it's day it was innovative and highly regarded, and many people clamoured to buy them. Riley made a range of models over the years, from family sedans through to purpose-built, lightweight competition cars. In their heyday they won numerous races, which no doubt did great things for both their reputation, and their sales. After a long period of time, buyers found alternative makes that suited their needs more ably, and sales dropped. Eventually they were taken over by a head company that (with hindsight) didn't regard them highly: the newer Rileys were sadly irrelevant, and their once-revered name became



just a badge on the bonnet of a car made by another manufacturer, until it slid barely noticed into automotive history. Years after their last badged car rolled down the line, most people seem to have forgotten them, except for a band of enthusiast stalwarts who still cherish them for the fine vehicles they were, the victories they gained, and the memories that go along with long-term ownership.



Now...insert 'Holden' into that past paragraph wherever 'Riley' appears, and you'll find it's pretty well the same story! How will Holden be remembered in 20 years? 50 years? The recent news that the Holden name is to disappear has been met with disbelief and howls of dismay, but as you can see, this cycle has been happening throughout history. Even a fanatical Ford fan would have to admit that it's a great shame to see the mighty Holden name fall from being near- invincible to merely decorating imported cars, and now evaporating. Vale Holden.

So, what does this mean for the V8 silhouette series? No more 'red Vs blue,' no more lion logos on hats, no more proudly waved Commodore flags. What direction will the V8 series take? Stretch a Hyundai onto the race chassis? Stick V8s in the Aussie Racecars? We can't go down the path of 'race what people are buying' – that's already being done with the ute series. Is this when someone puts their hand up and suggests racing electric cars? Imagine a field of Nissan Leafs? All sitting there, blipping their motors...no, they don't do that. Sorry - no. More determinedly, **NO!!!** That's the sort of image that would keep me awake at night – I've watched the e-racecar series, and frankly, while it's meant to be the way of the future (someone said that, apparently!) it just didn't press any buttons for me. They were quick, but where were the grunty noises, the delectable howl as petrol-burning motors wound out to impressive redlines; the skill required to heel-and-toe down gears while matching revs smoothly? The rumble of a field of barely-controlled beasts powering out of a corner? The whiff of race fuel lingering after the pack has hurtled off? The slick pit stops for fuel? Motor racing is a treat for the senses – how many people go to the F1 at Albert Park just to experience the howling motors and feel the vibrations as they pass. For this dinosaur, these are what make a big part of motorsport. I still miss the period when we had different brands running with different cars, and a part of the interest was to see who could get the advantage through strategy – or watching smaller cars hassle big 'uns across the mountain at Bathurst. **THAT** was racing! If we move to a class of silhouette-bodied common chassis vehicles that whine their way around the track, I'm out of it. Go historics! Speaking of which, don't forget the Phillip Island Classic – your chance to see what *real* racing was like!



OK...getting off the soapbox now; taking nice, steady breaths...and let's go on:

We continue our historical theme this edition with yet another excellent insight into the earlier days of the Club from John Bryant. If you are interested in having a go at our track (and why not?) then Rhys Yoemans has begun a short series on 'how to drive Bryant Park' – Rhys is very rapid in his Honda, so he knows what he's talking about! There's been so much happening lately – reports on the VHCC round, working bee, the new timing building, lots of ads...heaps to keep you informed! So much that I've had to hold until April the next article from Bill Freame - this time about his involvement with the Repco-Brabham F1 restoration – great times! You'll just have to wait another month 😊

I recently came across a DVD chronicling the life and achievements of Bruce McLaren. Wow! I knew Jack Brabham's history fairly well, but had overlooked McLaren – what a mistake! Here was a young (20-yr old) Kiwi who travelled to the other side of the world with barely a quid in his pocket, got a foot in the door at Cooper cars, and went on to an incredible number of victories in cars he designed, built and drove. At the two extremes: when he arrived in England in 1958 and went to Cooper, he asked where his race car was. Famously, John (Cooper) said "It's over there," and when Bruce turned to see where John was pointing...it was the steel rack! He had to build his own car before he could start racing. At the other end of the scale, in the late 1960s McLaren were building car after car for the Can-Am series, as they used the money earned to fund their F1 aspirations! In 1969 there were 11 rounds in the series: a McLaren won all 11. How good can you get? Along the way, Bruce found time to win in F1, Le Mans and numerous other events. He inspired those who worked with him, and produced cars that made the rest of the field look antiquated. What a legend! Of course, we lost Bruce to an accident during testing of a new Can-Am car at Goodwood...what could have been, if he had continued? If you come across this DVD, grab it in both hands and enjoy – he was a racer's racer. (Now, why hasn't Hollywood picked up McLaren's story? Is it because he wasn't American? They wouldn't have to add dramatic elements – there's enough of those as it is!)

I've invited people to write in with humorous tales from motorsport: apparently you all are taking things far too seriously, as I have received exactly none. So, not to be outdone, here's another I recalled:

- At an Open race meeting some years ago at Winton, one of the Sprite drivers lost his clutch during practice and was towed back to the pits. Being amongst a bunch of very helpful fellow competitors, and a Sprite being fairly basic mechanically, a group quickly tackled the engine bay to install a new clutch before race 1. Spanners flew, bits came out on to the bench, knuckles were grazed, then a rope sling was thrown around the motor and a lump of timber, four blokes heaved...and the motor was out in quick time. The clutch was swapped, engine back in, clutch bled, ancillaries re-installed, and soon it was right to go. The owner hopped in, started the car, grins all around...but ARRGHH!!! - no clutch! Someone crawled underneath and discovered the owner, in his haste, had put the clutch fork in backward! So, race 1 was run and won, and the crew gathered back around and did it all over again! The thankful owner made it to race 2, and the rest of the weekend. 😊
- And seen on Facebook recently: I'm concerned about a mate of mine – he can't seem to stop buying cars. (Know anyone like that?)



I'm worried he might have car-owner virus!



That's my lot for the month – hope you enjoy the rest. Next month's edition is going to be a bit of fun to compile, as I'm heading off on a tour of the east coast, tackling one club National Challenge at Goulburn, then a second one the following weekend...in Queensland! And of course, all this about the time Valve Bounce comes due: could be interesting! See you next month!

-Ian, VB Editor.

Chairman's Report – March, 2020

We're off and racing. The first two events for the year have been run and won, in generally less than ideal conditions. Whoever would have thought that we'd have two very wet events in February? The good news is that despite the conditions everyone went home in one piece. It was good to see that our competitors drove to the conditions and still managed to put in some very credible times. A sub 50 (49.39) for the clockwise long track is no mean feat at the best of times. Well done to Bruce Minahan! The events were also very well attended with 32 competitors at the Khanacross and 73 Competitors for the Hillclimb. Let's hope that we continue to draw big fields for the rest of the year.

The club's annual award ceremony was held post the Hillclimb on the 15th of Feb. The various class and annual award winners have previously been published in the magazine. However, the club also presents a number of awards each year to members who have provided outstanding service to the club or achieved outstanding results in a chosen field. The winners of these awards were not announced until the evening of the presentation. The awards and winners are as follows:

Clubman of the Year – Rhys Yeomans

Rhys has had an outstanding year as the club's secretary. He has improved the systems and processes that help to run the club. The improvements have made the day to day running of the club much more efficient. He has also brought our social media endeavours in to the modern era. Rhys's efforts in this area have improved the profile of the club and given us much broader exposure than we had in the past.

Merit Awards

-Janet McGinn

Janet took on the competition secretary role 18 months ago. In the time she has been in the role she has worked tirelessly with Motorsport Australia and our membership, to affect the transition of our event entry system from an inefficient paper-based system to the much more efficient Meecam system. She has also attended and officiated at every event held by the club since taking up the role.

-Daryl Hamilton

Daryl is a long-time member of the club and attended and helped to officiate at every Hillclimb held during 2019. He did not start helping in 2019 and has in fact been assisting for many years. The high level of enthusiasm that Daryl displays never wains. He is in fact the go-to man in race control and no job is too big or too hard. Without Daryl's assistance our events would not run as seamlessly as they do.

Most Improved Driver – Cameron Isles

Cameron is relatively new to the club and has demonstrated that he has a natural flair for our sport. He has continued to shave time off his PB consistently throughout the year. He has easily had the largest reduction in his times for each track configuration of any competitor at the club. Cameron is also very well known for asking the right people the right questions about how to improve his times.

Best Presented Car – Steve Buffinton

Steve is the very proud owner of a beautiful Westfield Clubman. I don't believe anyone who has seen this green and yellow beauty would have anything other than admiration for it. Very clearly lots of work goes into keeping this car in top condition.

As the club's Chairman, having the privilege of presenting these awards is one of the joys of being in the role. I think I enjoyed presenting the awards almost as much as the recipients enjoyed receiving them. So again, on behalf of the Board and the club's membership I thank the recipients for the effort they put in over the year and congratulate them on their awards.

As anyone who has been to the track can see the new timing shed has arrived. You will also have seen that there is still plenty of work to do to finish off the timing shed, set up the scrutineers' shed and hook up the new toilet block. I'm not sure what the works schedule looks like at the moment but it is obvious that there is plenty of work to be done. So, if you have a spare moment come out to the working bees (they are always well attended) or if you have a special skill set that you believe will lend itself to finishing these projects give us a hoi. We will keep you gainfully employed.

On a final note, I think that it's timely to reflect on just how quickly the year is slipping by. Our Annual General Meeting (AGM) is scheduled to take place in May. As with each year it is very likely that there will be opportunity to join the club's Board. So, if you are looking for a challenge and would like to assist with the administration of the club please consider nominating for a Board position at the AGM.

Until next time - all the best in your motor racing endeavours.

-Mick McGinn, Chairman GCC.

Competition Secretary's Report

Our first event for the year which was a Victorian Hill Climb Championship was the last of our twilight events until later this year. This will mean that we all have to get out to the track earlier. Some drivers will be early as always!

I'm mentioning the earlier start to our next event, April 5th Hillclimb as it's a Club event and it starts as daylight savings ends so be aware. It could make no difference to some of you!

Please check that your class is correct on your entry. It should start with the letters 'GCC' for a club event and although we don't need this until next year, 'VHC' for a championship. Also, when entering online you will be asked to take a small administrative step to enter. Instructions are well explained and easy to follow. Don't be put off by the updated system.

If you have a registered number paid for in January and you didn't enter the Vic event, please let me know as it may not have reached the master list as yet.

Thank you to the drivers who offered to be passengers in a future Come and Try event! The dates and timing are presently unknown and I need to research with MA a little more. I also will need a few more volunteer passengers(tutors).

Come along to the next khanacross. You can enter online or on the day. Consider just coming along to assist us: it's a great day!

See you at the track.

-Janet McGinn



What do you need to know now?

➤ KHANACROSS 2020

Next khanacross for the year will be held on Sunday, March 22nd, (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.

REMEMBER: The entry fee for the khanacross events for seniors has increased to \$30 for 2020, whilst entry fees for juniors will remain at \$10.

➤ CLUB CHAMPIONSHIP 2020

The club Championship for 2020 is to 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 (*Ed: subject to note above*), and one each at Winton and Phillip Island.

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

- | | |
|---------------------------------|---|
| ○ 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.

➤ **EAST SALE SPRINTS**

The Club has been notified by the RAAF Auto Club of East Sale (RACES) that the first sprint scheduled for the 15th March has been cancelled, due to bushfire assistance, and re-surfacing. It appears the RAAF is concerned about any possible damage our motorsport events may cause to their new surface, so future events are also 'TBA' while discussions continue. Let's hope there can be a resolution to this so we can get back to enjoying these excellent sprint meetings. The Board is also reviewing the club championship structure for 2020, in the light of this recent news.

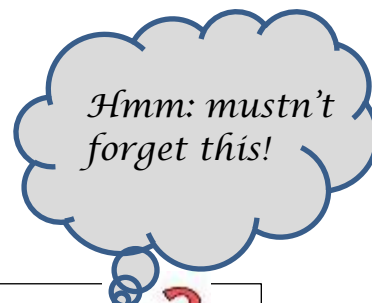


➤ **TIMING BUILDING**

As you will have read in previous editions of VB, we have purchased a new timing building. Well, it's here! See later in this mag for an article.

➤ **CLUB AWARDS**

Several awards from the 2019 Club year were not made public until their presentation – this was done at last month's VHCC Rd 2 at Bryant Park – see Mick's Chairman report for the outcome.



➤ **More for your calendar:**

GCC WORKING BEE AND CLUB PRACTICE DAY
SATURDAY, MARCH 21st, 2020.
WORKING BEE: 9:00am; BBQ LUNCH 12 NOON;
MEMBERS' PRACTICE 1:00pm to 4:00pm.

NOTE: practice is available only to GCC members who have helped with the working bee!



Next KHANACROSS for 2020:

SUNDAY, MARCH 22nd, 2020: 9.00am for ENTRIES AND SCRUTINEERING.

Competition begins around 10:00am

Entries taken on the day or via MEECAMs (entry fee for Seniors \$30: Juniors \$10).

BYO lunch as the Canteen does not operate on khanacross days.



Next GCC MULTICLUB HILLCLIMB:

SUNDAY, APRIL 5th, 2020.

Supp Regs included in this Valve Bounce. Entry via MEECAMs. First competition run at 10.00am.

➤ **VICTORIAN HILL CLIMB CHAMPIONSHIP 2020**

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

- | | | |
|------------------------------------|--------------------------------|-----------------------|
| ○ 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 |

➤ **FRONTAL HEAD RESTRAINTS** - (one last time: have you got the message yet?)

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

Presumably still available:

- If you are in the market for a new FHR, 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.

➤ **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.





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WHEEL BALANCE	MECHANICAL INVESTIGATION

Report: VHCC Rd 2:

John Bryant was at the 2020 Victorian Hillclimb Championship round 2, Bryant Park, on Saturday February 15 – and what a wonderful day it was!

Round 1 of the Championship was held at Rob Roy a few weeks prior to our event, in the middle of summer, and guess what happened – the meeting was rained out after three rounds for each competitor.

We had just over 80 entrants for our event (also in the middle of summer), but surely the same thing could not happen to our event – it didn't – **IT WAS WORSE!!** The rain absolutely belted down on the day and night prior to the event, prompting a number of withdrawals, with a few more on the day. The rain was always threatening but we managed to get the practice period and one dry run for each of the 73 competitors who started the event. The drizzle started, then the rain started, then it backed off, then it started again, and was not really dry again for the day, although it was better right at the end. Each competitor was given the opportunity of having seven runs, but only four of the whole field made the most of his opportunity. The track was slippery for most of the day, but to the credit of all drivers, not one incident occurred during the running of the event.

Prior to the day, there was a good entry of Formula Libre vehicles, but the majority of these withdrew because of the weather, and probably also because they did not have any wet tyres!! Again, unfortunately there were a number of classes with only one entry – six on this occasion. I have not checked the class records, but I do not think that anyone bothered the records on this day! The interesting thing is the time distance between competitors in each class – where normally tenths of seconds separated competitors; it was much more at this event.

We were left with seven Formula Libre (FL) vehicles, most of which finished at the head of the field. Bruce Minahan came out on top with a best time of 49.39 seconds, from South Australian Derek Foster in the ex-Glenn White 'White' with a fastest of 51.24, Mike Barker in third with a best of 51.26, and Pete Minahan in fourth with his best time of 52.42 seconds. Bruce completed only two runs, Derek and Mike one each, and Pete five – this tells you something about the conditions. Wim Janssen, who swapped cars prior to the event, was next in line, followed by Terry Selwyn in position 6, Keith Wilson in seventh, Larry Kogge in eighth, Tyson Cull in ninth and Ian Grinter in tenth position. The top 10 was a mixture of all types of cars, and many in the top 10 would probably not have been there on a dry and sunny day.

There were five starters in the Formula Vee class, with Ryan Northward taking the win, from Craig Webb and Barry Gibbons. Perennial favourite Bill Roberts had mechanical issues and finished down the field on this occasion. Four starters in the FL up to 1300 class – the Minahan brothers finished at the head of this class. Three in the FL 1301 to 2000 class – Derek Foster finished in front of Round 1 winner Mike Barker. That was basically it for cars where you could see the wheels in action – if they had tread on their tyres they may well have been drowned with the spray from the tyres! You could actually see the wheels on Keith Charman's car, and he did have a little bit of tread but managed to survive a drowning on his three runs.

Larry Kogge again had the Group N 2001 and over class on his own, with Steve Schmidt and Geoff Bower battling it out in the Group N up to 2000 class – Steve taking first place on this occasion. Improved Production cars are divided into four classes in the VHCC (we only run 2 in our Club) – Ian Grinter was successful in the up to 1600 class, Kevin Baptist had the closest win of the day in the IP 1601 to 2000, class, Terry Selwyn was untroubled in the 2001 to 3000 class, whilst Ray Dore and Geoff Cooling had a close dice in the 3001 and over class.

Apart from Clubman Sports Cars, other sports cars were somewhat thin on the ground. Colin Newitt was the fastest of three in the Clubman class, with a close tussle between Robert Nethercote and Steve Buffinton for the minor placings. Wim Jansen was the only starter in the Supersports class, Lex Thorbecke the only entrant in the Open/Closed class 2001 to 3000, Mick Goossens was the fastest of two in the Prod Sports up to 2000, with Hugh Feggans being the only starter in the Open/Closed 3001 and over. One could be tempted to say that there are too many classes in this category (which one could also probably say about Sports Sedans and Improved Production). Sports Sedans were also sparse in attendance – Warren Heath took out the up to 1600 class from David Cantwell, Stuart Haverkort in his bright orange Civic defeated Garry McIvor and Lee Morris in the 1602 to 2000 class, whilst Tim Boyd took the win from Leigh Deakins in the SS 2001 and over class.

All was not lost, however – there was one huge class contested on the day – Non Log Booked Cars – 26 starters in this class!! What is the difference between a Log Booked Car and a Non Log Booked Car in VHCC events? Obviously a Log Book!! Only competitors with a Log Book for their car can score points in the VHCC – Non-Log Booked Cars do not. Drivers of Log Booked cars do need to have a Frontal Head Restraint – drivers of Non-Log Booked cars or Road Registered vehicles do not. Entry fee for both Log Book and Non-Log Book are the same.

Tyson Cull came out on top of this class of a very diverse range of vehicles, closely followed by Callan Mahilall and Daniel Leitner. New GCC member David Wescombe was in fourth position, with another new member Chris Markwell in position 8. “Gun” hillclimber Garry “the Gutter Blaster” Martin was in position 9 – a little slower than in his Formula Libre car. Yet another new GCC member, Michael Cousins was in position 11, Lloyd Reynolds in thirteenth, first timer Jad Luciani in position 14, Michael Wray (yet another new boy) in 15 in his very innocent looking 6.2 litre-engined Volvo 240, John Shaw was next, followed by Colin Cull, Andrew “The Dentist” Mizzi was in position 19, and David Parr in position 24.

All in all, an interesting day basically spoiled by the weather. Many thanks to John Moss, Rob Duncan, Rob Wilson and Darryl Hamilton for looking after the event.

The results for this event are contained elsewhere in this Valve Bounce. Our next Multiclub event is on Sunday, April 5, 2020. Supp Regs are included in this edition of Valve Bounce.

-John Bryant



Photos from VHCC Rd 2:



Colin Newitt



Daniel Leitner



Geoff Bower



Keith Charman



Neville McLeod



Les Morrall



Michael Wray



Ryan Nothard



Steve Buffinton

Photos courtesy of Jim Jones

Report – February working bee -by Phil Tullett

Our last working bee saw one of our biggest turnouts ever.

We had a huge number of people turn up with lawn mowers, whipper snippers & even a tractor & slasher.

A couple of our new younger members attacked the weeds in our gardens which, combined with the efforts of our mowing crew, resulted in the grounds looking superb by the end of the day: a great effort.

The club rooms, including the sky lounge, also received a bit of a spring clean internally: thanks guys. Externally the clubroom deck & windows received a Gernie & general clean up.

While all this was going on we had other crews spraying the track edges, emptying & cleaning bins & cleaning up the pit garages.

In the middle of all this activity we had a crane moving containers, the toilet block & lifting the new timing building into position.

Thanks to all the people involved in this & especially to Ken Neilson who arranged the crane & organised this stage of the project.

I would also like to thank Ernie Corry for his efforts with the electrical installation for the new timing building & the guys & girls who helped with the trenching & laying of new cables & drainage.

The morning was capped off with a BBQ lunch & get-together prior to some track time: a thank you to those who organised the BBQ & cooked up a great lunch.

All in all, a great effort and it's also fantastic to see so many new members travelling to help out on these days.

As a footnote, I don't think a lot of members would know of the huge effort Ken Neilson & Bill Jennings have put in behind the scenes to ensure the new timing building was operational in time for our first event: on behalf of all members, a big thank you!

A lot of work is still required to complete this project so if any of our members can assist please give Ken a call.

Thanks again, see you at our next event.

-Phil.



...and the photos! Club history in the making!





And the wonderful mob who made the day possible →

Photos courtesy of Rhys Yeomans.



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And some ramblings from John Bryant:

→ Saturday March 21 - 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 khanacross the next day and the April 5 Multiclub Hillclimb. 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 carried out.

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

→ Sunday March 22 – Multiclub Khanacross

- Licence Requirements - CAMS Non-speed or Higher
- Supp Regs and Entry Forms are available on our website and entry can also be made via Motorsport Australia Member Portal.

→ SUNDAY, APRIL 5 – Multiclub Hillclimb

- This is the second round of our Club Championship for 2020.
- Supp Regs for this event are included in this edition of Valve Bounce.
- Entry for the event should be made via the Motorsport Australia Member Portal.
- There will be practice for this event from 1.00 p.m. to 4.00 p.m. on Saturday, April 4

→ SUNDAY, APRIL 19 – VHCC ROUND 4 at Bryant Park

- This is Round 3 of our 2020 Club Championship.
- The event is being conducted by PIARC at our track.
- Keep your eyes on the PIARC website (www.piarc.com.au) for the Supp Regs for this event.
- Entry will be via the Motorsport Australia Member Portal.

→ CLUB CHAMPIONSHIP 2020

A decision was made at the November (2019) 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.

Since the time of this decision, all events at East Sale for 2020 have been cancelled due to works being carried out at the East Sale RAAF Base. A definitive decision has yet to be made as to what sprint events will be included in our 2020 Championship, or whether the sprint Championship will actually go ahead.

Our remaining Club Championship events, and VHCC events for 2020 are listed earlier in this magazine

➔ **MEMBERSHIP 2020**

Membership for 2020 is now overdue. The large majority of 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. A membership renewal form is 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!**

➔ **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.

➔ **NEW TIMING BUILDING**

Speaking from the point of view of Race Control and Timekeeper, the new building is **magnificent**. The fact that it is a metre higher than the previous building makes life so much easier, and we found out at the event on February 15 that it is watertight!! Much remains to be done to complete the building, and our next target for almost completion is the event on April 5.



A huge thank you must go to Ken Neilson for his work planning the building, visiting Birchip on two occasions to check on progress (1,000 kilometres return), and making sure everything was in hand to install the building when it was delivered to the track, and for his apprentices Phil Tullett and Bill Jennings (and others too numerous to mention) for spending too much time at the track on the project.

➔ **SUMMER CUP**

The two-round Summer Cup concluded in wintery weather on February 15 – points scores are included in this Valve Bounce.

Congratulations to Larry Kogge for taking out first position, Terry Selwyn second and Keith Charman third. Trophies will be presented at the April 5 hill climb

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Hot tips for your first hill climb! -by Rhys Yeomans

Before I competed in my first hill climb a few years ago, Club Member Gary Tate took me around Bryant Park and showed me some of the intricacies of this great circuit. I found this to be of great advantage while I was trying to find my circuit legs!

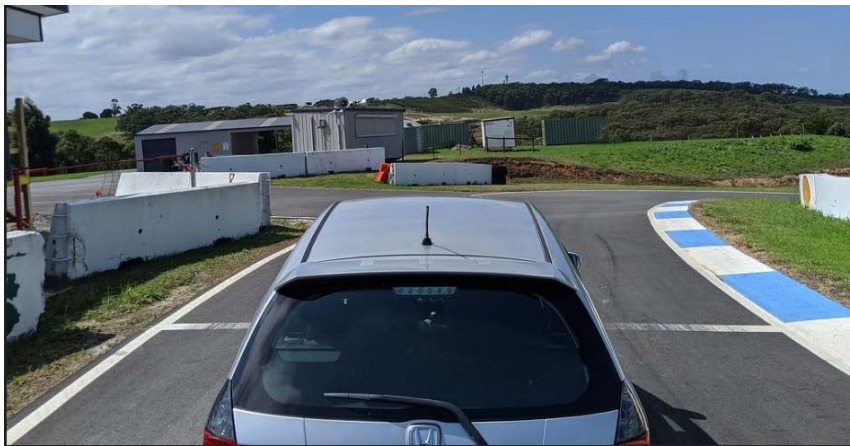
Driving on the track for the first time can be very overwhelming, so hopefully this helps several members at their first hill climb.

PART 1: Lining up at the start line.

When you first roll up to the start line, most are compelled to come to a stop square to the start line. This may work at other circuits - except at Bryant Park the start line is at the beginning of the first corner. If you line up square, you are facing away from the first corner!!

If you follow the roof line of the race-bred Honda Jazz in the below Example 1 and 2 photos, you will notice that the racecar is pointing off the track and away from the apex of T1. Starting like this means that you must apply more steering input to get around the corner. As fast as I think my car is through a corner, it accelerates faster in a straight line!

Example 1



Example 2



When rolling up the start hill, where you may or may not clean your tyres, head to the very left side of the circuit and when almost at the start line, cut hard to the right and point the nose of your car towards the apex of the first corner. As your car is then already 'on the race line', you will need to use less steering input and able to use more of the accelerator pedal. *(See next photo)*

Example 3



I hope this helps someone out there. We can all go faster together, by sharing some basic (and advanced!) knowledge with each other.

We're also open to contributions to what may end up as an ongoing section of Valve Bounce.

(Ed: Oh, Yes - please!!!)

If you have some knowledge that you want to pass on, send me an email with the details! –

rhysyeomans@gmail.com

...and some more memories of the original Gippsland Park track, from Darryl Hamilton:

Having seen Jarrod's post of GCC Hazelwood Sprints 1965, reminded me I was there and prompted me after reading John Bryant's article on the old track that I can add further to his story as I had competed on the old gravel track in 1964, 65, 66 & 67: firstly in my 48-215 Green Holden and then in my FJ Holden blue grey colour and red after it was painted. Enough about me.

The old gravel track started uphill on the cement pad just beside the scrutineering shed(carport) uphill through the area that became the trailer park; sweeping round to the left and joining at the top of the hill at Skyline; then continuing downhill towards the loop area. But at that time in the centre of what became the loop was a water hole about two thirds the size of what became the loop - on more than one occasion a vehicle ended up in the water. I remember coming down the hill only to find a vehicle still in the water hole as it was deemed too hard to remove it until the end of the meeting. After proceeding downhill to the area of (the now) loop, the track went right away from the loop through the fence line - the gap in the fence, if I remember correctly, was still there when the track closed - then uphill, sweeping to the left and slightly left again then a short straight to the finish. The vehicles then gathered at the top and then proceeded back to the pits in a group. The pit area remained in the same place, but the hill that became the spectator car park was covered in trees and small bushes. You had to watch the start, then scramble up the pit bank to the top to see the cars appear downhill toward the water hole and then see them disappear uphill towards the finish which you could not see.

Then if my memory is OK, up on top of the hill was the timing tower and commentary box which accessed by a ladder - no OHS back then!

Regards, -Darryl Hamilton.

Ed: thank you, Darryl – how wonderful to have these early memories, before they are forgotten or lost to us. Anyone else? 😊

SOME MORE RAMBLINGS ABOUT OUR TRACKS

-John Bryant



JOHN BRYANT ASKS: WERE YOU A CLUB MEMBER WHEN THESE WERE OUR CLUBROOMS?

Mark Beasy took this photograph in 2003 when we were going strong at Gippsland Park. This is one of the few photographs that I have actually seen of our old timing tower/clubrooms, and probably should be preserved in posterity in photographic form in our new clubrooms.

The tower on the left was the original timing tower, with a canteen immediately below – entry to the timing was through the canteen and then up a very steep ladder. Working in the tower made one very hungry as the canteen smells wafted upstairs at all times. The tower was situated on a hill virtually in the centre of the track, and at the highest point of the property, which gave a very good view of most of the track, but made reading numbers on cars very difficult at times as the start line was about 100 metres from the tower.

Given that this was basically the only area that spectators could hide from the elements, a number of Board (it was actually a Committee at the time) members were pursuing the notion of building some clubrooms, but lack of finance always meant that we were unable to proceed – the Club membership at the time was not very high, and all money earned was put back into the track and surrounds. The Committee literally “fell on its feet” in around the late 70s early 80s when Valleyway Homes director and club member Bill Filips offered to donate a Valleyway Home to be used as Clubrooms – his offer was accepted in a flash!! Valleyway Homes at the time were transportable homes – they came finished on the back of a truck and deposited on to your block. Ours came unfinished, i.e all of the materials were delivered to our block, and a marathon series of working bees saw members construct the building.

I do not recall how long it took, but there is a series of photographs on a board in our new Clubrooms showing the stages of construction. The building was completed in the early 80s and we became what we still are today – one of the very few car clubs to have their own Clubrooms at their own track. The new Clubrooms gave us a place to have gatherings, and to run our own social functions, which we did on many occasions. We also had monthly Club Nights (with guest speakers,

film nights etc), which worked like a charm then but do not seem to work in this day and age. It was also a great place to display Club memorabilia and to have trophy presentations. We still have most of the memorabilia, but unfortunately much of it is hidden away on our new Clubrooms.

If you look closely at the wording on the painting on the side of the Clubrooms (we were called Morwell Hill Climb at the time of construction), you will note that ego was one thing that the Committee of the time did not lack – the wording is **“WELCOME TO MORWELL HILL CLIMB – AUSTRALIA’S BEST”**

Soon after this photograph was taken, some maintenance work was required on the building, so the signage went underneath a new coat of paint, and the building finished up an unfortunate blue and white colour. We did not put up with this new colour scheme for long however, as in about 2005 negotiations commenced with Tru Energy (as they were at the time) for them to take over our track, and by April 2008 we were gone – off to our new track and another series of working bees to build another set of Club Rooms (very up-market compared to the old). The photographs following show what happened to our old club rooms within a very short period of time.



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