



VALVE BOUNCE

SEPTEMBER,
2020



What's of interest here?

Following our series of amazing engineering, here's a motor of just 750cc, with *side* valves, and just TWO main bearings, that was made to rev to 10,000 rpm and achieve up to 140 mph (225 kph)...in 1934! The story of this marvellous vehicle is inside this edition.

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- Website: gippslandcarclub.com.au
- Track: Bryant Park, Bill Schulz Drive, Yallourn, 3852.
- All contents © Gippsland Car Club 2020

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

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



CALENDAR 2020



PLEASE NOTE CHANGES TO THE CALENDAR:

- The Victorian Hill Climb Championship for 2020 has been cancelled.
- The GCC Annual General Meeting for election of office bearers, etc, has now been cancelled, and will be rescheduled on a date to be determined at some time in the future.
- GCC competition events scheduled for August and September have been cancelled.
- The date in October which was to have been a VHCC round has now reverted to being a GCC Club Hill Climb.
- Any events at Bryant Park will be spectator-free until such time as government regulations allow spectators to attend. The definition of spectators includes our Club members – if you are competing you are allowed to be there, if you are not competing or officiating you will not be admitted to the event.
- It is hoped that all other GCC events as shown on the Calendar will proceed on the dates shown, dependent upon Government regulations at the time.



SEPTEMBER

Tuesday 8	Board Meeting, 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 - CANCELLED
Sunday 6	Fathers' Day
Saturday to Sunday, 12/13	Shannons Nationals at Sandown - CANCELLED
Saturday to Sunday, 12/13	PIARC Supersprint Round 4 - CANCELLED
Sunday 13 or 20	GCC Club Hill Climb at Bryant Park - CANCELLED
Sunday 13 or 20	M&DCC Boisdale Hill Climb Round 6, Short Track - CANCELLED
<u>Sunday 20</u>	<u>CAMS Club Challenge track hire at Bryant Park - CANCELLED</u>
Saturday to Sunday, 19/20	Supercars at Sandown
<u>Saturday 26</u>	<u>HRA track hire at Bryant Park (a.m. only) - CANCELLED</u>
Saturday to Sunday, 26/27	Victorian State Circuit Racing Championship, Phillip Island
Sunday 27	GCC Club Khanacross at Bryant Park - CANCELLED
TBA	VHCC Round 4 at Mt Leura - CANCELLED

OCTOBER

Saturday to Sunday, TBA	Shannons Nationals at Phillip Island
Sunday 4	NSWHC Round 8, Canberra
Sunday 4	MG Car Club Interclub Challenge Round 3 at Rob Roy - CANCELLED
Tuesday 6	Valve Bounce collation
Thursday to Sunday, 8/11	Supercars at Bathurst
<u>Sunday 11</u>	<u>Pilota Sportiva Audi Australia track hire at Bryant Park</u>
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	Shannons Nationals at The Bend
Saturday to Sunday 17/18	Mt Tarrengower Hill Climb
<u>Friday 23</u>	<u>Monaro Club Nationals at Bryant Park</u>
Sunday 25	VHCC Round 5 at Bryant Park (PIARC) – CANCELLED
Sunday 25	GCC Club Hill Climb at Bryant Park
Sunday 25	MotoGP at Phillip Island - CANCELLED
Friday to Sunday, 30 to Nov 1	Supercars at Waneroo
Friday to Sunday, 30 to Nov 1	Legend of the Lakes Hill Climb, Mt Gambier

NOVEMBER

Sunday 1	MG Car Club Historic and Classic Rob Roy
Sunday 1	GCC Khanacross at Bryant Park
Wednesday 4	Valve Bounce collation
Thursday 5 to Sunday 8	Australian Hill Climb Championship, Mt Cotton, Queensland
Friday to Sunday, 6/8	Historic Sandown - CANCELLED

Saturday to Sunday, 7/8	PIARC Supersprint Round 5
Sunday 8	GCC Club Hill Climb at Bryant Park
Sunday 8	RACES East Sale Super Sprint - CANCELLED
Wednesday 11	Board Meeting, Clubrooms, 7.00 p.m.,
Friday to Sunday, 13/15	Bathurst International
Sunday 14	Private Clubrooms hire
Sunday 14	Repco Sprint Series Round 5, Winton
Saturday 14	M&DCC Boisdale Hill Climb Round 8, Short Track (Noel Burley Memorial)
Saturday to Sunday, 21/22	Supercars at Symmons Plains
<u>Saturday 28</u>	<u>Nugget Nationals at Bryant Park</u>
Saturday to Sunday 28/29	Island Magic
DECEMBER	
December 1	Valve Bounce collation
Friday to Sunday, 4/6	Supercars at Newcastle
Friday to Sunday, 4/6 (TBC)	Bathurst International
Saturday 5	GCC Twilight Club Hill Climb at Bryant Park
Tuesday 8	Board Meeting, TBA
Saturday to Sunday 12/13	Supercars at Sandown
Sunday 13	GCC Khanacross at Bryant Park

CALENDAR 2021

JANUARY

Saturday to Sunday, 9/10	Supercars at Hampton Downs or Pukekohe
Friday to Sunday, 24/26	Australian Racing Group at Symmons Plains
Saturday to Sunday, 30/31	Australian Racing Group at Baskerville

FEBRUARY

Friday to Sunday, 5/7	Supercars at Bathurst
Thursday to Sunday, 11/15	Mansfield High Country Holden Nationals
<u>Saturday 27</u>	<u>Targa Florio at Bryant Park</u>

APRIL

<u>Saturday to Sunday, 23/24</u>	<u>Ford Four Track Hire at Bryant Park</u>
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SEPTEMBER

<u>Sunday 19</u>	<u>MOTORSPORT AUSTRALIA Club Challenge at Bryant Park</u>
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OCTOBER

<u>Sunday 3</u>	<u>Kyneton Car Club track hire at Bryant Park</u>
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NOTE:

- All dates shown above are subject to change - please check with the organisers of the events to confirm the dates.
- Events shown as **Bold** are rounds of the Gippsland Car Club Championship (some of these dates may be changed)
- Events shown as **Bold Italics** are rounds of the Gippsland Car Club Khanacross Championship.
- GCC Practice Days are for members and associate members only, and will run from 1.00 p.m. until 4.00 p.m.
- If you believe that any of the dates listed are incorrect, please contact John Bryant and they will be amended.

Editorial Ponderings:

It would seem I jumped the gun somewhat with an earlier edition of VB: if I'd known we'd all be required to wear face masks now, I should have left the page of silly masks until now – much more relevant! A sign that we might be stuck with them for some time is that I see some car clubs are now having custom masks made, with the club logo or car illustration printed on the front. Ah, well: the beauty of hindsight. If hindsight was a commodity you could buy or bargain for, we should go back to the time when returning visitors were being quarantined in Melbourne hotels, and re-do the security aspects – would have saved us all a great deal of trouble! If you had a time machine, you could do that – which reminds me of this picture:



Again, if you could go back in time, we should all have invested in Bunnings and Zoom...and we'd be right to retire now!

You may recall the article on Paul Hawkins in VB earlier in the year? John Bryant has lent me a book on Paul's life and exploits – what a larrikin he was! From numerous car chases with local police to setting off explosives to tampering with other peoples' cars...I don't know how he found the time to be a top car preparer! Maybe I'm

getting too old and grumpy, but as good as he was, I don't think I'd like to be his team manager, picking up the bills and calming aggrieved hotel owners who had experienced one of Paul's wild nights: might have been a full-time occupation!

The feature article for this month details the history and achievements of the mighty Austin 7. With only a lusty 750cc engine, these cars won an impressive array of events and set a land speed record that, for its size, still stands today and will possibly never be broken. As you may have read on the cover, they could be made – with only TWO main bearings – to hit 10,000rpm: the last version, which was a twin-cam, three-bearing special design, was run to 14,000 rpm! I continue to be amazed at these feats of engineering, achieved so many years ago in the absence of our contemporary access to specialised metallurgy, hyper-accurate machining and near-perfect assembly techniques.

On a similar note, I'm delighted to include in this edition some more items and photos of great racers from earlier times. As I read through various articles I come across, especially those focusing on Australian drivers in the 1950s to 70s, I come away impressed and quite proud of what has been achieved in this country. We have a fantastic racing heritage! Nowadays, when faced with another edited telecast of hyper-managed high-speed taxis running around nose to tail because they're all clones of their neighbour, and being thoughtlessly interrupted each few minutes with yet another repetitive series of sponsors' drivel, it's hard to believe years ago we had drivers in Monaros, Mustangs, Jaguars, Lotus, Porsche *et al* that were household names: motorsport was immensely popular and spectators attended races in droves. They didn't need to be emotionally manipulated – the racing was close and entertaining enough to be exciting in its own right. Part of this was due to the diversity in the field that introduced additional factors such as different tyre wear, fuel use...some brands of cars weren't as fast, but handled better. For a more recent example, who wouldn't be entertained by Peter Williamson throwing the Celica across the top of Mt Panorama as he hassled the bigger-engined Fords and Holdens of the time? Grrr....I can feel the blood pressure rising....better go watch a re-run of the (cough, choke!) *Supercars* to calm down...that should be dull enough to generate an afternoon nap!

Getting off the soapbox now, I hope you enjoy this edition of Valve Bounce: again, I think it contains a bit of something for everyone, and some history and revelations you may not have come across before. I'd particularly like to thank our regular contributors, especially John Bryant, Bill Revill and Bill Freame – without whom there wouldn't be much between these covers at all!

-IM the Ed

Chairman's Report – September, 2020

Stage 3 and Stage 4 seem to have taken on a whole new meaning of late. Up until recently the only stage I think that I've been involved in was at a drag strip. That aside, I'm quite certain that Stage 3 and Stage 4 COVID-19 restrictions are having a big impact on all of our lives. In my case it means that I'm at home alone dealing with Stage 3 Restrictions whilst Janet, along with my daughter and granddaughter, are in Melbourne dealing with Stage 4 Restrictions. My daughter and her partner are both essential workers, my granddaughter had major surgery recently and the surgeon has advised that she should not go into child care at this stage. So, Grandma Janet is doing the child-minding duties. I'm sure that we are not alone facing circumstances like this and many of you will have similar challenges. It is not easy: we miss each other lots but are prepared to make the sacrifice so that we all hopefully, "come out the other end of this" (I hate the cliched terms but can't think of a better one) safely with our health intact.

We catch up daily via either ZOOM or Facetime, which I think helps to soften the blows and keep us sane. I've learned lots during these catch-ups about what being in Stage 4 restrictions means to those living under them and my heart goes out to our members who live in the Metro area. Unfortunately, I think the imposition of the more invasive restrictions was necessary. Unfortunate for the community and without going into who is responsible for where we ended up, I believe that we need to play by the rules, so that the restrictions are eased as soon as it is safe to do so.

At club level there hasn't been a lot happening of late. Obviously, no racing or track time. There has, however, been a little happening in the administrative area and things are going along reasonably well. There has been some ongoing maintenance carried out at the track (In accordance with the rules). Billy has been doing a great job of keeping the place looking neat and tidy. His efforts mean that we won't walk back into a dilapidated hovel when we can head back and start to play again.

Like most of us I have been following social media and I keep up with my club friends via phone etc. At this point in time I can very clearly state that main topic of discussion relates to getting back on track. My answer, when asked about when that might be is, "When we can do it safely and in accordance with whatever rules/restrictions are in place at the time." One thing I can assure you of is that your Board is still meeting monthly. We very carefully review the existing restrictions (off-line as well) and will make sure that you are back on track as soon as it is safe and legal for you to be there. No-one knows what that looks like at the moment but you can bet your bottom dollar that it won't be at a full-on multi-club Hillclimb or Khanacross. It is more likely to be in small to very small groups doing a few laps to blow the cob-webs out. I don't know about you but at the moment I'd take that!

So, what do we do to keep ourselves entertained until that time comes? I spend a bit of time lamenting the fact that I should have been at this year's Isle of Mann TT and getting angry that Sportsnets Holidays are refusing to refund the rather large sum of money I paid them to take me there. Once I stop sulking about that I go out and play with stuff in my garage. I also consider myself a bit lucky that I'm not in a stage 4 area so I have a bit more freedom to get out and about. A bit of fishing, walking the dogs or digging holes (that I don't need) with my tractor all help to fill the day. I also see that internationally there is a bit more happening than what we see in Victoria at the moment.

I've enjoyed following some of it on TV, which hasn't been a bad option considering the weather at the moment. The Moto GP has been great to watch and I reckon Jack Miller was robbed last night. I

watched the slightly eccentric Guy Martin racing in some classic races in the UK recently. The F1 and Supercars have provided some great entertainment and relief. There is plenty more if you look. For those of us lucky enough to have a smart TV and access to some streaming services there are also a lot of great motor racing movies available at the moment. I know it's not the same as being there and seeing it and smelling it but it does show that there is some light at the end of the tunnel.

As I type (24/08/20) I have the TV on in the background and I've just seen the latest COVID-19 figures for Victoria. 116 new cases and very sadly 15 more of members of our community have lost their lives to the virus. These numbers are tragic, particularly for those directly impacted and I'm sure our thoughts are with them. The positive is that they tend to show that the restrictions are having a positive effect. Keeping this in mind, I ask you all to play by the rules and help to keep these figures heading in the right direction. I understand that the Government hasn't given us any idea of what numbers will lead to an easing of the current restrictions but the lower they are the closer we have to be.

So, keep safe, do the right thing and hopefully we'll be able to catch up at the track soon.

-Mick McGinn
Chairman, Gippsland Car Club.

What do you need to know now?

There are several changes, as outlined by John Bryant in the section at the top of the calendar – make sure you read them!

➤ CLUB CHAMPIONSHIP 2020

Here is the updated version:



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

- | | |
|------------------------|---|
| ○ Sunday, August 30 | GCC Multiclub Hillclimb ←CANCELLED |
| ○ Sunday, September 13 | GCC Multiclub Hillclimb ←CANCELLED |
| ○ Sunday, October 25 | GCC Multiclub Hillclimb...TBC |
| ○ Saturday, December 5 | GCC Multiclub Hillclimb (Twilight)...TBC |

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

➤ **More for your calendar:**

Next KHANACROSS for 2020
Sunday, November 1st ...TBC

Next GCC MULTICLUB HILLCLIMB
Sunday, 25th October...TBC

➤ **VICTORIAN HILL CLIMB CHAMPIONSHIP 2020**

...has been cancelled 😞

➤ **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.



From Bill Freame:

The Speed Demon Streamliner has set a new world speed record, at Bonneville. The record now stands at 470mph (756kph) for a piston-engined car, with an exit speed of 481mph (774kph)!!!!!!

The streamliner uses a big-block Chev engine, in configuration only. It's built using all (good) aftermarket bits.

With almost 3,200hp, that means each piston assembly is providing almost 400hp to the equation.

(Ed: I'd be happy to have just one of those pistons in my hillclimb car...although the idle might be a bit lumpy!)

If you google 'Speed Demon at Bonneville' you can confirm all of the above and more.

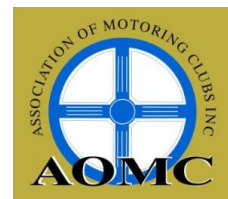
The Speed demon at Bonneville, accompanied by new trophy.

Source: www.motherspolish.com - who apparently provided the polish for the smooth body finish!



➤ From the AOMC:

A couple of extracts from the AOMC:



AOMC EVENTS



National Motoring Heritage Day - Cancelled

The aim of the National Motoring Heritage Day (NMHD) is to promote and display Australia's strong motoring heritage and also show the community, business and government the strength of the Australian motoring movement. **Please note this event has been cancelled.** [Read More](#)



American Motoring Show

The Shannons American Motoring Show is one of the largest and most prestigious American Car Shows in Victoria. A show for all classic and historic vehicles manufactured in North America. **Date and details to be advised**



Aussie Classic Car Show

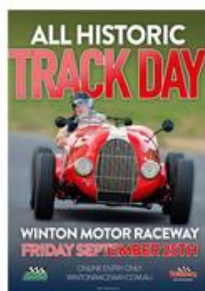
The Show for ALL Great Aussie Makes: Holdens, Fords, Valiant BMC Trophies for best Aussie Muscle Car, Best Displays etc. **Date and details to be advised**



RACV British & European Motoring Show 2020

Featuring vehicles manufactured in England and Europe, the annual RACV British & European Motoring Show is Victoria's largest display day for these historic vehicles. **Sunday 23rd February 2020.** [Read More.](#)

And some other forthcoming events...not yet advised as having been cancelled, but dependent on restrictions at the time (confirm with organisers):



Sep 25, 2020

All Historic Track Day

Winton Motor Raceway

41 Fox Street, Winton, Victoria



Oct 4, 2020

Rob Roy Interclub Hillclimb Challenge Round#3

Rob Roy Hillclimb

375 Clintons Road
Smiths Gully, Victoria



Nov 1, 2020

MGCC 29th Historic and Classic Hillclimb Rob Roy

Rob Roy Hillclimb

375 Clintons Road
Smiths Gully, Victoria



Feb 27, 2021

Rally Retro Festival

METEC Driver Education Centre

112 Colchester Road

Bayswater North, Victoria



Apr 17, 2021

Echuca Swap Meet

Rotary Park, Rose Street

Echuca, Victoria

Gippsland Vehicle Collection



Apr 18, 2021

Gippsland Vehicle Collection - Swap Meet

1A Sale Road

Maffra, Victoria



An American racing enthusiast hauling his racing car to the track aboard a Ford TT in 1930's.

Source: 'Motorlife News,' August 2020

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Australian Motor Manual—May 2, 1960

17

Do you remember the days when Repco and other companies offered change-over motors for Holden & Ford? It seemed that when your car got to 100,000 miles or so the motor was about shot, so you bought one of these and installation was often done on a drive in-drive out basis. Thankfully, we seem to have learned how to make engines with a longer lifespan!

Source: Australian Motor Manual, May 2, 1960.



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Filming your racing – Rhys Yeomans

This is a supplement to my previous article about data, focusing on filming yourself racing and how to get the most from a reasonable simple setup.

Filming yourself driving your car doesn't need a lot of equipment, or any special cameras, you don't even need to buy brand new items to be able to gain an insight on how you are driving your race car.

What you need to be filming

A common mistake I see when people setup their cameras, is focusing only on the circuit itself. They will mount the camera on their windscreen, off the side of their car or even from the roof. This may provide some dramatic footage of your car going around the circuit, but it doesn't provide any detail on how you are driving the car, which makes reviewing your driving abilities very, very difficult.

As seen previously, I like to mount my camera in the middle of the car looking over my left shoulder and out the windscreen. With this view, I can see the location of my car on the circuit, what my hands are doing on the steering wheel, along with most of my body to analyse what I'm doing throughout my laps.

This view is great to highlight what you are doing correct on those fastest laps, along with providing a look into what you do when it all goes wrong!



An alternative used by some drivers is to mount the camera on their helmet. Schedule D of the Motorsport Australia Manual deems this as a modification and may invalidate the helmet certification:

- (b) **Modifications:**
- (i) A helmet shall not be modified from its specification as manufactured except in compliance with instructions approved by the manufacturer and one of the standards organisations listed in this schedule, which certified the helmet concerned. Any item added or attached to a helmet (including any camera or camera mount) by any means shall be considered as a modification. Any modifications or additions undertaken may invalidate the helmet certification.

How to mount your camera

To position the camera in a location that provides the best view of yourself, your driving and the track in front of you may require some trial and error, using a combination of mounts depending further on the type of camera you are using.

Once again, what works for me is using an adhesive foot on the inside of the roof of my car and then a long arm to put the camera in the correct position. Initially I did use a plastic arm, which proceeded to vibrate the camera when on the circuit, so provided less than ideal footage and motion sickness for the viewer! An aluminium arm was more expensive to purchase, though the price was soon forgotten when it was stable whilst both on the track and off

You also are required to tether your camera to the vehicle, on the chance that your mount breaks while on track. This could be very dangerous if it hits you or becomes lodged under your pedals. This is a scrutineering item and will be highlighted to you if the camera isn't tethered properly. A zip tie is an easy way to tether the camera to the vehicle.



Mounted to the roof, a roll bar mount can also be an option as well. (Not tethered in this photo!)

What camera should you use

You do not need to spend a lot of money on your camera: there are plenty of second-hand options available, particularly via Gumtree or Facebook Marketplace as people clear out the unused items from their home. You may also have a child or grandchild with an unused birthday or Christmas present sitting in a drawer that can be repurposed to assist in approving your driving!

If you have a good battery or two and a memory card large enough to fill your day of competition, you will be more than happy. I use GoPro 4s, which has served me well over the years and are compatible with all GoPro accessories like the remote, which helps in syncing more than one camera together.

What to do with your footage

The whole idea of filming yourself driving is to be able to review and continue improve your skills and your car setup. The run that felt fast but was half a second slower, what did/didn't you do in that instance for it to feel faster than it was? You can share your footage with others who may be able to provide insight into what you can do to improve. Was your car pushing through corners and you made a change throughout the day? Comparing the footage, was it an improvement?

And to link it back to Racechrono, you can also overlay the data that you have recorded for sector times, speeds and overall comparison of laps. Tutorials on the steps of how to overlay data can be found on www.racechrono.com/support.

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TOO NEAR
THE EDGE



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CM 402

Ed: John Bryant has been providing us with some excellent material on Gippsland Park, the original GCC hillclimb track prior to the move to Newborough and the establishment of Bryant Park s our current home.

As Gippsland Park no longer exists as a driveable track, those competitors who held a record at the end of the last meeting are now holders of a 'forever' record! Here's the list, courtesy of John: anyone you know?



TRACK RECORDS (CONVENTIONAL TRACK), GIPPSLAND PARK

OUTRIGHT	Peter Gumley (NSW) (SCV) 29.27 (31/10/99)
HISTORIC GROUP N	Bryan Sala (Lotus Cortina) 35.15 (19/08/90)
HISTORIC GROUP N (Post 1/1/94) Up to 2000	Hamish Rhodes (SA) (Morris Cooper S) 37.24 (31/10/04)
2001 and over	Terry Dowel (Mustang) 36.42 (31/10/04)
HISTORIC RALLY CARS	Lindsay Siebler (Morris Cooper S) 36.58 (09/07/00)
HISTORIC GROUPS J & K	Graeme Clark (Austin 7) 38.78 (13/07/97)
HISTORIC GROUP L(b)	Derek McLaughlan (Mallock U2) 37.95 (03/02/08)
HISTORIC GROUPS M/O/Q	Leo Bates (Lobito) 34.55 (14/03/99)
HISTORIC GROUP S(a)	Michael Devine (AH Sprite) 40.38 (31/10/99)
HISTORIC GROUP P	Bryan Sala (Elfin F5000) 32.96 (19/08/90)
FORMULA VEE 1200	Drew Beacham (Jacer) 35.54 (01/02/03)
FORMULA VEE 1600	Drew Beacham (Jacer) 35.37 (10/04/05)
FORMULA FORD	Jason Bright (Swift) 32.79 (04/12/94)
FORMULA TWO	Robert Campiciano (Cheetah) 34.27 (13/12/87)
FORMULA LIBRE UP TO 750	Tom Donovan (NSW) Zip Honda 33.01 (26/10/03)
FORMULA LIBRE 751 TO 1300	Brett Hayward (Ninja) 30.01 (12/08/01)
FORMULA LIBRE 1301 TO 2000	Alan McConnell (Q) (Van Dieman) 30.48 (31/10/04)
FORMULA LIBRE 2001 and over	Peter Gumley (NSW) (SCV) 29.27 (31/10/99)
SPORTS CARS CLUBMAN Up to 1600	Dale Hocking (Dalrick) 34.65 (06/04/08)
SPORTS CARS - OPEN/CLOSED Up to 1600	Andrew Mitchell (SA) (Farrell) 32.79 (31/10/04)
SPORTS CARS - OPEN/CLOSED 1601 and over	Peter Bail (SA) (Mallock U2) 32.52 (15/03/98)
SPORTS CARS – PRODUCTION Up to 1600	Steven Buffinton (Westfield) 36.63 (06/10/02)
SPORTS CARS – PRODUCTION 1601 to 2000	Rick Dathan (Bolwell Ikara) 35.93 (01/02/03)
SPORTS CARS – PRODUCTION 2001 and over	Graham Stockley (Porsche RSR) 33.56 (22/10/89)
SPORTS SEDANS UP TO 1600	Steve Newing (Datsun) 34.71 (31/10/99)
SPORTS SEDANS 1601 TO 2000	Dennis Cope (Nissan EXA) 34.16 (01/02/03)
SPORTS SEDANS 2001 TO 3000	Arthur Hollins (NSW) (Cortina) 34.38 (31/10/04)
SPORTS SEDANS 3001 to 4000	Wayne Burden (NSW) (Gemini) 32.35 (31/10/04)
SPORTS SEDANS 4001 AND OVER	Greg Wright (NSW) Honda (33.28) (31/10/04)
TOURING CARS UP TO 2000	David Crellin (Escort T/C) 37.56 (19/08/90)
TOURING CARS 2001 and over	Rick Simmons (Nissan GTR) 33.78 (18/02/96)
IMPROVED PRODN UP TO 1600	Wim Janssen (Honda Civic) 35.86 (31/10/04)
IMPROVED PRODN 1601 TO 2000	James Atkinson (Gemini) 34.71 (25/09/05)
IMPROVED PRODN 2001to 3000	Phil Morriss (Datsun) 34.36 (10/05/92)
IMPROVED PRODN 3001 AND OVER	Steve Grinstead (Torana) 36.97 (31/10/04)
HQ HOLDEN	Ken Wright (HQ Holden) 38.33 (22/02/04)
PERFORMANCE/EVO 2WD	Glenn Latter (Mazda RX7) 34.93 (10/04/05))
PERFORMANCE/EVO 4WD	Kevin Mackrell (Datsun 260Z) 31.25 (06/04/08)
SALOON CARS	Ryan Millier (Falcon) 37.41 (06/04/08)
COMMODORE CUP	Neil Crowe (Commodore) 37.18 (31/10/99)
AUSCAR	Marshall Brewer (Commodore) 36.81 (08/07/90)
NASCAR	Terry Wyhoon (Ford Thunderbird) 38.17 (14/03/99)

TRACK RECORDS (SHORT REVERSE TRACK), GIPPSLAND PARK

OUTRIGHT	Andrew Howell (Pilbeam) 30.48 (14/03/04)
FORMULA VEE	Drew Beacham (Jacer) 37.79 (15/07/01)
FORMULA FORD	Wesley Inkster (Van Dieman) 34.98 (09/04/06)
FORMULA LIBRE UP TO 1300	Brett Hayward (Ninja) 32.00 (14/07/02)
FORMULA LIBRE 1301 TO 2000	Alan Foley (Talbot RF) 30.81 (09/04/06)
FORMULA LIBRE 2001 AND OVER	Andrew Howell (Pilbeam) 30.48 (14/03/04)
SPORTS CARS UP TO 1600	Dale Hocking (Dalrick) 34.16 (14/03/04)
SPORTS CARS – 1601 AND OVER	Ross Kaigg (Robnell) 34.94 (13/11/05)
SPORTS CARS – PRODUCTION	Michael Herrod (Porsche RSCS) 34.60 (05/05/02)
SPORTS SEDANS UP TO 1600	Norman Gowers (Morris Mini) 35.87 (09/04/06)
SPORTS SEDANS 1601 TO 2000	Dennis Cope (Nissan EXA) 34.88 (12/05/02)
SPORTS SEDANS 2001 AND OVER	Gary Downes (Falcon) 34.82 (14/03/04)
TOURING CARS UP TO 2000	Brian Ward (Peugeot) 41.30 (15/07/01)
TOURING CARS 2001 AND OVER	Lindsay Siebler (Laser TX3) 37.79 (12/05/02)
IMPROVED PRODN UP TO 1600	Wim Janssen (Honda) 36.03 (14/03/04)
IMPROVED PRODN 1601 TO 2000	James Atkinson (Gemini) 34.44 (13/11/05)
IMPROVED PRODN 2001 AND OVER	Brad White (Mazda RX7) 36.42 (13/11/05)
HQ HOLDEN	Stephen Lambrick (HQ Holden) 39.66 (12/05/02)
HISTORIC – GROUPS J/K/L/M	Ray Da Costa (Minda) 37.85 (13/07/03)
HISTORIC – GROUP /O/P/Q/R	Leo Bates (Lobito) 34.66 (14/07/02)
HISTORIC GROUP N UNDER 2000	Rohan Stone (Morris Cooper) 38.12 (13/07/03)
HISTORIC – GROUP N 2001 AND OVER	Terry Dowel (Mustang) 36.80 (14/03/04)
PERFORMANCE/EVO 2WD	Alex Angus (Nissan) 37.95 (13/11/05)
PERFORMANCE/EVO4WD	Kevin Mackrell (Datsun) 31.74 (13/11/05)

TRACK RECORDS (LONG REVERSE TRACK), GIPPSLAND PARK

OUTRIGHT	Andrew Howell (Pilbeam) 46.79 (10/12/05)
FORMULA VEE	Cliff Brooker (Nimbus) 57.56 (02/12/06)
FORMULA FORD	Mark Samson (Mygale) 49.60 (10/12/05)
FORMULA LIBRE UP TO 1300	Brett Hayward (Suzuki) 47.29 (02/12/06)
FORMULA LIBRE 1301 TO 2000	John Althuizen (Scorpion) 50.15 (10/12/05)
FORMULA LIBRE 2001 AND OVER	Andrew Howell (Pilbeam) 46.79 (10/12/05)
SPORTS CARS – PRODUCTION	Gavin McHugh (MG Midget) 56.74 (15/09/02)
SPORTS CARS UP TO 1600	Warwick Foletta (Elfin) 51.47 (10/12/06)
SPORTS CARS 1601 AND OVER	Rick Dathan (Bolwell) 53.61 (13/12/03)
SPORTS SEDANS UP TO 1600	Wim Janssen (Honda Civic) 53.38 (02/12/06)
SPORTS SEDANS 1601 TO 2000	Dennis Cope (Nissan EXA) 52.23 (23/03/03)
SPORTS SEDANS 2001 AND OVER	Gary Downes (Falcon) 52.40 (25/08/02)
TOURING CARS UP TO 2000	Alex Weymouth (Escort) 61.13 (27/10/02)
IMPROVED PRODN UP TO 1600	Wim Janssen (Honda Civic) 53.88 (10/12/05)
IMPROVED PRODN 1601 TO 2000	James Atkinson (Gemini) 51.96 (10/12/05)
IMPROVED PRODN 2001 AND OVER	Grant Christensen (Mazda RX7) 54.43 (02/12/06)
HQ HOLDEN	Malcolm Webster (HQ Holden) 62.34 (13/12/03)
HISTORIC O/P/Q/R	Leo Bates (Lobito) 51.63 (25/08/02)
HISTORIC J/K/L/M	Ray Da Costa (Minda) 56.58 (23/03/03)
HISTORIC N 2001 AND OVER	Ernie Corry (Torana XU1) 55.47 (25/08/02)
HISTORIC N UP TO 2000	Russ Mead (Cortina) 57.23 (02/12/06)
PERFORMANCE/EVO 2 WD	Alex Angus (Nissan Gazelle) 56.95 (10/12/05)
PERFORMANCE/EVO	Kevin Mackrell (Datsun 260Z) 48.83 (10/12/05)

No doubt our members have found various ways to keep themselves occupied and (reasonably) sane while enduring COVI lockdown, in whatever form that takes. Board member Bill Revill has been very productive - here's some ideas he's sharing (photo numbers refer to the numbered description):

1. I bought a two-poster hoist for the barn from Tufflift. It's great, the installation was easy and I'd recommend Tufflift for sure. And it's so good to be able to work on it at whatever height you need.
2. But you can't put tools or equipment down anywhere aside from the floor, which is a long way away! So I built a tool and parts caddy, adjustable height, so tools and bits can live on there while you work.
3. I sent Sabrina (*Ed: Bill's Triumph*) to Peter the Perfect Panelbeater at Bunyip Panels. So now the dented rear guard is fixed, clearance problems have been resolved and the front panels have been cleaned and resprayed. So no more stone chips, no more blisters, the old girl has never looked better!
4. Around the house jobs included a 100-bottle wine rack. It's free-standing but mounted to the wall for safety.

1)



2)



3)



4)



5. What a lot of big holes to drill!!! So, this justified my purchase of a new pedestal drill – This one is from Hare & Forbes, cost about \$450 and works a treat!!

6. My wife, Danute, is disabled and can no longer get in the swimming pool. So I used a small truck crane to build a person-lifter to raise and lower her into the pool. NOW all we need is for the rain to stop and the ice to melt in the pool! Winter in Drouin is so much fun!!

7. Equally, Danute can't get around our property in a normal wheelchair – mud, long grass and rough tracks mean you can't push a chair with skinny wheels anywhere. So I put together an all – terrain chair. It has plenty of clearance and has Ackerman steering so that I can push and Danute can steer it by the tiller. The tiller and the footrest remove for getting in and out.

So, the COVID crisis continues! Next is a variable-height tool and parts caddy for working under Sabrina (now complete) while she is on the hoist and also I have purchased some mouldable carpet. I've hated my tatty transmission tunnel carpet for years – now I can mould my own and hopefully have a nice carpet inside.

That's about it – stay safe to all, Bill Revill.

5)



6)



7)



Herbert Austin



and the seven-fifty H-Bombs

Herbert Austin was the man who bossed the company that bore his name. It was the smallest category in pre-war racing. You work it out.

researched and recorded by DENNIS MAY

MERELY beating ploughshares into swords and pruninghooks into spears, as projected by the prophet Joel, was one thing, but it was something else entirely to make over the Austin Seven into a brilliant racing car. The late Herbert Austin, millionaire industrialist with a hot-rodding itch, had the vision and stick-at-nothing zeal to essay this improbable transformation, and he brought it off.

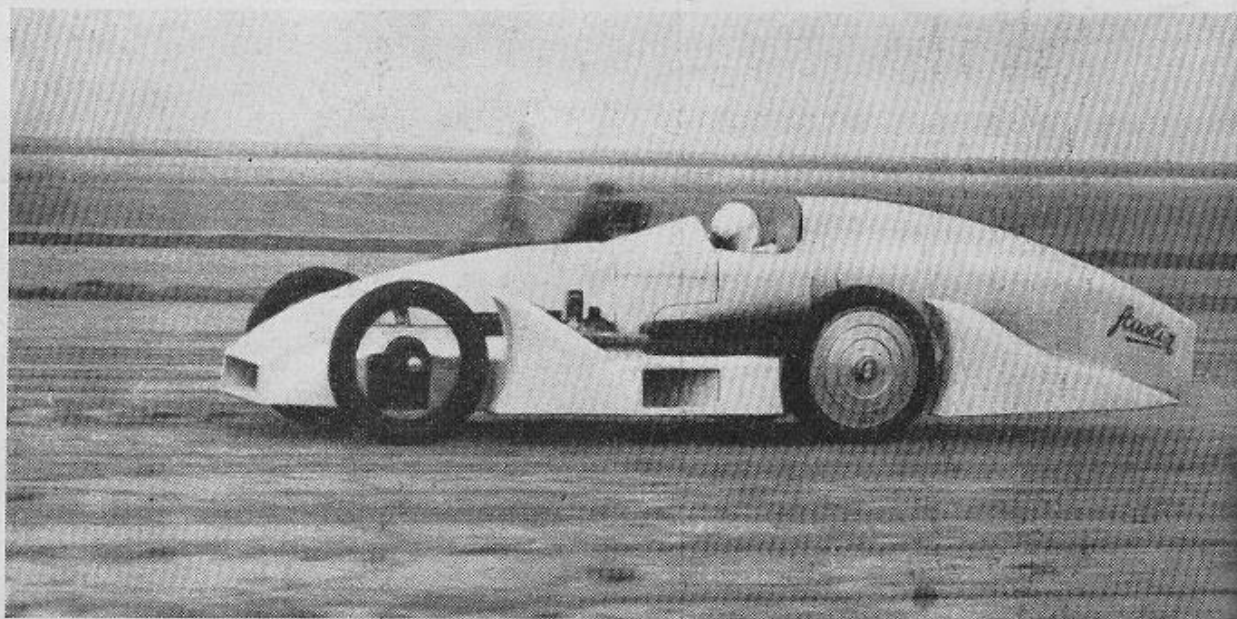
The outcome was a sizzling 750 that held unchallenged sway in

Class H until the advent of Cecil Kimber's MGs in the small '30s, and thereafter kept up a running fight with the mighty Midgets clear to the outbreak of World War Two. A sidevalve Austin was the first 750 to hit 100mph in Britain, and the first one anywhere to cover a mile and a kilometre at a three figure speed. Sevens with flat heads won their class in all six of the Brooklands 200-Miles Races they contested, and were two years ahead of the Kimbergarten in scoring a Brooklands

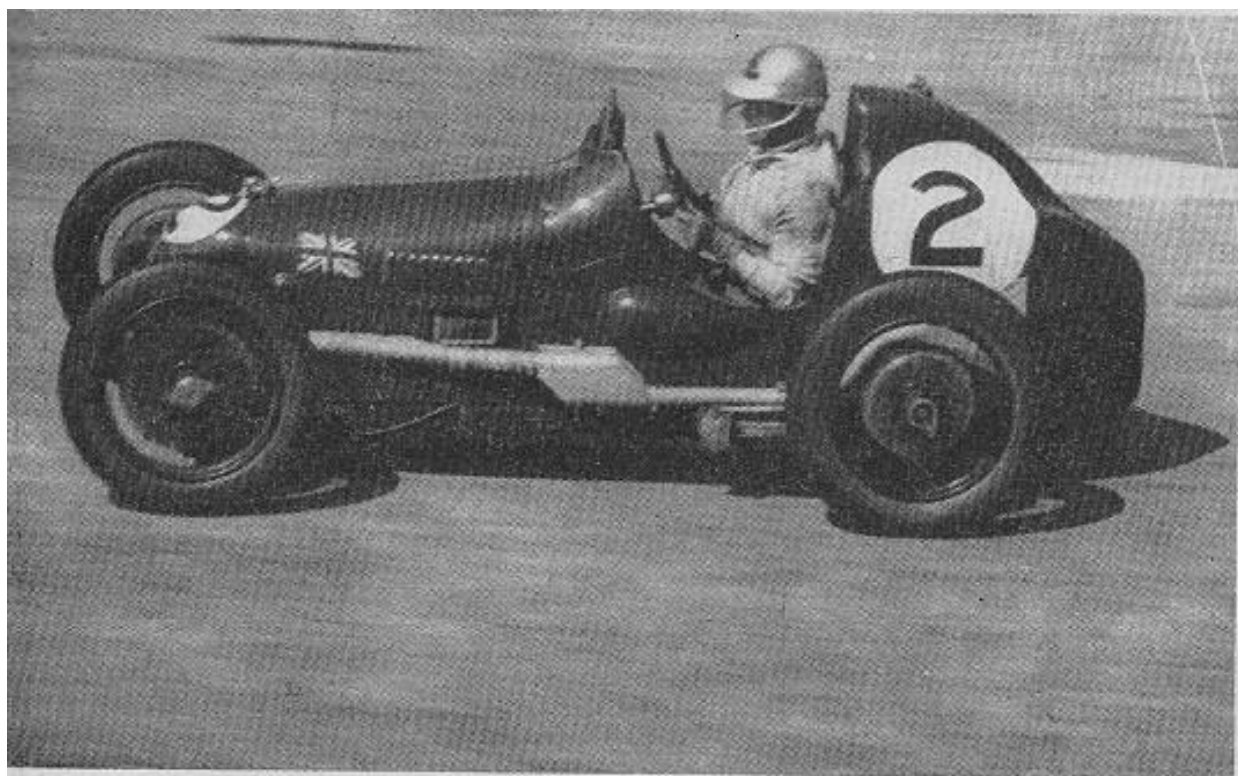
500 victory. When the English track relapsed into eternal rest in September of 1939, Class H lap records for two out of the three established Brooklands circuits stood to the credit of Austins, albeit of the later DOHC type.

Too, in spite of the naturally superior performance of the twin-cam car that Austin sprang in 1936, it is an odd and often forgotten fact that the highest 750 speed ever recorded in Britain — the world hub of Class H activity — was set by a *sidevalve* Seven. On Southport beach, Lancashire, in 1934, the sv streamliner averaged the remarkable speed of 122.74mph for a two-way kilometre, driven by Pat Driscoll. After a quarter of a century, this still stands as a British record in Class H and will likely never be beaten now. In its day, and for years afterwards, it established the Seven as the world's fastest sv racing car, irrespective of capacity.

Driscoll, one of the envied elect chosen by Herbert Austin to



Pat Driscoll tips 140mph, side-valve Seven-mounted, on terrible Southport beach.



handle his Longbridge lepidoptera in races, hillclimbs and record attempts, has good reasons for remembering this Southport safari. The cockpit of the white records car was so narrow, and its steering wheel so small — about nine inches diameter — that the driver's attitude was reminiscent of a very refined Chinaman addressing peas with chopsticks. Going in straight lines, the theory was that Pat wouldn't need freedom to spread his elbows for steering leverage, and the Southport course, on paper, was a straight line. In practice, though, due to heavy squalls coming in from the sea, his own personal course was anything but straight. At about 130 he went right out through the rope barrier fringing the strip, rejoining it a couple of hundred yards along-shore.

First time out, going down wind, he clocked 140, a promising step in the direction of a two-way average in excess of the existing MG record, which was around 128. However, due to an unhappy combination of two factors — the nature of the timing apparatus and the shape of the car — Driscoll wasn't able to make a return run the same day. Primitively, as it seems in these sophisticated times, the clocks were actuated by thick threads stretched taut across the beach at each end of the kilometer. The first thread snapped obediently on contact, but the second one, presumably set slightly higher off the ground, rode up over the curve of the hood and snagged itself on the first projection it came to, which was Pat's nose.

Bleeding profusely and uttering

gripes of wrath, he called the whole thing off pending repairs to the weather and the state of the sand, which had been atrocious.

Up to here the story is credible, but its sequel, although also true, really takes some believing. Three days later, with all forgiven and forgotten, Driscoll tried again . . . and for the second time the damn thread kept right on coming until his nose stopped it. It was, of course, this repeat attempt that resulted in Austin's durable British record of 122.74mph.

The Sevens raced by Austin from 1923 until '34 had been basically standard productions, re-bodied to suit their several purposes and with varying degrees of Fahrenheit fanned into them; company policy during this period was to forestall any suggestion that the factory was lavishing *ad lib* gold on racing and record breaking, as indeed it wasn't. But along towards the end of 1933, obviously needed by MG's mounting score of speed successes, Sir Herbert Austin made a compromise: he wasn't marketing an ohv car and didn't plan to, so for the present anyway he considered himself committed to sidevalves for racing and records, thereby accepting a formidable handicap vis-à-vis MG with their single ohc.

But if he was stuck with his flat head, at least he'd hedge to the extent of taking *carte blanche*, or something closely approaching it, within the sv framework. And this was where Tom Murray Jamieson came in.

Jamieson was a freelancer of really outstanding talents, some would say genius, whose death in

1938 — he was killed when a berserk Delage plowed into the public enclosure during a Brooklands race — was to deal British automotive engineering a severe blow. On his own account, Jamieson had earlier carried out some impressive hop-up experiments on an Ulster model Seven, including supercharging it with a Roots-type blower he'd designed and made himself. News of this exercise reached Herbert Austin and his influential son-in-law, Captain Arthur Waite, who had himself played a forefront part in Austin's racing enterprises all along, in both driving and domo roles.

In the autumn of 1933, then, Austin hired Jamieson to cook up a 750 sidevalver that would (it was hoped) smooth the smiles off a few of those octagonal faces at MG. Tom set up his easel at Longbridge and went to work with zest. His labors had swift and electrifying results, including the pale and interesting record breaker we met on Southport beach a column back.

The Jamieson flat-head's eventual output was something over 70 bhp; hitherto unprinted, I believe, is the fact that its rev limit was 10,000 per minute, using a two bearing crankshaft. The absence of centre support for the crank was traditional Seven practise, for better or worse (indubitably worse); and, following the sidevalve precedent, the amiable old knight of Longbridge was unwilling to countenance an extra bearing for racing while his stock productions lacked it. There were also some token attempts to keep the outside of the engine looking as standard as possible, though the deception

HERBERT AUSTIN and the seven- fifty H-Bombs

tell down — assuming you could get close enough for a look under the bonnet — on account of the constellation of studs used to fix the head to the block and the block to the separate crankcase.

The latter was a recognisable derivative of the regular case, though drastically modified to provide takeoffs for a drive to the Jamieson blower, mounted vertically in front of the block and generating up to 24psi, and to dual magnetos, one each side. These mags, curiously enough, were of different makes — Scintilla on one side and Bosch on the other. They fired two plugs per cylinder, of course.

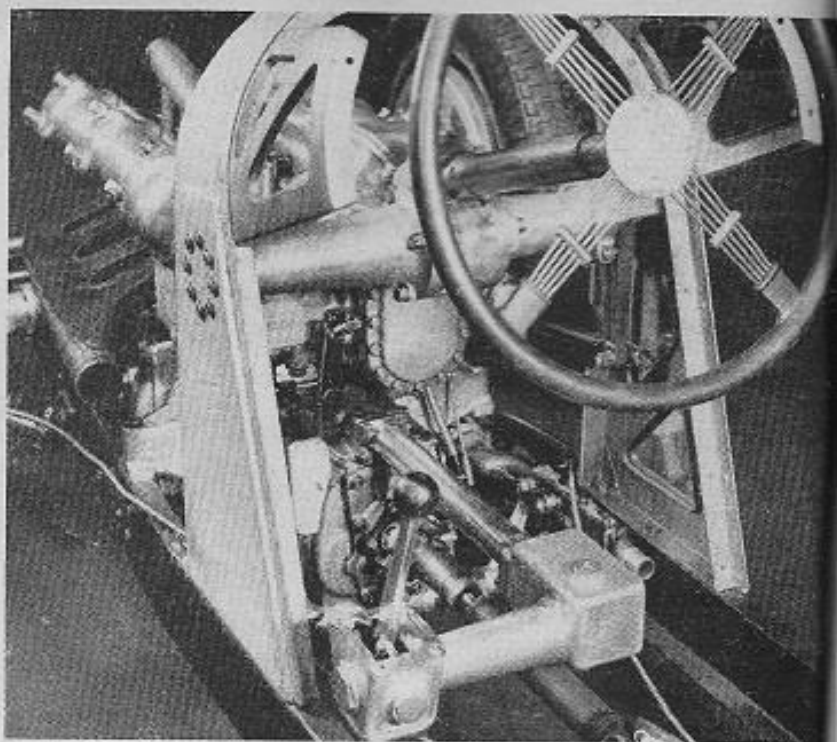
The crankshaft, although denied anything to lean on in the middle, was reasonably robust dimensionally, with a journal diameter of, I believe, 1½ in, maybe a bit more. Contrasting with all the theretofore Sevens, Jamieson's sidevalve masterpiece had a four-speed gearbox, fourth being at the front of the gate. It retained the classic Seven chassis and suspension layout, using a simple A-frame, single transverse front spring and radius rodded axle, and quarter elliptics in back; but there were numerous and important embellishments on this rudimentary theme. Dry weight was about 840lb.

Apart from their record breaking achievements, already briefly touched on, the Murray Jamieson sv Austins competed successfully

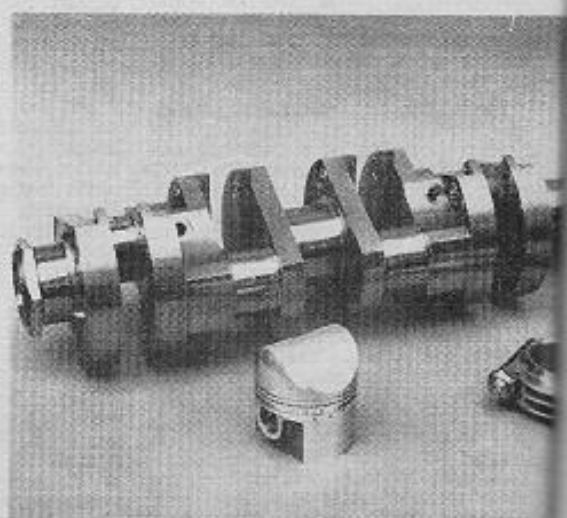
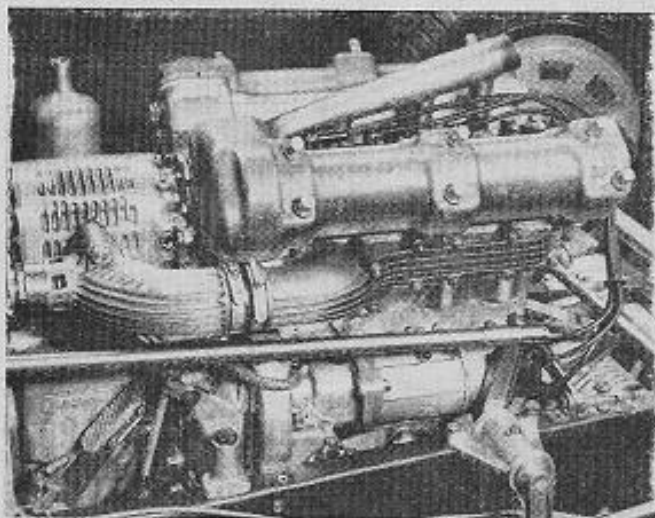
in hillclimbs, straight sprints and circuit races of varying character and duration. Apart from an occasional tendency to burn up exhaust valves in long races, these cars were remarkably reliable. Short on torque and virtually bankrupt of flywheel, they weren't easy to take off the mark from a standing start. The technique, as Driscoll recalls it, was to wind up the elastic to 6000rpm and just jerk your foot off the clutch. Wheelspin did the rest.

The body of the sidevalve records car, as elongated as a French loaf, was also designed by

Jamieson, who incidentally was a driver in his own right. The first record attempts with this car, made at Montlhery, were entrusted to Jamie himself; carried away by his enthusiasm, and never a man to set an exaggerated value on his own life, he made a series of blood-chilling rushes around the French track, zooming to within inches of the top of the precipitous banking in efforts to grab a loan from gravity on the run-in. When Austin heard what went on he ordered the designer home and the Southport expedition was mounted.



Twin cam's massive scuttle stiffened car, mounted central steering box.



Wonder engine that heralded a new era of greatness for the tiny Seven: Jamieson's dual ohc short-stroke cannonball, complete with crank and rods designed for 14,000rpm.

The regular Austin drivers — Charlie Goodacre, Pat Driscoll, Charlie Dodson and later Bert Hadley — would have cut off their right hands if Jamieson had asked them, but at the Longbridge plant he wasn't so universally beloved, due, one suspects, to jealousy of his great gifts. When World War Two broke out, someone at the factory took it on himself to send the surviving stock of parts for the Jamieson designed cars to War Salvage as scrap. Made to almost holy standards of precision, from the finest and most expensive materials, these bits would have been worth their weight in gold for their appointed purpose, though naturally their value as scrap metal was derisor.

As an illustration of what sort of an honor it was considered to drive for Austin, it's worth mentioning that when Sir Herbert enlisted the services of Driscoll there was simply no question of his being paid. All that happened in the early stages of the association was that Austin insured him while racing. Later, at haphazard and unpredictable intervals, he'd send Pat quite a modest check. Later again he was put on a seasonal retainer — of a value that would make a modern driver of Driscoll's superb calibre laugh in the face of any sponsor who had the nerve to offer it. Driscoll didn't laugh, though. He was a proud man to even get the appointment, and the fact that they paid him as well made it all seem like something out of a fairytale. Finally, in 1936, he suffered severe injuries in a hillclimb crash at the wheel of a twin-cam, and never was able to race again.

Perhaps the most interesting of the pre-Jamieson racing Sevens was the type known as the Dutch Clog, introduced in 1931 and featuring offset transmission with the driver sitting alongside the shaft, 31in from the ground. This layout was, I think, copied from Duesenberg. All previous supercharged Sevens had horizontal blowers but this one's was vertical at the front of the engine, generating a maximum of 19psi. The name Dutch Clog was of course an allusion to the body shape, but it was a declogged and strikingly streamlined version that, on August 8, 1931, beat a century for the kilometre and mile for the first time in Class H history, driven by Leon Cushman. His speeds, for the record, were 102.28 and 100.67mph over the kilometre and mile respectively. To be fair to MG, though, it should be understood that a Midget had been the first 750 to actually reach three figures officially; earlier in '31, George Eyston had turned 103.13 on the historic EX120 at Montlhery, but over a distance of five kilometres. One-mile and kilometre attempts, which the international rules required to be timed two ways, weren't possible at Montlhery, which left these plums on the tree for Austin to pick at Brooklands.

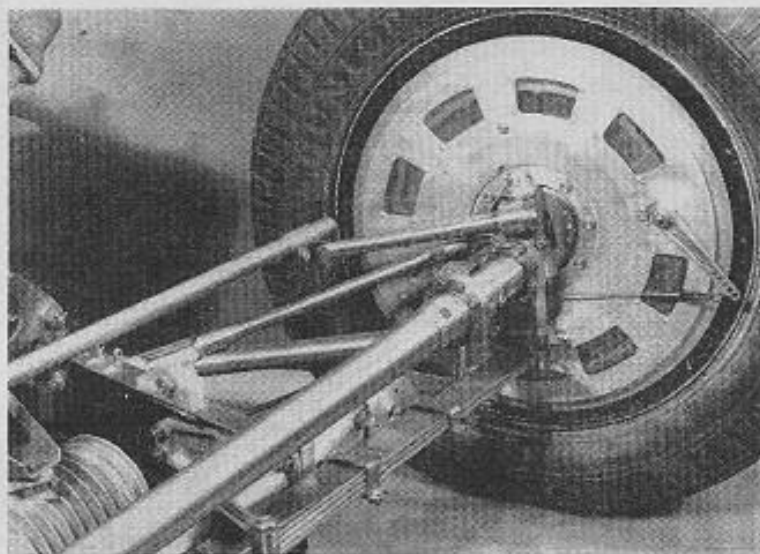
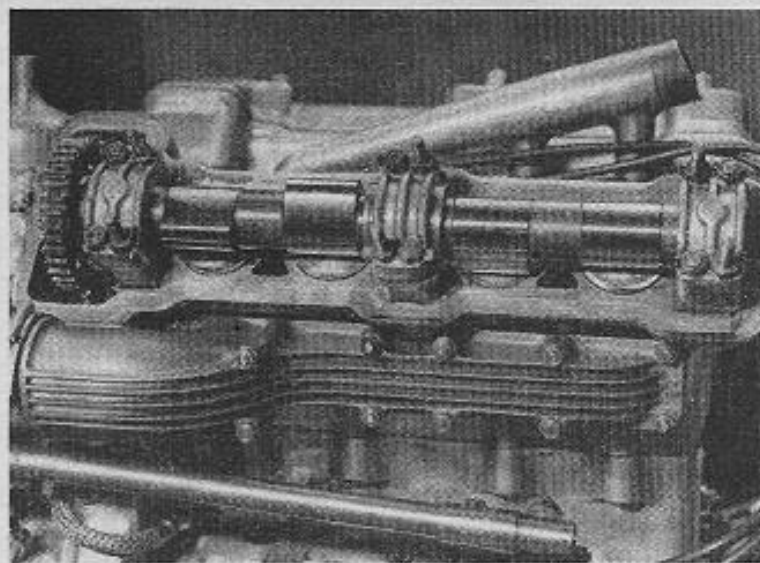
Of the several distinctions pos-

sessed by the Dutch Clogs, not all were honorable. They were, for instance, probably the most uncomfortable racing cars ever built. Driscoll, who had graduated from the spartan school of motorcycle racing to the Austin team, quickly discovered his mistake in imagining he was in for a softer ride than he'd been used to. After developing bruises of every color in the spectrum during training for the 1931 Brooklands 500, he took unique self-protection measures for the race itself. Under the white overalls prescribed by Austin's standing orders he wore a full suit of motorcycle racing leathers. Under these again, from his shoulder blades to his backside, he padded himself heavily with cottonwool. The trailing edge of his gravity fuel tank, which threatened to amputate his legs at the knees, he insulated liberally with sponge rubber. Finally, resorting to a practice that had no precedent at Brooklands he strapped himself to his seat to

make sure he and the Seven followed approximately the same trajectory over the track's notorious Big Bump.

Considering the consistency and quality of the successes gained by Austin in all forms of speedwork, it maybe seems unkind — but is nevertheless necessary for the sake of historical truth — to add that the development of the racing Sevens in the late '20s and early '30s was often a rather haphazard and irrational process. Basically the car was a little beaut, but all the time it seemed too many cooks were hard at work ungilding the lily. There was little cohesion or logical progression in such matters as body design, the principle being to try any damn thing once. When one of the contemporary land speed record cars came up with streamlined pontoons between the front and rear wheels, the Seven of the day promptly sprouted similar slabs.

(Continued on page 63)



More twin cam details. Note wide cam lobes, intricate anti-kick steering rods.

HERBERT AUSTIN

(Continued from page 35)

Campbell's current Bluebird appeared with its radiator in a state of outriggered divorce from the bonnet (the one really bad aerodynamic feature of the design). Austin emulated this, too.

Clever and diligent in finding the speed and reliability they wanted, the Longbridge faculty seemed to lose interest when it came to such incidental matters as making the cars habitable. That knife-edged fuel tank was a typical instance. Another was a battery mounting bracket that lacerated the back of the driver's hand every time he changed gear.

Even in an aesthetic matter like the color of the paint jobs, they had trouble making up their minds. Up to about 1932 the racing Sevens were sprayed a distinctive but rather hideous orange. Then Sir Herbert's daughter — Mrs. Arthur Waite — thought jade would be nice, so they made it jade. Then, for about two and a half seasons, just long enough for it to acquire badge status, white was adopted. Finally, for part of 1936 *et seq.*, the little screamers put on a national costume of British racing green.

In crediting Herbert Austin

(who was knighted and elevated to the peerage by turns) with the initiative in developing a brilliant racing car out of the original Seven, which went very, very slowly, we have told the truth but not the whole truth. More accurately, that was a combined operation in which Austin and the energetic Waite played complementary roles. It seems probably, in fact, that it was Waite who actually suggested getting into racing, though mere wishfulness would naturally have got him nowhere if the old man — himself an erstwhile racing driver and a survivor of the gory 1903 Paris-Madrid — hadn't concurred and co-operated.

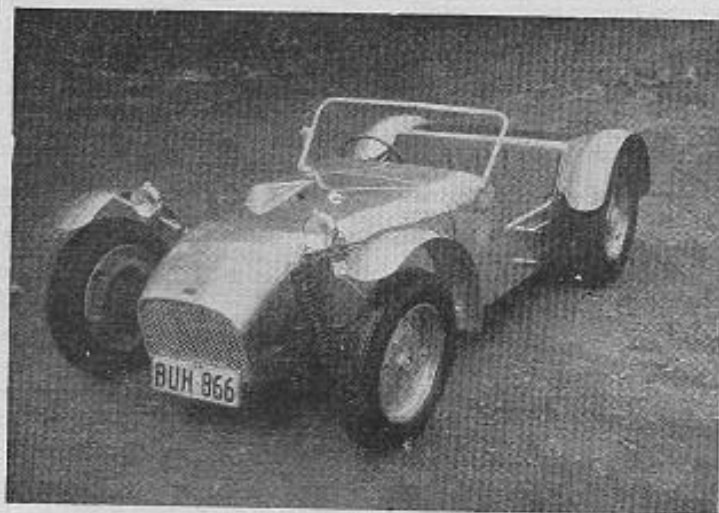
To Captain Waite, too, belongs the kudos for one of the first, if not the first, race successes ever copped by the Seven. In May of 1923 he drove the winning Austin in the Italian Cyclecar GP at Monza (not that the Seven, strictly speaking, was a cyclecar). The same year, in the absence of a separate 750cc class in the Brooklands 200, E. C. Gordon England gamely pitted a warmed up Seven against the eleven-hundreds. It placed second at 76.84mph, splitting the Salmson opposition and prompting these panegyrics from the *Motor*: "All previous French ideas as to the invincible qualities of their cyclecars and light cars have been upset by the incredible performance of these tiny machines."

The following year's 200 did have a separate 750 school and Gordon England won it, a slight reduction in his overall speed being accounted for by the fact that he'd done the final six laps with one piston and conrod reposing in the oil pan. Thereafter, Austin never lost a 200, England personally winning three years in a row. In his capacity as a specialist body builder, Gordon England fathered one of the most favored types of sports Seven, which became so thick on the concrete that in 1925 the resident Brooklands club staged a race exclusively for them.

By the middle of 1927, thanks to the endeavours of such men as Waite, England, Chase and Boyd-Carpenter, Sevens held every last Class H record except one — the 24 hours, which was Peugeot's property. It wasn't that Austin lacked what it would take to strip Peugeot of this solitary solace — they simply hadn't got around to trying. When they did, late in '27, they jacked the 24 hours speed from 40.86 to 65.98mph, one of the biggest beatings in international record history.

"I am not in favor of building racing cars merely for speed," declared Sir Herbert Austin in 1930, "but I do know from 30 years' experience that events lasting between 250 and 500 miles teach lessons . . . that cannot be learned any other way in such a short time." Within a month of this ut-

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TINGALBA, BRISBANE,
QUEENSLAND.

terance, Sammy Davis and the Earl of March co-drove a blown two-seater Seven to victory in the Brooklands 500 at 83.42mph. Sir Herbert, incidentally, must have been well content with the lessons this marathon taught, because out of the six Sevens that started only one, the winning car, lasted the course. Davis had taken the precaution of learning his lesson before the race started, putting his car through a full 500 miles rehearsal.

In track stints of more than about a half-hour's duration the cobwebby Sevens were likely to pay the penalty for their ultralight construction by shedding or breaking vital bits en route. During a long-distance records session right after the Davis/March success in the 1930 500, for instance, the 500-winning car first broke a fuel line, then a shock, then shook a high tension lead out of the distributor, then another, then another. In spite of time out for repairs, though, this bid yielded 13 H-records, including the 12 hours at 81.71mph.

One of the few occasions a racing Seven was seen in action on US soil was in February of 1931, when Malcolm Campbell, at Daytona for his almost annual quest for new land speed honors with Bluebird, also made all-time's fastest Class record — 94.03 — on an Austin. This was the first time 90 had been topped on 750cc.

In sports car racing the Seven's successes were never on the same scale as the Midget's, though Longbridge certainly had its moments. Among these were the 1929 Tourist Trophy, in which four Austins started, none of them had a single adjustment or involuntary stop in an aggregate of 1364 flat-out miles, and all four finished, two of them in third and fourth places overall. This the *Motor* called "the most remarkable feat of all", and "all" included a win for Rudolf Caracciola on a 7.1-litre Mercedes at the highest speed that had ever been recorded in the TT series, 72.82-mph.

The following year, in Britain's only 24-hour race, the Brooklands Double Twelve, a pair of blown sports Sevens placed one-two in their class; here, without realising it, Austins were making hay while the sun shone, for it was in the same race a year later again that Mr. Kimber's C-Type MGs cele-

brated their sensational advent, scooping the first three places on general classification — not merely at 750 level.

A couple of Double Twelve incidents, both centring on Sevens, illustrate the *manana* atmosphere in which 24-hour races were contested in this leisurely era. On the first day of the 1930 event (the Double Twelve was a two-act production, cars being impounded during the intervening night) an Austin lost all its oil and consequently pulped a brace of big-ends. After dismantling the engine at their pit, the co-drivers concerned, Burt and Edwards, made a two-point provision for meeting the emergency: (1) They telegraphed (rather than telephoning — heaven knows why) to the Austin factory at Birmingham, 100 miles away, for two replacement conrods to be despatched to Brooklands by train; (2) In case the new pair should take too long in transit — and they did — they took the loused ones to a nearby speed shop for remetalting. While awaiting developments, Burt and Edwards beguiled the passing hours with picnics and social intercourse in their pit. When the remetalled rods eventually showed up they worked like crazy and got the reassembly job finished just six minutes before the end of the first day's racing. The car went into overnight custody and re-entered the fray on the morrow.

In the third and last Double Twelve, in 1931, the Seven shared by Driscoll and Frazer Nash tore the cylinder block off its base flange. This time they did indeed have a replacement block sent down from Birmingham while the race ground relentlessly on. When zero hour arrived for the second day's stint to start they were allowed to push the crippled car to the line and get busy on it. Simple and accessible as the sv Seven was, they were fortunate in being able to complete this major back-together operation in less time than it takes to clean the contact breaker points on some modern engines.

Tom Murray Jamieson's *major opus*, the long awaited twin overhead camshaft Seven, was launched under a cloud of omens in April of 1936, on the 13th anniversary of the flat-header's racing debut. Two of these twin-cam babies were entered for a routine

Brooklands meeting, to be driven by Charlie Dodson and Pat Driscoll. Dodson, in a moment of aberration, drove his car into a post in the competitors' enclosure before racing started and disabled it; or rather them — car and post both. And Driscoll spun out on the first lap of his first race with the twin-cam.

Its second appearance was equally inauspicious. For the International Trophy, run over an artificial road circuit at Brooklands early in '36, Longbridge came in with three cars of this type. Only one lasted the 262-mile course. The second succumbed to ignition trouble and the third, Pat Driscoll's, threw a conrod; if Pat hadn't been wearing a crash hat (they weren't compulsory in Britain back then) the rod would have brained him. As it was it just hacked deep scars in his helmet. After this, things started looking up and the ohc Seven, the first British car conceived and designed *de novo* for racing in many years, began soaring to its predestined peak as a winner of races and pulveriser of records.

Jamieson had been allowed to write his own ticket this time, and the result, once the initial bugs were evicted, was just a prayer away from perfection. Technically it was a tragedy that World War Two foreclosed the development of a design that, particularly in the engine department, was years ahead of its time and made the corresponding MG look like a piece of agricultural machinery.

Breaking right away from previous Seven practice, the cylinder block and crankcase were one unit, using light alloy. Dimensionally, too, tradition went overboard, the new bore and stroke being 60.32 by 65.09mm (compared with the sidevalver's immemorial 56 by 76), dropping the displacement a shade from 747.5 to 744cc. Steeply domed pistons worked in wet liners, the upper part of these sleeves having deep circumferential fins and projecting about 11in above the upper face of the block itself. Sandwiched between the block and the detachable head, and surrounding the finned portion of the liners, was an additional and detachable section of water jacket. The fully counterbalanced crankshaft, with enough meat in the journals and crankpins for at least 1100cc, ran in three bearings, rollers at each



I'm on two diets. I wasn't getting enough food on one.

A cold seat in a public restroom is unpleasant. A warm seat in a public restroom is worse.

Apparently RSVPing to a wedding invitation "Maybe next time," isn't the correct response.

Don't irritate old people. The older we get, the less "Life term in prison" is a deterrent.

I miss the 90's when bread was still good for you and no one knew what the hell kale was.

Do you ever get up in the morning, look in the mirror and think "That can't be accurate."

As I watch this new generation try to rewrite our history, one thing I'm sure of...it will be misspelled and have no punctuation.

I thought getting old would take longer.

I told my wife I wanted to be cremated. She made me an appointment for Tuesday.

Confuse your doctor by putting on rubber gloves at the same time she does.

My wife asked me to take her to one of those restaurants where they make food right in front of you. I took her to Subway.

I went line dancing last night. OK, it was a roadside sobriety test...same thing

I asked my wife if I was the only one she had ever been to bed with. She said yes, all the others were twos and threes...

...with thanks to Bill Freame

end and plain in the middle.

The two overhead camshafts had three plain bearings apiece and were driven by a train of gears at the back of the block. The same train drove the Jamieson Roots-type blower, three oil pumps combined in one unit (high and low pressure delivery, and scavenging), the 50 gallons-per-minute water pump, and a single magneto. The starting crank engaged a dog on a skew drive taken off the water pump spindle, and projected at the side of the engine.

There were two very large and equal-sized valves per cylinder, making an included angle of 90deg and seating on Monel inserts in the RR50 alloy head; valve closure was by three concentric springs per stem. Auxiliaries included a big-bore SU carburettor and 14mm plugs. Blower pressure could be varied at will without lifting the head by juggling with pinion sizes in the gear train, the range of supercharger speed being from 1½ to 1½ times crankshaft rpm. Maximum boost was 22psi.

There was dry sump lubrication with the oil carried in a two-piece tank flanking the gearbox. The

low-pressure element of the oil pump fed the blower, cams and gear train; the high-pressure side had a bifurcated lead, one half delivering to the front of the crankshaft and thence to the big ends, the other half to the mains. Elektron metal was used wholesale throughout the engine, which was outstanding for rigidity and symmetry. The big-ends were plain, with ribbed caps. Aloft, rockers were dispensed with, the very wide cams attacking the valves directly through pistons containing biscuits for adjustment.

The performance of the twin cam Austin engine is controversial. According to Roland C. Harrison's *Austin Racing History* it developed 90bhp at 7600rpm on long distance fuel and 116 at 9000 on a sprint brew. On the other hand, Jamieson himself told me they were revving her to 10,000 in Brooklands Mountain races; and Driscoll, who is an engineer as well as a onetime driver and may be expected to know the subject as well as any man alive, asserts that 14,000 revs were actually achieved. It's hard to imagine an engineer of Jamieson's calibre allowing the apple of his eye to be screamed up to these dizzy turn-overs, either on the bench or in races, if there was no more power to come above 9000.

A four-speed crash gearbox and single plate clutch were built in unit with the engine, with a synchromesh alternative for use on specific circuits. To get a low drive line and thereby reduce seat height in the single seat body, a double reduction axle was used; so the driver, instead of sitting beside the transmission, as on the sv Jamieson car and some of the other flat-headers, straddled it. The chassis, with deep channel section sidemembers and tubular cross-ties, was a rather distant relative of the old A-frame; but the suspension, using a single transverse front spring and quarter elliptics at the back, made no leaps in the dark.

A valuable and distinctive feature carried over from the Jamieson sidevalver was a straight tubular front axle with provision for limited rotational movement of the two steering pivots in relation to each other. The steering box itself was mounted centrally, high up behind the engine between the cheeks of a very massive scuttle structure which itself helped

stiffen the frame.

As a driver in his own right — he had broken international records with a Seven in 1933 — Jamieson was quite aware that drivers are also people, and thus entitled to a person sized cockpit and such comforts and amenities as you can reasonably budget for in the confines of a tiny racing car. The DOHC Seven, therefore, like its immediate predecessor but unlike some of the older sv types was a thoroughly well found automobile which neither cut your shins nor barked your knuckles; it also steered and held the road phenomenally well considering its kiddiecar measurements — 82in wheelbase, 47in track — and running weight of 1092 pounds. The track of the original Chummy Seven had been determined by the width of the average small householder's front garden gate, which as Herbert Austin had ascertained by going around the suburbs with a rule in his hand, "was rarely more than four feet wide".

Its good all-around roadability played an important part in the twin-cam car's unhappily short but nonetheless brilliantly successful career. Uniquely versatile, it excelled in every branch of speed-work, from short and twisty hill-climbs through road races over courses such as Donington Park and London's Crystal Palace, to long distance track events and record work.

The 750 hour record that Dodson made in 1936 — 113.99mph — survived until 1953. At Donington's Coronation Trophy meeting in 1937, Charles Goodacre's twin cam Seven cleaned up the entire program of races, something that had never been done before in Britain and has never been repeated. The little twin-cam was the only 750 ever to win the longest-established classic of the British Racing Drivers' Club — the Empire Trophy race (Dodson at Donington, 1938). In Craigantlet hillclimb, over the longest and most difficult hill course in the British Isles, Austin mechanic Bert Hadley hurled the Jamieson prodigy to the summit in a time that cut the all-powers record by more than two seconds. Driscoll's 121.14mph class record for the Brooklands main circuit, set in 1936, beat the existing MG mark by the unprecedented margin of 4.5mph.

The two local Brooklands records that Austin left permanently on the books when the track folded forever in '39 will be meaningless if you've never seen the place or have no yardstick for comparison. You never will see the place now but here's your yardstick: — round the Mountain course, Dodson made it 77.02mph on 744cc; at the other end of the displacement scale the fabulous *Bimotore* Alfa needed 5.8 litres, 16 cylinders and four blowers for a Class B record of 77.84-mph. On the track's other ersatz road circuit, the Campbell course, Hadley did 69.87 on the Jamieson buzzbomb and the *Bimotore* managed 70.11 per hour.

—Dennis May

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Alan Jones in his Williams Formula 1 days.

Source: www.wikipedia.org

The Jones Boys

In the May edition of Valve Bounce I featured an article about Aussie Paul Hawkins, a brilliant driver and engineer that many of us sadly would not have heard of. In a similar vein, John Bryant has provided the following article about Stan Jones.

Source: (Wheels magazine (date unknown), author Geoffrey Bewley)

We're familiar with Alan Jones, the outspoken Aussie Formula 1 driver who won the World Championship in 1980 – Stan was his father, and was also a noted racer, notably competing in arguably the last of the great Aussie specials to take on the might of European Formula cars, the Maybach – which itself has a fascinating history and evolution.

You may be familiar with this famous photograph (below) of the start grid for the 1958 Melbourne Grand Prix, held at the Albert Park circuit.

Stan Jones, 1953 AGP in Maybach 2; and below, in the pits with the Maybach.

In the photo (apologies for the quality), Stan Jones sits on the front row in his Maserati 250F, while the young bloke in shorts taking refuge behind the delectable Zephyr cabriolet to watch dad is Alan Jones, who would go on to be World Champion!



Stan Jones, Maserati 250F

Alan Jones, scooter?

Enjoy the article (next page) – thanks to John for providing it.

STAN JONES

former champion



GEOFFREY BEWLEY traces the career of Alan Jones' father Stan, the man who became an Australian motor racing legend in the 1950s, in his Maybach Special.

STAN JONES made a late start to motor racing. In the forties he was in the motor trade, but he hadn't thought of getting involved in racing. Then a friend told him he ought to go and see the nearby Rob Roy hillclimb, and he took his family on a picnic outing.

The friend was right. Jones was captivated by the sport and soon after bought himself an MG TC. He tuned it to competition standard and ran it at Fisherman's Bend in March 1949. He finished well back in the field, but he'd enjoyed himself and looked forward to more events.

After a fairly successful year in sprints and hillclimbs he felt he needed more power. He bought an HRG with a locally-made aluminium single-seater body and started doing better still. He finished second in the HRG's first outing on the old Woodside track, and won his next start at Corio.

The HRG was supercharged and Stan campaigned it for two years. In 1950 he broke the class record at Rob Roy. At Bathurst he was timed at 170 km/h on the straight. In 1951 he bought an Allard J2 and ran it at Rob Roy, Bathurst and Gawler.

Stan was building a reputation in the Australian racing world as a hard, determined driver. Some said he was too

rough on his cars. He was friendly and easy-going off the track, but a fighter once the flag went down. He was a keen entrant in any kind of event.

In May, 1951, Stan Jones took a turn at the wheel of Charlie Dean's Maybach Special while Dean tried his Allard. He was very impressed and a few weeks later he bought it. Dean, who'd designed and built it, agreed to go on doing the work on it.

The Maybach was built around a 3.8 litre, six-cylinder Maybach engine from a German scout car. When it first ran in 1946 it had a tubular steel frame, Studebaker wheels and front suspension, a Lancia back axle and a Fiat gearbox. But as time passed it was so modified that hardly a single original part was left.

The Maybach made Jones nationally famous. He started campaigning it against the elderly but still effective European cars rival Australian racers were starting to import. The first time he took it out, he duelled at Gawler with Doug Whiteford in a Lago-Talbot used previously by Louis Chiron. The Lago won the first start and Jones got his own back in the handicap.

A few weeks later Jones won the Balarat Trophy. Later in the year the Maybach beat Lex Davison's Alfa Romeo P3 to take the Victorian Trophy, and Jones repeated that success the next three years in a row. In 1952 he

scored 11 victories, including some in an 1100 cm³ Cooper.

In January 1953 Jones, Davison and Tony Gaze drove a Holden in the Monte Carlo Rally. They started from Glasgow and finished ninth outright in the running, and 44th out of the best 100 cars in the final classification section. This was a good result for a crew unused to tough European trial conditions. It was the first Australian entry since 1920 and the Holden attracted favourable attention.

Jones was one of five Australians invited to drive in the first New Zealand International Grand Prix at Ardmore in January 1954. On the eve of the race, the Maybach was disabled when a con rod went through a sleeve. Spare parts couldn't be sent from Australia in time. Jones gave up hope and went out to console himself with a night's serious drinking.

Charlie Dean repaired the Maybach on the spot by machining Bedford truck engine parts to fit. Next morning he sobered up Stan Jones and convinced him the race was worth trying, although the vibration at high revs might shake the car apart.

In the Grand Prix, Ken Wharton's supercharged V16 BRM led from the start. Peter Whitehead's Ferrari and Tony Gaze's HWM pressed on after it. Jones nursed his engine, but by lap 10 was lying third. By half distance

STAN JONES — FORMER CHAMPION

Whitehead had retired, and when Wharton stopped for fuel and tyres Jones took the lead.

Wharton stormed back and caught the Maybach, but a five-lap duel ended when the BRM's brakes failed. Stan Jones won easily after that. The race proved the Maybach against contemporary cars of the leading overseas makes, and it made Jones the first Australian to win an overseas Grand Prix.

But Stan Jones' great ambition was to win the Australian Grand Prix. He entered the Maybach every year from 1952. But success there took good luck as well as horsepower, courage and skill. Everything had to be exactly right.

In 1952 at Mount Panorama he set a hard pace early on. The Maybach reached 227 km/h (141 mph) on the straight, which was too fast for its touring pattern tyres. Jones had to stop to change four rear wheels, and although the Maybach was the fastest car there it couldn't make up that much ground. Just the same, it finished a good second to Whiteford Lago.

The 1953 Grand Prix saw the same sort of duel between the Maybach and the Lago. Jones held a narrow lead through the first half of the race, but he lost it in a stop for fuel. Then a broken water pump belt put the Maybach out of action.

For Southport in 1954 the Maybach's rear end was raised so it wouldn't bottom on the rough track. In the first half of the race Jones built up a 39 second lead over Lex Davison's HWM Jaguar, but as the fuel load lightened the Maybach became hard to control. On Lap 14 it spun off at 177 km/h and broke in two as it mowed down four trees. Jones clambered out of the wreck with a cut chin.

The Maybach was rebuilt and improved again. In the 1955 Grand Prix it started from the front of the grid, but it was well beaten in the running by Reg Hunt's Maserati 250F and Jack Brabham's rear-engined Cooper-Bristol. It fell out halfway with clutch trouble; Brabham went on to win.

Stan Jones and the Maybach were a

popular team and thousands of Australians would have liked to see them take out the Grand Prix. But it was clear the latest version of the Maybach wasn't as reliable as the others, nor was it now fast enough to match the latest from Europe. Jones had to shop around for a new car.

In January 1956 he flew to New Zealand to see the Grand Prix, and he came home with Peter Whitehead's Cooper-Jaguar. Later the same month the Maybach threw a rod and wrecked its engine (again) at Orange, in a duel with Hunt's Maserati. Jones raced the ex-Whitehead car as a stopgap while he negotiated with the Maserati factory for a 250E of his own.

The 250F was probably the most successful Formula One car of the decade. It was fast, strong and simple and it had very fine handling. Moss, Salvadori, Fangio, Ascari, Behra and Villoresi had done well with it in Europe and Fangio was to win his fifth World Championship in one.

Stan Jones got hold of his own 250F in April 1956. He did well trying it out in minor races, then put it aside for the Grand Prix at Albert Park. On the first day of the meeting he ran it off the track and hit a tree, but it was fixed in time for the big race.

Reg Hunt had his 250F there too, and Stirling Moss and Jean Behra had come out from Europe with a couple. The European stars left the Australian field well behind, Whitehead chased them in his Ferrari and Jones and Hunt battled for fourth place. Moss won and Jones came fifth, worried by a smoking engine.

Competitive again, Jones was still short of luck. The 1957 Grand Prix was run at Caversham, Western Australia, in 104 degrees heat. Jones drove the whole gruelling race himself, and at first was named the winner. But two days later he was dropped to second place and the prize was given to Lex Davison, who'd had a relief driver.

In 1958 Davison came out of retirement for a last Grand Prix run. Jones battled with Davison's Ferrari for lap after lap at Bathurst, but he dropped a valve on Conrod Straight and Davison won again. A string of other victories brought Jones the gold star of Driver Of The Year.

The 1959 Australian Grand Prix was held at Longford in Tasmania the day before Jones' 36th birthday. His chief rivals were Arnold Glass in another 250F and Len Lukey and Alex Mildren in Cooper-Climaxes. In practice Jones' car was faster than the Coopers through the corners, but slower on the straights.

Jones had been entering AGPs for a

long while now, and younger challengers were on the way up. The 250F, like the Maybach before, was now getting near the end of the competition road. Everywhere else in the world, the day of the big front-engined cars was over. But Jones thought he might keep the Coopers at bay for one more race.

Jones' Maserati and Lukey's Cooper fought for the lead throughout the race. Lukey went in front on lap 3 but Jones overtook on lap 9 after their cars touched at the 90 degree corner around the Prince of Wales Hotel. Soon Lukey was back in front, and he stayed there for the next eight laps.

Then Jones nosed past again. Now he was driving one of the hardest races of his life. A photo shows his Maserati going over the railway crossing with four wheels off the ground, with Lukey close alongside. Doug Whiteford became airborne there too in his Maserati 300S, but he smashed his back axle when he landed. He'd just shot past Lukey to challenge for the lead, and Lukey had trouble with the oil he splashed on the road.

Stan Jones fought off Lukey's challenges all the way to the finish line, to win by 2.2 seconds. His fuel-heavy car had picked up speed through the race and he hadn't made a single error. His 12-year-old son, who'd been an infant at the picnic where it all started, rode on the tail of the Maserati on its victory lap.

Some thought Jones might now follow Jack Brabham to Europe, but the AGP winsatisfied him and from then on he concentrated on his Holden dealership. In the early sixties he raced Coopers on the side. But the 1964 credit squeeze stopped people buying cars, and he was left with a yard full of stock that wasn't moving. To pay the finance companies he had to sell out.

He bought a Chrysler dealership, but that failed too. By now he was sick with worry and overwork. He went to live in England where his son was starting his own racing career, and travelled with him to Brazil for the Brazilian Formula Three series that established the Interlagos track.

Stan Jones died in England in 1973, badly weakened by two heart attacks and a stroke. Alan was driving in a Formula Three race the next day. His backer offered to scratch him, but he said his father wouldn't have wanted that. He won the race and put the winner's wreath in his father's coffin before it was shipped home to Australia.

That was the end of one era and the beginning of another. Stan Jones had seen Alan start on the championship trail. It's just a pity he never knew how far his son would go.



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LINEMARKING

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Ed: A friend of mine in the Austin-Healy Sprite drivers' Club, Warren Reid, has recently been posting some photos in Facebook from when he and his father attended the 1968 Tasman series round held at Sandown. Warren reckons he would only have been about seven years old at the time, so perhaps dad took them? Anyway, here are a few of his shots that are certain to bring back memories of the era for some of us!



Denny Hulme again. The event was obviously held during hot weather that was demanding for our Europe-acclimatised visitors, as evidenced by the dress employed in the pits (next page) – here, Denny is arranging bags of ice around his driver's seat!



Denny Hulme, Brabham BT23 Cosworth

Ed: The Tasman Series was held during the 'off-season' time for Formula 1 in Europe, and featured eight races across Australia and New Zealand for grand prix cars, though with smaller engines than were used in Formula 1. In 1968, the entry list read like a 'who's who' of international and Australian drivers: Clark, Amon, Hill, Brabham, Courage, McLaren, Hulme, Stewart, Gardner, Geoghegan, Bartlett, Harvey, Radisich (father), Costanzo, McCormack, and Gibson, among others.

Amon won the first two races, with Clark taking four of the next five, and the series came down to the final race at Longford, Tasmania. In the end, Clark edged Amon by eight points, but the pivotal moment of the season had actually come at the previous race, at Sandown Raceway in Melbourne, where Clark beat Amon by one-tenth of a second!

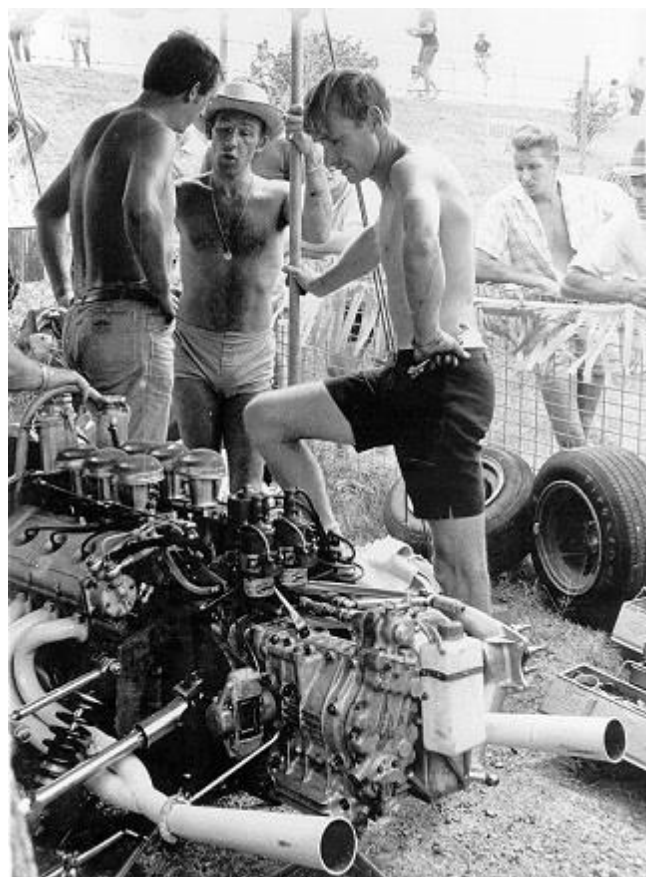
As a sobering thought: this Sandown event was on March 4th, 1968. The drivers flew home shortly after, to begin the new Formula 1 season in Europe. Just one month later, on April 7th, Clark – regarded by many as the most capable driver at the time – was to lose his life in a F2 race at Hockenheim. So, this race at Sandown was his last (completed) race, and last win.



Graham Hill, Lotus 49T

And you've got to love this shot as a guide to how things were back in the 60s: far from the motorhome and minder syndrome we see enveloping current F1 drivers, here's Stirling Moss and Chris Amon's mechanics stripped down to shorts in the heat, working on Amon's Ferrari on a gravel surface, with dry grass and dust around them, while the Ferrari sits with open ram tubes! No fancy corporate outfits here, and spectators stand just over the fence.

As a point of interest, Warren tells me the gent Moss is talking to is Roger Bailey, who even by the time of this photo had had a pretty incredible career in motor racing including being Chris Amon's F1 mechanic at Ferrari, building the winning Le Mans GT40s, working for McLaren etc. The other gent in the foreground is unknown but clearly is a decent handler of a spanner.



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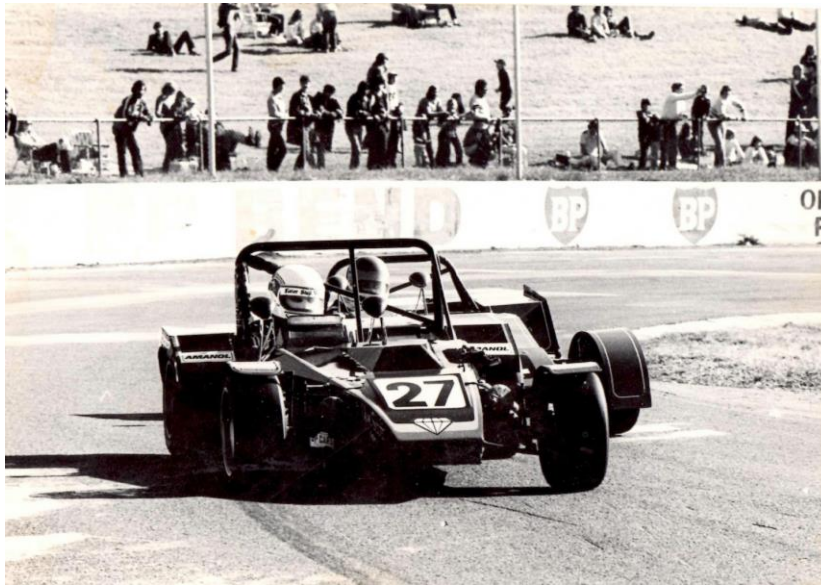
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1969 Farrell clubman

(source:
www.shannons.com.au)

You Couldn't Do That Now! -----Bill Freame

Way back in the early '70's I was involved with helping prepare and pit crew for a Farrell Clubman race-car. The rules required an engine to be up to 1300cc and the cars were not to be aerodynamic, thus they all had wide, ugly front mudguards that gave a lot of lift and were not to be attached to travel up and down with the wheels. Often they shared the race tracks with the 1300cc Formula 3 race cars, which were allowed to be very aerodynamic. The Clubmans were front-engined, driving a live rear axle, while the F3 cars that were rear-engined exploited their handling advantage.

Toyota Corolla engines were very popular in both these classes, as Motor Improvements had spent a lot of time and effort developing it into a race engine, probably with the added enthusiasm from the Toyota car plant in Melbourne. The clubman that I became involved with was owned by Noel Devine and he had decided to have it built (by Tony Farrell) with a Datsun 1200 engine instead of a Corolla one. These were a beautifully constructed car and they handled very well, considering their design and regulation limitations.

Not long after I joined the team, there was a big 25 lap race at Sandown for Sports Cars of all capacities. Frank Matich (SR4), John Harvey and Neil Allen (Elfin) among others were the big draw cards for this race. Clubmans would be allowed to enter as field-fillers and they would battle amongst themselves at the rear half of the field. A 25-lap race, plus two warm-up laps on the original track layout was further than we could squeeze out of the Farrell, even with an extra tank fitted over the passenger seat. Noel expected to be lapped twice, perhaps three times by the big-bangers, but the chances of running out of fuel was still likely to happen.

The two warm-up laps were his biggest issue: he would prefer to start the race with as much fuel as he could carry. Collectively, it was decided that we needed to top up the tank somehow. As the new guy on the team, I was despatched with about 10 litres of Avgas in a 20-litre drum, plus a funnel and a rag. I made my way infield to about where the Farrell would grid up, crouching just behind the horse track white rail fence, making myself as small as I could become, and waited.

Eventually the cars had finished their warm up laps and started to grid up for the race, with the Grid Marshalls all near the front runners. I sprinted through onto the track, with the fuel can open and

Noel had opened the flip lid on the extra tank. It took about five of the 10 litres to fill the tank, I grabbed the funnel out, wiped a slight spill and sprinted back through the fence, heading towards the dam before turning right and running all the way back to the pits. Only one Grid Marshall saw what I was doing but they all had to exit the grid to the Grandstand side, with the race about to start. Noel flipped the lid back onto the extra tank and he was ready.

The other clubby drivers behind him on the grid were amazed with the audacity to even attempt something like that - actually topping up the fuel tank, on the grid, with all the cars around us hot and running, but we got away with it and Noel placed best of the clubmans, only three laps behind the outright winner. I'm sure the CoC or the Stewards must have seen what we did from Race Control, up in the grandstand, but might not have been able to see the car number. We were not penalised for it. I was able to slip back into the pits and put the fuel drum away, then I walked over to the pit lane to join the crew, as if nothing had happened. You couldn't do that now!

I spent the year with Noel's team, but family commitments meant I didn't get to every race he entered. I was actually of some help in the development of the car and I learned a lot from Noel in the process. He sold the car at the end of the year, giving up all motorsport, as far as I know. The team disbanded and the adventure was over for me.

FOR SALE:

Nissan Pulsar SSS

- 1999 Model
- SR 20, N15 Motor
- 5-Speed Manual
- All original SSS features
- One owner
- Would make a great race car or road car.
- with Rego & P
- \$4,500
- With
- R



0421 994 039

CLUB MEMBER PROFILE:

FRED BATH

- Years of membership of GCC: 15 years+
- Cars of interest owned: 1939 Chev; 1949 48/215 Holden, #3409 build
- Your first car was: 1939 Chev
- The best car you ever owned was: ZG Fairlane
- The worst car you ever owned was: Wolseley 24/80
- Your biggest car-related disaster: crashing an S4 EH Holden at Sandown – into Causeway fence!
- Your greatest moment in motoring was: driving a Cooper Monaco with a BOP V8
- Your most-admired driver is (and why?): Jim ('Stumpy') Russel
- Your favourite driving circuit/track/road/area, & why: Hume Weir – ask someone who drove there – scrub corner, and the concrete wall dividing the track down the straights, complete with paint marks where many people had tried to move it!
- Finish the sentence: I will die satisfied if..... I reach 100 years of age
- What is something few GCC members would know about you? (*Ed: Fred's reply here is confusing: perhaps he was answering another question?*) Fred's reply: Unless they want precise things or time.
- Who or what do you think has been a great influence in your life? My parents.
- Any other insights you'd like to share? Stay calm.

No personal photo
provided



Fred competing at Bryant Park in his Corolla.

Source: Jim Jones – Jamar Imaging



CLUB MEMBER PROFILE (continued):

ALAN RUMBLE

Ed: Alan was the featured member in last month's Club Member Profile, but at the time of publication I hadn't received his photos, but here they are for you, so you can link the face to the name!

Here's Alan and his son (sorry – name unknown!) who navigates for him, displaying their trophies, and the crew at speed in their Targa weapon.



Cop: You were going fast.
Me: I was just trying to keep up with traffic.
Cop: There isn't any.
Me: I know! That's how far behind I am.

50 of the best!

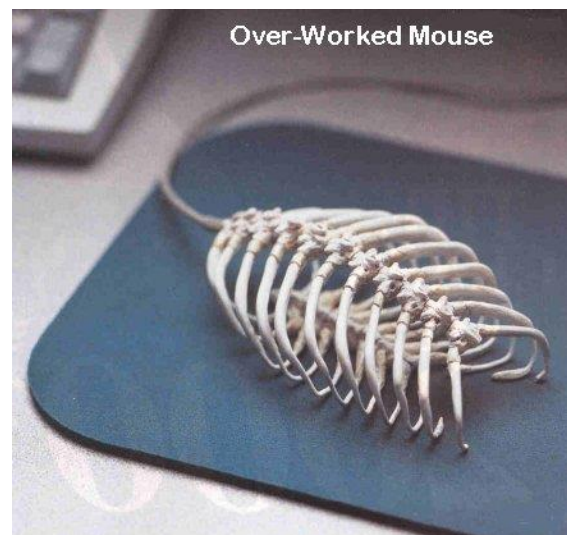
To help pass the time while we wait for COVID-19 to pass, here are 50 questions about the Club and motorsport, written by a past member and supplied by John Bryant. How will you go?

You want answers? Go to the end of the magazine. Enjoy!



1. Name the current outright record holder at Gippsland Park hillclimb, with the current record time.
2. Name the four hillclimb tracks which conducted rounds of the 2000 Victorian Hillclimb Championship.
3. With which Australian racing team has Jason Bright signed a two year contract?
4. Name the person who won six Australian Hillclimb Championships?
5. Name the driver who became the first Australian to win an International Grand Prix (New Zealand, 1954), and name the Australian built Special that he was driving.
6. In which Australian State was the former 2.3 mile motor racing circuit known as Schofields?
7. List the three years in which Jack Brabham won the World Formula One Championship.
8. Name the winner of the inaugural Redex Trial held in 1953, and the type of car that he was driving.
9. At which circuit was the first Australian Grand Prix held in 1928?
10. Who was the winner of the 1953 Australian Grand Prix held at Albert Park?
11. When was the first motor race meeting of the modern era held at Sandown Park?
12. Name the two Formula One drivers and cars which finished first and second in the 1980 Australian Grand Prix held at Calder Park.
13. Who was the winner of the first Formula One Australian Grand Prix to be held in Adelaide (1985)?
14. What type of car did Peter Brock drive in the 1989 .05 – 500 held at Sandown Park?
15. Which two drivers won the inaugural Sandown Six Hour Race held in 1964.
16. The 1960 Australian Touring Car Championship was the first time this Championship was held – who was the winner, and what type of car did he drive?
17. How many Australian Touring Car Championships did Ian 'Pete' Geoghegan win?
18. Which year was the first in which the Australian Touring Car Championship was run as a series?
19. In which year did Dick Johnson have his first start in a Ford in the Australian Touring Car Championship?
20. In which year did Phil Hill become the first American to win the World Formula One Championship?
21. Which driver won the 2000 Konica V8 Lites Series?
22. Name the driver who drove Holden Commodore Number 32 in the 1998 Australian Touring Car Championship.
23. What is the length of the Symmons Plains racing circuit in Tasmania?
24. What is the direction of racing at the Hidden Plains circuit in Darwin?
25. Who is the holder of the Formula Vee record at Gippsland Park, and what is the record time?
26. Name the car driven by touring car legend Norm Beechey in the 1960 Armstrong 500 held at Phillip Island.
27. What make of car filled the first nine places in Class C (and also the first nine places outright) of the 1966 Gallaher 500 held at Bathurst?
28. Two cars finished the full 130 laps of the 1968 Hardie Ferodo 500 held at Bathurst – name the drivers and the cars.
29. Name the year that Peter Brock first won Bathurst.
30. In what year did the Bathurst race change from 500 miles to 1,000 kilometres?
31. What year was it that the famed staged finish of the Moffat/Ickx and Bond/Hamilton Falcons took place at Bathurst?
32. How many laps in front of the next finisher was the Brock/Richards Torana A9X in the 1979 Hardie Ferodo 1000?
33. Which unlikely driving combination won the 1986 Wellington 500 street race in an HDT Group A Commodore?
34. Which driving combination won the opening round of the 1987 World

- Touring Car Championship at Monza in a Commodore VL Group A?
35. In 1953, the first truly Australian car competed in an international event. What was the car, the event and who were the drivers?
 36. What is the size of the V8 engine originally fitted to the Daimler V-8 SP 250 sports car?
 37. It was described as short, flat, uninteresting and in desolate country, but it was Australia's first purpose built racing circuit. What was the name of this circuit?
 38. What was John Faulkner's first race car?
 39. Jonathon Williams' Formula One career lasted just one race. For whom did he drive that one race?
 40. What was the name of the marque created by Garrie Cooper?
 41. In what year did Alan Jones win the Formula One World Championship?
 42. Who was the international Formula One driver who came third in the 1980 Australian Grand Prix driving an Australian built Formula 5000?
 43. What was the first car raced by Glenn Seton?
 44. Why did Alan Jones cover the race distance of the 1977 Australian Grand Prix quicker than all of the other competitors in the field, only to be classified fourth?
 45. Which very fast Australian road circuit featured corners called Newry, Tannery and Mountford?
 46. On which one of the following tracks did Peter Brock win six Australian Touring Car Championship rounds – Phillip Island, Oran Park or Surfers Paradise?
 47. The Australian Drivers Championship is contested by drivers of Formula Holden vehicles – which was the first year that this occurred?
 48. What type of vehicle did Peter Brock drive in the 1996 Australian Super Touring Championship?
 49. Name the car and driver combinations of the first three place getters in the 1979 Repco Round Australia Reliability Trial.
 50. Which two drivers drove for the Holden Racing Team at Phillip Island in the 1993 Australian Touring Car Championship (held on April 4, 1993)?



The National Highway Safety Council has done extensive testing on a newly designed seat belt. Results show that accidents can be reduced by as much as 45% when the belt is properly installed. Correct installation is illustrated below;

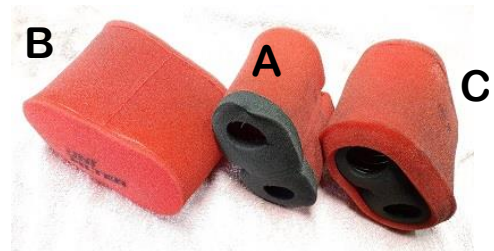


For Sale – having a bit of shed clear-out!



Set of four long ram tubes to suit Weber 40 DCOEs: 75mm length (from carb) – these are the ‘proper’ Weber tubes with extended base that sleeves into the carby throat and holds the venturi in place, also giving a smoother air flow than normal ‘bolt-on’ styles. Crescent retaining washers included. \$150

Set of two pod-style UniFilter high-flow filters to suit DCOE Weber carbs. The main pod (A) stays on the carb and for non-race use is covered by (B) to give (C), creating a filter that is effective, but can quickly have the outer cover removed to leave a clean, high-flow filter for competition use. Near-new, little use: \$90



Lightweight aluminium radiator to suit Commodore (sorry-don't know which model!), fitted with near-new electric fan. Slight bow in the bottom of the radiator, otherwise VGC: \$100

Tyres:

- Yokohama A050 225/50 x 15, one pair, ~40% tread remaining \$100 pair.
- For road car: set of four almost-new Smacher brand tyres, 195/55 x 15 (used once then changed wheels!): as new, \$160 set.



Set of four alloy wheels, ‘Speedy’ brand on centre caps, 14 x 6”, ‘MC’ logo on wheel. One wheel nut seat damaged but useable. 4 ½” 4xPCD, suits Alfa, 240Z, some Datsuns, some Ford, Hillman, MGB, Porsche 924, Sunbeam, some Toyota, some Triumph. \$100 set

Pair of 15 x 7” alloy wheels, 4 x 100 PCD, suit Toyota, Mazda, other. In VGC: \$150 pair.



Pair of NEW lightweight cam gears to suit Toyota 4AGE/4AGZE motors. Billet-machined, with Vernier centres. Negotiable!

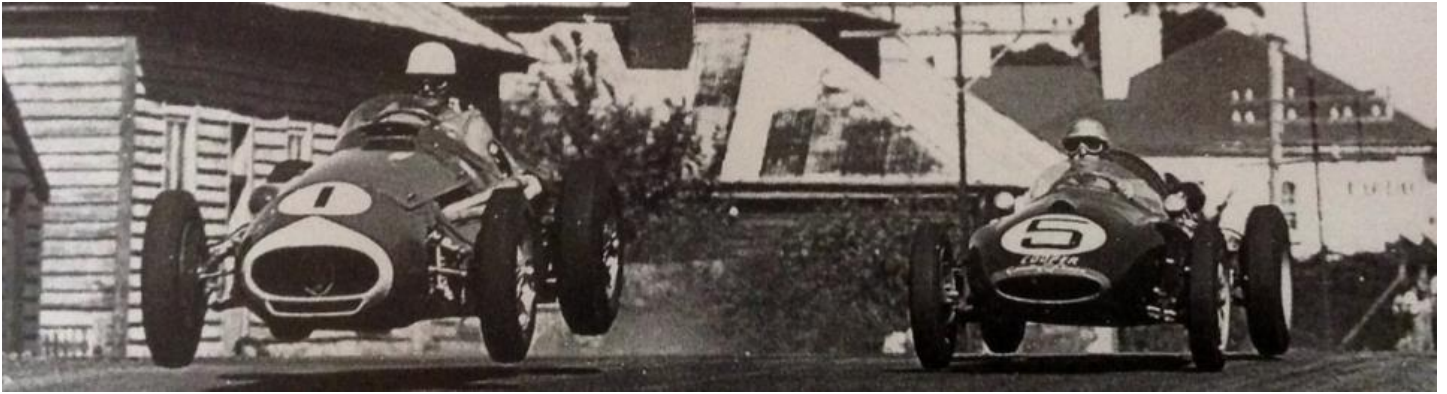
For any of these, phone Ian on 0414 580921.



...and a couple of parting shots:

Ed: You've read earlier about Stan Jones: here's a fantastic photo of Stan in the Maserati 250F being hotly pursued by Len Lukey in a Cooper, at the 1959 Australian Grand Prix, held at Longford in Tasmania. Both cars are airborne: it must have taken additional skill to drive hard under these conditions and not over-rev the motor!

Source: www.taflach.blog



...and this is one of my all-time favourite motorsport photos, showing one of the great hard-chargers. Outside rear tyre lighting up, inside front way up in the air, a touch of opposite-lock - this is three-time Australian Touring Car Champion Ian 'Pete' Geoghegan, in his 1967 Ford Mustang GTA built by John Shepherd, at Amaroo Park – not for the faint-hearted!

(Incidentally, this car was sold at Shannon's auctions in 2005 for...\$320,000!)

Source: www.Shannons.com.au



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Peter Weaver Msport Photography	Photography	0438 109 027 peter.weaver@speedway.net.au

...and the answers to the 50-question quiz? They're in *next* month's Valve Bounce!

Moral: Never trust a smiling pig.

