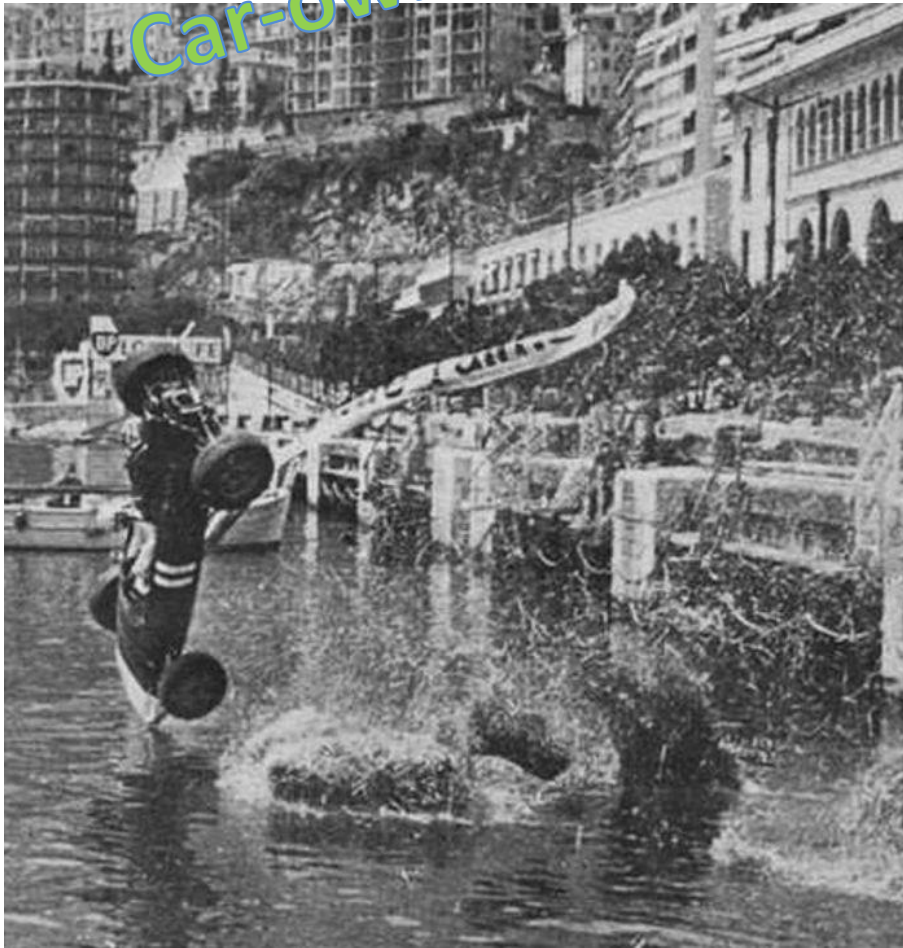




# VALVE BOUNCE

Car-owner virus companion



One way to get noticed. Who was the driver, and why was he of interest? Find out inside!

(Source unknown:  
taken from carthrottle.com)

**blast**

MAY, 2020

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

Website: [gippslandcarclub.com.au](http://gippslandcarclub.com.au)

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

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**WEB PAGE:** [www.gippslandcarclub.com.au](http://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.

## (modified) CALENDAR 2020

The competition events for May have been removed – it is unlikely that any motorsport activity will be held during that time. The events shown for June onwards may or may not take place, dependent upon government decisions made between now and then.

**PLEASE NOTE CHANGES TO THE CALENDAR:** The Victorian Hill Climb Championship events scheduled for June 6 and 7 at Ararat and July 5 at Wodonga have been cancelled. The Victorian Hill Climb Championship event scheduled for Broadford on August 23 will hopefully proceed, the postponed Mt Leura event will hopefully be held in September on a date to be fixed, and the postponed PIARC event will hopefully now be held on October 25 at Bryant Park – there was originally a GCC Multiclub Hill Climb event scheduled for that day. This event will still be a round of the GCC Club Championship for 2020. The GCC Annual General Meeting for election of office bearers, etc, will be held on Friday, August 28, 2020.

### 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 - <b>CANCELLED</b>
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	<b>GCC Multiclub Hill Climb at Bryant Park (Winter Cup)</b>

### JULY

Friday to Sunday, 3/5	Shannons Nationals Morgan Park Queensland
<b>Sunday 5</b>	<b>GCC Khanacross at Bryant Park</b>
Sunday 5	VHCC Round 6 at Wodonga TAFE Logic - <b>CANCELLED</b>
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.
Friday to Sunday, 14/16	Australian GT Championship at Phillip Island
Saturday 15	M&DCC Boisdale Hill Climb Round 5, Long Track
<b>Sunday 16</b>	<b>GCC Khanacross at Bryant Park</b>
Sunday 16	Vintage Rob Roy
Friday to Sunday, 21/23	Shannons Nationals at Phillip Island
Sunday 23	VHCC Round 3 at Broadford
Friday to Sunday, 27/28	Supercars at Sydney
<b>Friday 28</b>	<b>AGM, CLUBROOMS, 7.00 P.M.</b>
<b>Sunday 30</b>	<b>GCC Multiclub Hill Climb at Bryant Park</b>
<b>Sunday 30</b>	<b>RACES East Sale Super Sprint - CANCELLED</b>

### SEPTEMBER

Tuesday 1	Valve Bounce collation
Tuesday 8	Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 4/6	LMP3 Cup at Sydney Motorsport Park
Saturday to Sunday, 5/6	Formula Vee Nationals at Phillip Island

Sunday 6	Fathers Day
Friday to Sunday, 11/13	Shannons Nationals at Sandown
Saturday to Sunday, 12/13	PIARC Supersprint Round 4
<b>Sunday 13</b>	<b>GCC Multiclub Hill Climb at Bryant Park</b>
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
<b>Sunday 27</b>	<b>GCC Khanacross at Bryant Park</b>
TBA	VHCC Round 4 at Mt Leura

## 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>
<b>Sunday 25</b>	<b>VHCC Round 5 at Bryant Park (PIARC)</b>
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
<b>Sunday 1</b>	<b>GCC Khanacross at Bryant Park</b>
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
<b>Sunday 8</b>	<b>GCC Multiclub Hill Climb at Bryant Park</b>
<b>Sunday 8</b>	<b>RACES East Sale Super Sprint - CANCELLED</b>
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
<b>Saturday 5</b>	<b>GCC Twilight Multiclub Hill Climb at Bryant Park</b>
Tuesday 8	Board Meeting, TBA
<b>Sunday 13</b>	<b>GCC Khanacross at Bryant Park</b>

**NOTE:** All dates shown above are subject to change - please check with the organisers of the events to confirm the dates.

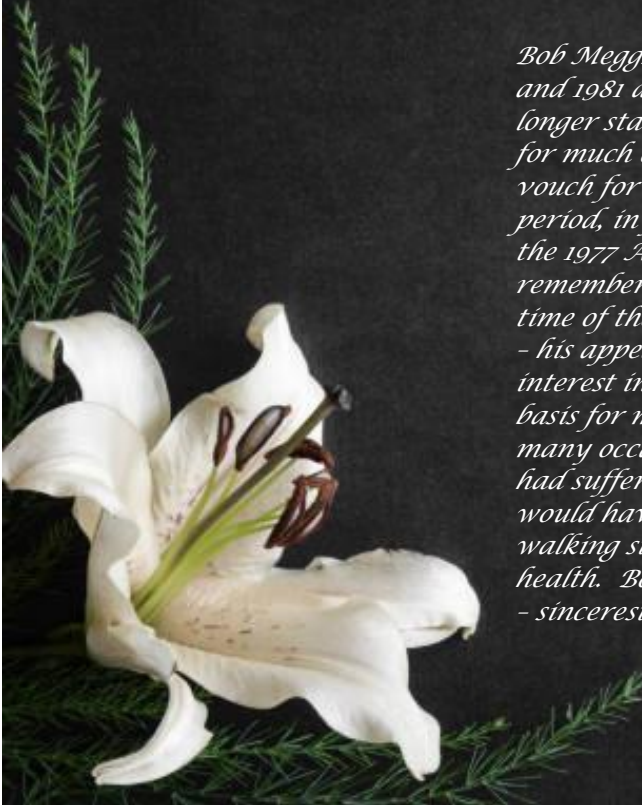
Events shown as **Bold** are rounds of the Gippsland Car Club Club Championship (some of these dates may be changed)

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.

## VALE - BOB MEGGS



*Bob Meggs was the Secretary of the Club in 1997, 1978, 1979 and 1981 and 1982 and will be remembered by many of the longer standing members of the Club. I was the President for much of the time that Bob was Secretary and can vouch for his outstanding work for the Club during this period, in particular with the organisation and conduct of the 1977 Australian Hill Climb Championship. I can remember Bob driving around the Latrobe Valley at the time of the 1977 AHCC, driving a Marlboro HDT mock up - his appearances around the place certainly engendered interest in the event. I have seen Bob on a semi regular basis for many years, and he did come to our new track on many occasions, maintaining an interest in the Club. Bob had suffered ill health for a number of years, which no-one would have ever known such was his demeanour - only the walking stick in recent times gave away his state of health. Bob will be missed by all in the Club who knew him - sincerest sympathies to his family.*

-John Bryant

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### **Editorial Ponderings:**

Welcome to another edition of Valve Bounce. Are you ready for some more great reading? I hope to be able to carry over the (apparent) enjoyment of the April VB into this mag – and again, I'd like to thank all those who contribute to the magazine, as having the best editorial intentions will amount to zero if we have nothing of interest to print!

Not to diminish in any way the submissions by others, but I'd like to take a moment to particularly highlight one member. Nearly all GCC members will know of club stalwart John Bryant (have you worked out that's where the 'Bryant Park' name comes from?!) With his long-term membership of the club, massive involvement and leadership over the years and links to numerous other clubs, characters and events, JB is in a fairly unique position to view our club from a historical and developmental perspective, and I am delighted to be able to include another of his 'how we were' articles in this edition – they make fascinating reading for any club member. Any club would find long-term members such as John to be a valuable resource. Enjoy reading about the GCC hosting the AHCC in 1977!





We're all coping with COVID-19 in our own way, though it's clear we cannot hold motorsport events, nor even just go for a drive in our favourite cars without risking a \$1,600 fine for not staying home. I mention this, not to rub salt into the wound, but as a way of sliding into two recent findings:

The Bend Motorsport Park sent around an e-mail recently, advising they are starting up again, with around 12 events on offer. This is done under SA law, that now permits gatherings of up to 10 people. So yes, they are holding track days for just ten entrants, with no spectators! That would be interesting to watch – you'd get a LOT of runs! I'd be curious to know what the entry fees were, for such a select group.

Queensland has just announced residents can now motor within a 50km radius from home for 'self-isolating recreational travel.' In other words, you can go for a drive, which would allow use of Club Permit vehicles – beaut! We have to be patient, but hopefully such a reasonable decree may also be made in Victoria before too long. An opportunity to blow out the redbacks?

We are meant to still only be leaving home for essential journeys, but it's hard not to feel some are flaunting this. I drove a truck (approved!) to Orbost and back a week ago, and noticed a few caravans creeping back onto the road; a classic Bultaco motorbike on a trailer; two possible project cars being trailered somewhere; and also being trailered - a speedway Commodore! Perhaps there were justifiable reasons for these, but hmmm...!

While on the subject of driving, I've just today found an interesting note in 'The (Warragul & Drouin) Gazette.' You may already be aware our State Government has established a group tasked with reducing the state road toll to zero. Not lowering it: making it zero.

They are prepared to adopt, on our behalf(!), a range of measures to achieve this: that's where the extensive wire-rope barriers come into being; new road markings; removal of overtaking lanes (a la Princes Highway east of Bairnsdale) - but most obviously, the progressive lowering of speed limits.



Did you know there is a stated objective to lower speed on all B-grade rural roads to 80kph? The reason behind this is that technological development in newer cars (that of course, we can all afford to own) have reached the stage where a driver could be involved in an 80kph crash and reasonably expect to survive it...so, if the speed limit is 80kph, no-one dies: got it? Understandably, this may not be a popular change amongst those who actually live in the country, but it seems our concerns are over-ridden in the all-encompassing charge toward safety.' Now, I've gone way past the brief mention I meant to make – which was to point out The Gazette reported on Victoria Police testing of 150,000 drivers in 2019 has revealed as many had residue from drugs in their blood as had alcohol: drug-affected driving is becoming the new 'drink-and-drive' issue. In fact, The Gazette mentions "in the past five years, about 41% of all drivers and motorcyclists killed who were tested, had drugs in their system..." So, you have to wonder, what's the use of lowering speed limits, changing roads, developing cars, introducing

further draconian measures...if nearly half of the idiots about to remove themselves from the gene pool can't focus properly on the task at hand? Makes you worry for the health and safety of your family members who might be out sharing the roads with these drug-addled life-forms. At least they might be safe for a few more weeks – we're all staying at home!

(Okay, deep breaths, getting off the soap box now 😊 )

Getting back to our magazine: Who was Paul Hawkins? I confess I had never really heard of him until recently. What a crime! A contemporary of Jack Brabham, Denny Hulme and Bruce McLaren, Paul was another young motoring enthusiast caught up in the 1950s antipodes (Melbourne, to be precise), who left the country with only a few quid to travel to the other side of the planet in a quest to 'make it' in top-level motorsport at the time. And yes, he certainly did make it! I won't give too

much more away, as I hope you'll be impressed and excited by the article later in this magazine that covers his life and achievements. This came from 'Sports Car World' and is so wonderfully written I have included it without change. It's a classic case of "if only!" One last tantalising fact to introduce you to Hawkins: if you've ever seen footage of the 1965 Monaco Grand Prix, or watched the movie, then you would have seen a F1 car flying off the track and into Monaco harbour (as captured on this month's cover). Well, yes – that was our boy.

Here he is below, no doubt simultaneously pondering what he is going to tell Mr Chapman; his future in F1; and mostly, his submersible Lotus - years before the very same marque, James Bond and Q-branch would collude to attempt a similar trick!



(Source: Getty images/F1.com)

What else? Rhys Yoemans continues his excellent series of 'how to' – this time helping you get around the notorious "Oh, shit!" corner at Bryant Park. Peter Minihan has provided a wondrous article covering his travels to the UK and a visit to the historic Prescott hillclimb...add a couple more from Bill Freame, John Bryant's items, Bill Revill's muses, items from the AOMC and all sorts of incidental bits, and there you have May covered. Hope it helps pass the time until we can pull the covers off the machinery and get down to what we love doing best. See you in the June VB (don't forget – you're welcome to add to it!)  
-Ian, the Ed.

Been snacking during isolation?

**Quarantine is over**



**How do we get out?**

## **Chairman's Report – May, 2020**

Here we are in the merry month of May. I'm sure that much will have changed for most of us over the last few months. The World is certainly a very different place to what it was at the start of the year. My one very sincere hope is that all of you are keeping safe and looking after yourselves and your families. The current circumstances are certainly very challenging in many ways and I hope that everyone manages to navigate their way forward without too many hiccups.

At a personal level our family was affected by the restrictions on elective surgery. Our granddaughter required major surgery prior to the restrictions being put in place. The surgery was put on hold and we were told it would take place much later in the year. Anyway, with the recent lifting of some of the restriction we were given 5 days' notice that the surgery was to take place. So, we've had a huge week, with the surgery taking place on Wednesday 29/04/20. I can tell you that it is a leveller looking at your 9 month-old granddaughter go through something like this. It certainly puts things into perspective and all of a sudden not being able to go fishing or race my car isn't quite so important. Looking after your family and friends in tough times is what's important.

That said, I am still very much looking forward to the day when we can get back to the track and blow the cobwebs out of our race cars. To that end your Board continues to meet (remotely) and plan for the day when that will happen. The Board is constantly assessing the environment and planning to have the club up and running at the earliest opportunity. We're not sure how that will look at this stage. It may be a gradual and staged restart or it may be a big party. One way or the other it will be a good day.

Speaking of changing circumstances our Treasurer, James, has had some significant changes in his life and has very sadly found it necessary to step down from the role. James has done a great job of keeping our financial affairs in order during his time in the position and I would like to thank him on behalf of the club for his efforts.

The club, of course, needs a treasurer and when James indicated that he needed to step down the search for a replacement started. When the word went out that we needed some help keeping the club's finances in order, one of our long-term members put her hand straight up. Many of you will know Yvette, who has been a motor sport enthusiast for many years. Very fortunately not only is she keen on motor sport; she is also a very experienced Book Keeper. Yvette has already commenced in the role and is keeping things ship-shape. So, on behalf of the club I would like to welcome Yvette to the club's Board and thank her for offering to help out.

Speaking of Board roles and the club's administration; the AGM has been postponed until August due to the current Coronavirus restrictions. As a result, your current Board will remain in situ and manage the club's affairs until the AGM.

Anyway, that's enough from me for now, so please keep safe and I look forward to catching up when we finally get back to the club.

-Mick McGinn  
Chairman, Gippsland Car Club



## **...and welcoming: our new Treasurer!**



Hello to All,

For those who don't know me (and for those who do), I'm Yvette and I have just taken over from James as interim treasurer.

Most people will know me from when I was competing at the hillclimb in the SYGA open-wheeler and I also did a few rounds at the RAAF base at Sale. Never remarkable times, there was so much more to gain but that was the fun of it. Trying to gain a fraction here and a fraction there. Hoping for the right weather so the tyres would be at their best. And then wishing every corner comes together so you get a quicker lap. Ah, memories. I also have a love of sportsbikes: bright, shiny & fast.



It's been a while since I've competed and who knows what the future will bring.

I have worked alongside many of you during the working bees, in the canteen or helping with track hires. There have been a lot of laughs and many memorable occasions. One thing that always amazed me was the wealth of knowledge that each one of you bring and every time I'm at the track I always learn something new.



I hope I can give the same to my role as the treasurer, I have been a bookkeeper for many years so running accounts is second nature. I have also worked with different companies making their operations more efficient. So, if you can see something that could be done a bit better please speak up. I will be interested in hearing what you have to say. I am hoping to make the position permanent if you see fit, at this coming AGM unless someone else feels they are better suited for the role.

It'll be great to see everyone again when the restrictions are removed, and I look forward to meeting the members I'm yet to meet.

-Yvette

## What do you need to know now?

Everything is pretty much as it was listed in last month's VB, with the exception of the new comments at the top of the calendar (see earlier). When the word comes through from Spring Street, we'll let you know!



### ➤ CLUB CHAMPIONSHIP 2020

Subject to what happens in the next few weeks, here is the updated version:

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

- |                        |                                       |
|------------------------|---------------------------------------|
| ○ Sunday, June 28      | GCC Multiclub Hill Climb (Winter Cup) |
| ○ Sunday, August 30    | GCC Multiclub Hillclimb ← <b>NEW!</b> |
| ○ Sunday, September 13 | GCC Multiclub Hill Climb              |
| ○ Sunday, October 25   | GCC Multiclub Hill Climb              |
| ○ Saturday, December 5 | GCC Multiclub Hill Climb (Twilight)   |

\*We are still looking for appropriate events at Phillip Island and at Winton.

### ➤ More for your calendar:

**Next KHANACROSS for 2020:**  
**Sunday, July 5<sup>th</sup> – IF it goes ahead!**

**Next GCC MULTICLUB HILLCLIMB:**  
**Sunday, 28th June – IF it goes ahead!**

### ➤ VICTORIAN HILL CLIMB CHAMPIONSHIP 2020

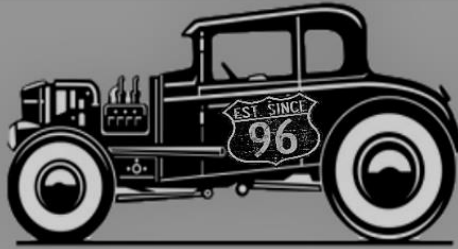
The remaining rounds designated for the 2020 Victorian Hill Climb Championship are as follows:

- |   |           |           |
|---|-----------|-----------|
| ○ Sunday, August 23   | Mini Club | Broadford |
| ➔ See John Bryant's update on the VHCC at the top of the calendar |           |           |

### ➤ 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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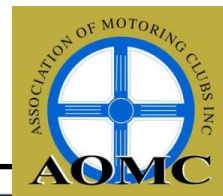
MECHANICAL INVESTIGATION





➤ **From the AOMC:**

*Thought you might be interested in these:*



### Current Issues

**Luxury Car Tax.** The battle to remove this tax from historic vehicles coming into the country continues. The following article appeared in the *Sunday Herald Sun* on March 8th.

**“Gearing Up For A Fight”. By Annika Smedhurst.** Classic car collectors are taking on the Morrison Government in a battle over a massive tax placed on imports. Historic cars valued at more than \$67,525 attract a 33 percent tax when imported into Australia under the Luxury Car Tax provisions, unless the car importer can prove that it was brought to Australia exclusively to be on show. Enthusiasts argue that the tax hurts local tourism, deprives Australians of jobs, and has damaged our ‘once great heritage motoring fleet’. Under renewed pressure to balance the books after the bushfires and the coronavirus, Treasurer Josh Frydenberg said the Government had no plans to phase out the luxury car tax which is forecast to reap \$670 million in 2019-20.

But new modelling from the parliamentary Budget Office, seen by the *Sunday Herald Sun*, reveals that removing the tax on imported vehicles over 40 years old would cost the budget just over \$1 million a year, or \$3.9 million over four years. Motoring groups argue the loss would be covered by a predicted jump in the number of cars imported, which would still attract GST.

Douglas Young from the Australian Historic Vehicle Interest Group told the *Sunday Herald Sun* that Australia once had a historic motoring fleet that was the envy of the world. “That is no longer the case”, he said. “There are lots of people who want to import cars and don’t. Old cars are tourist attractions on wheels and boost the economy, especially in regional areas”.

Politicians from across the divide, including Labor’s Julian Hill and Liberal MP Ross Vasta, have offered support to vintage motoring enthusiasts who want the tax scrapped. Mr Hill said the vintage car sector was vital to regional tourism, which had been hit hard by the bushfires and coronavirus.

“Australian historic car collectors are currently operating in a market where the cards are stacked against them. It is cheaper for an American historic car enthusiast to buy an Australian historic car on the global market than it is for an Aussie.” Mr Hill said.

Late last week vintage car collectors were given a boost when a parliamentary committee charged with reviewing tax and revenue agreed to look at whether the tax should apply to older cars.

*And from the AOMC delegates meeting, held Monday 24<sup>th</sup> Feb, 2020: something a bit sobering for all of us who do our own mechanical work.*

**Guest Speakers: Todd Owen, ACCC. Topic: Staying Safe – DIY Vehicle Maintenance.**

Todd started by pointing out the alarming statistic that 5 people are killed each year in Australia whilst carrying out do it yourself (DIY) maintenance, whilst hundreds more suffer serious injuries. Most affected are the 40 to 50 age group, followed by the 50 to 60 age group. Most deaths result from incorrect use of lifting equipment, or using unsafe alternatives such as bricks or wood blocks. Mandatory standards introduced in 1985 for trolley jacks, stands and ramps.

- Never get under a car that is only supported by a jack,
- Never exceed weight capacity of jack/stand or ramps,
- Never use a tyre jack for anything other than changing a tyre.
- Never allow another person or pet to remain in a vehicle while it is being lifted.
- Do use a trolley jack to lift vehicle before lowering onto stands,
- Do use a hard level surface,
- Do always ‘chock’ the unlifted wheels,

Todd asked delegates to share this information with their clubs. A video on DIY safety and more information can be found by simply googling DIY Vehicle Safety

**Robinette Emonson.** Robinette spoke of the loss of her husband Robert to a home garage accident. Bob owned a fully restored 1967 MGB which was kept in a garage and where he occasionally did those ‘little jobs’ which need doing on an older car. At the time of the accident I was not at home, so what I have to tell you comes from the brief police and Coroner’s report. The car had been driven onto ramps and a hydraulic jack raised the vehicle in three points. The trolley jack was then knocked and fell to the side, the car falling down and crushing Bob below, causing asphyxiation. Robinette’s main point of her talk was to consider all the people that are left behind, and the consequences and what they have to go through when something like this happens.

Questions from the floor: Q Any statistics available on whether incidents due to equipment failure or poor judgement.

A: Nil equipment failure. Most due to human error. Also, it is usually a family member who finds the deceased or injured.



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

### **OH SHIT! – A famous corner (drop!) at Bryant Park**

A right-handed kink with a dramatic drop in elevation at one of the fastest parts of the circuit, it has been known to make or break your lap, rewarding the committed and taking several cars as tribute over the years.

#### **Location**

Oh Shit is Turn 6 if you are running the clockwise layout and is highlighted below.

From the heights of Google Earth, it doesn't look like much!



The next three photos show the dramatic drop in elevation and the actual corner which exists!



Take note of the angle of land to the trees. It is worth a walk down here when you are next at Bryant Park. A working bee is a perfect chance, you can give the track a clean while you're there!



These next two show the corner itself, before you descend deep into the lowest part of Bryant Park.







*(Photos from Motorsport Australia's coverage of AHCC 2018 (Flickr))*

### **How to drive it**

As seems to be the key to a lot of corners, being confident in your abilities and having a set plan of attack will help you get through Oh Shit unscathed. At the crest of the corner is not the time to make any sudden changes to your input, as the unweighting of your car is going to enhance those inputs. An unplanned correction in steering angle or acceleration (or even worse, braking!) could lead to a spin, which at this point is far from ideal!

As you can see from the screenshot below, my plan from this point is to remain on the accelerator and add a small amount of steering input to get around the corner and drive the car as deep into the braking zone as possible. The braking zone for T7 is much shorter than you would expect due to coming out of the dip and a rapid rise in elevation.



*(Ed: I'm just impressed that you can drive at speed with your feet stuck in the passenger door!)*

Be confident through this section of Bryant Park and you will be rewarded with a reduction in lap time and hopefully a class win!

We welcome submissions to this section (all sections!) of Valve Bounce, so if you would like to provide your expert insight into driving Bryant Park or vehicle setup, please send me an email.

Thanks, Rhys Yeomans



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*Ed: Here is another of John Bryant's wonderful 'how we were' articles: prepare to be amazed!*

### **1977 AUSTRALIAN HILL CLIMB CHAMPIONSHIP – John Bryant**

Gippsland Car Club has been lucky enough to be awarded the Australian Hill Climb Championship on eight occasions – four at Morwell Hill Climb/Gippsland Park and four at Bryant Park. The four held at Morwell Hill Climb/Gippsland Park were in 1977, 1989, 1999 and 2004, and could be said to be events that were in the era of the big banger hill climb cars – the four at Bryant Park in 2009, 2011, 2016 and 2018 have all been held in the era of the motor cycle engine specials.

**This short story is about the 1977 event - a one day affair held on November 27, 1977** – one day you say – that is how things were in those days. I think we may have had a short practice the day before, but the large majority of the entrants turned up on the day of the event. Prior to this time, the Club had conducted what were known as closed hill climbs, and also ran a number of Victorian Hill Climb Championship events – all, however, were very small compared to the AHCC which the Club had bravely offered to host. The average entry at events prior to this time was around 40 – not a lot but a nice number for the very cramped facilities at what was known as Morwell Hill Climb at the time. In those days, the only pit area was probably smaller than our current area adjacent to the timing building at Bryant Park, and it was unsealed! At the time, the only areas for car and trailer parking were within the confines of the track and behind Skyline Corner– we did not have the additional pit areas at this time.

At the time of this event, the Club had less than 100 members, so this was indeed a big deal, and it is fair to say that none of us had any idea as to what to expect, or where we were going to put all of the competition cars and tender vehicles/trailers. We expected about 70 to 80 competitors, and thought that would be a squeeze – we actually had 116 entrants!! We did not have clubrooms at this stage, and the canteen was a small affair at the bottom of the timing tower – but we coped.

How did we get so many competitors?? A lot of hard work from a few people (nothing different to what currently happens) saw a very large amount of money (for the time) raised for prizemoney for outright and classes, and contact with British Leyland saw them tip in a large amount of cash for the Super Leyland Series. In addition, we had the Jephcott Jewellery Award of a gold watch (worth a packet then) to the winner of the AHCC. The first prize was actually \$2000, the same amount as we have presented to the winner of every AHCC held by our Club ever since (one could say that the winners of the AHCC at our track ever since have been “screwed” in real terms as the value of money has diminished over time). We did not have an event sponsor – I do not think that we even thought that any business would be interested in putting up a heap of money for such event. A heap of advertising and personal contact was then done in the lead up to the event to try and attract competitors, including some who would be known to the general public – who was one of the biggest names at the time?? PETER BROCK – and we did secure him to drive his Bill Patterson Racing Torana A9X. Peter Janson also entered in his Torana A9X – Janson arrived complete with double decker bus towing his own portable toilet!! Competitors came from all over the country, with the exception of WA – there were 32 open wheeler racing cars, 26 sports cars, including the Cheetah Clubman currently owned by Steve Hill, 35 sports sedans (including Ron Harrop in the Marlboro HDT Torana) and 23 Touring Cars. But where were you Ian Speight – your name is not on the entry list! We had the entry, we had the track (even though we did not know where we would put them all), and we just had to let the locals know that it was on.

The answer to the publicity was simple – some negotiation with the Latrobe Valley Express saw them print the programme as a lift out in the LV Express a couple of days prior to the event. This was not quite as easy as it sounds – our part in the process was to find a number of local advertisers who would have their business advertised on the program (for a price). We did find them – 21 in all who were prepared to put their money up and pay for an advertisement on the program, which was a four page lift out affair. I have a copy of the paper from the time in my possession, and I will include the front page (Car number 77 on this page is Ian Judd in his Cheetah Oldsmobile), but my apologies for the quality – newspaper kept for a long period of time becomes discoloured, so it is not as clear as I would like it to be. We actually have a much clearer block mounted version at the Clubrooms – it is not on display as we have been afraid that someone might “pinch” it – maybe it is time to put it on display again. It is interesting to note that of the 21 advertisers, only one (Ashby’s Electrical) is still in business with the others all having gone by the wayside. I have a vague recollection (but I may well be wrong) that the cost of the insert, which went to every house in the Latrobe Valley, was \$400, with each advertiser asked to tip in \$20 – doesn’t sound much but in those days a reasonable amount of money.

The Express, Friday, November 26, 1971 - PAGE 11
PAGE 11 - The Express, Friday, November 27, 1971

# 24<sup>th</sup> AUSTRALIAN HILLCLIMB CHAMPIONSHIP

incorporating "Super Leyland Series"

*Live Your Dream*

## SUNDAY NOVEMBER 27

Racing starts 9.30 a.m.

**Latrobe Road, Morwell (6km. from Highway)**

Organised by the Gippsland Car Club








**"Super Leyland Series"**

A concurrent competition called "Super Leyland" award will be open to all Sports Sedans using a Leyland body shell and a Leyland based engine. For fastest in each of the Sports Sedan classes an extra award of \$100.00 will be paid. For the fastest overall Sports Sedan eligible for these awards an extra \$100.00 will be paid.

**"The Gippsland Car Club"**

The Gippsland Car Club was formed in 1960 by a group of motor sport enthusiasts. Hillclimbing is a sport of man and machine against the clock. From a standing start through a timed run a driver puts himself and his car against machines likened in his own in separate classes from "open wheel" racing cars to sedans from the dealers floor. The Club is also involved in all other forms of motor sport including circuit racing, rallies, and motorshows. A social minded club we also conduct monthly meetings with films and guest speakers.

The Jephcott Jewellery Award will be the winner of the Australian Hillclimb Championship and a gold electronic watch will be presented.

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Hill climbs held in the 1970s were somewhat different to those held today - the rules were one practice run and three official runs – no more. Timing was to be to 1/10 of a second, even though we had equipment that could time to 1/100 of a second. At that time, only one car was allowed to be on the track at the time, so efficient running and hopefully very few delays would mean that we could get through our possible 464 runs for the day – luckily for us a few competitors did not arrive, so this made things just a little bit easier.

The big day came – we had everything prepared except to work out where the hell we would put all of the competition vehicles and trailers, let alone the spectators who might arrive. Our decision was to let only the competitor vehicles, trailers etc. over the bridge to the infield, with all other vehicles parking wherever they could. And park wherever they could they did!! Latrobe Road, the main road to Yallourn North, was lined with cars on both sides of the road for up to a kilometre in each direction – the pine forest over the road from the entrance also became an impromptu car park for both spectators and tender vehicles – the pines were a no go zone but luckily we managed to get eleventh hour permission on the morning of the event to park in and around the pines. Spectators came from everywhere – mainly to see Peter Brock, who had been built up in the local media as a possible winner of the event (that was never going to happen!).

Possible contenders for the title included the (then) current champion Peter Hollinger in the Hollinger Repco, Peter Larnar (noted engine builder) in the Elfin England, club member Werner Rodkin in the Brabham BMW, Garry Cosser from NSW in the Wortmeyer SCV (which was later transformed into the SCV of multiple AHCC winner Peter Gumley), noted circuit racer Clive Millis in an Elfin, Barrie Garner from NSW in the Bowin Hay, and on we go. It is interesting to note that current member Graeme McCaughan also competed in his Elfin Ford. Touring car competitors, in addition to Brock and Janson, included seven other Toranas of the A9X, L34 and XU1 varieties, and in the smaller class was noted circuit racer John Faulkner.



Peter Hollinger, 1977  
AHCC, Hollinger Repco.  
(source: Facebook:  
Jarrod Bryant -  
Gippsland Park Morwell  
Hillclimb 1960's-2008)

Time to start, at precisely 9.30 a.m. – the time taken for this practice run would determine how late into the night the event would go before we were able to finish! After practice, which did not count towards the results, Peter Larnar had recorded a time of 34.0 seconds, Ian Judd from Camperdown in the Cheetah Oldsmobile 34.1, Werner Rodkin 34.1, Peter Hollinger 34.6 and Clive Millis 34.9. Peter Brock, on his first ever look at the track, recorded a 37.1, the same as Peter Janson, who was a regular competitor in VHCC events at the time – however, they were both behind Marshall Brewer (later to become a Thunderdome star) who put in a time of 36.8. Could Brock be beaten the crowd



wondered. Graham Watson, in a Watson Clubman, was the leading sports car in practice with a time of 36.6, whilst Bruce Robinson from NSW was the leading sports sedan with a time of 36.1.

Practice over, everyone still in one piece, and three official runs to go. The event was wide open. The interesting thing then was were the competitors going to go hard right from the start and rest on their laurels, or do what all good hill climbers do – go faster with each run and reach a peak in the third and final run, when hopefully the time is such that it cannot be beaten.



Charles Milner, 1977  
AHCC, Renault.  
(source: Facebook:  
Jarrod Bryant -  
Gippsland Park Morwell  
Hillclimb 1960's-2008)

First official run. Fifty three drivers recorded their fastest time for the day on Run 1, but the following times are not necessarily the fastest for the day for each driver – they are merely the times they put in on that run. Peter Larner recorded a time of 34.1 seconds, Clive Millis 34.7, Peter Holinger 34.5, Ian Judd 34.1 (same as Peter Larner), Barrie Garner 35.6, Paul Hamilton (NSW – Elfin 600) 35.7, the same time as Dean Richards from SA in the three cylinder two stroke and smoky 738cc Ragno. Tight at the top in the open wheelers, from whom the most likely winner would emerge. Paul Aitken from NSW was leading the sports car in the Cougar Leyland with a time of 37.0 seconds. Bruce Robinson (Torana with a V8 engine) was again the leading sports sedan with a time of 36.1, not far in front of GCC member Graeme Brown who recorded 36.7 on this run (Torana 6). Peter Brock displayed his driving prowess to the crowd on this run – 35.8 seconds!! – well in front of Peter Janson (37.0), Harry Bargwanna (37.3) and John Faulkner (Capri V6) with a time of 38.8.

Second official run. Who went hard early or who was improving on their times in this run? Would you believe that only two people in the whole field improved their time from Run 1 - Brian Lear in an Historic Cooper Peugeot and Bill Thompson in an Honda S800, which featured a 1599cc engine. A number of people were significantly slower on this run than run 1, which reflected the weather conditions at the time of this run.

Third and last official run. Of the contenders, Peter Larner was slower with a time of 36.0, Clive Millis was slower with a time of 35.8, Paul Hamilton was a DNS, Peter Holinger was slower with a 35.8, Barrie Garner was slower with a 37.2 and Ian Judd was slower with a 35.9. Interesting!! Paul Aitken was slower in the Cougar Leyland with a time of 37.7 seconds, whilst Peter Jones in the Cheetah Clubman (now owned by Steve Hill) recorded a 37.1 and almost took out the sports car class. In the sports sedans, Bruce Robinson recorded a DNF (off track excursion), whilst Graeme Brown put in his fastest run for the day to record 36.4, and only just miss out being the fastest sports sedan. The crowd was revved up by the commentator (the late Graeme Slater) when Peter Brock



came to the line for his last run, and most of them believed that Brock could have taken off an unlikely FTD – not to be however, as he blew a head gasket on the line and could only record a time of 36.8 seconds (which is still extremely fast!)

The day finished with two drivers with equal fastest times, so a count back had to be instituted to determine their second fastest times (I cannot recall this happening since that time in an AHCC). As a result, Ian Judd from Camperdown was declared the winner, with Peter Larnar second. The top ten placings were thus:

1 <sup>st</sup>	Ian Judd	Cheetah Oldsmobile	34.1 (35.9)
2 <sup>nd</sup>	Peter Larnar	Elfin England	34.1 (36.0)
3 <sup>rd</sup>	Peter Holinger	Holinger Repco	34.5
4 <sup>th</sup>	Clive Millis	Elfin	34.7
5 <sup>th</sup>	Barrie Garner	Bowin Hay	35.6
6 <sup>th</sup>	Dean Richards	Ragno Special	35.7 (37.9)
7 <sup>th</sup>	Paul Hamilton	Elfin 600	35.7 (43.1)
8 <sup>th</sup>	Peter Brock	Torana A9X	35.8
9 <sup>th</sup>	Kym Rorlach	VW Special	35.9
10 <sup>th</sup>	Allan Robbins	Code Mk3	36.1 (39.6)

Ron Foley was the fastest in the Super Leyland Series with a 36.6, edging out Doug Byrne who a time of 37.8. We finished before dark, although it was pretty late by the time everyone had their third and final run. Presentations took place in the open air (nowhere else to hold them), and the competitors and crowd slowly dispersed and the place returned to normal – I believe that after the event we actually had the police in attendance to look after the traffic.

The Committee was happy – a very small club with a small country track had pulled off an amazing Australian Hill Climb Championship. This came about through planning and foresight. One thing that we did learn from the whole experience was that we could not even think about running such an event again without having heaps more land for competitors, tender vehicles and spectators. As a result our priority became expanding the area that we occupied – over the next couple of years we were able to negotiate with the Council and APM to take over a large wedge of land immediately to the north of the track, which, after much earthwork, probably gave us five times more pit area than was the case for the 1977 AHCC. We also managed to rent the farm immediately to the south of the track, and that became car parking for large events, and also the area that we used for motorkhanas and khanacrosses.

The 1977 AHCC was by far the largest event that the Club had ever run, and remained that way for many years. We ran many VHCC events, but the number of competitors in these events in those times usually only averaged about 40 for each event, as did our closed hill climbs – both were a nice number for the track that we had, and enabled us to make a little bit of money which was poured back into the track. The event immediately prior to the AHCC had 35 competitors, whilst the next event after the AHCC had 22, and the next VHCC event had 48 – back to reality!!

Back to planning for the next AHCC – in 1989!!

(At the completion of this article, I learned that Peter Larnar had just passed away.)

*Ed: Peter Minihan has journeyed afar to check out other hillclimb tracks – here's his description of a memorable visit to historic Prescott in the UK*

## Prescott visited

Having enjoyed the article on the British Hillclimb championship in the April issue, I thought some people might be interested in my experience as a spectator at Prescott. Next to Shelsley Walsh, this is probably the most historic hillclimb track in the UK and the opportunity to visit couldn't be missed.

In April/May of 2018 I was lucky enough to spend 4 weeks in the UK with my wife. The weekend before we left there had been reports of a heat wave in London. Warnings were issued for people not to wear novelty costumes etc in the London Marathon run that weekend, as it could be quite dangerous. As a result, I dressed appropriately for our flight and was a bit shocked when we landed at about 8am at Manchester airport to a cloudy, drizzly sub-15 degree morning. Where's my windcheater?..... and some long pants? Apparently the heat wave had lasted about two days. In fact, it was not that long after the 'big freeze' had cut across Europe and its cool tail was still in evidence. There was plenty of cloud and rain, particularly in the south of the country.

About a week later our travels took us to the picturesque Prescott Hillclimb. This was the Friday before the weekend's competition for the first round of the British championship. We had pre-booked entry and camping tickets and picked up our paperwork from the amiable officials at the impressive office complex. Having then set up our tent in the adjacent grassed field (which doubles as spectator parking, trailer parking and pits overflow) we were able to walk the track. It is a ripper. A fairly long straight to the first corner, the fast cars getting up to about 170kph.



The track from that point on has a fair mix of corners and fast sections including an uphill hairpin. All up, the longer course in use on that weekend measures 1.03km. It is set amongst farming country and has beautiful green spectator areas and a very atmospheric pit

area. They also have a dining/club room which is even better than ours at Haunted Hills. A carvery was in action and on Sunday one of the European F1 races was being shown live on a big screen whilst the patrons ate and drank (licensed venue)

Saturday morning dawned bloody cold, and stayed that way all day. There is no doubt I was







underdressed with too few layers and no gloves. The only saving grace was the lunchtime beans and chips with a hot instant coffee....Glorious. Did I mention it was cold.... faaark.. It also drizzled most of the day so none of the times were great, but the variety of cars was spectacular. As well as more open-wheelers than you could dream of (if that is your bag) there were all sorts of sedans and sports cars, mainly British and European, except for a smattering of Japanese cars such as Mazda MX5's. MG, Lotus, Reliant, Aston Martin,

Hillman... you name it, it was there. All cars run a vertical strip of metal at the front of the car to cut the timing beam. This saves any arguments about low cars getting further at the end of a run with a lower nose etc. The only issue is with the aesthetics as it looks a bit dorky on the front of anything sporty, be it a 60's Brabham or a 21<sup>st</sup> century anything. They were also running a Saturday only event for some motorbikes and sidecars, including a one-armed rider with a very trusting passenger. (Ed: see below) Great stuff.



It is worth going just to see the marshals in action. They are all in orange overalls and positioned at a number of strategic locations along the track, normally in groups of 3 or 4. Each marshal location has a whistle (think AFL umpire) and when the track is clear after an incident each successive marshal point blows its whistle to indicate 'all clear'. The practice probably hasn't changed since the 30's. I presume they also have radio comms but it is a nice bit of history in action.

Saturday's competition consisted of three practice runs, with a further practice run on Sunday before two timed runs. This is a different philosophy to our local championship where we try to get at least three or four timed runs. In this case it is more about getting it all sorted in the practice runs then really going for it when the clock counts. Fortunately, Sunday was dry but still as cold as a mother-in-law's kiss. Seriously, I have never been as cold at a motorsport event, whether at a windy and wet Phillip







Island, spectating in winter at night rallies or waking up at Bathurst in the early 80's with snow on the ground. At least I was better prepared on Sunday with more layers and some gloves.

As far as the fast boys went, there were about 40 modern Formula Libres competing. A dozen or so were in the outright class, with engines of the type mentioned in the aforementioned Valve Bounce article. The lesser Libre classes were similar to the ones most often seen at Australian hillclimbs: bike-engined, but the difference being the chassis were mainly from specialist English manufacturers, unlike our local cars which are usually built by individuals – e.g: Hayward, Ackland, Martin, Janssen etc. Quite a healthy racing community at the pointy end.

I have to say it was cruelty to a dumb animal being a spectator. I'd love to have had a run up the hill in anything – even a Bond Bug, but that will have to wait for another day (yeah, right....). One good part of this track is that you can spectate along its whole length and there is plenty of opportunity to assess the relative skills of the drivers and the attributes of the different cars. Suffice to say, the Libres were quick, with the big boys also having traction control to assist in effective launches. Did I mention it was cold? The variety of other cars made for two great days of spectating and if anyone gets the chance, I would



recommend a visit.



The spectating didn't end along with the day's racing. On the return to our camp site I got to watch the local farmers spend a couple of hours helping tow out camper vans attached to trailered race cars. Suffice to say the snow of a few weeks earlier had made a lot of the ground very soft.

PS: I did not subject my wife to two days of cold spectating. She spent her time catching up with a relative recently found via Ancestry.com, both at a local pub and at his home.... half her luck....!



<https://www.prescott-hillclimb.com/info/prescottthetorysofar>

<http://mgcc.com.au/robroy/prescott/prescott-map.jpg>

<http://resultsman.co.uk/LiveTiming/EventViewer.php?DB=Resultsman&Download=1095>

*(Ed: and a magnificent evocative image to finish: steam rising during a warm-up on a cold UK day)*



---

*(Ed: for all the home mechanics and restorers in our midst, here are some helpful ideas from Bill. We have all found short cuts and helpful ideas in the workshop – how about some more of you send them in so we can all learn from them?)*

## **RECENT REVILLATIONS – Bill Revill**

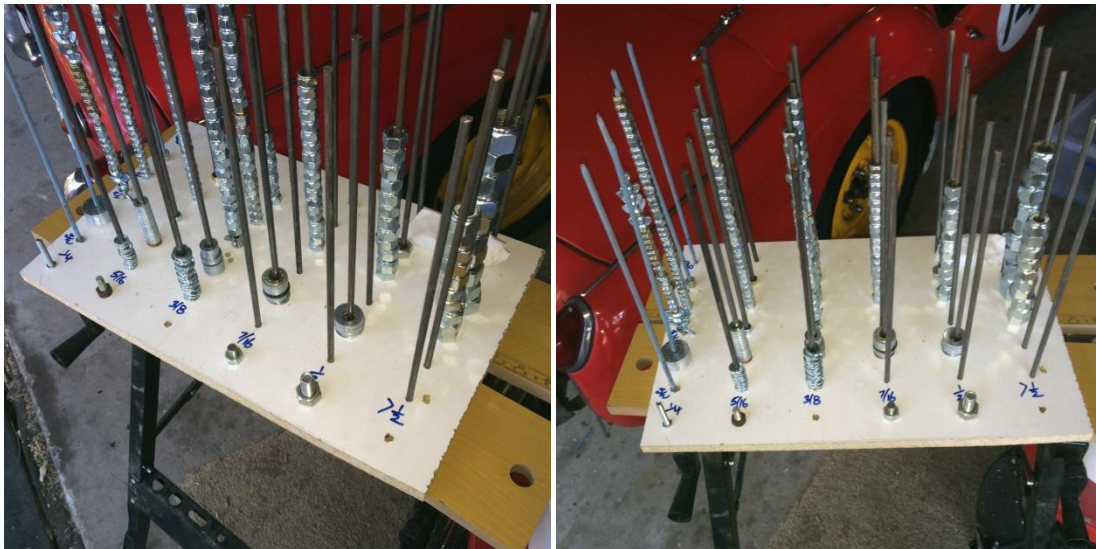
### **➤ I Hate my Nuts!!**

I got sick of my nuts! They take up miles of space in half – empty jars on the shelf, the new ones and old greasy ones were all mixed together and I never knew exactly how many of what I've got. At the last rebuild of the GT 6 I had to waste time making several dashes to the shops buy a handful of nuts and bolts due to unpredicted shortages.

So afterwards, a cold Saturday afternoon in the shed set me thinking. I had some scrap timber; some old wheel spokes and I actually bought some 3 mm bar from Onesteel – about 3/4 metre length. Construction is straightforward – drill holes, stick sticks in, use liquid nails or similar on the sticks or they wobble. Construction time is 2.5 to 3 cans of VB (savoured not slurped!)

See the pix – I now have space for sizes from 3/16" to 'large' in seven rows - old nuts, new plain, new nylon, half height nyloc, plain washers and spring washers. A quick visual check shows how many are available for each job. It has a thread test bolt on the end so you can quickly check what size nut you're holding. Of course, there are three boards, one each for UNF, UNC and Metric although quite a few washer sizes are interchangeable.

So the world is at peace again and I'm back in a nut – friendly relationship. Now the bolts come next....!



➤ Easy to read manuals and wallcharts

It's worth remembering that OFFICEWORKS have an excellent printing service which can be very useful to those of us who are optically challenged. They can print enlarged copies of documents for very reasonable prices: I recently got a copy of the TR 2 Parts Manual (over 200 pages) printed in A3 size – much larger and easier to read than normal – for the price of a good bottle of Scotch.

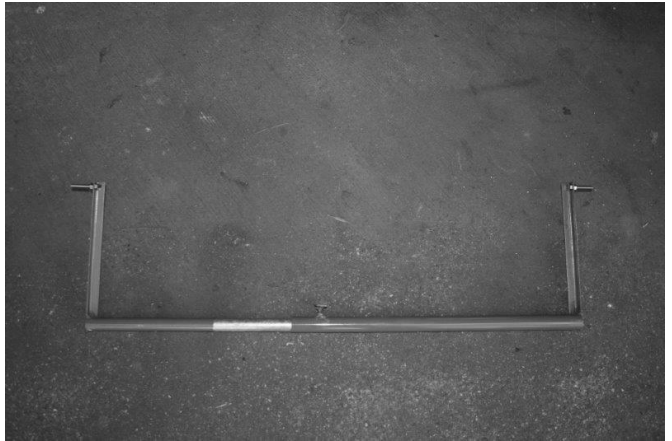
Similarly, if a major component rebuild is taking place, OFFICEWORKS offer an A0 plan printing service. This can blow a normal A4 page up to over a metre square and can be used as a wall chart. For a cutaway diagram or assembly chart, this provides a giant drawing for easy reference – and they look good as well!! For example, I was rebuilding my Weber carbs... lots of tiny gaskets and seals. So I got an A0 wall chart printed – and then everything became clear! A line drawing such as a cutaway can be printed for less than \$3. A poster with pictures included (see photo) is less than \$10. The photo shows a page of Motor Sport magazine in original size, A3 and A0.





➤ Toucan Toe- in Gauge

Checking toe is a standard job but needs to be done carefully. This needs a gauge to do it right. This one was easy to build – see the photo. Key is one piece of tube that fits in another, both about a metre long. Weld on two pieces of angle or square to allow the top bolts to be half wheel height above the ground (300 mm). Drill a hole, weld a nut on, stick a bolt in the nut and weld a bit of scrap on top as a handle.



Use is easy – straighten the steering wheel, rest the tubes on the ground and touch the top bolts on the wheel rims – first the front, then the back, measure it up and fiddle the front links as needed. Toucan? That's because you'll drink about two cans of Fosters in the time it takes to make it!

*(Ed: thank you, Bill! The toe gauge is a great tool to have – if I may suggest one addition, make the measurement as Bill suggests, then roll the car until the wheels rotate 180°, re-measure and compare: this reduces the variable of wheel rim bend/buckle. 😊 And now, also from Bill, something cheerful amidst any gloom from the telly lately:)*

IT'S A COLD WET SATURDAY AFTERNOON IN BUNYIP.....

So off to the IGA supermarket in Bunyip to buy the usual supplies on a Saturday arvo a few months ago. Turn into the carpark and .... There it is!! An absolutely original, genuine, Type 35 Bugatti just sitting in the car park! A million dollars' worth? Perhaps more? It was a gem, it was beautiful.... But how can anyone leave a car like this on its own in public? Any creep could come along and fiddle with it, swipe souvenirs such as the original fuel cap or gear knob or



even try to steal the whole car....but no, it sat there, looking beautiful and we can only reflect on what a great society we live in that we can trust people with such treasures. I think I would not be so trusting, but I waited 15 minutes for the owner to return so we could have a chat, but no, the car stayed there, untended, until I left. Try doing this in any other country in the world!!



*Ed: If you're stuck at home and weary of daytime telly, then take heart! Janet has supplied the following guide from the Mazda MX-5 Club of Victoria and Tasmania (Thank you!) – happy viewing!*

#### **F1 NEWS**

- Could F1's 2021 new rules be delayed by a year? - <https://youtu.be/sWozunEK6il>
- Inside the sorry saga of F1's cancelled Australian GP - <https://youtu.be/mj3w7PH5h6Y>
- F1 driver contracts affected by 2021 rules delay? - [https://youtu.be/u4yPVzQdD\\_8](https://youtu.be/u4yPVzQdD_8)
- 2020 F1 cars – Renault RS20 tech review - <https://youtu.be/VujJGovNWuc>
- Were Ferrari F1 caught cheating in 2019? - <https://youtu.be/4vywjtd49mM>
- Marc Priestley answering viewer's questions on F1 and the changes due to the season being delayed - <https://youtu.be/HZog054UATk>

#### **KOENIGSEGG TINY 3 CYLINDER ENGINE MAKES 600 HP**

- K-thingamybob's latest hybrid car has "an extra 600 hp" being fed to the front wheels, from the 600 hp petrol engine, to supplement the "real" horsepower from the electric motors! - [https://youtu.be/WwINqaz9q\\_0](https://youtu.be/WwINqaz9q_0)

#### **BATHURST 12 hr RACE HIGHLIGHTS**

- For those of us who went up, and anyone else interested - <https://youtu.be/JC5IVjkKUN8>

#### **PROJECT UTAH – Mk2 JAG**

- The latest update on this superb build (including a Toyota engine!) - <https://youtu.be/vdGYwo9ne40>
- While there, have a look at some of the other superb work they do including Gordon Murray's (F1 Designer) Escort and the current Mk 1 Cortina build

#### **TYRELLS CLASSIC WORKSHOP (this guy is brilliant – worth watching all his stuff)**

- Mercedes Benz 300 SEL 6.3, Lamborghini Miura S, workshop catch-up part 1 - <https://youtu.be/vMxXmkpKWY4>
- Episode 4 – V12 road tests – Lamborghini 350GT and Ferrari Daytona - <https://youtu.be/YB9BrhlV7fY>

#### **HARRY'S GARAGE (this guy and Tyrells work together a lot)**

- Lamborghini V12 rebuild part 5. Putting it all back together again. (parts 1-4 also worth looking at) - [https://www.youtube.com/watch?v=nlilyP\\_30YE&feature=youtu.be](https://www.youtube.com/watch?v=nlilyP_30YE&feature=youtu.be)

#### **MAZDA ROTARY**

- Orgasmic sound of 4 rotor Mazda 787B - <https://youtu.be/OjwwV20iZYE>
- Mazda's biggest mistake? Fatally flawed RX-8 - <https://youtu.be/PBnbFvGAaWQ>
- A 17 min piece showing numerous rotaries – (2, 3, 4 and more rotors) - <https://youtu.be/Bpne1Vhhwkg>

#### **FORD vs FERRARI**

- Having seen the film (surely you have by now), watch the lost interview with Carroll Shelby - <https://youtu.be/Rzq4DeTjZ1A>

#### **NETFLIX**

- Richard Acfield sent me a link – not "our" kind of car builds but the workmanship is superb - Gotham Garage, Car Masters: Rust to Riches – S2:E8 "Peterson Built" – if you have Netflix, can stand some of the "crap" and fancy something different, but still car related, check it out.
- F1 Drive to Survive, Season 2 – if you have Netflix, this one is a must – following the 2019 F1 season. Series 1 follows the previous season.

#### **VOLVOGHINI PROJECT (re-powering a Volvo wagon with a Lamborghini V12 – obvious thing to do really!)**

- Welding of broken engine block - <https://www.youtube.com/watch?v=-GpeAPZM1hE&feature=youtu.be>
-



*Ed: Bill Freame has provided some excellent articles for us recently. After he left Repco/ACL he and a fellow worker (Trevor) started their own company, Australian Precision Engine Parts (APEP), specialising in piston design and fabrication. Some GCC members probably use(d) their parts. Believe me when I say he knows a thing or two about them! In this article, Bill explains how they worked with Brock's BMW team – as a note of interest, they also supplied pistons to the majority of the turbo Sierra Group A teams.*



Previously, in another time..... Bill Freame

The late great, Peter Brock was the Holden fans favourite son. Ford fans grudgingly respected his skill, but to the diehard Holden fans, he was King, and nowhere more so than at Bathurst. His mastery of the XU-1 was eventually eclipsed by his amazing results in various Commodores, especially the year he won by six laps, at Bathurst. Of course he was certainly helped by some very skilled co-drivers, drivers who could consistently lap almost as quickly as he could and who could give him back a car that was still capable of winning, by them staying out of trouble during their stint behind the wheel.

Additionally, races are won by preparation and planning long before the race, plus support by the crew on pit lane, with all pit stops hassle free, fuel tank filled quickly plus wheels and tyres with the desired air pressure installed on the correct corners. That all takes good planning and team work. However, it's always only the driver(s) who gets all the accolades.

But there were times when Brock raced in other brands of automobile; in BMW M3's and Ford Sierra's. Frank Gardiner had run the BMW team out of Sydney for several years, using Amaroo (race track) for testing and running in the mechanicals. That's engine, gearbox and differential, plus bedding in brake pads and discs. When the Brock team purchased(?) the M3's, they were horrified to discover that the Gardiner crew would spend about eight hours bedding the genuine BMW ring sets, driving around and around Amaroo. Why so long? Well, the BMW ring-set for the M3 engine, apart from being expensive to replace/ purchase, it was also chrome plated on all the outer faces, the part that rubs on the bore. Thus, designed to survive 24hour races, they required a very long running-in process before they could control the oil consumption and minimize the blow-by.

By comparison, our races were considered sprints, yes, even the Bathurst 1000. Trust me when I say that the Brock/BMW team didn't have the budget nor the personal to hire a race track and run the car(s) all day. They needed a ring-set that would bed-in quickly, within two or three laps of a practice session, that would then be controlling the oil consumption and with minimal blow-by. The all chromed BMW rings were 1.5 compressions and a 3.0mm cast iron oil ring, with a coil spring to help load it against the bore. My company advised that we could supply a 4.0mm segmental oil ring, so the pistons would need to be regrooved to suit. Four well used pistons were supplied for regrooving, for a test engine.

We supplied a high strength (ductile), moly faced top ring, a Napier scraper second ring and a light load segmental oil ring, for each piston. We also widened the oil groove to suit the oil ring and returned the parts for testing. As the M3 is a naturally aspirated engine (non turbo) we knew the moly faced top ring would bed-in quickly, quickly controlling the blow-by, while the Napier second ring would help the oil ring control the oil consumption. A quick to bed-in ring-set, that was affordable for the team budget!

Within about a week several other sets of pistons were sent to us for regrooving and to supply several ring-sets, as the test engine had bedded in very quickly, just as we had expected and the blow-by had been reduced to just an oily stain on the inside of the catch can, rather than being half full as had been the previous experience with the genuine rings.

Much to the Brock teams' pleasure, the Peter Brock M3's were now lapping all the circuits quicker than when they were the Frank Gardiner team cars, despite a considerable reduction in the size of the intake restrictor, just when Brock took them over. Externally, they now had MOBIL sponsorship and Bridgestone tyres, plus Peter Brock behind the wheel. Nothing else was changed. I think we had helped.

*Ed: and by way of contrast, here's a more light-hearted tale of one of Bill's tune-ups:*

## **The trench digger** -----Bill Freame

About 40 years ago I was working at a Repco manufacturing plant and one of the office girls (let's call her Linda) had a car problem. I was approached by one of the managers, her boss, to have a quick look at solving her difficulty. Seems her Husband worked as a used car salesman and her current set of wheels were off the yard where he worked. What he had allocated for her, for a few months, was a Ford Capri GT, the V6 model with a four-speed gearbox and she was finding it was a bit difficult to start on cool mornings. This was causing her to be late for work on those mornings. I had a quick look under the bonnet at lunchtime, just to get a quick understanding of where the starting problem could be. Typical of what many traded-in cars are like, it was way overdue for a service and tune-up. I gave Linda my opinion that it needed some TLC, in the form of some new plugs, points, filters and fresh oil, all the usual suspects. She (and management) were in agreement and gave the go ahead to do that to the Capri. With full permission from my manager to use the workshop, I would do the job after work one night, Linda would get a lift home and back in again the next morning. I ordered and arranged for the bits from the local Repco Auto Parts store.

The chosen day arrived and I collected the bits from Repco at my lunchtime. At end of day I moved the Capri into the workshop and drained the engine oil and started replacing bits. The old points were well past their best and of the six spark plugs removed, they were displaying brands of four different manufacturers. Filters were replaced and fresh oil installed in the sump, all the usual things. With the air filter housing off the carburettor, I could check the operation of the choke mechanism. The carburettor on a Ford Capri V6 is twin choke, with both butterflies opening together, on a common shaft. The large air filter housing had hidden that the nut and lock washer had fallen off the butterfly shaft and were sitting in a valley in the inlet manifold. This allowed the standard operating lever mechanism to be at an angle on the flats on the shaft and had been like this for a very long time. Checking the accelerator pedal operation showed that the first half of the travel was being used to take up all the slop in the operating lever as it moved from an angle one way across to the opposite angle and was then only getting to about half throttle with the pedal on the floor. With the carburettor only getting to half throttle was just not setting the automatic choke most times. The nut and lock washer were reinstalled and locked and it could now reach full throttle to set the choke operation correctly. Next morning was when I removed the car from the workshop, checking the cold starting worked and then parked it in Linda's parking spot.

Linda was pleased to hear that it was running much better and that I had made an improvement in the cold starting effort. I warned her that it was now a totally different animal to drive, a lot more responsive, but I'm not sure she fully understood what I meant by that. She would be test driving it when taking the car to go shopping at lunchtime. My work colleagues were very interested in how successful the project had gone and would Linda be pleased with it being easier to start. I mentioned that she was taking it for a test drive at lunchtime.

Our lunchroom was alongside the gravel surface car park and there were two carports for the senior managers company cars, just outside the lunchroom window. At lunchtime, Linda backed her car out of her parking spot and backed it around to line up in the middle of the access drive which was also used by the forklift for access to the Repco alloy foundry. This had Linda lined up straight at the lunchroom, a lunchroom with about ten of us relaxing and talking while eating our lunches. We had all heard the rumble of the V6 when she had started it and backed it around from her parking spot. It certainly sounded very sweet, at idle.



Now the last time Linda had driven her car, she was so very accustomed to automatically putting the pedal half way to the floor, taking up all the linkage slack to just above idle speed to roll away in first gear. She was probably completely preoccupied with the prospect of her shopping trip and obviously not expecting to now have the carburettor at half throttle as she launched in first gear. Gravel and dirt were neatly sent into the foundry doorway and all over the wall, having just been removed from beneath the spinning rear wheels as they dug two trenches, the engine roaring at many, many revs as she headed straight at the lunchroom. Fortunately, she lifted her foot off the go pedal and turned right to head (aim?) towards the exit gateway. This had her now with the rear directly in line with the two carports, and you guessed it, two more trenches appeared as she headed towards the gateway.

We in the lunchroom, most with eyes wide open having expected her to drive through the wall into the lunchroom, could hear the gravel being deposited on and around two senior managers' company cars, above the roar of the bellowing V6. Then the throttle closed again and finally there was just a spoon drain gutter to be negotiated just after exiting the car park and the whole area was always very wet on both sides from a cooling tower overflow. This Linda negotiated by rolling through it at a diagonal, on a closed throttle, just as we all did. You guessed it, Linda still hadn't broken the habit of taking up the half throttle slack in the accelerator pedal and the rear tyres were now wet as she launched out of the drain, again with the engine bellowing and the tyres screeching as they searched for grip. Several in the eyes wide open lunchroom made some very interesting comments about the obvious very driveability of my tune-up. I was dispatched to check carports (and their contents) for damage. The trenches were very hastily filled in to disguise what had taken place there. Fortunately, we were all used to often having dusty cars in that gravel carpark, even the managers.



When Linda finally returned from what must have been a very interesting drive on her shopping trip, she had calmed down considerably, apparently. Well, it may have been apparent to some of the others but not to me. What on earth had I done to her car? Had I put a V8 in it? *'It's got so much more power now!'* I had to explain that it had been way out of tune and it was now running in the state of tune that it should have had when she was first given it. She explained that it had taken her quite a while to get used to the new position of the accelerator pedal and she was now slowly getting to enjoy the very much improved performance. Within a week she was very pleased with her 'tuned' Capri and was telling everyone who asked about her car that she thought I was an absolute magician. She was also very pleased that it now started easily, even on very cold mornings. The two senior managers were never aware that their company cars (an XJ6 Jaguar and a Ford Fairlane) were sprayed with the carpark gravel. A secret we all decided to keep from them.

I would have to say it was probably close to the most impressive tune-up I ever did and yet all I had done was put it back to standard. Always nice to please and impress the customer. So, did my extremely impressive service and tune-up of the Capri ever get me the opportunity to do any more tune-ups for Linda's partners car yard? No! Possibly that Capri had been traded in because it had progressively dropped off in performance, all because the throttle mechanism had the lock-nut fall off, limiting opening, a condition that would most likely have been found during a regular service.

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Source: Sports Car World magazine, June/July 1986.



# THEY CALLED HIM HAWKEYE

Barry Green profiles the world champion hope Australia was robbed of: Robert Paul Hawkins, larrikin, home-grown mechanic and, in the view of his peers, a driver who was as good as the best

**T**HE TEUTONIC timekeeping bureaucracy was frantic. A privateer Porsche 904 with a 'foreign' driver — a maniac wearing a battered green and gold helmet with the insignia of a hopping kangaroo outlined on the front — had been timed, officially, around the diabolical 22.5 km of the Nurburgring at 9.21s — well below the outright GT lap record, and a staggering five seconds quicker than the works drivers in the factory 904! Donner und blitzen!

The head timekeeper was sweating profusely. Nein, the lap times could not possibly be wrong — not in the best tradition of German organisation and efficiency — but, nein, this ... this ... newcomer could surely not be quicker than *the* works Porsche. That never happened. It was just not within The Natural Order Of Things.

In the end the timekeeper reneged, integrity was cast out the window and the factory entry was duly awarded the

faster time, but that did not faze the 'foreign' driver. He was already setting about exploding another German national myth — that of the proficiency of the famed Stuttgart factory's ability to repair one of its own products.

The privateer Mike de Udy-owned Porsche had been shunted fairly solidly the previous meeting and had been rebuilt on jigs at the factory where toe-in checked out as spot-on, according to Porsche's state-of-the-art, you-beaut technology. And here was this wiry-haired, pock-marked, broad-shouldered wild colonial boy with the casual, confident swagger of a light-heavyweight boxer and bold, colourful strine to match — seemingly not content with blitzing the Deutschland machine with his incredible lap times in his first-ever drive of the car — growling aloud to no one in particular, that the "bloody car wasn't bloody tracking bloody straight!"

As the gifted, home-grown mechanic that he was, he knew that a car could





Paul Hawkins' early days were spent fanging around the streets of Melbourne in an MG TC (above): the interest in cars never waned

check out perfectly on a camber test rig if both rear wheels were equally off-set from the frame line. But now, with the aid of piece of knotted string along either side of the 904 and four old oil drums, he deduced that one wheel was indeed toeing-in and the other toeing-out, and then, by dint of trusty foot-rule, hard bought experience and common sense, proceeded to rectify the problem.

Which explains what the late Robert Paul Hawkins was all about — a brilliant, knowledgeable man who used his nous, abilities and single-minded determination to such effect as to be widely regarded as being as good as the best.

He did not win the World Championship. Nor even a single World Championship Grand Prix. Nor Indianapolis, Le Mans, Bathurst. Tragically, Paul Hawkins died in a fiery accident in the prestigious RAC Tourist Trophy at Oulton Park in Britain in 1969, at a time when it was felt he was just about to carve his name in the motor racing Hall of Fame as a prolific winner, of arguably the same magnitude as his contemporary and J W Automotive/Gulf Oils teammate, multi Le Mans winner, Jacky Ickx.

Though the history books won't show it the way it truly was, Hawkins left an indelible mark in the minds of all those who saw him drive. Like the time he drove a car for the first time in anger on a British racetrack, at Aintree, in a Sprite. Not knowing where the circuit was, the redoubtable Australian turned up on race morning far too late for practice, with road map on lap and suitcase in boot, and, with not even time to learn which way the track snaked, proceeded to blow off all the locals on his way to a first-up win and lap record.

He made a habit of doing that sort of thing. At his local debut in '58 at the wind-swept Phillip Island circuit, driving old Army mate, Terry Valmorbidia's Aus-

**T**he rough-hewn Paul Hawkins staggered Colin Chapman by lapping a wet track within a second of Graham Hill's time in the same car in the dry

tin Healey 100S (actually the 1954 Earls Court motor show car), he led the field a merry chase until over-exuberance on the last lap saw the outright win become 'just' a class victory.

And what about the time at the fearsome 'Ring when he pushed his Alexis Formula Junior, with scuds of sleet and snow making the seldom-used South Course even more treacherous, past the more competitive Lotus of fellow coming-man, Mike Spence, on the final curve to take a remarkable victory and fastest lap?

Remember at Surfers Paradise in '66 when he took a young motor journalist called John Smalles out as passenger in the 250LM Ferrari of Jackie — son of famous British sculptor, Jacob — Epstein for a few frantic laps during practice? Using up all the road and then some, Hawkins, with his intrepid passenger bouncing around in the cabin upsetting the delicate balance, covered the 3.2 km Nerang circuit inside their first flying lap at an average of 140 km/h to

set the second fastest time of the day.

Filling in for the dapper, dual World Champ, Graham Hill — otherwise engaged in Formula 1 driving chores — at the wheel of a Team Lotus Cortina, the rough-hewn Hawkins staggered Colin Chapman by lapping the three-wheeling tourer on a saturated racetrack within one second of Hill's times in the same car in the dry. And on the lightning-fast, open spaces of Rheims in France in '67, he set a new outright lap record at an average speed of 235 km/h at one o'clock in the morning in a big, booming, British Racing Green Lola-Chev T70. And on full fuel tanks!

As said before, the mechanical aptitude and skills went hand in glove with the immense driving ability — Paul the mechanic was, simply, inseparable from Hawkins the driver.

Born in Melbourne on October 12 1937, the eldest of three children to an Apostolic Church clergyman, Reverend Bill Hawkins and wife, Vivian, Paul led a transient life after his mother died when he was eight years old. In Melbourne, Brisbane and the heart of the Tasmanian paper mill industry, Burnie, the larrikin played ceaselessly at driving his father's Austin 7 before becoming obsessed with the dream of one day being a racing driver. He swept aside temporary distractions of swimming and cycling — both of which he could have been competitively good at — to pursue absolutely his manic interest in cars. Paul Hawkins' first job was working for Barnes Auto in Brisbane up near the top end of Adelaide Street, as a bowser-boy after school and on weekends.

Pumping petrol led to a motor mechanic's apprenticeship, in preference to a scholarship in mechanical and electrical engineering at Queensland University, and Paul picked up the 'black-hand' rudiments that were to stand him in such good stead. A three month compulsory stint of National Service at Puckapunyal in northern Victoria saw 3/775837, Sgt R P Hawkins instructing recruits in the delicate art of motor transport driving at the Armoured Corps basic training unit. Paul settled into civvy street as a mechanic working for Percy Makin's garage in Melbourne, spending weekends fanging about the backblocks in an MG TC with Makin's eldest son.

Paul got into motor racing wielding spanners for a number of Victorian drivers, not the least unknown was the bespectacled John Roxburgh (then a couple of decades away from becoming a CAMS heavy) with the first of his Cooper Monopostos.

Next came the outings in the borrowed 100S at Phillip Island (where he bagged a lap record) and the marvelous, inspiring Albert Park, together with numerous sprints, hillclimbs and club treasure hunts. He took the plunge from



being a little fish in a small, southern pond to a minnow in a great, northern ocean when he sailed off for Europe — some say with 10, 20, 30 quid in his kick.

Closer to the truth would be that he left with not even that, having borrowed money off his long-suffering father. To go to Europe in those days was Big Deal. Remember it was only a few years previously that 'name' drivers from Down Under — Tony Gaze, Lex Davison and Tom Sulman — had pioneered a racing sortie to European racetracks and a former Sydney speedcar driver called Brabham had started to rock the establishment with his heady drives.

The sceptics warned him he'd starve. Hawkins' succinct response was — Bullshit! He arrived with the chill wind of a Southampton February morning, out of pocket, and without a job or digs. In his first week in the Old Dart, Hawkins and a couple of mates thrashed a rented Standard Ten from Lands End to John O'Groats before becoming assimilated into that Antipodean ghetto, Earls Court.

The gregarious oz-trail-yen had arrived with all the subtlety of a train crash. At a party one night, a blood-curdling howl of tyres from three floors below announced that Hawkins — soon dubbed Hawkeye — had arrived, his car describing a vivid black arc on the wet bitumen as he handbrake-turned through 180 degrees to park outside. The story further goes that there weren't enough glasses to go round, so Hawkeye grabbed a travel bag and white towel, wandered down to the nearest pub, put the towel over one arm and went through the saloon bar methodically scooping up all the empty glasses.

With money and morale running low, a newspaper advert led him one morning to the door of Donald Healey's speed equipment division in Warwickshire. Hired on the spot, the young Australian moved in as assistant, but before long was handling the entire equipment business at production level while Healey and his two sons concentrated on sales and promotion and on their fast-growing boat-building subsidiary. The marine outfit grew so big the family decided to opt out of car parts altogether. Donald told Paul about his plan to sell out, and Paul snapped back with an offer to take over. It wasn't serious because Hawkins was short of the required cash. But he knew just the man in John Sprinzel, a young English rally driver with a flair for PR and just the kind of drive to make the business a goer. Sprinzel agreed to put up most of the cash and Hawkins scraped together the rest. As unchallenged boss of the new London workshop he and Sprinzel took over. Hawkins had plenty of freedom to develop the projects that had grown at Healeys.

*continued on page 115*



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# THEY CALLED HIM HAWKEYE

continued from page 71

The pair lost no time coming up with their famous GT car, the Sebring Sprite. This red-hot car, with its sizzling 60 kW powerplant and shapely fibreglass body, sold fast enough to qualify as a separate FIA-homologated marque. That meant Hawkins could enter some of the big-time races, starting with Sebring in Florida because of the publicity possibilities.

The Sebring Sprite turned out to be a howling success. With Sprinzel handling most of the rally driving and Hawkins (with the odd helping hand from the likes of the Moss family — Stirling, and sister Pat) taking care of the racing side it soon built up an enviable record. Triumphs included class wins at Nurburgring and Sebring. The breaks were to get bigger and better, too. BMC's German distributor was so impressed by Paul's drive in the Sprite at the Ring that he offered him a seat in a big Healey 3000 for the '61 race. That performance — he punted the standard six around fast enough to stand the professional clock-stoppers' hair on end — alerted many to his true potential. At Sebring, too, in 1961 he reeled in some scintillating laps; result, an offer from Donald Healey for Le Mans.

As it happened, the little car blew up (somebody had thrown in a set of special pistons, against Paul's better judgment), but it lasted long enough for the Australian and his American co-driver — heir to the Palmolive fortune, John Colgate — to get within a cat's whisker of a class win.

The work offers and drives kept flowing in. An English driver with the fingers of his string-back gloves in pies as diversified as construction contracting, interior decorating and model aeroplane manufacture, and who went under the name of Ian Walker, had plans to field a top-line privateer stable of three or more sports-racers and open-wheelers. He offered Paul the job of fulltime chief mechanic and driver teammate to fellow young turks, Mike Spence and David Hobbs.

At the wheel of the distinctive yellow and green-striped Ian Walker Racing Lotus 23 sports and Lotus 22 Formula Junior, Hawkins won at Oulton Park and Goodwood, Crystal Palace and Copenhagen, and reeled off a string of lap records to match. An example of Hawkins' reputation as a mechanical innovator and developer was the way in which he improved upon the oil pickup system in the Colin Chapman-designed 23.

Paul had heard from the US that one of the two prototypes had blown up in its first race. Investigations revealed that the cause lay in Chapman's shrewd use of the main frame tubes for collection and delivery to the tiny oil cooler up front. Flexing of the chassis under hard cornering had caused the insides of the tubes to flake; result, the delinquent metal particles dropped straight into the oil. Hawkins' answer — in the greatest of Australian bush mechanic tradition — was to fit a separate oil filter into the circuit between the rearward delivery outlet from the frame and the engine itself, effectively providing insurance against an expensive blow-up.

At the end of '63, Walker reluctantly curtailed his racing team's activities. Paul Hawkins was not out of a job for long. John Willment grabbed him and put him into his stable of open-wheelers, but not before he spent the first of many successful off-seasons in the South African Springbok Series, driving the

Twickenham team's thundering AC Cobra, Ford Galaxie and Lotus Cortina to lap records and wins and major places at all three meetings. The Afrikaaners idolised him. Maybe they saw the sparkling jewel — the great sense of humour, the love for kids and animals, the affinity with the bush or veld, the honesty and integrity — underneath the rough, unpolished exterior.

He went back the next season and took out the Rhodesian and Cape Grand Prix with a couple of flawless drives followed up with a second in the Rand GP. In the South African Grand Prix at East London on New Year's Day '65, he made his Formula 1 debut in a World Championship round alongside Jochen Rindt and Jackie Stewart, having their first drives for Cooper and BRM, respectively. Against the formidable exotica of flat-12 and V8 Ferraris and works Brabham and Lotus, he finished a creditable ninth, the first four-cylinder car home in the little Ford-engined Brabham.



Track success for Hawkins came early, as here leading the pack at Phillip Island in the late '50s driving a borrowed Austin-Healey 100S

**C**harging along the waterfront at 160 km/h, the Lotus lost a rear wheel and catapulted through straw bales into the harbour

Hawkins' showing in the underpowered Willment F2 car caught the eye of a gentleman called Dickie Stoop, who put Paul in the seat of his Formula 1 Lotus 33. But the car was uncompetitive, and in the highest echelon of motor racing not even Hawkins' magic could get the car among the points. In typical eleven-tenths fashion, he drove the wheels off that car — in the Monaco Grand Prix, literally so. Charging along the waterfront at 160 km/h, the Lotus lost a rear wheel and — shades of the great Alberto Ascari, who crashed there the same way in '53 — catapulted through the straw-bales five metres down into the harbour. Unhurt, he Australian-crawled his way to safety as the rescue boats and frogmen arrived. After they fished the Lotus out of the water, an examination showed that, in the split second





after the car lost its wheel, Hawkins had the coolness to cut the ignition to prevent seawater being sucked into the Coventry-Climax engine.

From the cockpit of one of Donald Healey's rorty 3000s, Paul piloted the works entry to a class win in the Sebring 12 Hour, and a few months later, sharing the drive in the Targa Florio with fearless Scandinavian rally ace, Timo Makinen, they worried the daylights out of the GTO Ferraris until tyre wear (wonder why!) dropped them out of contention.

Ever since Hawkins pulled on a crash helmet, the Australian had excelled in sports cars, and the longer the race and the more demanding the conditions and track, the better the man responded. His fierce powers of concentration, razor-sharp reflexes, 20/20 vision and large reserves of bravery and natural stamina make him almost the complete endurance driver. Thus in 1966 it came to pass that Hawkins' career took direction with drives that season for BMC, Ferrari and Porsche.

The same season Australians were privileged to see for the first time the maturity of the man who left with his battered suitcase for Europe seven summers previously. In appalling wet conditions, Hawkins swished the recently-rebuilt Epstein Ferrari 250LM around fastest in practice to decimate the lap times of such a luminary as future three-times world champ, Jackie Stewart, driving David McKay's 250LM, by one and a half seconds. In the Rothmans 12 Hour, Hawkins sprinted to the lead and stayed there, until the electrical harnessing, altered during a rebuild at the factory, failed and the Ferrari was forced into a crippling pitstop on the hour, every hour, to replace the battery.

Much in demand by the works teams (the word was that Ford actually paid him not to race against its cars when the

Hawkins' own built and developed GT40 was regarded as the quickest private entry GT40; with Paul behind the wheel (as here in '67 race) they made powerful duo

**T**here were headlines around the world when Hawkins called the blonde "a bloody woman driver on her way to a bloody funeral"

company did not have a drive for him!), in '67 he won at Snetterton and he won the Martini Trophy race at Silverstone in a Ford GT40 — a car he built up himself, to the point where it was generally regarded as being the most competitive privately-raced car around. In the Targa Florio he and German co-driver Rolf Stommelen in a works Porsche 910 lapped the 10 circuits through the villages and mountains of Sicily to victory. In a similar car, he finished second to the futuristic-winged Chaparral by an unbelievable 0.1 of a second in the Nurburgring 1000 km. Hawkins and Jacky Ickx (what a pairing!) ran the opposition ragged to win the diabolically-damp Paris 1000 km at Montlhéry in a flying seven-litre Ford Mirage. Aboard the GT40 once more, not even the loss of first and second gears could rob him of first place and a new outright lap record in the Austrian sports cars Grand Prix at Zeltweg.

GT-mounted, too, he won the French Trophee d'Auvergne at Clermont-Ferrand, and with victories at Crystal Pal-

ace and Oulton Park, and a fighting second at Brands Hatch, the 1967 Autosports Championship was his.

In the middle of his purple patch, Paul and regular long-distance cohort Epstein brought a Lola T70 GT to the Antipodes to make amends for their wretched luck of the previous year. Again it was Hawkins who stirred the dust out of the Surfers Paradise circuit with fastest time of 1.16.3s in practice. And again he ran away with the 12 Hour race until a rocker cover gasket blew. The ensuing oil loss and overheating cost them so many laps they should have been completely out of contention. Hawkins, though, with typical resolve, never gave up trying, and lapping fastest at 1.26s in the darkness, he pushed the big mean Lola up into second place outright. A week later, they took the car down to Warwick Farm on the outskirts of Sydney, and, cracked cylinder head and all, Paul Hawkins willed the sick car home first to win the GT Trophy race.

While he was here, Melbourne's Murray Wright signed him up as an eleventh-hour starter with Syd Fisher in a 1600 Alfa Romeo GTV in the 500-miler at Bathurst, then sponsored by an Irish tobacco company called Gallaher and then for stock-standard, series production cars.

That was the year Ford unleashed V8 fury on the mount in the form of the first of its illustrious GTs. And while the Roaring Fordie hordes worried about likely tyre and brake wear, Paul Hawkins and the little Alfa, with a third of the V8's engine capacity, proceeded to lead the race from mid-morning until noon, when a stone holed the radiator. The following year, David McKay snapped him up to drive in the first of the Holden Dealer Team assaults on the Great Race — in a Monaro GTS 327 with a future Bathurst legend in his own right, Bill Brown. Again Hawkins led, briefly, but a lost wheel in the Cutting and outside help enlisted from a well-meaning tow truck driver disqualified the duo.

For '68, he signed with John Wyer in the Gulf-backed JW Automotive team, as teammate of Jacky Ickx, Brian Redman and David Hobbs. At the Sebring 12 Hour race, Hawkins and co-driver Hobbs were applying the pressure to Swiss driver, Jo Siffert's Porsche, in a duel for the lead when the suspension of the pale blue and orange JW GT40 broke. Well versed in the vernacular of the boundary rider, the no-punches-pulling Australian made newspaper headlines around the world when he attributed responsibility for the failure on "a bloody woman driver", one of two attractive *femme fatales* driving an American Motors Javelin "who drove like they were going to a bloody funeral!" The suspension had been weakened in a collision with another Porsche which had swerved to avoid hitting the errant Javelin driven by



the blonde Dutch model!

Hawkins' outburst was arguably warranted, but for all the colourful expletives that he was renowned, he was always the gentleman in the company of women; a point not lost on SCW's European correspondent Jerry Sloniger, who reported that, although "you might have to expurgate Paul's adjectives for publication . . . no man in a decade of racing has been more polite when my wife was present, if somewhat tongue-tied when stripped of his favourite expressions."

With Hobbs, Paul won the Monza 1000 km and scored a good second at Watkins Glen in the US, a third at the Ring and came home a far-from-disgraced second in the British Sports Car Championship, 20 points ahead of third place man, '67 world champ, Denny Hulme.

For the '69 season, the Australian signed up for real money with Gulf Oils and was offered partnership with Jackie Epstein to run the Lola Development team, which included drives of a Lola Formula 5000 and a new T70 Mk IIIB. He had money in the bank, sizeable investments in the UK, Europe and South Africa, his own racing team, an attractive girlfriend . . . he was looking good. His longtime goal of becoming the first true privateer to win Le Mans was becoming more and more distinct — he had, after all, led the '67 race until a burst radiator hose let him down.

In the short space of the opening three rounds of the '69 British Sports Car Championship, Paul looked certain to annex the title with a couple of third places and a win at Snetterton where he drove the fastest race then ever run at the circuit, at an average speed of 109 mph, 175 km/h. At Oulton Park on May 25/26 Paul Hawkins was again off the air. Fastest in practice for the 34th running of the illustrious RAC Tourist Trophy — a motor race won in the past by such legends as Caracciola, Nuvolari, Hill (twice), Hulme (three times) and Moss (an incredible seven times) — Hawkins thundered off into the lead followed by the sensational newcomer, Herbert Muller, in Jo Bonnier's Lola, Brian Redman and ex-Team Lotus driver Trevor Taylor. Within eight laps, when the audacious Muller took over the lead, it became apparent that all was not well with Lola number 37 as Hawkins began dropping slowly back through the field.

Pitting twice with handling problems, Paul took the car back out on the track with wet weather rubber, as threatening rain began to fall on the far side of the circuit. Playing cat-and-mouse with the grey cloud bank, the pallid sun broke through a short time later, and with the track beginning to dry out, Hawkins pitted on lap 62 to change back to dry weather tyres and top up with fuel. Now in seventh place, he began to make his

characteristic charge, and then . . .

The circuit took on a fearful hush as the spectators grew aware that cars were no longer passing the pit area and noticed the pall of smoke rising from the direction of Island Bend. Then came the news — word that Paul Hawkins had crashed heavily into a tree between Island and Esso. Collectively pole-axed, officials stopped the race.

Robert Paul Hawkins, the driver's driver and man's man, was dead.

A race marshal giving evidence at the Court of Inquests later stated: "As was normal with his high standards, his driving was impeccable, but then the car went off the track for no apparent reason."

What was certain, though, was that he had died at the wheel doing what he loved and lived for. Paul Hawkins, the great uncompromiser, wouldn't have had it any other way.

SCW

Group shot (below), taken at pinnacle of Hawkins' career when he signed with JW Automotive Gulf team; from left are Brian Redman, Jackie Ickx and David Hobbs. Victory in the '67 Targa Florio (bottom) in Porsche 910

The circuit took on a fearful hush as the spectators noticed the pall of smoke rising from the direction of Island Bend. Then came the dreadful news



THERE IS ALWAYS SOMEONE...

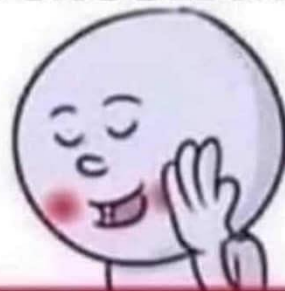


... WHO WILL DO IT CHEAPER!

**HERE, GO GET  
A NEW CAR PART**



**OH SHUCKS  
I SHOULDN'T**



**DONT BE SILLY, GO GET ONE**





*Ed: If you have had to put your pride and joy (car, that is!) into storage while you wait out the virus, then this item will be of interest.*

## **VEHICLE STORAGE** - by Greg Rose.

-From the Land Rover Owners Club Gippsland, March 2020 Newsletter (Submitted by John Fowler)

This is very much an article for the times. With current Government advice (at the time of writing) that there should be no unnecessary travel, together with states and territories effectively closing borders, you might have a vehicle or collection that will sit unused, but still loved, in the garage for some months.

Not using a vehicle can have some unwanted side effects such as flat batteries, tyres that develop flat spots, condensation in fuel tanks, dried out parts, etc. Below are a few suggestions, some of them are mine from experience, some from various internet sources and some from friends in the motor trade.

- **Batteries**

Ideally the best way to store a vehicle for long periods is to disconnect and remove the batteries from the vehicle. Before you do this, however, check that the reinstall will not be a problem especially on modern vehicles with complex computer controls, etc.

If you are leaving the batteries in place, if possible, start the vehicle regularly and run it to recharge the battery.

The next option is to connect a battery management smart charger plugged into a power point. CTEK brand or similar work well. In my motorcycling days, when I had multiple bikes in the garage, I used them regularly. There are some things to be careful about. Most chargers have the ability to select the type of battery and will use the charging and float regime that suits the battery, make sure it is set correctly, especially on a second or auxiliary battery that may be



quite different to the main starting battery. If the power goes off, the charger may not retain the settings you had, so it will need to be checked. Check that the use of a charger will not cause a problem with the vehicle's electronics.

If the starting battery goes flat, you may be able to start off your auxiliary battery. A few of us have a system that allows switching of the starting function to an auxiliary battery. A simple and effective solution to the flat battery is one of the jump-start packs. I have an ARB Jump Starter Pro that works superbly and will easily start diesel engines up to 5-litre and petrol up to 6-litre capacity. According to the literature, it is good for about 20 starts from full charge.

- **Tyres**

The old storage advice was always, "put it up on blocks". While effective it's not very practical having your pride and joy sitting on four blocks of wood while the rims and tyres lean against the garage wall. You could jack the vehicle up and place axle stands under it.

Tyres will drop a little pressure over time so keep an eye on them and reinflate when necessary. Any small 12-volt compressor will take care of that task. Use a hand pump if you want to build up the muscles.

Flat-spotting is another issue. With all the weight of the vehicle sitting on the contact patch where the tyres meet the garage floor, the tyres will flatten. Some people advise over inflating the tyres to minimise this, but it will still happen. Short of the “up on blocks” solution, the best thing to do is move the vehicle regularly to have it sit on a different spot. Sometimes flat-spotting will go away after the vehicle is driven for several kilometres and the tyres come up to temperature. The Goodyear website recommends taking as much weight as possible out of the vehicle to minimise the pressure on the tyres.

Goodyear recommends that tyres on rims that are to be stored off the vehicle, or for your second set of tyres, the rims and tyres should be carefully cleaned, tyres inflated to normal pressure, then stored in a dry area not in sunlight or directly onto concrete and stacked on their sidewalls.

- Fuel

Most sources say the fuel tank/tanks should be full to minimise condensation. However, some sources say to have minimal amounts of fuel in the tank. Fuel should last in a tank for several months. There are fuel stabiliser products available that extend the life of the fuel and protect fuel lines, etc.

*(Ed: however, I know of several instances where fuel, particularly unleaded, has gone ‘off’ in a matter of weeks, leaving a treacle-like sludge in tanks, pumps and carbs. As Greg says, running the vehicle is best – put some fresh fuel through the engine before shutting it down for a lengthy period.)*

- Running the vehicle is best

All the sources I have looked at noted that running, preferably driving, the vehicle every two weeks is the best way to preserve it. By driving for about half an hour, all the components get to operate and the vehicle comes up to normal temperature. Use the air-conditioning to get those gases moving too.

- Some other things to consider

If you are storing in areas where little creatures might be looking for a home, cover the exhaust and air intake. Store the vehicle clean and dry. Make sure there is no accumulation of mud or thick dust underneath that will hold moisture and lead to rusting. Wind the windows down and up to keep the mechanisms free. The RACQ website section on storing vehicles recommends leaving the hand brake off. Car covers are a good idea to keep dust off but make sure the material can breathe to reduce condensation. Don’t forget to look after the tyres, batteries, etc. in camper trailers and caravans as well. Some vehicles, like the Discovery 4 for example, “wake up” each time you open a door; this will quickly flatten a battery.

There is quite a lot of information about storing vehicles on the internet. Some of the North American sites, where vehicles may be stored for up to six months over winter, are interesting to read.

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-Hugh Gartley (Lakes Entrance) 03 5155 3755





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