



VALVE BOUNCE

JUNE,
2021



The GCC is in the media – again! Recognize this location, from the cover of the latest 'Motor' magazine?

In this edition: coming events; Vic Khanacross round review; report from the AGM; changes to GCC points scoring; and a marvellous GCC historic article.

- Gippsland Car Club Inc PO Box 493, Morwell, 3840 A3759. ABN 76 691 013 424
- Website: gippslandcarclub.com.au
- Track: Bryant Park, Bill Schulz Drive, Yallourn, 3852.
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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 2021

JUNE

Friday 4	Tampered Motorsport Track Day at Sandown 0497262178
Saturday 5	Tampered Motorsport Track Day at Sandown 0497262178
Saturday 5	WORKING BEE AND CLUB PRACTICE DAY
Sunday 6	GCC Multiclub Hill Climb at Bryant Park
Tuesday 8	Board Meeting, 7.00 p.m.
Friday to Sunday, 11/13	Australian Endurance Championship Round 2 at Winton
Saturday to Sunday, 12/13	VHCC Round 5 at One Tree Hill, Ararat
Sunday 13	NSW Hill Climb Championship Round 5 at Grafton
Friday to Sunday, 18/20	Supercars at Hidden Valley, NT
Sunday 20	AROCA Sprint at Winton
Friday to Sunday, 25/27	Shannons Nationals/TCR Australia at Morgan Park
Saturday 26	Repco Sprints Round 3 at Winton
<u>Saturday 26</u>	<u>Nugget Nationals track hire at Bryant Park</u>
Saturday to Sunday, 26/27	PIARC Supersprint Round 3 at Phillip Island
Sunday 27	GCC Khanacross at Bryant Park

JULY

<u>Friday 2</u>	<u>Pilota Sportiva track hire at Bryant Park</u>
Sunday 4	VHCC Round 6 at TAFE Logic Centre, Wodonga
Sunday 4	AROCA Sprint at Phillip Island (TBC)
Tuesday 6	Valve Bounce collation
Friday to Sunday, 9/11	Supercars at Townsville, FNQ
Saturday 10	M&DCC Boisdale Twilight Hill Climb, Long Track
Saturday to Sunday, 10/11	Super Trucks at Winton
<u>Sunday 11</u>	<u>WONIU track hire at Bryant Park</u>
Sunday 11	MSCA Sprints at Sandown
Tuesday 13	Board Meeting, 7.00 p.m.
Friday 16	Tampered Motorsport Track Day at Sandown 0497262178
Saturday 17	Tampered Motorsport Track Day at Sandown 0497262178
Sunday 18	GCC Multiclub Hill Climb at Bryant Park
Sunday 18	NSW Hill Climb Championship Round 6 at Tamworth
Sunday 18	AROCA Sprint at Broadford
<u>Thursday 22</u>	<u>Pilotta Sportive track hire at Bryant Park</u>
Saturday to Sunday, 24/25	Victorian State Race Series Round 4 at Sandown
Sunday 25	Repco Sprints Round 4 at Winton
Saturday 31 to Sunday 1	6 Hour Relay Phillip Island
Saturday 31 to Sunday 1	Supercars at Winton

AUGUST

Sunday 1	6 Hour Relay Phillip Island
Sunday 1	Supercars at Winton
Tuesday 3	Valve Bounce collation
Saturday to Sunday, 7/8	Festival of Speed at Winton
Saturday to Sunday, 7/8	PIARC Access at Phillip Island
Sunday 8	NSW Hill Climb Championship Round 7 at Ringwood
Tuesday 10	Board Meeting, 7.00 p.m.
Saturday 14	M&DCC Boisdale Twilight Hill Climb Long Track
Sunday 15	MSCA Sprints at Winton
Sunday 15	GCC Khanacross at Bryant Park
Sunday 15	VSCC Vintage Hill Climb at Rob Roy
Friday to Sunday, 20/22	Supercars at Sydney Motorsport Park
Friday to Sunday, 20/22	Champion at Winton
Sunday 29	VHCC Round 7 at Bryant Park (VMCI track hire)

SEPTEMBER

Saturday 4	AROCA Sprint at Sandown
<u>Sunday 5</u>	<u>Austin 7 Club OST at Bryant Park</u>
Sunday 5	NSW Hill Climb Championship Round 8 at Gunnedah
Sunday 5	Fathers Day
Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	South Australian Hill Climb Championship at Collingrove
Saturday to Sunday, 11/12	Supercars at Waneroo, WA
Saturday to Sunday, 11/12	Nugget Nationals at Winton
Sunday 12	MSCA Sprints at Phillip Island
Sunday 12	GCC Khanacross at Bryant Park
Tuesday 14	Board Meeting, 7.00 p.m.
Friday to Sunday 17/19	Shannons Nationals/TCR Australia at Sandown
Friday to Sunday, 17/19	Super Trucks at Winton
Saturday to Sunday, 18/19	PIARC Supersprint Round 4 at Phillip Island
Sunday 19	M&DCC Boisadale Hill Climb Short Track
<u>Sunday 19</u>	<u>MOTORSPORT AUSTRALIA Club Challenge at Bryant Park</u>
Saturday to Sunday, 25/26	Victorian State Race Series Round 5 at Phillip Island
Saturday 25	Honda Nationals at Winton
Sunday 26	VHCC Round 2 at Bryant Park

OCTOBER

Sunday 3	NSW Hill Climb Championship Round9 at Fairbairn Park
Sunday 3	MGCC Interclub Hill Climb Round 3 at Rob Roy
<u>Sunday 3</u>	<u>Kyneton Car Club track hire at Bryant Park</u>
Tuesday 5	Valve Bounce collation
Thursday to Sunday, 7/10	Bathurst 1000
Saturday 9	MSCA Sprints at Sandown
Tuesday 12	Board Meeting, 7.00 p.m.
Friday to Sunday 15/17	Shannons Nationals at The Bend
Saturday to Sunday, 16/17	AROCA 12 Hour Relay at Winton
Saturday to Sunday, 16/17	Mt Tarrengower Historic Hill Climb
Saturday 16	M&DCC Boisdale Twilight Hill Climb Long Track
<u>Saturday 16</u>	<u>MG Car Club track hire at Bryant Park</u>
Thursday to Sunday, 21/24	Australian Hill Climb Championship, Mt Cotton, Queensland
Friday to Sunday, 22/24	Australian MotoGP at Phillip Island
Saturday to Sunday, 23/24	Formula Vee Nationals at Winton
Sunday 24	MG Car Club Youth Challenge at Rob Roy
Friday to Sunday, 29/31	Saloon Fest at Winton
Sunday 31	GCC Khanacross at Bryant Park

NOVEMBER

TBA November or December	TCR Australia Bathurst International
Wednesday 3	Valve Bounce collation
Friday to Sunday, 5/7	Excel Enduros at Winton
Saturday to Sunday, 6/7	Supercars in Auckland, NZ
Sunday 7	GCC Multiclub Hill Climb at Bryant Park
Tuesday 9	Board Meeting, 7.00 p.m.
Thursday to Tuesday, 11/16	Bathurst Challenge
Saturday 13	Repco Sprints Round 5 at Winton
Saturday 13	M&DCC Boisdale Hill Climb (Noel Burley Memorial) Short Track
Saturday to Sunday, 13/14	PIARC Supersprints Round 5 at Phillip Island
Sunday 14	AROCA Sprints at Winton
<u>Wednesday 17</u>	<u>Targa Florio at Bryant Park</u>
Thursday to Sunday, 18/21	Australian Grand Prix at Albert Park
Saturday 20	Winton 300
Saturday to Saturday, 20/27	RACV Alpine Trial Centenary
Friday to Sunday, 26/28	Bathurst International
Friday to Sunday, 26/28	HQ Enduro at Winton
Friday to Sunday, 26/28	Geelong Revival Motoring Festival

<u>Saturday 27</u>	<u>Nugget Nationals track hire at Bryant Park</u>
Saturday to Sunday, 27/28	Island Magic at Phillip Island
<u>Sunday 28</u>	<u>CCRMIT track hire at Bryant Park</u>

DECEMBER

Friday to Sunday, 3/5

Saturday 4

Tuesday 7

Sunday 12

Sunday 12

Tuesday 14

Supercars at Surfers Paradise, Qld

GCC Multiclub Twilight Hill Climb at Bryant Park

Valve Bounce collation

AROCA Sprints at Phillip Island (TBC)

GCC Khanacross at Bryant Park

Board Meeting, 7.00 p.m.

CALENDAR 2022

MARCH

Sunday 6

Porsche Club of Victoria track hire

NOTE:

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

When we're not in yet another lockdown, you might like to check this out. Someone posted this picture on Facebook: it's a mural just completed on the side of a building in Dandenong, celebrating some of the great Formula 1 drivers.



Editorial Ponderings:

(Scene: two young blokes gazing under the bonnet of a car.)

"What's up with your car?"

"Dunno. Engine's stopped. Dad says I should have kept an eye on the oil."

"It has oil?"

"Apparently. It's in there somewhere, and it seems you need to watch it."

"Why? Does it go off or something?"

"Dunno. I can't even see the oil."

"Maybe just add some. Where does it go?"

"Maybe here?"

"That's got a picture of a wiper blade on it. I don't reckon that's right. What about that big cap in the middle?"



"It's got a label on it: says '710' – that can't be right. Maybe in there – that yellow cap with a picture of a drop on it."*

"Seems as good as any. It'll all probably mix together in the end, anyway."

"Sounds good." (Sound effect: 'glug, glug.')

"How much do you put in?"

"I suppose we just keep going until it comes out the top."

"I wish I knew as much about cars as you do."

"There: job done. Dad will be happy – he's always telling me I need to look after my car more."



This fictitious exchange may or may not be based on recent events that may or may not have happened in the Editorial home, but (hopefully) serves to illustrate a dilemma facing motoring as we career down the path into the 2030s and beyond.

While there are certainly exceptions, such as the enthusiastic offspring seen at our khanacrosses, etc, I think most younger drivers have little or no idea about what lies behind the dashboard and propels them down the road. For the majority, a car is now regarded much like an iPod, phone, TV, etc: you turn the key and it goes – and eventually you turn it off. In truth, modern vehicles have perpetuated this attitude, as their reliability is so good that non-mechanical people will just continue to use them until the next service...and beyond. Like most Gippsland Car Club members, I grew up in an era where maintaining your car and keeping an eye out for wear and tear was part of ownership. If you didn't top up the battery, look for leaks and so forth, it was going to come back to bite you. By contrast, we've all seen new-ish cars parked on the side of the freeway nowadays in perfectly good



Is this to be the fate for your classic, or race car?

condition, but abandoned due to a flat tyre – the owner apparently lacking the knowledge to swap wheels, even though they had on board everything they needed to do so.

How is this relevant to our members, motorsport and classic car ownership? Well, if you have a car from the 50s or 60s (or earlier), think for a moment about what it takes to keep it in fine fettle: checking tyre pressures, adjusting SUs, cleaning spark plugs, greasing regularly, etc: if the next generation can't even change a wheel, will they be able to – or even be interested in – performing such tasks as these? If not, as seems likely, then the glorious classic you enjoy today may well be doomed to become an ornament in future, or sold outside the family. All those thousands of dollars invested in returning a basket case to its prime will be forsaken. So...you better get out and enjoy it now! If it's a mobile masterpiece at present, get it out on the road, or bring it to an event, and flog the value out of it before it joins the Hoover, the cassette deck, the landline phone and all the other mementos from a wondrous past era fermenting at the back of the shed.

-IM, the Ed.

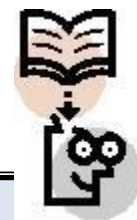


...And a little bit of trackside gossip: you would have read the report in last month's VB on the Porsche Club 6-hour relay at Sandown: it seems some of the drivers in their up-market cars were not very happy about being passed by what looked like a common Hyundai Excel! And yes, it came from the GCC.

(Come to a khanacross if you need to join the dots here.)

What do you need to know now?

➤ CLUB CHAMPIONSHIP 2021:



Next GCC HILLCLIMB:

- Sunday, June 6th

GCC Championship

Next GCC KHANACROSS:

- Sunday, June 27th

GCC Championship

➤ VICTORIAN HILL CLIMB CHAMPIONSHIP 2021 - next round:

- Sunday, July 4th

Chairman's report

- Rhys Yeomans

I originally offered to help with the Club a few years back because I wanted to see the entry forms on the website earlier than what they were being available! Now, a few years in, we don't put entry forms on the website (only Supp Regs, all entries via Motorsport Australia Portal) and my roles and responsibilities within the Club have increased slightly since then! The past weekend at Bryant Park with a private hire on Saturday and a State Khanacross round on Sunday was a perfect weekend and one of the reasons why I continue to be involved with the Gippsland Car Club. We were able to facilitate Motorsport opportunities for a number of competitors of all ages, from those who wanted to test their road cars on the hill climb layout with their friends on Saturday, to a very competitive State level event where a few sheep stations may (or may not!) have been up for offer on Sunday! The weather was perfect all weekend and we had a great team of people volunteering to ensure both days ran as smoothly as possible. The sunsets at the end of both days just capped it off!

In terms of what I'd hope we achieve this year, last year's lockdowns had an impact on progress of a number of ongoing projects at Bryant Park that we will complete, as well as moving onto the next projects to continue to develop Bryant Park as the best hill climb facility in the country.

In addition, the Board is currently putting together the required documentation for Round 2 of the Motorsport Australia grants that open in the new financial year, to benefit from what looks to be a large amount of money being available. Round 1 grants provided to other clubs around the state have been quite generous, with Rob Roy looking to have large upgrades in the future, which is great both for MGCC and the sport of hill climbing in general.

I'd like to think I'm easy to approach and contact: if there is anything that needs discussion relating to the club, please don't hesitate to phone or email as needed. Unfortunately, I do need to work for a living and if I'm not available, I will return your call.

I look forward to a year of uninterrupted Motorsport and other club activities!

And also:

Annual General Meeting – Trafalgar Holden Museum

Following last year's cancellation of the AGM, we held this year's at the Trafalgar Holden Museum. It was a freezing night and horrible weather to be out in, though it was well attended, and we had more than our fair share of pizza to eat and take home for breakfast the next morning!

The current Board can be seen on the first page of Valve Bounce. We have had some moves in and out. I'd like to thank all who have been, and continue to be, involved with the Board at Gippsland Car Club.

I would like to thank all those on the Board who ensure the successful running of the Club.

I hope everyone in attendance had a chance to look through the museum. They have a great collection of Holden memorabilia and vehicles. There are a lot of items made by Holden that I had no idea they were involved in, including kitchenware!

Competition Secretary's Report

-Rhys Yeomans

Victorian Khanacross Championship Round 3 at Bryant Park

On Sunday 23rd May we hosted the third round of the Victorian Khanacross Championship. This wasn't an opportunity we chased, but a phone call late last year from Ross Batson from the VKC panel looking to run a tarmac round of the Championship in the lead up to the Australian Khanacross Championship saw us being the hosts of the only tarmac VKC round in 2021.

As expected, we had many entries, reaching our capacity of fifty, six days before the event!

Rob Duncan chose layouts that were challenging and also reduced waiting time and improved the flow of 50 cars around Bryant Park. From a spectator and official point of view, this worked very well. As always, Rob does a great job of running these events.

I believe a few competitors were a little overwhelmed at the drivers' briefing with the number of layouts we planned to run, though once proceedings got under way they all seemed to enjoy themselves and it was very competitive throughout the whole field!

The results can be found here in Valve Bounce, with local knowledge and Nissan power seeing Matthew Paulet placing first overall in his Excel and Jeffrey Salmon in his Subaru a very close second. The fastest junior of the day was Declan Webb in the Leyland Moke he shares with his father Matthew, who was third overall. *(Ed: photos of the event appear later in this edition of VB)*

A thank you to all volunteers who were in attendance. Gordon Dothwaite and John Bryant for their timing expertise, along with John Mahy, James Dyer, Ian Maud, Bill Jennings, Rob Duncan, Ian Mayze, Rob Nolan and Ric Adams for their efforts throughout the day. The broken record once again: these events don't happen without volunteers so if you wanted to become involved in these events, please contact anyone on the Board or come along to the next event (6th June – hillclimb!) and introduce yourself!

Our next multiclub khanacross is scheduled for Sunday 27th June, which I need to do the Supp Regs for! Entry will be open before you read this issue of Valve Bounce!

Sprayed my car with
rust remover.



Next GCC WORKING BEE

Upcoming Working Bee and Club practice – Saturday, 5th June.

These will be great opportunities for us to complete some of the major projects we've had running at Bryant Park in 2020, which includes the timing building and the new scrutineering shed extension.

All members are welcome to attend working bees and we will endeavour to delegate a job to you that aligns with your skills.

The obvious task is cutting the grass, so if you have a lawn mower or whipper snipper, please bring it along. The gardens will need weeding; toilets, clubrooms & garages cleaning; etc.

The working bees start at 9:00am, with a free BBQ lunch provided at 12:00pm. Hill climb practice - **ONLY for GCC members who have assisted with the working bee** - is held from 1:00pm to 4:00pm. **If you have a valid reason for wanting to practice but cannot attend the working bee, please send Chairman Rhys an e-mail, or phone Rhys or Phil - before hand.**

Wednesday working bees

We've had a couple of requests from people wanting to assist in the maintenance of Bryant Park during the week, outside of normal organised working bees.

It could be as simple as you cutting grass for an hour, weeding some of the garden or something else that is deemed as required.

These days will not be as formal as our regular working bees and there will be no practice or BBQ.

As Bill Jennings is at Bryant Park most Wednesdays, please contact him (details in front of Valve Bounce) if you would like to assist on an upcoming future Wednesday.



WELL THERE'S THE PROBLEM -
YOUR EXHAUST SYSTEM'S SHOT.

Ed: Here's a selection of events scheduled by groups outside the GCC, that might be of interest to our members:

➤ **From the AOMC:**



Gippsland Vehicle Collection



Sep 12, 2021

Gippsland Vehicle Collection - Swap Meet

1A Sale Road

Maffra, Victoria

American Motoring Show



Sunday 26th September 2021

Yarra Glen Racecourse Armstrong Grove, Yarra Glen

Proudly presented by: Association of Motoring Clubs

- Veteran • Vintage • Classics • Customs • Muscle Cars
- Fifties Fins • Sixties Cruisers • Modified •
- Hot Rods • Commercials •



Gates Open

Display Cars 9:00 am
Spectators 10:00 am

Admission:

Display Cars \$15.00 includes all occupants
Spectators \$8.00
Children Free

Enquiries: Iain on Mob: 0473 832 277

For updates, maps and information see website: www.aomc.asn.au Facebook: fb.com/infoaomc
Association of Motoring Clubs 21 Rosalie St, Springvale Vic 3171
ABN: 90 579 750 693

IMPORTANT NOTE: Due to Covid requirements, admission to this show is by pre-booking only, via trybooking. Drivers and passengers must all be pre registered through this facility. To register and pay for your booking, go to trybooking at:

<https://www.trybooking.com/BQTBJ>

And more locally:

The Gippsland Vehicle Collection *presents* **FIRST & LAST**



**A DISPLAY OF THE EVOLUTION OF AUSSIE BUILT NAMES
AT OUR MAFFRA MOTOR MUSEUM FROM MARCH 14th
2021 UNTIL END OF JUNE 2021**



Museum open Mon to Fri 10 til 4
Daily during school holidays
Anytime by appointment (groups)



gippslandvehiclecollection.org.au

Second Sunday of each month: why not join some of our members at the Gippsland Sporting and Classic Car Register's 'Breakfast Club' in Warragul? This is a very low-key, friendly event: people simply park their cars of interest (ALL sorts of vehicles welcome!) in the southern end of the Woolworth's car park, off Victoria St – and wander around! Breakfast and coffee available at a number of local businesses. Officially, this runs between 8:00 and 9:30am but many are now arriving before this. Last month there were 150+ cars on show! Everything from vintage to hot rods...even a restored tow truck!



2021 YOUTH CHALLENGE

24 OCTOBER 2021
ROB ROY HILLCLIMB



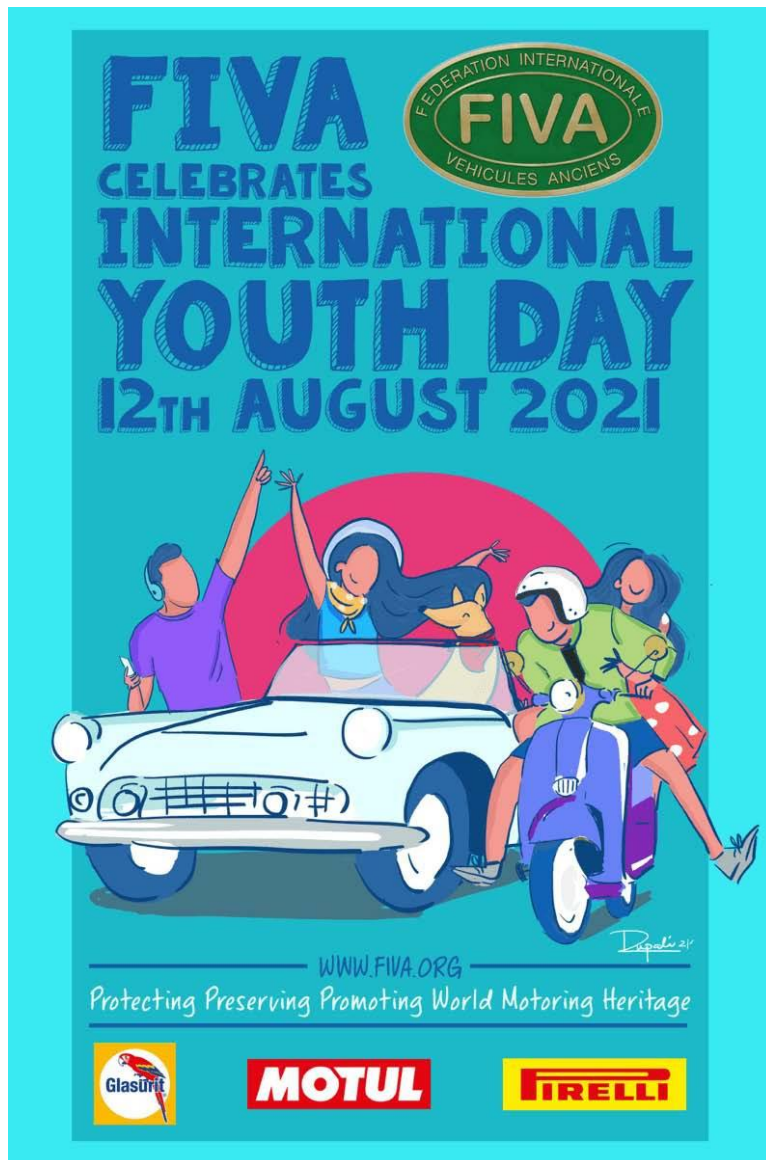
\$50 ENTRY

Open to Juniors and parents from all clubs
Motorkhana, autokhana and OST competitors
Motorsport Australia Speed Licence Required
Free Long sleeve competition shirt and sponsor pack for Juniors
Contact Aidan Hunter of the MS Car Club
YoW@MGCC.com.au

MGCC.COM.AU



Call for entries! FIVA competition marks International Youth Day



FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) has opened entries to its annual creative competition for youngsters and the young-at-heart. This year, historic vehicle enthusiasts are invited to submit photographs, sketches, paintings, illustrations and videos on the theme of 'Restoring the Passion'.

"After the success of last year's competition, we are again celebrating the United Nations International Youth Day on 12 August with a creative competition," explains Nataša G. Jerina, vice-president of FIVA. "Aimed primarily at the under-18s, we nevertheless believe that youth is a state of mind, not a number, so we've again included a category for more mature enthusiasts".

"If there's one positive message that we at FIVA can take away from the pandemic, it's the precious gift of quality time. Time spent getting back to the garage, getting our hands dirty, sharing laughter and making memories. This year, restoration has taken many forms: not only the time spent restoring our historic vehicles but also the bonds we've rebuilt with the people we love".

"So... we invite you to share a photograph, a sketch/painting/illustration or a video of how you 'Restored the Passion' this year with your historic vehicle, interpreting the theme as creatively as you can."

(continued next page)

The 2021 FIVA competition has three categories:

Category 1: Photograph

Category 2: Sketch/Painting/Illustration

Category 3: Video

Entries will be judged in three age groups: 5 to 11 years; 12 to 17 years; and 18 years and above.

The winners in each category will be promoted on FIVA social media sites using the hashtags **#fiva_classic** **#historic_vehicles** **#culture** **#youth** **#internationalyouthday** **#2021youth**. Their artwork will be presented to the FIVA General Assembly, held in November, and they will be awarded a FIVA book, a FIVA vehicle plaque and a recognition diploma. In addition, FIVA's global partners (paint specialist Glasurit, oil and lubricant specialist Motul and tyre specialist Pirelli) will reward winners with a small gift.

The entry form can be found at the link below and completed forms, along with the artwork itself, should be sent to fivayouthday2021@fiva.org and cc'd to secretary@fiva.org by the end of July 2021. Please note that all entries are on condition that FIVA may use the material for promotion and information purposes, in whatever way FIVA sees fit, and without any obligation to the sender(s) or creator(s) of the work. In case entries violate a third party's copyright, privacy or other rights, the sender / applicant will indemnify FIVA against all compensation that FIVA owes to those third parties.

The winners of each category will be announced by 30 September 2021.



O'CONNELL'S TYRES
136 MOORE ST, MOE
(03) 5126 2822

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WHEEL BALANCE	MECHANICAL INVESTIGATION

MOE PARKLANDS MOTEL



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

RECEPTION HOURS : 7.30 am to 9.30 pm

98 Narracan Drive, Moe, Victoria

Telephone 03 5127 3344

EMAIL: stay@moeparklandsmotel.com.au
WEBSITE: www.moeparklandsmotel.com



PO Box 199 Trafalgar Vic 3824

Bryant Park track was asphalted by Fowlers Asphaltting
For domestic and industrial asphaltting services, please call 03 56332918

BITS AND PIECES, INCLUDING 'FROM THE BOARD' - John Bryant

1. **CALENDAR:** The Calendar that is included in this edition may or may not be correct, depending upon the current lockdown on Victoria. As I write this (Friday May 28) we are in for a seven-day lockdown – time will tell. The events that were to be held on May 29 and 30 have obviously been postponed. What will be the case with our working bee/practice day and hill climb on June 5 and 6? Keep your eye on your email and on the Club website for any further information. One significant date that has been changed is that the Victorian Hill Climb Championship Round 7 event which was to have been held at Broadford on August 22 will now be held at our track on August 29 – we had a Multiclub Hill Climb scheduled for that date, so we are merely changing the name of the event – it will still be a round of our Club Championship. We will finally get to run our own round of the VHCC (Round 2!!) in late September!
2. **VICTORIAN KHANACROSS CHAMPIONSHIP:** We conducted our first ever Victorian Khanacross Championship event on May 23, with it being the only khanacross event in the Championship run on an asphalt surface. The event went off very well, with a maximum field of 50 entries. Thanks to Rob Duncan for coming up with a number of new courses, which seemed to keep the competitors both busy and happy. What was good about the event was the amount of assistance we had from club members (and some others) in the running of the event. When running two tests at a time, people power is needed, and we had it, which made sure that the event went off very smoothly.
3. **CATERING AT OUR HILL CLIMB EVENTS:** The same caterers who were at our most recent event, Single Shot Double Shot from Morwell, will again be at our event on June 6. Whilst their range of food is not expansive, it is certainly very tasty.
4. **ANNUAL GENERAL MEETING:** As mentioned briefly by Rhys in his report, the AGM was held at the Holden Museum in Trafalgar on a dark and wintry night recently. This is the second time I have been to this venue, and the exhibits have certainly changed between visits (probably five years ago when I was last there), and there are now probably double the number of cars on display. You do not have to be a Holden freak to find interest in the displays. One of the more interesting rooms was that displaying a number of Holden engines over the decades. We all (I think) know about the grey, the red, the blue and the black motors, but do you know about the gold? Did you know that there was an overhead cam V8 engine in development or did you know that there were actually rotary engine Holdens (exported to Japan)? One room contained four of the Terry Dowel collection – the original Brock Austin 7, the 48-215 that Brock drove at Goodwood, the EH that Brock was going to dive at Goodwood, and a Torana that won the Australian Touring Car Championship. An all-new display is that of original memorabilia from the original Holden factory in South Australia – the one that made leather work articles for horses, cattle and even camels, before it moved on to manufacturing bodies for GM chassis' brought in from the USA. One thing of interest to me, in a second garage out the back, is that included (almost hidden) in the display was the original Harrop's Howler drag car – an icon of the Australian drag racing scene in the fifties and sixties. The Museum is well worth a visit when you have an hour or two to spare. And by the way, welcome to Scott Seddon to the Board of Management.
5. **MOTORSPORT AUSTRALIA GRANTS:** A round of grant applications was held earlier in the year, which we decided not to apply for due to time restraints. This was possibly the wrong move, as other Clubs did receive rather large grants to carry out projects at their Club – MG Car Club received almost \$500,000 to upgrade Rob Roy, including resurfacing; Ararat Car Club received a nice amount to upgrade safety barriers at Ararat; and Pakenham Auto Club received an amount to upgrade their autocross track. The grants have been readvertised, so this time we are not missing out on making a submission or two. Ian Maud has offered to

prepare the submissions on behalf of the Club, whilst others of us are searching out prices for various assets that we would like to have to add to the amenity of our property. We have obtained, or are in the process of obtaining, prices for a new scrutineers' building, new toilet block, new rescue vehicle, shelters for officials at various points around the track and shelters for spectators in a couple of places. We were not in the last round so could not be in it to win it – this time we are going to be. Will we be successful? Who knows – I only know that if we do not make any submissions, we will certainly not be in it to win it!

6. **DO YOU KNOW WHAT IS INCLUDED IN SUPP REGS?** A lot of information is included in the Supp Regs for an event, but it is reasonably obvious that the only parts that some people take notice of is when the event is on and how much it costs to enter. On the day of a hill climb event, the most commonly asked question is what track is going to be used for the event – it is clearly set out in the Supp Regs! At the Vic Championship Khanacross last weekend, many people asked about the map for each test on the day – there were eight tests envisaged, so a diagram of each was forwarded to all entrants by Rhys. At least half had not necessarily looked at their email or certainly not taken any notice of the planned tests. Do yourself a favour – **READ THE SUPP REGS CAREFULLY, AND TAKE CAREFUL NOTICE OF ANY FURTHER INFORMATION FORWARDED TO YOU PRIOR TO THE EVENT.**
7. **CLUB CHAMPIONSHIP POINTS SCORING:** A motion was passed at the recent AGM that the Board not introduce the new method of scoring points in the Club Championship (as outlined in the May Valve Bounce) until the 2022 competition year.

Workshop positions available for car enthusiasts

McDermott's Workshop, a company renowned for high quality service, restoration and repairs to Rolls-Royce, Bentley, Bristol, veteran, vintage and classic motor cars, currently have three workshop positions available.

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Report: Chairman's Report for 2020-2021, **-as presented by Ken Neilson at last month's AGM.**

I would like to acknowledge that it has been a challenging few years for the club, and the world. It has been a long time since our last AGM held on Friday 17th May 2019. For those who are not aware, my name is Ken and I am the acting Chairman of the GCC Board presently.

Huge thanks to *all Board members and volunteers* who kept the club running throughout this period. And to all our members who enjoyed their events when they could, we look forward to many more.

A special shout out to **Billy Jennings** for his efforts in keeping the grass under control and our facilities looking good all year around.

Thanks **Phil Tullett** for his efforts in coordinating working bees and making sure they run smoothly and everyone has a job!

Thanks to **Rob Duncan** for running our khanacross days, making sure they are fun events for our members and guests.

A special mention for **James Dyer**, a newbie to our Board who is doing a great job. Also to **Yvette** who is doing a fantastic job with the Treasurer's role.

Not to forget **Wayde Griffiths** for keeping our track in fine shape, **Shane Cane** for making sure we are all safe and **Paul & Jill Hickey** for their efforts.

From 2019 - 2021 there have been many Gippsland Car Club achievements (thank you **Rhys** for compiling them and for all your hard work over this time, wearing several hats)

- We moved to the Motorsport Australia Portal for competition entry
- Construction of new timing building, with continuing fitment of cupboards, fixtures, roller shutters to come
- New sign writing on our club rooms
- Purchase and upgrade of new tractor following the disappearance of the previous one
- New ride on mower
- Hosting state hill climb rounds each year, with our first State khanacross round next week (23rd May)
- Additional seating for spectators at Bryant Park (picnic benches)
- Extension of scrutineering shed for storage of equipment
- Monthly emails to club members detailing upcoming events
- Increase in club members attending working bees – thanks to all our **volunteers** for their efforts in keeping everything beautiful and well-maintained
- Purchase of fire-resistant filing cabinet for storing of club records
- Rescheduling of events due to COVID – with us holding Regional and Club only events, in order to get GCC members back on the track as soon as possible

- Pit garage area is now the property of GCC following the end of the 10 year lease arrangement (thanks to **Glen Campbell & David Anderson** for their work in facilitating the building of them and providing a great asset for the club)
- Generating revenue via hiring of Bryant Park to other clubs, media outlets and car manufacturers (thanks **JB** for your work behind the scenes with these, and also your efforts with the printing of Valve Bounce, and to **Carol** for her lovely snacks after the folding frenzy)
- Trading of articles for Valve Bounce with other clubs (a big thanks to **Maudy** for his work with Valve Bounce, it has been fantastic)
- Of our membership, around 225 members are enjoying their cars under our Club Permit Scheme
- Purchased of a second-hand toilet block which is waiting to be restored and connected in the near future

I would like to acknowledge and give recognition to the work of the following Board members who have served and resigned over the past two years. We thank them for their work, it has been appreciated.

Mick McGinn – Chairman

Janet McGinn – Competition Secretary

James Lambert – Treasurer

Helen Jennings – Canteen

Bill Revill – Valve Bounce

Sorry if I have forgotten to thank anyone, please let me know if I have, as your work is valued. If anyone is interested in helping out, please do not hesitate to speak to me or another Board member, we would love to welcome you on board :)

We look forward to the coming year, with 500 + members enjoying the fantastic facilities and events of the Gippsland Car Club. Thank you, enjoy your evening.

-Ken Neilson

Communication in 2020

"Alright, does everyone have sound?"





Note: a motion raised by Larry Kogge was passed at the AGM, that any of these changes should not be introduced until the end of the current competition season.

Club Championship Scoring – have your say –Gordon Dowthwaite

Having offered to keep the Club Championship Scoring, for the first time I had reason to look at the details of how it was calculated and, at least in my view, found it difficult, confusing and a little unfair.

I have proposed to the Board a new method to calculate the Championship scores and the Board has decided to put this proposal to the members before being adopted. Below is a brief explanation of the main problems I see in the existing system and my proposal.

I do add that as a Regularity and SuperSprint competitor, events which are not part of the Club Championship, I have no vested interest in the scoring system – I just want to make it easier and fairer.

There are 2 fundamental problems with the current scoring system

1. It may not reward the faster driver
For example, for Group N over 2000 on the Clockwise Double Loop track all drivers achieving times from 88.20 seconds to 89.05 seconds will get a championship score of 1.03. The slightly faster driver is not therefore recognised.
2. It favours participation over timed results.
Because ranking is calculated by lowest score, competitors are first grouped by the number of events they have run before ranking in numerical order (after the worst 2 results are dropped). Therefore, a competitor who has achieved the best possible results for all events run but missed 3, will rank lower than a competitor who has only missed 2 events, even if that competitor has run poor times at all those events.

The proposed system intends to keep the concept that each competitor's time is compared to the appropriate class record (which aims to have all classes on an even field for the club championship) while removing these 2 problems.

1. Each actual time is modified based on a Class Lap Record comparison to give an Equivalent time.
For those who want to check the maths.... each class record is compared to the track record. For example, for Clockwise Track (track record 43.11), Formula Ford (class record 54.00) the comparison is $43.11/54.00=0.7983$. A FF competitor achieving 55.26 will have their time multiplied by the comparison factor ($55.26 \times 0.7983 = 44.11$) which gives an equivalent time relative to the track record.
2. The top 28 competitors are then ranked by the equivalent time and awarded points according to that rank for the event.
(40, 36, 33, 30, 28, 26, 24, 22, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1)
As competitors now earn points by their result each event, a strong competitor who misses some events is still in the running for the club championship as is someone who may not be as quick but gets to more events – as with most motorsport championships!
3. Class results are scored on the same scale from quickest time to slowest.

If you wish to make any comments or suggestions or seek clarity, please contact Rhys or myself – email is best

Gordon Dowthwaite: (gordon@dowthwaite.com.au)

More of; 'The way we Were'

– Ian Maud, with HUGE thanks to John Weymouth.

What a dollop of history!

You may not have heard of John Weymouth, especially if you're one of our younger or newer members at the GCC, but his is one of the longest memberships remaining in our club, along with such stalwarts as John Bryant and Ernie Corry. If you'd like to put John into context, perhaps skip forward temporarily to one of our 'member profiles' for this month, toward the end of the magazine.

John recently dropped off to me some items he had copied from the 'Motoring Around' section of local newspapers (remember when the newspapers used to have a regular motoring section?) from 1969, and filled me in on some club history, which I will now endeavour to pass on! These articles should prove of interest to many current members from a historical perspective. In particular, look for:

- Ian Lockwood, the author of the 'In Tune' section on the fifth page. Ian was one of our early Chairmen, preceding John Bryant, and presiding over the GCC at a time when Gippsland Park, our track in those days, was sealed in the early 1970s. Up until then it was a dirt surface, and in its earlier days, was 'one way' - competitors had to wait at the end of the track until a number of them had run, before being returning back down the hillclimb to the pits and allowing the next group to run.

Current members will also be interested to hear John described to me how the early Gippsland Park track ran in the reverse direction to later years: the concrete pad at the end of the track returning cars to the pits was apparently the original starting area.

The funds to seal the track were raised through debentures, bought by club members, but, as John recalls, it would be most unlikely any were ever paid out – members gave this as their contribution to fund the new track.

Member Greg Ireland was mates with Brian Barry, the head of the local Boral group.

Through these two, Boral provided the hot mix to seal the track.

It was around this time that John Weymouth argues successfully for the construction of the grey concrete-brick toilet block that was the salvation for many members over the years.

John recalls his argument was that many of the (young, male) competitors were now getting girlfriends, but you never saw them, or family groups, at the track as there were no toilet facilities – hence the construction. Jimmy Donahue was a local plumber and GCC member who competed in a mini: he oversaw the digging of the septic tank pit and plumbed the toilet block. (Yet another example of the great work we have had done by our marvellous volunteers over the years – where would we be without them?) The timing tower and other developments would come later, during John Bryant's time as Chairman.

- Bill Harbridge – on the front page – and his brother were heavy equipment contractors, and were responsible for excavating and reforming Gippsland Park to the layout most of us would remember, allowing a continuous cycle of competitors as cars could now return to the pits as they finished their run.
- 'Benny' (Ben) Guzzardi – also on the first page. Benny apparently ran a number of quick vehicles at Gippsland Park, most notably a Cosworth-powered Elfin, and was one of the original GCC members.
- Kevin Riley – again, on the first page. Kevin was known to most in those early days as 'Bill' Riley: according to John, this was the result of one of his school teachers christening him after a cricketer of the time.
- Do you remember Bob Murphy? Check him out on the sixth page.
- Feel like a chuckle? Check out the ads, such as Ted Neil on the last page – look at the prices! And the Honda Scamp has just been released – imagine travelling to Melbourne in one. 😊

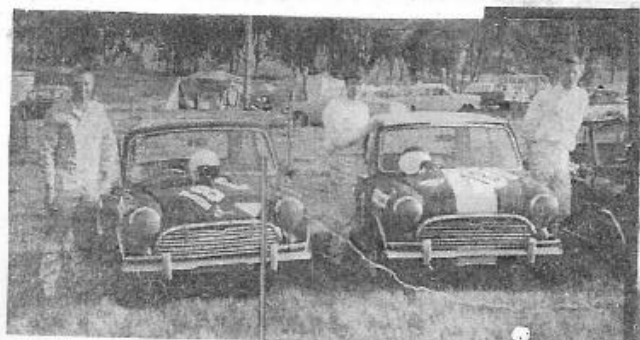
Enjoy the newspaper articles - on the following pages:

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A TOUGH DAY AT WINTON



THE CRACK Gippsland Car Club team which competed in the Winton six hour relay at the weekend.

TOP LEFT: The team, Bill Harbridge (Tyers), Trevor McGee (Trafalgar) and Bill Riley (Willow Grove) pictured before the race.

ABOVE: Timer, Greg Ireland (Trafalgar) with Graeme Cornell (Morwell), the team manager, and Neville Smith (Morwell).

LEFT: Smith and Cornell.

BELOW: On the grid.

• How did they go? See In Tune, this issue.



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- Car buy of the week
- Twenty years in the car business.
- In Tune ... this week in motor sport with Ian Lockwood.
- Buying used cars — or abused cars.
- The Florian, a good buy.

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The Premier has five good tyres, towbar — Holden wireless (10 transistor), wheel trims, disc brakes, bucket seats and a good heater. Two external mirrors, is registered until May next year and has safety belts.

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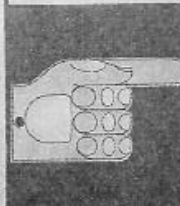
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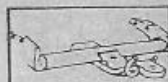
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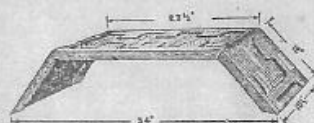
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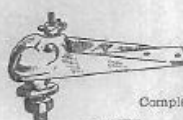
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New Trailer Mudguards, heavy duty, specially pressed with corrugations as illustrated for strength, no denting with stone chips, slant strips at each end without denting, nicely domed, ready for use.

AT THE LOW PRICE OF ONLY \$4.75 PAIR



TRAILER COUPLINGS

Complete with ball

15 CWT. \$4.50
30 CWT. \$5.95
BALLS ONLY \$1.25 AND \$1.50

He's a man who knows cars . . .



HARRY KEIGHLEY, of Harry Keighley Motors, Morwell, has been selling cars for 20 years — and still insists it is best to buy locally.

Mr Keighley has had five years of wholesale selling of cars and 15 years in retail selling, so he knows what he is talking about.

He feels that all Latrobe Valley people who are thinking of buying a car should buy locally.

"This way, if anything goes wrong with the car after only a short period it can be taken back to the original dealer with greater ease," he says.

MR KEIGHLEY has operated many yards

throughout Gippsland. He was born in Gippsland and has lived and traded cars here all his life.

At present he operates a car lot under the name of Harry Keighley Motors on the Princes Highway near Maryvale Timber.

"The size of the lot leaves much to be desired," says Mr Keighley. "But with such limited space we are able to concentrate purely on quality, not quantity."

Mr Keighley guarantees every vehicle on his lot, from tough work vehicles through to luxurious family cars.

He admits that he has not one "special" car on the lot.

"They're all special!" he said.

HARRY KEIGHLEY offers much more than just the sale of a car.

Even if you don't buy anything from him but want some advice on anything at all to do with cars, from insurance to pistons, he will help and advise with absolutely no cost to you.

And that's the key-point of his business. Harry Keighley is not a high pressure salesman.

"That frightens people away", he says.

"We prefer to let people browse and inspect our cars at their ease and if they want any information they ask for it."

Harry Keighley prides himself on his selling.

VALIANT BUYING MADE EASY



NEW VALIANT HARDTOP

A tremendous range of Valiant models, colors and options from \$2598. Available on low deposit or with top trade-in allowance. Financed by Special Chrysler Credit Insured Ownership Plan.



HARDTOP — PACER — V.I.P. REGAL SEDAN & SAFARIS

NOBODY BEATS OUR TRADE-IN VALUES . . .

WYKE UNIVERSAL

KIRK-ST., MOE PHONE 318 OR 523



THE GIPPSLAND
Cor Club is getting
ready for action
again . . .

On Sunday, October
26, a quarter mile
sprint has been organ-
ized jointly with the
Simca Car Club of
Victoria.

The organising com-
mittee for the event
is headed by a well-
known man in Gipps-
land motoring circles,
Norma Boys from the
GCC and Lindsay Mc-
Coll from the Simca
Car Club, which is
based in Melbourne.

But the most excit-
ing part of this news
is that the event will
be held at the San-
down Motor Race
Track — how about
that!

Entry fee is \$3 and
the event is open to
all members of a Con-
federation of Australia-
n Motor Sports
affiliate club.

So that means that
all financial members
of the GCC and the
sub-branches at War-
ragul and Maffra may
enter.

Car clubs from all
over Victoria have
been invited so we
should see over 100
cars racing.

★
FOR THE public
who are not aware of
what a quarter mile
sprint is, I will tell
you.

Two cars of similar
engine capacity line up
side by side in the
hands of the starter.

The green light says
go. The two cars con-
tact the starting
spoons which start the
timing clocks.

The two cars are off
on their quarter mile

IN TUNE

With IAN
LOCKWOOD



journey, racing against
the clock and the other
car.

At the end of the
quarter, the cars stop
the clock by passing
through a set of photo
elective cells.

Each car has four
runs during the course
of the day.

Times over classes
are compared to assess
the winner.

★

IT SOUNDS pretty
tame, but what about
coming down to San-
down on the day and
seeing how spectacular
this form of motor
racing is?

You will see sports
cars, racing cars and
even the car you drive.

So why don't you
come and see how the
Gippsland motor
sportsmen match up to
the other clubs from
all over Victoria?

★

LAST WEEK the
Moe Race Track Devel-
opment Committee
presented their race
track submission to the
Moe City Council.

I have heard on the
grape vine that the
submission was very
favorably received.

Let's hope, for the

sake of motor sport
and also the ratepayers
of Moe, that the coun-
cil accept the sub-
mission.

If it does I can
assure you that this
venture will really
place Moe on the map,
nationally and inter-
nationally.

Most people have
heard of Phillip Island,
Warrack Farm, and
the circuit at Bath-
urst. These tracks
bring thousands of
tourists and more im-
portant many more
thousands of dollars
into the areas on race
days.

Another tip: The
GCC is investigating a

hill climb track re-
model. More later on
about that.

★

I MUST thank those
who helped to send the
representative Gipps-
land team to the
Winter six hour race
last Sunday. John
Grouse, Shell, Traral-
gon, supplied the per-
son, J. Smith Motors
tuned the cars and
Connell's Garage sup-
plied the spare parts.

Unfortunately we did
not bring back the
trophy. The four
drivers put up a fault-
less drive.

In my opinion the
team was handicapped
out of the race this
year.

★

NEXT WEEK: A
full report on the
event.

**WE
SELL**



**WE BUY
WE TRADE**

Dependable
**USED
CARS** **KOALA
MOTORS**



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17 CHURCH-ST.
TRARALGON**

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FINANCE
LOW
DEPOSIT
AFTER SALES
SERVICE
CASH
RATES**

**WE
SELL
WE
BUY
WE
TRADE**

DRIVE IN

AFTER HOURS HIRE/RENT
PHONE CARBONILL 221520

\$50

DEPOSIT

**ALL LATE
MODEL CARS**

PHONE

71800

A/H

CHURCHILL

221520

"NO GIMMICKS"

**JUST A STRAIGHT FORWARD
DEAL TO SUIT ... YOU**

ONLY

TO GO

YOU

**TELL US WHAT
YOU WANT FOR YOUR CAR
AS A TRADE IN, WHAT DEPOSIT AND
TERMS YOU WISH TO PAY ... WE'LL DO THE REST**

**PHONE
YALLOURN
52068
MOE
405**

TORANA



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FOSTER MOTORS**

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Phone 4 2628



The used car ...

...AND THE ABUSED CAR

WHAT'S THE most important thing about buying a used car?

The answer is common sense, really. But locally ... a look for genuine value for your money.

A used car is only born when a new car is sold.

Everyone driving a new car should realize that his car, one day, will be sold as used.

There are, therefore, good used cars and "ab-used" cars.

Your local dealer is skilled in sorting out the bad vehicles as he has his reputation to protect if he sells bombs.

Prices vary according to condition. Price of a car must be studied against the changover figure.

Prospective car buyers should not allow themselves to be hoodwinked by city slickers whose overheads are dearer, and whose costs are higher (running costs and advertising costs).

Beware of high mile-

★ GUEST ARTICLE: By a leading Latrobe Valley car dealer.

age cars that have been wound back, and misleading advertising.

name of the previous owner. Go and see him ...

THOUGHT SHOULD be given to the fact that there is more value buying locally because the local dealer has to face up to his responsibilities under warranty.

For example, Melbourne car sales firms are advertising 12/12 warranty but buyers should not be fooled as most new car manufacturers offer only 12/12 or 6/6 warranty.

An example of this is the 6/6 warranty offered by one of the world's toughest proven cars, the Volkswagen.

The only warranty on any car, in fact, is the dealer's reputation.

Where possible, dealers will give you the

REMEMBER, cars advertised as one owner could mean anything including the Australian Army!

People should ask themselves what would I pay for my car? If there is a huge difference, something is wrong.

Too many people are only concerned with what they will get for their "immaculate vehicle", and not with the price of the one to be purchased.

If a large figure is offered as a trade-in, usually the car to be purchased is "loaded".

This happens time and time again in the city where "big trade-ins" are offered.

KELLY BROS.

PANEL SHOP

LATROBE-ROD., MORWELL 4 2041

HAVE DONE IT AGAIN!

GIPPSLAND'S FIRST VALET SERVICE



PHONE
BOB MURPHY
ON 4 2041

- ♦ CUT & POLISH
- ♦ SPRAY WHEELS
- ♦ TOUCH UP CHIPS
- ♦ SHAMPOO CARPETS
- ♦ CLEAN SEATS
- ♦ CLEAN DOOR TRIMS
- ♦ CLEAN HEAD LINING
- ♦ CLEAN INSIDE BOOT
- ♦ STEAM CLEAN MOTOR

It's same day service too!

ONLY **\$28.00**

BUT HURRY . . .

24 HRS TOWING SERVICE RING A.H. 43152

— SAME DAY PANEL BEATING —

TED NEILL'S

MOTORS Pty. Ltd.

3 BIG BRANCHES

WARRAGUL

PRINCES HIGHWAY, WARRAGUL
PHONE 2 2030

TRARALGON

93 HOTHAM STREET
PHONE 7 3244

AND OPENING
MID-OCTOBER

MOE

LLOYD STREET, MOE

THERE ARE 101 REASONS WHY

IT'S TED NEILL'S for the BETTER DEALS ON HIS BIG RANGE OF

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COMMERCIAL
VEHICLES
STATION WAGONS
UTILITIES

YOU NAME IT
HE'S GOT IT



TOYOTA CROWN DELUXE

PHONE 73244 FOR A TEST DRIVE . . .

TOYOTA • RAMBLER • TRIUMPH

**GREAT LINE-UP OF QUALITY USED CARS
AT PRICES YOU CAN'T AFFORD TO MISS**



1964 EH HOLDEN STN. WAGON
Radio, etc.
\$1195



1967 HR HOLDENS
Take your pick from several
at \$1695



1968 HOLDEN HR UTE.
Suit new car buyer.
\$1325



1964 STUDEBAKER "CRUISER"
V8 motor, Radio.
A bargain at \$1095

1967 VW 1300 DE LUXE
Low mileage, Long reg.
\$1295



93 HOTHAM STREET, TRARALGON. 73244

MOTORING AROUND—3 PAPER LIFT-OUT, THURS., OCT. 9, 1969

In keeping with our historical theme:

I recently ran a social drive for the Riley Motor Club (Vic), which featured local roads and history. You might be interested to see this photo, which shows a view of the Princes Highway, prior to the freeway construction. As I understand it, it is looking west across the former town of Hernes Oak.



And this posting from Facebook, of a past FIAT dealer:



Maree Maxfield

14 Jan 2016 · 📷

...

Found this in my mum's things. Dad was a mechanic and had the Fiat agency in Bairnsdale, opposite what was then B. T. HALL electrical but is now Wood St Warehouse. These cars are all Fiats including the original little 500 in the doorway. I had one of those as a paddock bomb. After he retired he built 2 full sized aeroplanes in his shed, one Flying Flea from plans in an old pre war book and another of his own design, among other things. He had many hobbies and was always making things while singing. I felt very special, as a child, when allowed to serve petrol in the 60s. Loved the smell of it too... Lead!



Photos from the Vic Khanacross round: *photos from Ian Maud & Bill Revill*



←Grandpa Selwyn showing the young 'uns how to pull a rev...or two.

More s-Moke-in' rubber: a very quick vehicle, driven exceptionally well on the day by father Matthew and son Declan Webb→



←A very neat MG Midget with another father and son team of Rod and Lachlan Wells. The MG was jumping out of second gear on the day, so the passenger was there to hold it in gear!

Yes, you can run just about anything in a khanacross. This 48-215 of Chris Fox, complete with what looked like cross-ply tyres, was driven hard and skilfully: very entertaining, and great to see →



←A potent, and great-sounding, Weber-powered Peugeot tackles the 'down and back' last run of the day



←Eventual outright winner of the day, and GCC member, Matt Paulet in his Excel 'wolf in sheep's clothing.'

The ex-Ken Tubman Morris 1100 of John Moore tackles the top course →



←Dallas Benbow from the FIAT Club in his X1/9

Steve Schmidt gives his 1958 bugeye Sprite a thrashing →



←Mark and Emily Newton manhandled their Commodore around the cones for the day.

News from The U.S.A



FIGHT UNFAIR AUTOMOTIVE LAWS

The SEMA Action Network (SAN) is a nationwide partnership between vehicle clubs, enthusiasts and members of the specialty auto parts industry who want to protect their hobby. Founded in 1997, the SAN was designed to help stamp out legislative threats to the automotive hobby and pass favourable laws

SAVE OUR RACECARS: SAN Challenges EPA in Court!

Following years of frustration felt throughout the automotive community, the U.S. Environmental Protection Agency (EPA) continues to deny the very foundation of motorsports. According to the EPA, current law does not allow street vehicles—cars, trucks, and motorcycles—to be converted into racecars.

A recent lawsuit between the EPA and an aftermarket manufacturer is the agency's latest action against racing. In the lawsuit, the EPA again maintains that once a vehicle has been certified as a street vehicle, it cannot be converted into a racing vehicle even if that vehicle is trailered to the track and is never driven on public roads.

The EPA's position left the SEMA Action Network (SAN) with no choice but to strike back. The SAN filed a brief in court arguing that the Clean Air Act does not apply to certified vehicles used exclusively on the track.

As racers and fans know well, members of Congress introduced SAN-sponsored legislation to confirm what had already been understood for the previous 45 years: that the CAA did not apply to vehicles modified for racing use only. Hundreds of thousands of enthusiasts have since contacted Congress urging passage of the "Recognizing the Protection of Motorsports Act" (RPM Act). Enactment of this important critical bill into law would remove any doubt that it is legal to modify a motor vehicle for exclusive use on the track. It also would confirm that it is legal to produce, market and install racing equipment. The SAN continues to work tirelessly to pass this important legislation to counter EPA overreach.

Tell the U.S. Bureau of Land Management to Spend Money Appropriated by Congress to Save the Bonneville Salt Flats.

Overview: Money appropriated by the U.S. Congress and the State of Utah to restore the Bonneville Salt Flats is in jeopardy. The U.S. Bureau of Land Management (BLM) and Utah Department of Natural Resources (DNR) have not completed the paperwork required to release the Restore Bonneville funds.

The once 13-mile racetrack at Bonneville is now less than 8 miles due to salt erosion. The Restore Bonneville program will help protect the historic venue by increasing the volume of salt being pumped onto Bonneville to over 1 million tons a year. This will be accomplished by upgrading infrastructure currently used to pump around 300,000 tons a year. The land-speed racing community has worked with lawmakers, regulators, and the potash mine owner to create the program.

Legislation Honours Auto Hobby.

Legislators in South Carolina have introduced a bill to designate the automotive hobby as the official family friendly pastime of the state. The bill recognises that the collection and restoration of historic and classic cars is an important part of preserving the technological and cultural heritage of South Carolina. It will look to acknowledge the effect of the 100 plus year history of the automobile and support all activities involved in the restoration and exhibition of classic vehicles. Embracing the spirit of the annual Collector Car Appreciation Day, officially recognised by Congress, the bill is currently awaiting consideration in the House Committee on Education and Public Works.

Also courtesy of the AOMC: when we get out of lockdown you might be looking for some interesting places to visit in Victoria: here's a list of automotive and other museums you might find of use:

What Might You Find On The AOMC Website

Victorian Transport Museums Listing

This is a small selection of the extensive listing on the AOMC website. Clubs should consider visiting these museums when they are travelling through these areas.

The listing can be found in the 'MEMBERS' section of the website.

Charles Arthur's Seat Auto Museum

175 Purves Rd, Arthurs Seat

Tel.: 0419 887 801

www.charliesautomuseum.com.au

A car museum housing a unique collection of over 80 motor vehicles, memorabilia, model cars & automobile paraphernalia from eras spanning over years

Ballarat Aviation Museum

Ballarat Airport, Airport Rd., Miners Rest

Tel.: 0429 947 853

www.ballarataviationmuseum.com.au

ballarataviationmuseum@gmail.com

The Ballarat Airport was a RAAF base during and after WW2. The museum is dedicated to the history of aviation. The Ballarat Aviation Museum has a great collection of aircraft, engines, radios, cameras and aviation memorabilia

Ballarat Tramway Museum

South Gardens Reserve,

Wendouree Parade, Lake Wendouree VIC

Tel.: 03 5334 1580

www.btm.org.au

email: info@btm.org.au

The Ballarat Tramway Museum is an operating tramway museum, located in Ballarat, Victoria. The museum is run by volunteers and has a fleet of trams which operate on part of the original horse tramway around Lake Wendouree and the Botanical Gardens

Ambulance Victoria Museum

1/55 Barry Rd, Bayswater

Tel.: 0428 813 385

www.ahsv.org.au

The Ambulance Victoria Museum has an amazing car collection, with 18 vehicles for viewing. The museum has been developed and maintained voluntarily by retired ambulance officers and is a non-profit organization. You can also see old medical equipment, uniforms, memorabilia, posters and documents from the past. There are over 3,000 items in the museum.

Geelong Museum of Motoring + Industry

22 Waymouth St., Hamlyn Heights

www.gmom.com.au

email: info@gmon.com.au

GEELONG MUSEUM OF MOTORING + INDUSTRY is the home of an impressive collection of motor vehicles and pays tribute to the industry and manufacturing heritage of Geelong. It is run by enthusiasts for everyone to enjoy. Starting with the Ford Discovery Centre collection, the Geelong Museum of Motoring has amassed an impressive collection of vehicles and artifacts for display.

Coleraine Classic Cars

65 Whyte St., Coleraine, Vic

www.coleraineclassiccars.com

Tel: 03 5575 2132

mob.: 0408 621 201

Email: ethandune@netspace.net.au

Situated in an original 1940's garage in the main street of Coleraine, a small town in Victoria's western district, 360kms from Melbourne, Coleraine Classic Cars is a private collection of more than 60 vintage and classic cars and automotive memorabilia, which is open for public appreciation and viewing by appointment.

National Holden Motor Museum

7-11 Warren St., Echuca, Vic.

www.holdenmuseum.com.au

Tel.: 03 5480 2033

Echuca is fortunate to have one of the nation's largest collections of Holdens, putting this private Museum amongst the largest single brand car museums in Australia. See around 50 vehicles that showcase nearly 70 years of Australia's Own, from original and restored motor cars, to unique prototypes, historic film footage, a photographic exhibition, as well as Holden and Holden Dealer memorabilia.

National Steam Centre

1200 Ferntree Gully Rd., Scoresby, Vic.

www.melbournesteam.com.au

Tel.: 9763 1614

Many of the items the club has preserved are too large to be collected by private individuals or require too many resources, financially or physically. With team work the club has been able to save them and present them to the public. Today the club's museum features examples of the mechanical heritage that brought in our farm land, powered industry, generated our electricity, propelled our ships, worked our mines, ran our farms and built our roads.

Sir Reginald Ansett Transport Museum

Cnr Hiller Lane & Ballarat Rd., Hamilton, Vic.

ansettmuseum.com.au

Tel.: 03 5571 2767

email: info@ansettmuseum.com.au

The Sir Reginald Ansett Transport Museum is based on the Ansett company's first aircraft hangar. Centrepieces of the display are a Fokker Universal aircraft, similar to the one used on the first Ansett flight in 1936, and the 1928 Studebaker. Other items, like a Boeing 727 wheel, graphically illustrate the rapid advances in flight and road transport operations.



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arrow
LINEMARKING

No job too small, give us a call!

CLUB MEMBER PROFILE:

Wim Janssen

- Your name: Wim Janssen
- Years of membership of GCC: a long time!
- Cars of interest owned: Valiant RT Charger; various race cars
- Your first car was: a 1948 Vauxhall Wyvern
- The best car you ever owned was: Valiant RT Charger
- The worst car you ever owned was: Torana (Brabham model): a hand grenade on wheels!
- Your biggest car-related disaster: none so far, but I have woken up in hospital a few times while racing motorcycles
- Your greatest moment in motoring was: every time I compete
- Your most-admired driver is (and why?): Jim Richards: he can drive anything fast
- Your favourite driving circuit/track/road/area, & why: Wanganui cemetery street circuit, NZ. Extremely dangerous and incredibly challenging.
- A phrase you say regularly: "I reckon I can make this thing go a bit quicker!" (*Ed: I think that is the mantra of all good racers!*)
- Finish the sentence: I will die satisfied if.....I can race 'til I'm 80.
- What is something few GCC members would know about you? I have seven rescue dogs, mainly beagles – they keep me fit – 1 ½ hours walking each day
- Who or what do you think has been a great influence in your life? My grandfather and my father – they were mechanics, and passed it on to me.



- Any other insights you'd care to share?
No, I would get locked up!

This photo shows Wim (No. 23) in the 1973 Castrol 6-hr race. And yes, he still has the H2 750 Kawasaki he is shown riding here.

CLUB MEMBER PROFILE:

John Weymouth

- Years of membership of GCC: 30-40 years, on and off
- Cars of interest owned: Mk 1 Cortina GT; Capri; Valiant Charger; Peugeot 504; Sunbeam Alpine Series V.
- Your first car was: an FX Holden ute
- The best car you ever owned was: Mk 1 Cortina GT
- The worst car you ever owned was: HD Holden ute
- Your biggest car-related disaster: (*Ed: a good yarn behind this!*) running into the Yarragon ANZ bank.
- Your greatest moment in motoring was: driving around the UK, including Goodwood, Donington Park Museum.
- Your most-admired driver is (and why?): Stirling Moss – best driver never to win a World Championship.
- Your favourite driving circuit/track/road/area, & why: Gippsland Park – the most fun, and I was on the Board when we rebuilt and sealed it.
- A phrase you say regularly: “It’ll be okay.”
- Finish the sentence: I will die satisfied if.....I live to see the grand kids grow up.
- What is something few GCC members would know about you? I’m one of the longest memberships left in the GCC.
- Who or what do you think has been a great influence in your life? My late wife Cheryl.
- Any other insights you’d care to share? None I can think of.



This photo from 1967 or 1968 shows John in his Sunbeam Alpine on the Gippsland Park track when it was still a dirt surface. He is at what older members would call ‘The Hollow’ – this came to be the key hole, or carousel, from memory: it is the long corner at the bottom of the run downhill from the start line. The Alpine has driving lights, as John used to rally it as well.

...and a couple of parting shots:

Here's another 'airborne' special cresting 'The Hump' at Gippsland Park. In this case it's Kerry McBride, driving an open-wheeler powered by a P76 V8, driving through a Renault 17 gearbox. The car is thought to have been badly damaged in an accident at Camperdown.



Source: 'Dynky Moke' and other various contributors, [Gippsland Park Morwell Hillclimb 1960's-2008 on Facebook](#).

And below, another evocative shot from Touring Car racing in the '60s and '70s.

Source unknown.



Sensational drive by Bill Brown — leading 3-wheel Foley and Geoghegan round Energol — put him in front in two races, kept him there in one.

LANCE RUTING

GIPPSLAND CAR CLUB

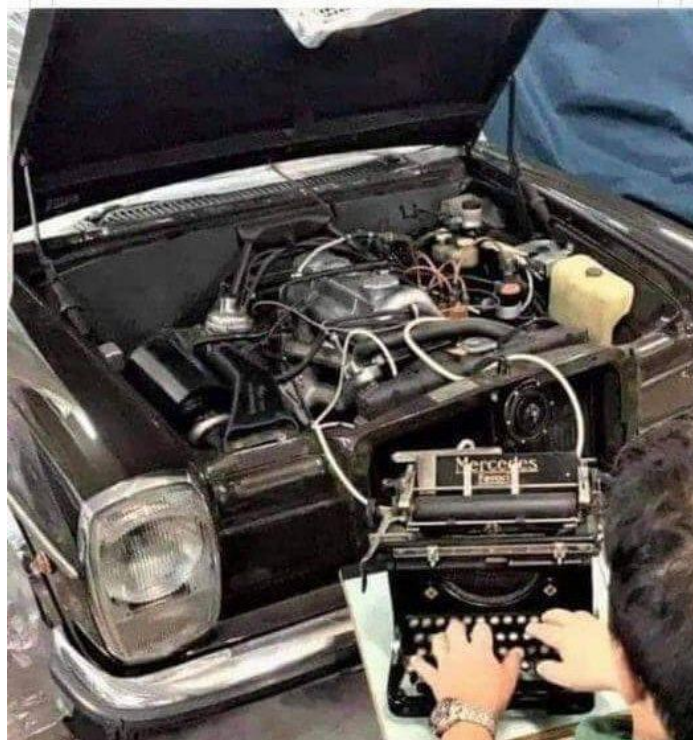
KHANACROSS

May 23, 2021

GCC KHANACROSS CHAMPIONSHIP SCORING

Outright Place	NAME	Time	OUTRIGHT POINTS	C up to 2000 capacity		D Production 2WD 2001 and over		G Production 4WD		F Special		J Junior	
				Place	Points	Place	Points	Place	Points	Place	Points	Place	Points
1	Matthew Paulet	Hyundai Excel	372.92	20									
2	Scott Seddon	Volkswagen Golf	405.02	17									
3	Byron Townsend	Austin 1800	425.46	15				1	20				
4	Sei Vella	Mazda MX-5	426.68	13	1	20				1	20		
5	Mitchell Newton	Holden Commodore SS	427.55	11			1	20					
6	William Morgan	Hyundai Accent	447.73	10	2	17							
7	Mark Newton	Holden Commodore	450.67	9			2	17					
8	William Roshier	Ford Fiesta	466.38	8	3	15							
9	Raymond Vella	Mazda MX-5	472.12	7	4	13							
10	Benjamin Selwyn	Hyundai Accent	476.20	6								1	20
11	Terry Selwyn	Hyundai Accent	484.76	5	5	11							
12	Neil Roshier	Ford Fiesta	486.45	4	6	10							
13	Sarah Seddon	Volkswagen Golf	561.52	3								2	17
14	Emily Newton	Holden Commodore	570.38	2			3	15					

When the young mechanics ask you how you did tuning before laptops, show them this!



I asked my daughter to give me a phone book. She laughed at me, called me a boomer and lent me her iPhone. So, the spider is dead, her iPhone is broken and my daughter is furious....

2021 GCC KHANACROSS CHAMPIONSHIP

		R1 21-Feb	R2 28-Mar	R3 23-May	R4 27-Jun	R5 15-Aug	R6 12-Sep	R7 31-Oct	R8 12-Dec	Total
OUTRIGHT										
1	Matthew Paulet	20	20	20						60
2	Scott Seddon	17	15	17						49
3	Peter Ferguson	10	17							27
4	Byron Townsend	4	8	15						27
5	Mark Newton	2	11	9						22
6	William Roshier	6	6	8						20
7	Mitchell Newton	7	1	11						19
8	Neil Roshier	5	9	4						18
9	Sean Priestly	15								15
10	Benjamin Selwyn	1	7	6						14
11	David Thirlwall	13								13
12	Dean Evans		13							13
13	Sei Vella			13						13
14	William Morgan		2	10						12
15	Blake Coady	11								11
16	Terry Selwyn	3	3	5						11
17	Thomas Foley		10							10
18	Rhys Yeomans	9								9
19	Carrie Thirlwall	8								8
20	Raymond Vella			7						7
21	Tom Green		5							5
22	Ian Mayze		4							4
23	Sarah Seddon			3						3
24	Emily Newton			2						2
25	Alyssa Perks									0
26	Jack Priestly									0
27	Zara Priestly									0

Production 2WD up to 2000 capacity										
1	William Roshier	15	15	15						45
2	Peter Ferguson	20	20							40
3	Neil Roshier	13	17	10						40
4	Terry Selwyn	11	11	11						33
5	William Morgan		10	17						27
6	Sei Vella			20						20
7	Rhys Yeomans	17								17
8	Ian Mayze		13							13
9	Raymond Vella			13						13

Production 2WD 2001 and over										
1	Mitchell Newton	13	13	20						46
2	Mark Newton	11	17	17						45
3	Emily Newton		11	15						26
4	Sean Priestly	20								20
5	Dean Evans		20							20
6	Blake Coady	17								17
7	Carrie Thirlwall	15								15
8	Tom Green		15							15

Production 4WD										
1	Scott Seddon	20	20	20						60
2	Thomas Foley		17							17

SPECIAL										
1	Matthew Paulet	20	20	20						60
2	Byron Townsend	15	17	17						49
3	David Thirlwall	17								17

JUNIOR										
1	Benjamin Selwyn	20	20	20						60
2	Alyssa Perks	17	17							34
3	Zara Priestly	15	13							28
4	Sarah Seddon			17						17
5	Jack Priestly		15							15

GIPPSLAND CAR CLUB

2021 NGK Victorian Khamacross Championship

May 23, 2021

RESULTS

Outhright Place	NAME	CLUB	VEHICLE	CLASS	Category	RUN 1 - Carpark		RUN 2 - Carpark		RUN 3 - Back	ACW	RUN 5 - D&B		RUN 6 - D&B		RUN 7 - Classic		RUN 8 - Fish		HANDICAP		
						A	B	A	B			South	North	to Top	Hook	Total Time	OIR Rank	Cat Rank				
1	Matthew Paullet	GCC	Hyundai Excel	MP2	1	-	30.11	32.99	34.16	33.69	53.56	44.88	68.81	74.72	372.92	348.82	1					
2	Jeffrey Salmon	TOCA	Subaru STI	G	1	-	29.14	29.50	34.53	39.61	F	52.00	40.06	72.27	F	373.52	354.84	5				
3	Matthew Webb	VMC	Leyland Moke	A	1	-	29.63	29.63	34.69	34.83	54.92	41.54	66.68	76.86	393.21	349.96	3					
4	Adam Pass	FCC	Toyota Paseo	A	2	-	31.48	30.87	39.78	41.02	F	57.19	70.36	81.03	395.45	361.95	4					
5	Paul Fream	FCCV	Fiat Punto Sport	C	1	-	31.49	32.17	38.09	41.52	F	58.95	45.13	71.41	80.06	396.82	349.20	2				
6	Scott Seddon	GCC	Volkswagen Golf	G	2	-	31.32	30.52	41.33	F	60.88	T	48.47	73.96	83.45	F	405.02	384.77	11			
7	Adam Stoddart	AOC	Nissan Skyline	C	2	-	33.67	33.21	40.79	40.22	61.03	45.43	78.58	85.71	418.54	368.32	6					
8	Ross Balson	FCC	Mitsubishi Mirage	MP2	2	-	29.72	44.76	2F X	35.43	WD	60.72	47.00	77.63	88.54	425.46	394.41	13				
9	Byron Townsend	GCC	Austin 1800	MP2	3	-	34.39	35.53	43.55	40.10	60.88	47.00	77.63	88.54	425.46	394.41	13					
10	Sei Vella	GCC	Mazda MX-5	C	3	-	37.82	32.21	35.99	WD	58.83	42.74	75.05	T	78.58	426.68	375.48	8				
11	Mitchell Newton	GCC	Holden Commodore SS	E	1	-	33.70	33.20	44.20	41.85	F	60.11	45.71	78.82	X	427.55	371.97	7				
12	James Neilson	VMC	Leyland Mini	A	3	-	37.33	37.74	39.67	37.74	60.98	52.37	T	77.96	85.01	383.15	383.15	9				
13	Ian Matthews	PAC	Mitsubishi Lancer	C	4	-	34.92	35.04	45.17	F	40.08	63.17	78.42	88.48	437.11	384.66	10					
14	Dallas Benbow	FCCV	Fiat X119	A	4	-	34.57	34.34	41.00	43.62	64.11	50.55	78.85	90.86	437.90	389.73	12					
15	William Morgan	GCC	Hyundai Accent	A	5	-	34.22	38.88	F	40.27	43.83	F	47.80	96.75	T	447.73	388.48	15				
16	Mark Newton	GCC	Holden Commodore	MP2	4	-	WD	43.23	F	34.36	35.25	52.59	WD	74.56	450.67	419.12	22					
17	Kieran McDonald	FCC	Subaru Impreza	G	3	-	43.21	31.89	37.84	WD	59.89	49.10	75.43	88.47	463.31	430.64	26					
18	Declan Webb	VMC	Leyland Moke	A	6	J	1	32.37	32.26	38.25	49.55	2F	48.10	71.61	454.69	404.67	17					
19	Matthew Caldwell	RSM	Mitsubishi Lancer	C	5	-	33.79	38.61	39.94	35.36	60.13	47.83	WD	85.18	468.69	403.65	16					
20	Callum O'Callaghan-Draft	PCCV	Peugeot 205 GTI	C	6	-	33.99	WD	47.64	45.69	54.69	49.67	WD	75.88	483.38	407.77	18					
21	Noah Balson	FCC	Mitsubishi Mirage	MP2	5	J	2	34.68	35.48	42.03	45.39	52.90	81.75	99.51	460.38	431.15	27					
22	William Roshier	GCC	Ford Fiesta	C	7	-	33.06	34.55	40.58	40.12	74.94	57.46	78.53	101.24	466.38	410.41	32					
23	Tammy Meahan	AOC	Subaru Impreza	G	4	L	1	35.09	33.24	41.64	39.39	64.86	WD	91.42	489.29	445.83	39					
24	Raymond Vella	GCC	Mazda MX-5	C	8	-	35.21	WD	43.06	40.52	71.11	F	48.49	94.05	472.12	415.47	20					
25	Tayla Blyth	AOC	Nissan Skyline	C	9	L	2	37.12	37.28	44.67	43.73	68.88	54.03	87.82	97.86	472.39	415.70	21				
26	Benjamin Selwyn	GCC	Hyundai Accent	A	7	J	3	37.77	46.16	44.14	41.19	68.37	51.00	90.78	X	423.82	423.82	23				
27	Luka Balson	FCC	Mitsubishi Mirage	MP2	6	J	4	35.13	42.25	39.67	45.25	F	81.00	79.66	T	101.04	478.62	445.12	31			
28	Heath Jackson	AOC	Mitsubishi Mirage	A	8	-	38.92	F	44.08	40.68	62.71	F	55.16	85.75	479.23	426.51	34					
29	Terry Selwyn	GCC	Hyundai Accent	A	9	M	1	35.20	36.20	40.20	67.48	T	72.57	92.62	F	484.76	431.44	28				
30	Neil Roshier	GCC	Ford Fiesta	C	10	-	30.97	31.66	44.58	37.53	77.04	68.42	79.89	X	116.36	428.08	25					
31	Karina Jackson	AOC	Mitsubishi Mirage	A	10	L	3	36.73	43.64	47.64	46.59	74.42	F	87.44	491.03	437.02	29					
32	David Felton	MSCOV	Mazda MX-5	C	11	-	32.38	30.94	37.11	35.13	57.22	45.12	DNS	DNS	499.64	439.68	30					
33	Christopher Fox	HSCOV	Holden 48-215	C	12	-	38.92	39.41	47.20	45.98	73.86	62.06	T	94.81	508.42	447.41	33					
34	Ruth Fream	FCCV	Fiat Punto Sport	C	13	L	4	37.56	36.25	47.11	WD	72.77	88.44	WD	106.18	498.37	34					
35	Tyler Felton	MGCCV	Mazda MX-5	C	14	J	5	33.99	33.31	40.25	40.88	67.42	F	57.28	DNS	534.88	470.69	35				
36	Rodney Wells	AHSDC	MG Midget	A	11	-	29.98	31.54	42.61	37.16	58.51	WD	DNS	DNS	546.66	486.53	37					
37	Jeffrey Stokovic	AROCA	Toyota 86	MP2	7	-	36.83	41.31	F	42.15	68.67	58.22	T	DNS	549.39	510.93	38					
38	Marisa Gangemi	FCCV	Alarh 500	G	5	J	6	34.31	36.73	52.58	52.17	77.37	WD	115.84	500.08	484.07	36					
39	Sarah Seddon	GCC	Volkswagen Golf	C	15	L	6	43.45	42.64	58.64	55.17	T	61.17	WD	561.52	533.44	41					
40	Emily Newton	GCC	Holden Commodore	MP2	8	L	6	43.99	39.48	46.42	46.42	F	61.37	T	570.38	530.45	39					
41	Rebecca Jackson	AOC	Mitsubishi Mirage	A	12	J	7	WD	37.84	50.24	80.38	WD	106.71	WD	532.71	532.71	40					
42	Stephen Schmidt	VMC	Austin Healey Sprite	A	13	M	2	31.33	32.25	38.75	35.55	WD	DNS	DNS	607.74	540.89	42					
43	Lachlan Wells	MGCCV	MG Midget	A	14	J	8	34.69	37.04	47.00	58.77	55.12	DNS	DNS	609.05	542.05	43					
44	Sharon Stokovic	AROCA	Toyota 86	MP2	9	L	7	WD	WD	43.80	49.42	T X	DNS	DNS	632.14	587.89	40					
45	Wayne Jensen	IWC	Ford Focus	E	2	-	33.95	32.56	WD	37.83	DNS	DNS	DNS	DNS	645.83	581.87	44					
46	Skyler Jensen	MX5VT	Ford Focus	E	3	J	9	46.61	F	45.49	F	DNS	DNS	DNS	648.75	584.41	45					
47	David MacKrell	FCC	Mazda MX-5	C	16	-	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	759.30	687.30	48					
48	Syed Saad Saedisaravi	FCC	Holden Astra	C	17	-	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	758.30	687.30	49					
49	Timothy Rogers	IWC	Hyundai 30N	E	4	-	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	769.72	659.72	47					
50	John Moore	VMC	Morris 1100	A	15	M	3	49.16	WD	53.11	140.90	DNS	DNS	DNS	781.39	677.64	50					

Penalties noted in TIME column have Slowest Time + Penalty Applied (slowest or twice fastest)

Penalties Legend	Penalties Legend
F	Strike course flag/cone
T	Leaving Track bounds
X	Finishing with part of vehicle outside garage
FS	Failure to Stop in Garage
WD	Wrong Direction
FC	Failure to Complete the Test
DNS	Did not attempt test

CLASSES	Handicap Factor
A	Class A: Production Cars: 0 to 1600cc
C	Production 2WD up to 2000 capacity
E	Class E: Production Cars: Greater than 3000cc
G	Production 4WD
MP2	Class MP2: Highly Modified 2-Wheel Drive Production Cars
MP4	Class MP4: Highly Modified 4-Wheel Drive Production Cars

HIGHLIGHTED TIME INDICATES FASTEST TIME OF RUN (including any penalties)

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