



VALVE BOUNCE

AUGUST,
2021



One way to get your business noticed! John Scott hillclimbing his Ford V8-powered Kombi – this photo most likely taken at Boisdale (Maffra). The vehicle was built to compete in hillclimb events at Maffra and Morwell (Gippsland Park) circa 1970: the original vehicle apparently disappeared long ago and a clone has been built using a 302 engine. By all accounts, it was quite spectacular to hear and watch.

Photographer: unknown. Source: Facebook

In this edition: coming events; GCC Championship point scoring; EVs; Nugget Nationals; counterfeit safety gear; Elfin cars; bits for sale; and lots of events that may - or may not – take place!

- Gippsland Car Club Inc PO Box 493, Morwell, 3840 A3759. ABN 76 691 013 424
- Website: gippslandcarclub.com.au
- Track: Bryant Park, Bill Schulz Drive, Yallourn, 3852.
- All contents © Gippsland Car Club 2020

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MAGAZINE CONTRIBUTIONS Forward by email to icfm710@gmail.com Contributions should be forwarded by the third Friday in the month.

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

WEB PAGE: www.gippslandcarclub.com.au

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

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



CALENDAR 2021

Ed: John is despairing that events shown here seem to be disappearing before we get to them. Perhaps see this as a 'calendar of intent'?



AUGUST

Saturday to Sunday, 7/8	Festival of Speed at Winton
Saturday to Sunday, 7/8	PIARC Access at Phillip Island
<u>Sunday 8</u>	<u>Woniu track hire at Bryant Park</u>
Sunday 8	NSW Hill Climb Championship Round 7 at Ringwood
Tuesday 10	Board Meeting, 7.00 p.m.
Friday to Sunday, 13/15	Shannons Nationals/TCR Australia at Morgan Park - CANCELLED
Saturday 14	M&DCC Boisdale Twilight Hill Climb Long Track
Saturday to Sunday, 14/15	All Triumph Challenge, Winton
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 - POSTPONED
Friday to Sunday, 20/22	Champion at Winton
Sunday, 21	AROCA Phillip Island sprint
<u>Saturday 21</u>	<u>Porsche Melbourne track hire at Bryant Park</u>
<u>Sunday 22</u>	<u>Pilota Sportive track hire at Bryant Park</u>
Sunday 29	VHCC Round 7 at Bryant Park (VMCI track hire)
Saturday to Sunday, 28/29	New date for 6-hour relay at Phillip Island - JUST ANNOUNCED



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 Boisdale 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
Sunday 3	Australian National Show and Shine - Euroa
<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 – CANCELLED? - TBA
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>
Sunday 17	GCC Multiclub Hill Climb at Bryant Park

Thursday to Sunday, 21/24	Australian Hill Climb Championship, Mt Cotton, Queensland
Friday to Sunday, 22/24	Shannons Nationals at The Bend
Friday to Sunday, 22/24	Australian MotoGP at Phillip Island CANCELLED
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 CANCELLED
Saturday 20	Winton 300
<u>Saturday or Sunday, 20/21</u>	<u>Sporting Register at Bryant Park</u>
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	Supercars at Surfers Paradise, Qld
Saturday 4	GCC Multiclub Twilight Hill Climb at Bryant Park
Tuesday 7	Valve Bounce collation
Sunday 12	AROCA Sprints at Phillip Island (TBC)
Sunday 12	GCC Khanacross at Bryant Park
Tuesday 14	Board Meeting, 7.00 p.m.

CALENDAR 2022

MARCH

<u>Sunday 6</u>	<u>Porsche Club of Victoria track hire</u>
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OCTOBER

<u>Sunday 30</u>	<u>Kyneton Car Club track hire at Bryant Park</u>
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DECEMBER

Saturday 3	GCC Multiclub Twilight Hill Climb at Bryant Park
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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 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.

Editorial Ponderings:

The recent lockdown (#5) has meant there was little by way of events for the GCC, so not surprisingly, this edition of VB is lacking in reports! Still, there are all sorts of snippets included to keep you in touch with your motoring side...a sort of motorsport *potpourri* of events, history, photos, GCC affairs and members' opinions: what more could you want?

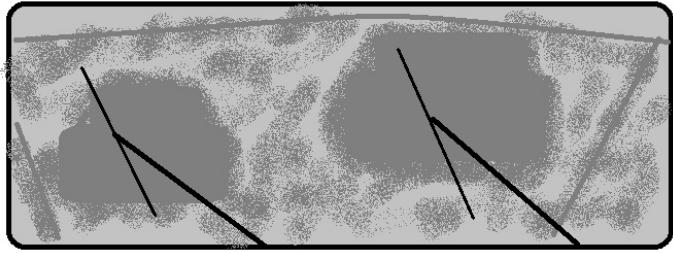
Facebook has at least one good use that I've found: there are a number of productive groups you can join that provide interesting photos, articles and discussion about some of the great drivers, cars and events we've enjoyed over the past decades of Australian motorsport. In lieu of GCC reports, I've taken to including a few of the better ones in this edition – hope you enjoy them!

I've rambled on here (what, me?) in the past about the push to Electric Vehicles (EVs): in this edition of VB you'll find an article that reveals the standpoint of Toyota in all this – it should sound familiar! Some odds'n'ends for you:

- You will have noticed I occasionally include a number of items borrowed from other magazines: this is the benefit of working with a network of car club magazine editors, some of whom many of you will know. Not only do we get to pick the eyes from their good stuff, but in reciprocation, they do the same. This means that items from VB are now appearing in media around Australia, and also around the world in some cases: for example, the article on tuning Weber carburettors has been reproduced in South Africa. In addition, our magazine is now being circulated through several other car clubs and thankfully, has been received very well.
- On a similar note, there is a group based largely in NSW with a focus on collecting, archiving and making available all manner of information and background material concerning the Repco-Brabham race cars. You may be interested to know that Bill Freame's first-hand account of the rapid restoration of a Brabham BT19 for the 'Fangio' Sandown meeting (VB, April 2020) has been eagerly accepted by this group, and will be reproduced in a book they are releasing.
- I learned something the other day. Yes, it still happens! A couple of years ago I was chasing a mate around Winton: as I turned into the esses (right in front of the spectator area!) my car very suddenly lost grip and did a rapid spin, very luckily finishing next to the Armco, but not hitting it (Whew!) My mate had had a lower radiator hose come off, dumping coolant on to the track. So, how is this relevant? Common automotive coolants generally contain glycol, and this turns out not to be like water as I had assumed, but instead it is apparently very greasy in nature, so losing coolant is akin to dropping oil on the track, hence my incident. I learned this just recently when buying a non-glycol coolant for my car, and asked "Why is this labelled 'motorsport coolant'?" It also seems that many circuits have banned competing cars from using glycol-based coolant as it not only has the potential to cause accidents, but it attacks the track surface if spilled. So, if you have glycol in your competition car, better get rid of it!



- Most of us involved in club-level motorsport have been frustrated with many events being cancelled or postponed, and I've found myself jumping into various events at present, based largely on the fact that they're going ahead! And so it was that a few weeks ago I was running at an AROCA Phillip Island sprint meeting - President Rhys was also there, flying the GCC flag. I would argue that that day was the worst weather I have ever competed in! Cold, gusty, and varying from a relentless drizzle to occasional downpours. Why do we do motorsport? Because we enjoy it. At least, that's what I found myself reminding myself during the day...sort of like a mantra to chant, to convince yourself that this was all good fun. It was certainly educational, sliding around in poor visibility and trying to avoid others' excursions. See attached image.

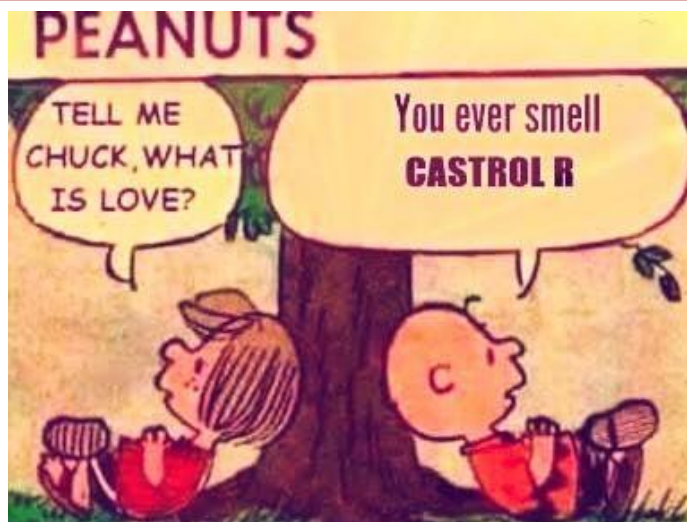


The Editor's view during competition at Phillip Island recently.

- By contrast, I've just returned today from a beaut day at Broadford, at the State Motorcycle Centre track. What a beauty! If ever you have the chance to have a run at this venue, have a go! It's sort of like Bryant Park but spread out a little more, and with a couple of medium-length straights. Oh, and it was a sunny day: yay!
- With some good luck and a lot of work, we may well see some further improvements to Bryant Park in the next year or so. Motorsport Australia has invited applications from Victorian car clubs for a range of grants available, to involve more people in motorsport, especially female members, and to improve infrastructure. The Board is working through the process of applying for a grant for two new buildings:
 - An auxiliary toilet block to be established next to the rainwater tanks at the current scrutineering bay: this would accommodate ladies' toilets; a female change room; a toilet for disabled members and visitors; as well as a men's toilet.
 - A second, multi-purpose building, to be located adjacent to the current scrutineering bay. This would serve as a small classroom for training competitors or school groups; a tutorial room; a media room for track hire days; and can be used as a scrutineers' office on competition days.

Hopefully, we will be able to hold our own events this month, and have lots to tell you about in the September edition of VB!

-IM. The Ed



What do you need to know now?



➤ CLUB CHAMPIONSHIP 2021:

➤ Next GCC HILLCLIMB:

- Sunday, August 29th (VMCI)

GCC Championship

➤ Next GCC KHANACROSS:

- Sunday, August 15th

GCC Championship

➤ VICTORIAN HILL CLIMB CHAMPIONSHIP 2021 - next round:

- Sunday, August 29th at Bryant Park (VCMI)

Chairman's report, August, 2021

- Rhys Yeomans

Well, this is almost like Groundhog Day!

Due to the latest lockdowns in Victoria, we were required to cancel our Multiclub Hillclimb on Sunday 18th July. At this point, all competitors will have received an email advising of the cancellation and if they wanted to refund, to send an email to entry@gippslandcarclub.com.au.

We're slowly running low on weekends to hold Multiclub Hillclimbs in 2021, though are looking at what options are available later in the year.

For those in attendance at our AGM, Yvette Stolk remained in the Treasurer position, though did advise that she was looking to move on when a suitable replacement was found or volunteered. Through discussions with Scott Seddon and Matt Paulet at our recent Multiclub Khanacross, Matt commented that his mother was a bookkeeper and may be interested in taking on the functions of Treasurer at Gippsland Car Club. I've had conversations with Meg Paulet since then and I believe Matt was underselling her experience when he referred to her simply as a bookkeeper! Meg was presented as an option to the GCC Board in July with approval gained and as you read this, Meg will be going through a handover with Yvette to ensure a smooth transition of all functions required of the Treasurer.

I'd like to thank Yvette for her service to Gippsland Car Club during her time as Treasurer: she has been a valuable member of the team and has refined several of our processes to ensure accurate reporting to ATO.



Competition Secretary's Report

-Rhys Yeomans

At this point, our next events at Bryant Park will be:

Sunday 15th August – Multiclub Khanacross

Entries will open pending lockdown guidelines

Sunday 29th August – Round 7 Victorian Hillclimb Championship hosted by VMCI

Entries are now open via Motorsport Australia Portal

Sunday 12th September – Multiclub Khanacross

Sunday 26th September – Rescheduled Round 2 Victorian Hillclimb Championship

We have a full field of competitors in credit from February's cancelled event, so I will contact these competitors via email in August with directions on how to enter the rescheduled round, or to request a credit.

Following the cancelled June Multiclub Hillclimb, we've been able to schedule an additional Multiclub Hillclimb on Sunday 17th October. As mentioned previously, we'll be working to schedule another for July's cancelled event. An option that has been floated is a two-day event in November, though this has not been confirmed just yet. Stay tuned!

Next GCC WORKING BEE

Upcoming Working Bee and Club practice – None scheduled at present, due to difficulty in confirming dates – watch this space!

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 - beforehand.**

Wednesday working bees

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

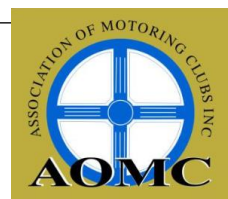
It could be as simple as you cutting grass for an hour, weeding some of the garden or something else that is deemed as required.

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.



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



➤ From the AOMC:

The Gippsland Vehicle Collection

presents Rod & Custom Cars & Bikes



Opening
Sun 11th
JULY
2021

A DISPLAY OF UNIQUE HAND CRAFTED BEAUTIES
AT OUR MAFFRA MOTOR MUSEUM FROM JULY 11th
2021 UNTIL END OF OCTOBER 2021



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



gippslandvehiclecollection.org.au

Gippsland Vehicle Collection

**SWAP
MEET**

DATE: 12th April 2021

1A Sale Road - Maffra

Open for Swap and Sales 7:00 a.m.

Features: Swap meets, Museum and

other Motoring related features

Cost: \$10.00 entry fee (including coffee)

\$5.00 return

Camping Available (subject to weather)

Full Details coming

Information and bookings

call 0428 266 100 or email info@gippslandvehiclecollection.org.au

Sep 12, 2021

Gippsland Vehicle Collection - Swap
Meet

1A Sale Road

Maffra, Victoria

And more locally:

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 Adrian Hunter of the MG Car Club
YOW@MGCC.com.au

MGCC.COM.AU



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](https://www.facebook.com/infoaomc)
Association of Motoring Clubs 21 Rosalie St, Springvale Vic 3171
ABN: 96 979 750 693

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>



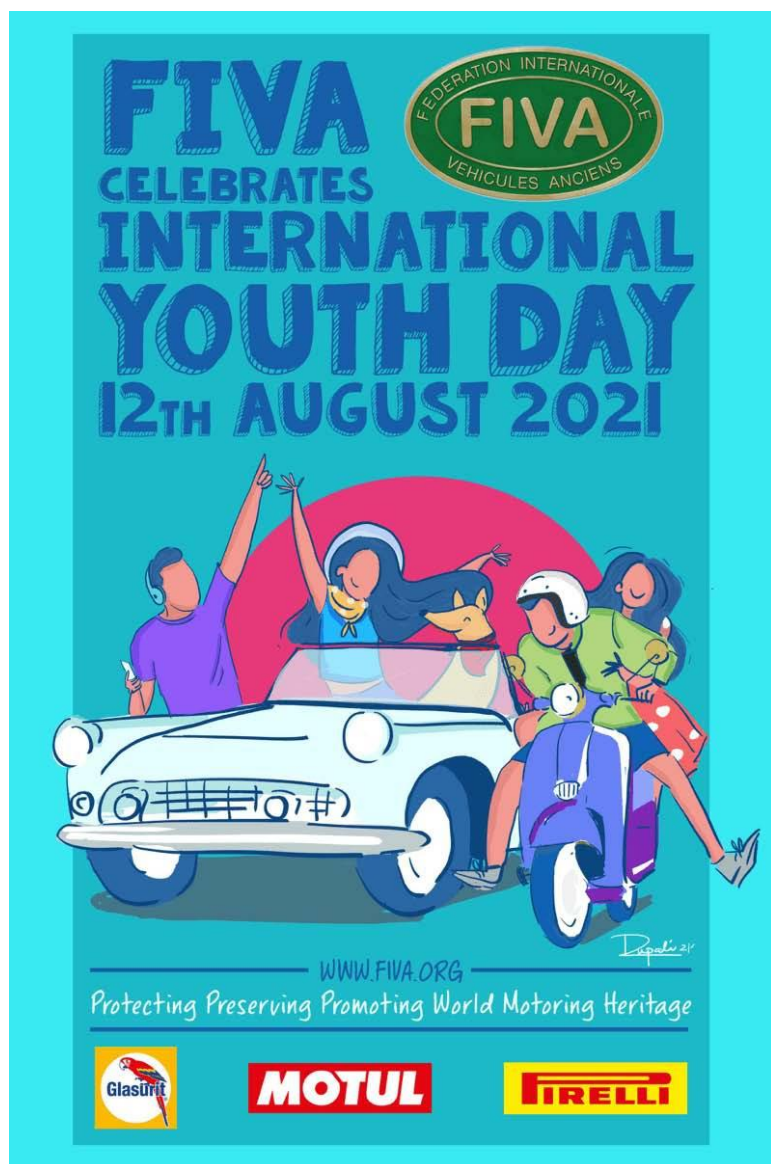
**NOT CANCELLED –
JUST POSTPONED!**

The new date is **September 17th, 18th & 19th**.

NOTE that tickets will NOT be available at the gate, but must be bought on-line at:

<https://www.ticketebo.com.au/wfos2021>

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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TYRE REPAIRS	TYRE REPLACEMENT
WHEEL BALANCE	MECHANICAL INVESTIGATION

ALL TRIUMPH CHALLENGE

14-15TH AUGUST 2021 | WINTON RACEWAY VICTORIA



SAT - MOTORKHANA, DRIVER TRAINING

SUNDAY - ALL TRIUMPH CHALLENGE





** Incorporating the
inaugural Australian
Junior Hill Climb
Championship.*

**Thursday 21 October 2021 -
Sunday 24 October 2021.**

The 76th Australian Hill Climb Championship is being held at the Mount Cotton Hillclimb in Redland City, Queensland. This event draws the best vehicles and best drivers from all over Australia to seek the prestigious title of Australian Hill Climb Champion. The circuit will provide the ultimate test of strategy and skill with a 946m track which features varying inclines, corners and cambers challenging drivers to achieve the elusive sub 40 second run.

The current outright record stands at 35.25 seconds set by Malcolm Oastler (Vic.) at the 2017 Qld Hillclimb Championships.

Prize money and trophies (including class awards) will be awarded as per Supplementary Regulations. Entries are open to any log booked cars and all road registered cars.

Promoted and hosted
by the MG Car Club of Qld.



A National Championship
event of



Redlands Coast,
everything from the
bush to the beach.



For more Information:
Event Secretary: Annette Truscott



ahc2021@mgccq.org



mgccq.org.au/ahc2021



Australian Hillclimb
Championships - 2021
@20AH21  Like

Working Bee and Club Practice 10th July

– Rhys Yeomans

Fog, so much fog!! As I drove down the freeway on Saturday morning of the working bee, there was a rapid increase of fog as I drove through Labertouche and we were greeted with very poor visibility at Bryant Park!

The less-than-ideal weather didn't seem to deter club members from attending and contributing to this working bee, with a few dozen members working together on several jobs required on the day.

The list of jobs covered off includes:

- pressure washing the pit garages
- remedial works on the gutter of the pit garages which will need to be revisited
- cleaning inside and out of the clubrooms including pressure washing of external walls
- emptying and cleaning of rubbish bins
- weeding and pruning of gardens
- mowing and edging of grass at the lower end of the circuit, which is often overlooked!

The efforts of our members and volunteers at working bees goes a long way in ensuring that we present the best Bryant Park possible for events, track hires and is one of the reasons the motoring industry use our facilities for their photo and video requirements.

As we stood in the cold enjoying our BBQ lunch, the fog did finally lift and after a few hours work Bryant Park was looking very, very nice!

Many of the working bee participants remained for hillclimb practice, which was quite an enjoyable afternoon and it looked like everyone was able to make the most of the afternoon.

Thank you once again to all those who contribute to the upkeep of Bryant Park, I don't think this could ever be said enough.



Minahan and Minahan Cleaning Services (!!) hard at work!

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

CALENDAR. Further changes!! It's almost impossible to keep up with what is going on with all of the cancellations and postponements that are occurring. As you are aware, our last multiclub hill climb scheduled for July 18 was called off at the 11th hour with another Victorian lock down – this followed shortly after an NSW 'lockdown,' which meant that motorsport in both states came to the proverbial standstill. The aim is to reschedule our event later in the year, although we are fast running out of weekends on which to schedule events. An option which has been mentioned is that we schedule two hill climbs in two days (one Saturday and one Sunday) later in the year – if you are a competitor, what do you think of this possibility? The aim is still to have eight hill climbs for our members this year. The next event to count as one of the eight is the event to be held on August 29 – this was originally one of our events, but it is now a Mini Club of Vic track hire to count in the 2021 Victorian Hill Climb Championship. To enter this event, you will need to do so via the MA portal as usual, but you will be looking for a Mini Club of Victoria event, not a GCC event. In regard to events other than our own, the Six Hour Relay which was to have been held last weekend has been POSTPONED (not cancelled) to a date later in the year (*Ed: just announced: 28th & 29th August*), and it appears as though the Bathurst 1000 will be either cancelled or postponed, along with all other motorsport in NSW for the next few weeks. Keep your eye on the media to try and keep up!

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 August 29. Whilst their range of food is not expansive, it is certainly very tasty. If you are not into purchasing items from Canteens (in this case a very flash caravan) then BYO.

OLD TIMING BUILDING As members will be aware, the old timing building has been sitting like a shag on a rock in the spectator area close to the pit area for over 18 months. There was an amount of discussion originally about what should happen to this building – should it be repurposed to become a new home for the scrutineers, or should it be disposed of in some manner. COVID intervened, so the building just sat there (and still is sitting there) for a much longer period than was originally intended. The matter was again discussed briefly at the last Board meeting – no decision at this point in time, but it is probably fair to say that it will not become a new home for the scrutineers, and it will be disposed of, but probably not to the local fire brigade to use as fire practice! If any member is interested in parting out with a small amount of cash to purchase the building, we will be listening – the building comes with a split system heater/air conditioner and the three windows are fitted with shutters, and the construction is very solid, sitting on two rather large steel runners. The building would make an ideal storeroom on a property, or could even be used as a sleep out for visitors. Purchase would be an "as is, where is" transaction, with the purchaser to undertake the removal and relocation. If interested, contact Rhys to begin negotiations!!

KHANACROSS The next khanacross is on Sunday, August 15, and entries are now open on the MA portal. Two things to remember about the khanacross – the first is that it is a BYO lunch day, and the second is that we need some more members to assist on the day. The only skills you require to assist on the day are the ability to use a stop watch, the ability to see when competitors go the wrong way, and the ability to replace cones when they are knocked over!! I am still amazed that the large majority of our members have never been to a khanacross let alone competed in one. This could be the chance for you to come and see what a fun, low-cost event a khanacross is – your road car is fine for these events, as they are not outright speed. The rules do state, however, that you need a crash helmet when competing. Age limits are 12 years and up, and juniors can have a driving coach in the car when they are competing.

Report: Nugget Nationals at Bryant Park, 26th June, 2021.

– James Dyer

After another reschedule due to COVID-19 restrictions, the Nugget Nationals series returned to Bryant Park with the Clockwise Outer Loop course on 26th June, for a total of 12 timed runs. Cars eligible for the Nugget Nationals are sub-1.5 litre vehicles with a purchase price under \$3,000, using only open differentials and minor modifications: maximum wheel size is 15x7, with a minimum 140 treadwear tyre.

Nuggets and friends were greeted with a very wet, cold track in the morning with club members Callan Mahilall in his Mitsubishi Lancer Evolution 7 and James Dyer in his Suzuki Ignis Sport (Holden Cruze) trading fastest times.

After the lunch break the track started to dry, tightening up the field and as confidence started to rise the track bit back at a number of drivers with several spins and some unlucky contact with tyre walls and embankments.

A textbook case of the commentators' curse occurred when Club Chairman Rhys Yeomans announced that James Dyer should "pull his finger out for the next run," with James making heavy contact with the embankment less than 30 seconds after.

The Top 3 Non-Nuggets were Callan Mahilall in his Evo 7 with a 58.14, Ben Simmons in his GR Yaris with a 59.29 and Tony Hoang recording a 60.65 in his Honda Integra.

James Dyer recorded the fastest Nugget time with a 59.59: Chris O'Brien in his well-presented Hyundai Excel stopped the clocks with a 60.85 and Andrew Thai's Honda Jazz managed a 61.81 lap. Only one of the top three Nuggets finished the day without receiving panel damage!



Chris O'Brien in his Hyundai Excel showing you don't need rear wheel drive to display a healthy level of oversteer.

James Dyer making heavy contact with an embankment. Will the Ignis return?



Ed: We've made mention before of the 'Fangio' race weekend at Sandown. John Stoneman penned this cartoon of the supposed rivalry between our own Sir Jack, and the Master:



And this was also not too distant from the weekend that the 'Grey Fox' – Harry Firth – appeared on the other side of the scrutineer's book. Harry had successfully run the HDT for many years, introducing a number of 'creative' engineering solutions along the way. As soon as he retired, he was approached to become Chief Scrutineer for CAMS, starting at the Hang Ten 400. When the HDT presented their cars, Harry went over them pointing out various illegal aspects. He should know, as he put them there! Reputedly there was a flurry of activity to make the cars legal before the race.



Ed: As members have been encouraged to do, Larry has taken the opportunity to set out his thoughts about the new Club Championship points system, as published in earlier issues of VB. At Larry's request, I have tried to locate the relevant section on the opposing page, so you can easily compare the two.

KOGGE'S COMMENT: Club Championship Scoring - Having my say.

It would be remiss of me to comment on the club scoring without first acknowledging Fred Galli's superb effort over several years. A great job well done - Thank You Fred. A "thank you" also to Gordon Dowthwaite for putting up his hand to take over this job which must surely be a time-consuming and tedious task: one I would be incapable of doing myself. However, as Gordon's headline asks us to have our say I shall do so here. For ease of comparison, I will endeavour to align my comments with Gordon's as he presented them in his article.

Our current system, which only requires one simple calculation to arrive at a score, is inherently more simple and less error prone than the proposed one that requires multiple calculations, including a conversion to a separate points system. More on that later. Incidentally, Gordon incorrectly claims that Super Sprints are not part of the Club Championship, which of course they are. For example, in 2017 the Championship comprised of 8 Hillclimbs, 4 sprints at Sale, and 3 Supersprints: 1 each at Phillip Island, Sandown, & Winton.

Now to the perceived fundamental problems with the current system:-

No. 1. "It may not reward the faster driver"

This is not the case. In the example Gordon gives, the figures quoted are simply incorrect. Let's see why - the clockwise double loop was used for the first time on 2/4/17 where a record of 84.10s was established for Gp N over 2000cc. This was lowered progressively to 83.38s on 5/11/17, then 83.19s on 29/4/18 and 81.89s on 18/4/21. By simply dividing the respective lap times by the standing lap record, for example 83.19, then a lap of 88.20s would score 1.06 and a lap of 89.05s would score 1.07: a clear advantage for the faster driver. Under no circumstance would either competitor achieve a score of 1.03 let alone both, nor would they by using the other lap records. A greater degree of separation is easily achieved by going to one or two more decimal places, which is usually agreed upon at the beginning of the competition year. Perhaps a permanent change to 4 digits would prevent many, if not most, dead heats. Don't forget the score is just a number, not a reference to any time, or a second or fraction thereof. Additionally, it is a simple mathematical fact that a similar improvement in lap time, say 0.5 of a second is a larger proportion of a faster lap, eg: 70.00 seconds, than of a slower lap, say 90.00 secs - thereby favouring the faster driver. Another way to demonstrate this is as follows: at the VHCC in April '21, Bill (or Harold) Roberts in a Formula Vee broke the lap record of 86.98s by a whopping 3.39 secs with a lap of 83.59s. Wim Janssen broke the Formula Libre record of 76.13s by a mere (ha ha) 3.33 secs with a lap of 72.80s. So, the Formula Vee performed better? Well, no. When dividing the lap times by the respective records, the scores are Formula Vee: 0.9610, Formula Libre: 0.9563. Advantage to the faster driver!

(Ed: continued on later page)


Ed: here is Gordon's proposal for comparison:

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.

(Ed: continued on later page)

continued, from Larry (Kogge):

Perceived problem No 2: “Current system favours participation over timed results”.

What Gordon sees as a problem I regard as absolutely essential and totally desirable and I refer to the Club's Vision:

‘To INSPIRE and enable people to participate in Motor Sport’

-and the Club's Mission: ‘To provide affordable Motor Sporting Experiences for people of ALL ABILITIES.’

Both can be found inside the front cover of every copy of ‘Valve Bounce’. Participation is essential to the successful running of the Club's competitions both financially, and achieving the above objectives. Any scoring system that promotes ‘staying away’ intentionally or unintentionally is counterproductive and undesirable. In my view, anyone who puts up a couple of ripper times and then does not turn up again does not deserve to rank higher than the competitor who turns up for each event. In any case, poor results at all events are never going to win gold at the end of the year just because of participation.

Comparing current and proposed systems:

Our current system, by way of one simple division (ie: best lap time of each competitor, divided by the lap record for his class as it stood at the start of competition) gives every competitor the score for the day regardless of the numbers of entries in class or outright. A score that can be looked at, taken home to Mum, recorded, admired, discussed boasted about, compared to your mates, regretted, etc, etc, etc. Then added up, as they are published after each meeting. The proposed system arrives at a score after a multitude of calculations and a conversion to a separate points table. However, only 28 competitors are awarded these points. In the event of there being 90 entries, 2/3 of the competitors go home without a single point to look at: not exactly promoting future participation, and in direct contradiction to the aforementioned Club's objectives.

In my 50-odd years of involvement in motorsport I have always tried to adhere to two basic principles, ie:

No 1: KISS - Keep It Simple, Stupid.

No 2: If it ain't broke, don't fix it.


Previous scorers have always encouraged competitors to check for any mistakes, a simple matter with the current system; not so with the proposal. Refer to NO 1 above!

I am led to believe final results from both systems are similar. REALLY??? If so, refer to NO 2 above!


Thank you for your patience. I'm happy to discuss this further.

-Larry (0408 428 309)

continued, from Gordon:

- 
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.

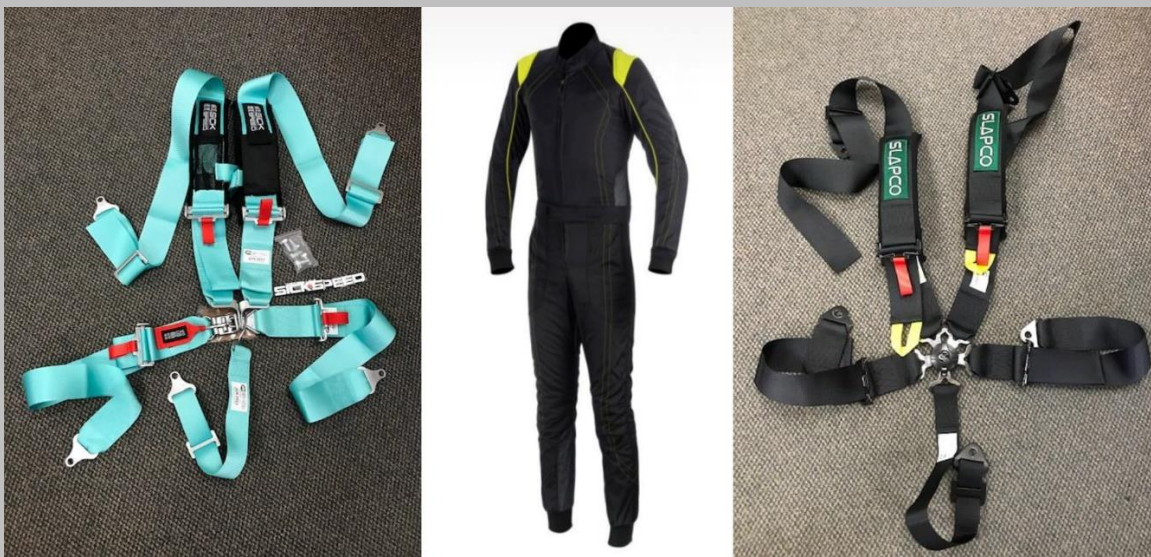
If you wish to make any comments or suggestions or seek clarity, please contact Rhys or myself – email is best

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

Ed: we've all heard horror stories about sub-standard motorsport safety gear finding its way on to the Australian market. A mate scrutineers at Open meetings, and for a while was finding about three illegal harnesses per meeting – and tells me there are even counterfeit roll cages available! The following article came from the last Victorian State Council meeting, and was forwarded by John Bryant.

Counterfeit harnesses and driver suit warning

Thursday 22 July, 2021



Multiple counterfeit products are being sold online right now. Motorsport Australia has received further notifications from the SFI Foundation identifying items that are being sold without conforming to the SFI standards.

Harnesses sold by *Slapco* and *Sickspeed*, as well as driver suits manufactured by *STANJ International* do not meet applicable SFI specifications and pose serious risks to anyone who has purchased these products.

Both Slapco and Sickspeed harnesses have not been submitted for testing by the SFI, and both brands are not enrolled in any SFI program, while STANJ International driver suits are falsely represented as being certified to SFI Specification 3.2A, despite counterfeit labels suggesting otherwise.

Motorsport Australia members must note that these products are not certified, endorsed, or approved by SFI and therefore are not eligible for use in Motorsport Australia sanctioned events.

Motorsport Australia members that are using safety items that carry the SFI standard are requested to double check these items, with reference to the SFI and the information they publish.

[Retailers and other entities looking for suppliers to market products certified by their manufacturers to SFI specifications under private label agreements can check the list of participating manufacturers list.](#)

[This isn't the first time this year that products have appeared with counterfeit RASTuning Parts harnesses having been identified last month.](#)

Using counterfeit or non-compliant products puts competitors at risk of severe injury or death.

[For further information, please refer to the SFI website here.](#)

And more on the topic of driver safety and equipment: these two articles from Motorsport Australia:

Counterfeit harness warning

Thursday 24 June, 2021



Using counterfeit products puts competitors at risk of severe injury or death.

Motorsport Australia has been made aware of counterfeit SFI labels on driver restraints sold by RASTuning Parts on Amazon.

Anyone who has recently purchased RASTuning Parts (as pictured) should be aware these harnesses do not meet applicable SFI specifications, despite counterfeit labels suggesting otherwise.

RASTuning Parts harnesses have not been submitted for testing and are not certified, endorsed or approved by SFI. As such, Motorsport Australia will not allow any competitor using these products to take part in Motorsport Australia sanctioned events.

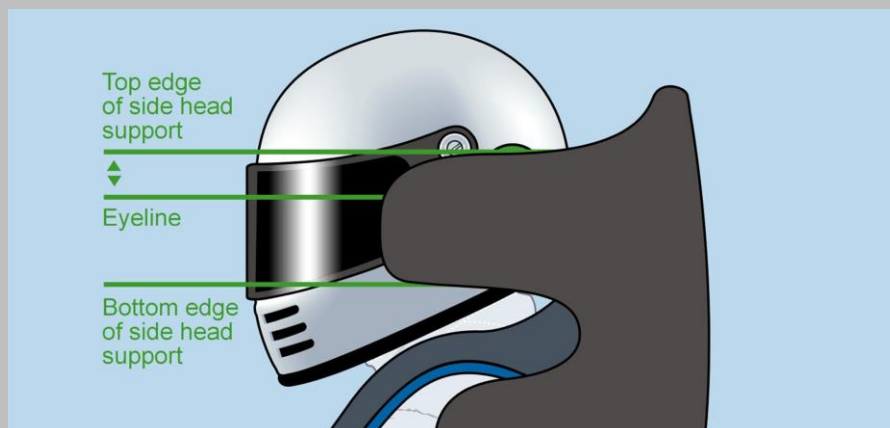
Counterfeit products may appear with or without brand names. Genuine SFI conformance labels contain hidden security features and slightly different fonts and materials.

Using counterfeit products puts competitors at risk of severe injury or death.

[For further information, please refer to the SFI website here.](#)

FIA call for seat safety awareness

Thursday 22 July, 2021



The FIA is pushing for more safety amongst the seats of drivers and co-drivers.

Motorsport Australia is encouraging drivers to make sure they are positioned correctly in their seat when competing.

The call out comes off the back of the FIA's recent push for safety amongst drivers and co-drivers who race in GT and touring cars, rally, rallycross and cross-country categories.

Motorsport Australia and the FIA have reaffirmed that seat position plays a key role in preventing injuries in the event of a serious accident.

To ensure that seats provide the most strength and support, competitors should follow the best practice for installation of seats homologated to FIA Standards.

When installing a seat, the position of the helmet must also be considered in relation to the seat head support. If a driver's helmet sits too high in relation to the seat, the seat may not provide lateral and rear head support to the helmet in the event of a crash.

FIA Safety Director Adam Baker believed it was extremely important for drivers to be aware of their seating positions.

"Real-world accident cases highlight the importance of competitor installation in the cockpit for the prevention of serious injury," Baker explained.

"We are encouraging drivers and co-drivers worldwide to follow these steps to ensure the correct seating position."

The three steps for correct seat installation*

1. Eye line must be below the top edge of the side head support, and above the bottom edge of the side head support.
2. Shoulders must fit within the side shoulder support of the seat.
3. Pelvis must be adequately supported by the side pelvis support.

**For a seat to be deemed fully functional and safe, the individual's pelvis, shoulders, and head must all be supported comfortably.*

Ed: The following article appeared in the digital version of the 'Financial Times' newspaper, dated July 8th of this year. Their Editor has kindly given permission for it to be reproduced here. While it is an endorsement of a new book (perhaps some of you might like to buy a copy?), it also provides a useful summary of the significance of Elfin cars in Australia, and the world.

Having tantalised you with this short account, perhaps one of our members would put together a more detailed biography of Elfin? It would make great reading!

A fitting tribute to the little Aussie car company that time forgot

There's more to Elfin Sports Cars than just being fabulous race cars or Australia's answer to Lotus, as a stunning new book reveals.



*James Hunt
with Elfin at
Winton
Raceway,
Victoria, in
1978.*

Tony Davis, *Motoring Writer*

Jul 8, 2020 – 10.52am

Elfin Sports Cars, founded in suburban Adelaide in the late 1950s, might be the closest thing this country has ever produced to the legendary English racing car and sports car company Lotus.

It designed and built innovative, race-winning open wheelers and sports cars, and pumped out a small number of street machines. In the early 2000s, Elfin attracted attention around the world with elegant, V8-powered, road-legal Streamliner and Clubman models.

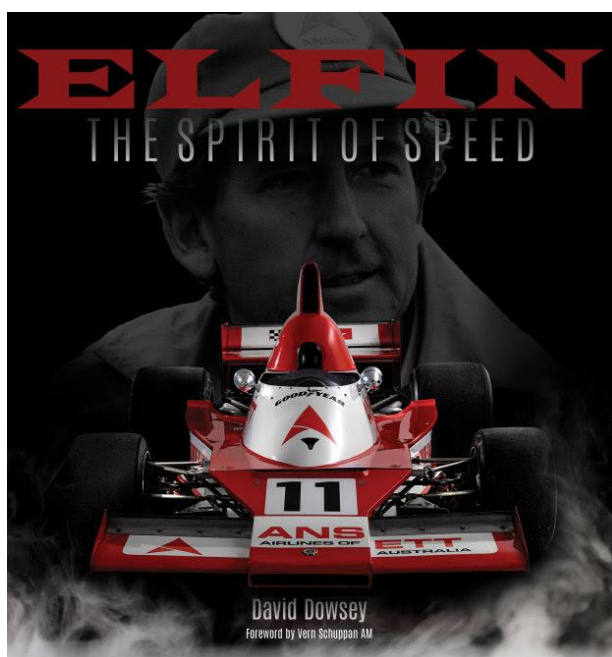
The beautifully proportioned Elfin Mallala is now highly sought after.



Elfin never joined Lotus in [Formula One](#) (though there was a plan to race an Elfin with an Australian-built engine in F1 in the mid-1960s). However, the brand took 29 major Australian titles and was twice victorious in both the Malaysian and New Zealand Grands Prix. In the 1968 Singapore GP, Elfin founder Garrie Cooper drove his own car to victory.

Many of Australia's best-known drivers, and some international champions (including James Hunt), have raced Elfins.

Now the brand has been celebrated between the covers of the most lavishly produced Australian motoring book this writer has ever seen. Written by David Dowsey, *Elfin: The Spirit of Speed* runs to more than 700 pages, with about 1000 photos, including rare historic shots and superb modern studio photography of major models by Richard Weinstein.



At more than 700 pages, this is no light bedtime read.

In what couldn't have been anything other than a passion project, Dowsey interviewed more than 50 people involved in the Elfin story over five years and has produced a text combining extraordinary detail, fascinating reminiscences and great yarns (such as when Cooper detoured on his honeymoon to take part in a race he hadn't quite found time to mention to his new wife).

Garrie Cooper after winning the 1968 Singapore GP.

The book project was the brainchild of Bill Hemming, who owns many Elfins and once co-owned the company. He now runs the Elfin Heritage Centre in Moorabbin, Melbourne.

Elfin: The Spirit of Speed requires a large and sturdy desk to read (it weighs 4.9 kilograms and is more than 60 centimetres wide when opened). Its production values might make you fall back in love with old-school coffee table books.



Not cheap, though. The standard edition is \$195, but there are even dearer versions, the most expensive costing \$2750. This was sold out in advance apparently; just five were produced in an elaborate timber and aluminium display case which also housed a small selection of bodybuilding tools salvaged when the Elfin factory was closed.

Some of the bodybuilding tools salvaged when the Elfin factory was closed.



The Elfin story started in the mid-1950s when teenage Adelaiddian Garrie Cooper started building competition cars under his family name. As the 1950s progressed, another Australian, [Jack Brabham](#), was making an English car called Cooper famous, so Garrie went for Elfin, the brand of his favourite model aeroplane engines.

Rather like Brabham and Kiwi [Bruce McLaren](#), Cooper raced the cars he designed and built, while also running the company. Unlike those two, Cooper had congenital heart problems. He managed to gain an exemption from race officials to compete (with great success, too), while also producing a string of customer cars that raced (with equal success) in a broad range of categories.



Elfin MS8 Clubman from the early 2000s.

Elfins such as the beautifully proportioned Mallala sports racer are now highly sought after. The cars regularly turn up in historic racing around the world; auction prices for some models are in the hundreds of thousands of dollars.

Cooper's heart problems led to his sudden death in 1982. He was just 46. The company continued in a slightly scattergun fashion, moving to Melbourne in the 1990s. When [Mike Simcoe](#), head of design at Holden (and now head of design at GM, Detroit), walked into the

office in 2001 looking to buy a clubman sports car, he ended up agreeing to design a new one.

Thus came the MS8 Clubman, a fresh take on the bare bones, road-and-track clubman concept, as pioneered by Colin Chapman at Lotus. Simcoe penned the MS8 Streamliner sister car, too. Unfortunately, Elfin underestimated the cost and time involved in bringing these cars to production (as do all small car companies) and Elfin was resold to Walkinshaw Performance. Along the way about 60 of the MS8 models were built.

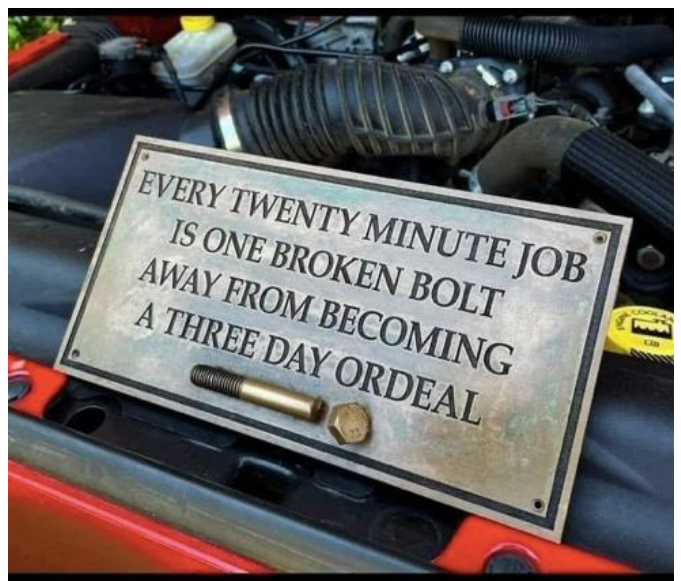
The final nails in the coffin were the GFC and the death of company principal Tom Walkinshaw. The last Elfin was produced in 2012.

Perhaps one day there will be an attempt to relaunch the Elfin brand. In the meantime, this book provides a fitting tribute to all that Garrie Cooper and his successors achieved.

Need to know

To purchase *Elfin: Spirit of Speed*, head to the website: <https://elfinspiritofspeed.com.au/>

What 10,000 pounds of torque does to a drag tire at launch.





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Toyota Warns (Again) About Electrifying All Autos. Is Anyone Listening?

BY BRYAN PRESTON MAR 19, 2021 12:50 PM ET

Depending on how and when you count, Japan's Toyota is the world's largest automaker. According to Wheels, Toyota and Volkswagen vie for the title of the world's largest, with each taking the crown from the other as the market moves. That's including Volkswagen's inherent advantage of sporting 12 brands versus Toyota's four. Audi, Lamborghini, Porsche, Bugatti, and Bentley are included in the Volkswagen brand family.

GM, America's largest automaker, is about half Toyota's size thanks to its 2009 bankruptcy and restructuring. Toyota is actually a major car manufacturer in the United States; in 2016 it made about 81% of the cars it sold in the U.S. right here in its nearly half a dozen American plants. If you're driving a Tundra, RAV4, Camry, or Corolla it was probably American-made in a red state. Toyota was among the first to introduce gas-electric hybrid cars into the market, with the Prius twenty years ago. It hasn't been afraid to change the car game.

All of this is to point out that Toyota understands both the car market and the infrastructure that supports it perhaps better than any other manufacturer on the planet. It hasn't grown its footprint through acquisitions, as Volkswagen has, and it hasn't undergone bankruptcy and bailout as GM has. Toyota has grown by building reliable cars for decades.

When Toyota offers an opinion on the car market, it's probably worth listening to. This week, Toyota reiterated an opinion it has offered before. That opinion is straightforward: **The world is not yet ready to support a fully electric auto fleet.**

Toyota's head of energy and environmental research Robert Wimmer testified before the Senate this week, and said: "If we are to make dramatic progress in electrification, it will require overcoming tremendous challenges, including refueling infrastructure, battery availability, consumer acceptance, and affordability."

Wimmer's remarks come on the heels of GM's announcement that it will phase out all gas internal combustion engines (ICE) by 2035. Other manufacturers, including Mini, have followed suit with similar announcements.

Tellingly, both Toyota and Honda have so far declined to make any such promises. Honda is the world's largest engine manufacturer when you take its boat, motorcycle, lawnmower, and other engines it makes outside the auto market into account. Honda competes in those markets with Briggs & Stratton and the increased electrification of lawnmowers, weed trimmers, and the like. Wimmer noted that while manufacturers have announced ambitious goals, just 2% of the world's cars are electric at this point. For price, range, infrastructure, affordability, and other reasons, buyers continue to choose ICE over electric, and that's even when electric engines are often subsidized with tax breaks to bring pricetags down.

The scale of the switch hasn't even been introduced into the conversation in any systematic way yet. According to FinancesOnline, there are **289.5 million cars just on U.S. roads as of 2021. About 98 percent of them are gas-powered.** Toyota's RAV4 took the top spot for purchases in the U.S. market in 2019, with Honda's CR-V in second. GM's top seller, the Chevy Equinox, comes in at #4 behind the Nissan Rogue. This is in the U.S. market, mind. GM only has one entry in the top 15 in the U.S. Toyota and Honda dominate, with a handful each in the top 15.

Toyota warns that the grid and infrastructure simply aren't there to support the electrification of the private car fleet. A 2017 U.S. government study found that we would need about 8,500 strategically-placed charge stations to support a fleet of just 7 million electric cars. That's about six times the current number of electric cars but no one is talking about supporting just 7 million cars. We should be talking about powering about 300 million within the next 20 years, if all manufacturers follow GM and stop making ICE cars.

Simply put, we're gonna need a bigger energy boat to deal with connecting all those cars to the power grids. A LOT bigger.

But instead of building a bigger boat, we may be shrinking the boat we have now. The power outages in California and Texas — the largest U.S. states by population and by car ownership — exposed issues with powering needs even at current usage levels. Increasing usage of wind and solar, neither of which can be throttled to meet demand, and both of which prove unreliable in crisis, has driven some coal and natural gas generators offline. Wind simply runs counter to needs — it generates too much power when we tend not to need it, and generates too little when we need more. The storage capacity to account for this doesn't exist yet.

We will need much more generation capacity to power about 300 million cars if we're all going to be forced to drive electric cars. Whether we're charging them at home or charging them on the road, we will be charging them frequently. Every gas station you see on the roadside today will have to be wired to charge electric cars, and charge speeds will have to be greatly increased. Current technology enables charges in "as little as 30 minutes," according to Kelly Blue Book. That best-case-scenario fast charging cannot be done on home power. It uses direct current and specialized systems. Charging at home on alternating current can take a few hours to overnight to fill the battery, and will increase the home power bill. That power, like all electricity in the United States, comes from generators using natural gas, petroleum, coal, nuclear, wind, solar, or hydroelectric power according to the U.S. Energy Information Administration. I left out biomass because, despite Austin, Texas' experiment with purchasing a biomass plant to help power the city, biomass is proving to be irrelevant in the grand energy scheme thus far. Austin didn't even turn on its biomass plant during the recent freeze.

Half an hour is an unacceptably long time to spend at an electron pump. It's about 5 to 10 times longer than a current trip to the gas pump tends to take when pumps can push 4 to 5 gallons into your tank per minute. That's for consumer cars, not big rigs that have much larger tanks. Imagine the lines that would form at the pump, every day, all the time, if a single charge time isn't reduced by 70 to 80 percent. We can expect improvements, but those won't come without cost. Nothing does. There is no free lunch. Electrifying the auto fleet will require a massive overhaul of the power grid and an enormous increase in power generation. Elon Musk recently said we might need double the amount of power we're currently generating if we go electric. He's not saying this from a position of opposing electric cars. His Tesla dominates that market and he presumably wants to sell even more of them.

Toyota has publicly warned about this twice, while its smaller rival GM is pushing to go electric. GM may be virtue signaling to win favor with those in power in California and Washington and in the media. Toyota's addressing reality and its record is evidence that it deserves to be heard.

Toyota isn't saying none of this can be done, by the way. It's just saying that so far, the conversation isn't anywhere near serious enough to get things done.

YOU CAN IGNORE REALITY,

BUT YOU CANNOT IGNORE THE CONSEQUENCES OF IGNORING REALITY!



Reg Hunt picking up his Maserati A6GCM from the Melbourne docks circa late 1954. Maserati wrapped their export shipped cars in paper, tied the paper down with ropes, glued their Maserati Trident Logo I.D. to the paper, loaded the racing car onto the ship & waved it "Bye Bye" in Genoa, Italy bound for Melbourne. The happy smiling people here are from the left - (1) Reg Hunt - (2) Pat Ratliff - (3) Bert Hunt - Reg's dad (4) Graham Hunt - Reg's son. Some extra Borrani wheels in the car boot D.Z. Image.

Photo: David Zeunert, Facebook

Reg Hunt's Maserati A6GCM racing car outside Reg's Brighton home in Melbourne circa 1955, I just love the home-made trailer / Victorian registration plate, Spalding tennis balls in the exhaust pipes, "Very Simple Transport" compared to today's historic racing transport trailers - DZ Image.

Photo: David Zeunert, Facebook



© David Zeunert Motorsports Archive Melbourne



©David Zeunert Motorsport Archive Melbourne

Reg Hunt's Maserati A6GCM racing car outside Sweetnam & Ireland's Panel Beating / Ducoing workshop 77 Nepean Highway Gardenvale / Elsternwick. Today it's the site of Brighton Toyota, formerly part of the site of Reg Hunt Motors Pty Ltd - Golden Mile of Cars - GMH new & used cars outlet. If you look closely you can see the Atlantic sign on the top right of the building: when this building was demolished Reg took the sign down & erected it on top of one of his showrooms 50 metres down Nepean Highway - D.Z. Image.

Photo: David Zeunert, Facebook



- Dorian (blue) and charger \$200
- Quick-lift jack \$150
- Corner weight gauge \$150

Phone: Hugh Gartley (5155 3755)

-Lakes Entrance

...And a beaut parting shot. Recognize these two? That's a youngish Bruce McLaren up on two wheels going for a gap on (Sir) Jack Brabham!

An ultra-competitive duo – who would have expected that?





FOR SALE:

AVON ACB10 Race tyres

Size 6.0/21.0-13"

Several sets available

Many tyres as new, \$15-20 each

PHILIP FINGER 0412 671395



John Bryant has the following items for sale. All items are in mint condition unless otherwise specified. Books have been read once and then stored in a book case.

BOOKS:

AUSTRALIAN COMPETITION YEARBOOK, NUMBER 8	\$50
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AUSTRALIA'S GREATEST RACE – The Complete History, Bill Tuckey	\$30
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AUSTRALIAN TOURING CAR CHAMPIONSHIP, 30 Fabulous Years 1960 to 1989	\$35
---	------

The official 50-race history of the AUSTRALIAN GRAND PRIX	\$40
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FORMULA VEE in Australia 25 th Anniversary 1990 (my photo is in this book!)	\$20
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I have many more – I will see if there is any interest in these books.

MODEL CARS

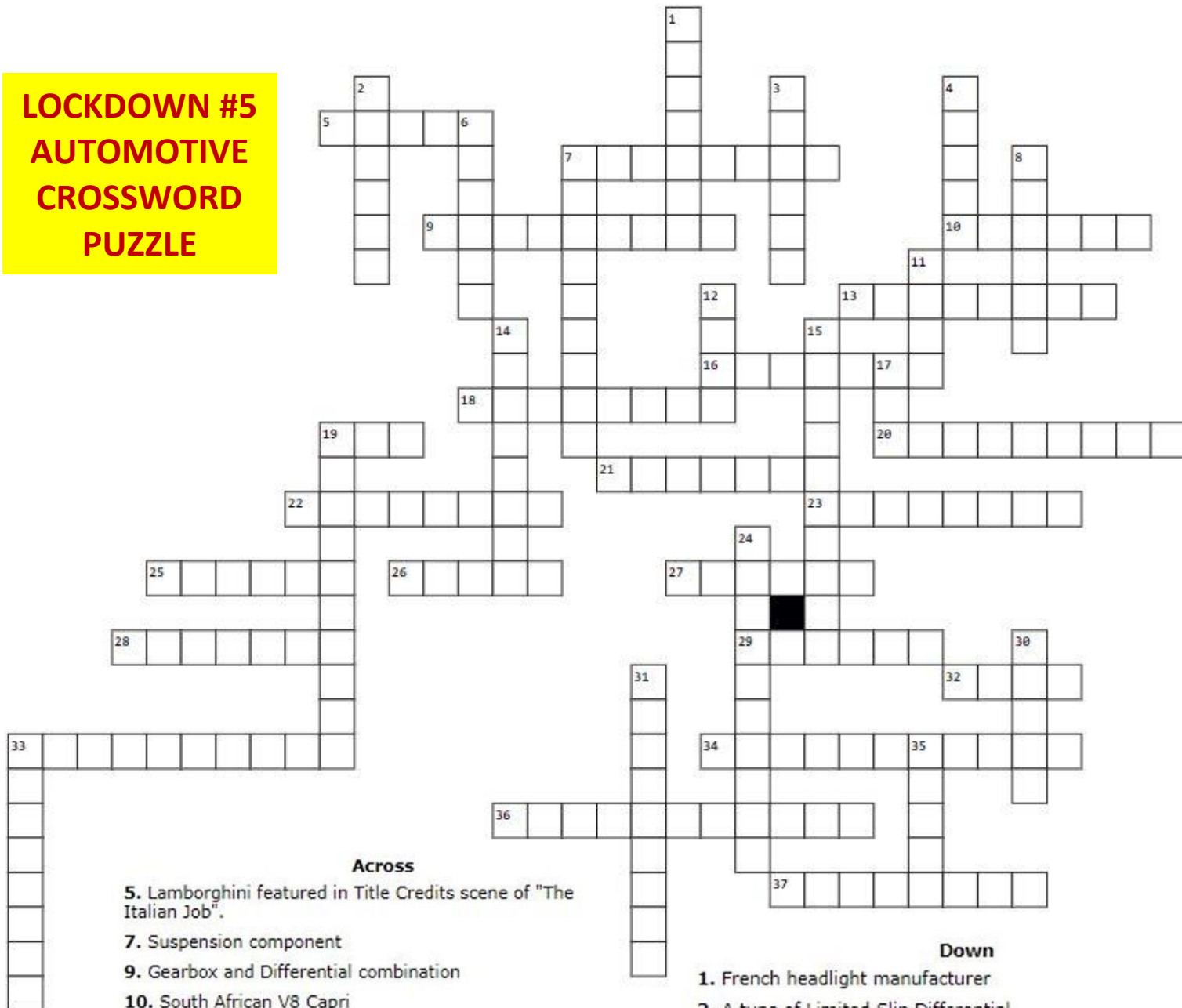
Dick Johnson Zupps of Mt Gravatt XU1 Torana 1:18 (Autoart)	\$200
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(Box faded, but model never out of box)

Matchbox Models of Yesteryear – 96 models. All boxed, in mint condition, never out of boxes. Would prefer to sell as one lot – boxes are Cream (42 models), Maroon/Red (41 models), Brown (8 models), Green (1 model) and Grand Prix (4 models). If forced I would sell them separately. I can supply a list of all the vehicles I have – you can then make me an offer on what you might want.

Ed: Perhaps a bit late to enjoy during the recent lockdown, but Steve Schmidt has put this automotive crossword together to test you, and kindly allowed us to include it here. What? You want solutions as well? Try the end of the magazine.

LOCKDOWN #5 AUTOMOTIVE CROSSWORD PUZZLE



Across

5. Lamborghini featured in Title Credits scene of "The Italian Job".
7. Suspension component
9. Gearbox and Differential combination
10. South African V8 Capri
13. A type of key
16. A corner on the Philip Island GP Circuit
18. 1950's Australian Car
19. A product delivered in parts and assembled at the destination (initials)
20. Invented by Peter Brock
21. Name of the Mustang in "Gone in 60 Seconds".
22. Home of the Holden Proving Ground (2 words)
23. Where classic MGs were built
25. Engine developed by NSU
26. Post-War Austin 4x4
27. Large car made by Prince Motor Company
28. Inventer of the BMC Hydrolastic Suspension
29. Monaro 4-speed gearbox
32. Created by brakes
33. American manufacturer based in South Bend Indiana
34. Manufacturer of the Mini Jem in South Australia
36. A characteristic of brake fluid
37. An English car maker with links to the Vickers Machine Gun.

Down

1. French headlight manufacturer
2. A type of Limited Slip Differential
3. The bridge at Sandown Raceway
4. A solderless electrical connection
6. Sydney racetrack that closed in 1998
7. Controls the flow of exhaust gasses in a turbo
8. An engine's rotational force
11. Alan Jones won the 1978 CanAm Challenge driving one
12. Iron Oxide
14. Found within a Catalytic Converter
15. Insurance company sponsoring Allan Moffat's XC Falcon
17. A small Hillman
19. Feature car in the movie "Vanishing Point"
24. Part of a generator
30. A fast 4-door Valiant
31. A characteristic of oil
33. Torana engine
35. By-product of a short circuit

Need a repair on your car? Bill Revill has put together a number of local businesses he uses and is happy to recommend.



RADIATOR REPAIRS AND ADVICE	<p>WARRAGUL RADIATOR REPAIRS 4 Lindy Court Warragul 03 5623 3194 Jim bartlett info@warragulrads.com.au</p> <p>Jim enjoys working with classic cars and their owners. He overhauls and restores radiators and can service systems, diagnose problems and provide advice.</p>
DIFFERENTIAL SERVICES	<p>CHRIS'S DIFFERENTIAL SERVICES 113 Donelan Drive Hearnes Oak (Near Morwell) 03 5126 1735 / 0418 587 979</p> <p>Chris has wide experience with diffs and is clearly competent</p>
SPRINGS AND SUSPENSION	<p>MORWELL SPRING WORKS 52 Commercial Road, Morwell 03 5134 8999</p> <p>Wide experience in normal, performance and classic cars. Can custom make springs and equipment and provide diagnostic services</p>
BRAKE AND CLUTCH	<p>VICTORIAN BRAKE COMPANY 2/13 Bormar Drive, Pakenham, Vic 03 5940 1177 victorianbrakeco@bigpond.com</p> <p>Friendly, competent service for brake and clutch work – road and competition</p>
ENGINEERING SUPPLIES, MACHINING AND REPAIRS	<p>WARRAGUL MACHINING AND MECHANICAL REPAIRS 122 North Road, Warragul 03 5623 2960 Peter Sibson warmach@dcsl.net.au</p> <p>Large range of equipment and bearings, a large and competent machine shop</p>
MAZDA MX-5 REPAIRS	<p>CAPALDO AUTOMOTIVE REPAIRS 17 Centre Road Morwell, Vic 03 5134 4328 Steve Banks capaldoautomotive@bigpond.com</p> <p>All service but MX-5 specialists. Steve races an MX-5 and is a Gippsland Car Club member.</p>

CLUB MEMBER PROFILE:

Scott Seddon

No photograph supplied – look for Scott at the khanacrosses, in his multi-coloured VW Golf V6.

- Years of membership of GCC: 4-5 years??
- Cars of interest owned: HQ Monaro (project that was sold before it was finished), VH 253, VF SSV Ute, VFII SSV Redline Ute
- Your first car was: Lada Samara (it did a couple of motorkhanas at the old track)
- The best car you ever owned was: VFII SSV Redline Ute
- The worst car you ever owned was: XF Falcon Ute
- Your biggest car-related disaster: I picked up the VN after having a SS bodykit fitted and then went to see a friend in Yarram and managed to run over a wombat in the fog. Not happy Jan: it lasted 4 hours and then went back in on the Monday to have a new front bar fitted.
- Your greatest moment in motoring was: 2nd place in Sandown 6-hour
- Your most-admired driver is (and why?): Peter Brock. Watched him as a child and loved it, that's why I have a VH.
- Your favourite driving circuit/track/road/area, & why: Sandown, probably because I have spent the most time on it other than Bryant Park. Its enjoyable as long as it isn't wet and you have a turbo. I only drive Oran Park once but would have loved to go back there again.
- A phrase you say regularly: Cool
- Finish the sentence: I will die satisfied if..... I see my kids grown up and enjoying life
- What is something few GCC members would know about you? I have represented Australia in the shooting sports
- Who or what do you think has been a great influence in your life? I don't think there has been any one person that has had more of an influence than another. I have tried to do things that are enjoyable while spending as little time as possible worrying about the rest.
- Any other insights you'd care to share? Motorsport to me is all about fun, I don't do it to win, I don't care where I finish as long as I don't make silly mistakes. I would rather leave time on the table than risking it and damaging the car as I don't have the time to fix it.

GCC CLUB CHAMPIONSHIP - 2021

PLACE		GCC Multiclub		Club	GCC		Class Score @ 23-Jul-21
		Hillclimb 14-Mar-21	VHCC4 18-Apr-21		Multiclub Hillclimb 14-Mar-21	VHCC4 18-Apr-21	
Formula Ford							
1	KOGGE Larry	1.01	0.98	2.00	1	SAMSON Mark	1.00
2	BUFFINGTON Steven	1.02	1.00	2.02			
3	HOCKING Dale	1.02	1.00	2.02			
4	ORR Dennis	1.05	1.00	2.05			
5	YEOMANS Rhys	1.02	1.03	2.05			
6	SELWYN Terry	1.02	1.04	2.06			
7	JANSSEN Wim	1.12	0.96	2.08			
8	NEWTON Mark	1.06	1.03	2.08			
9	MINAHAN Peter	1.04	1.05	2.09			
10	NEWTON Mitchell	1.09	1.05	2.14			
11	MCIVOR Gary	1.11	1.04	2.15			
12	BOWER Geoff	1.10	1.08	2.18			
13	SPEIGHT Ian	1.19	1.06	2.25			
14	HESS Karl	1.26	1.02	2.29			
15	GOOSSENS Michael	1.22	1.08	2.29			
16	MURPHY Paul	1.15	1.15	2.30			
17	WILSON Keith	1.18	1.12	2.30			
18	MOILE Ewen	1.07	1.28	2.35			
19	NEWITT Colin		0.97	0.97			
20	CHARMAN Keith		1.00	1.00			
21	JAMES Jordan		1.00	1.00			
22	SAMSON Mark	1.00		1.00			
23	HAVERKORT Stuart		1.01	1.01			
24	RIKKEN Daniel		1.01	1.01			
25	CULL Tyson		1.02	1.02			
26	CANTWELL David		1.05	1.05			
27	MINAHAN Bruce	1.06		1.06			
28	WILD Brett		1.06	1.06			
29	DORE Raymond		1.06	1.06			
30	DYER James	1.06		1.06			
31	MCNIVEN Jim	1.07		1.07			
32	COOLING Geoff		1.09	1.09			
33	GREEN Michael	1.09		1.09			
34	WRAY Michael	1.09		1.09			
35	BAPTIST Kevin		1.09	1.09			
36	LEITNER Daniel	1.09		1.09			
37	CASEY David	1.09		1.09			
38	ISLES Cameron	1.10		1.10			
39	LOMGUIR Gavin		1.11	1.11			
40	REYNOLDS Shane	1.12		1.12			
41	RUBINIC Steve	1.12		1.12			
42	MORRALL Les		1.12	1.12			
43	ATKINSON Mark		1.13	1.13			
44	ASSAAD Naim	1.13		1.13			
45	BAILEY Stuart	1.16		1.16			
46	REYNOLDS Lloyd	1.17		1.17			
47	JOHNSON John		1.19	1.19			
48	JOHNSON Laurie	1.19		1.19			
49	LUCIANI Jad	1.21		1.21			
50	HICKEY David	1.22		1.22			
51	VELLA Sei	1.22		1.22			
52	CAMPBELL Scott	1.22		1.22			
53	PRIESTLY Sean	1.23		1.23			
54	THIRLWALL Carrie	1.24		1.24			
55	GOOSSENS Brody	1.25		1.25			
56	JOHNSON Rod		1.26	1.26			
57	BRYANT Jarrod	1.26		1.26			
58	HICKEY Paul	1.26		1.26			
59	ASSAAD Athan	1.29		1.29			
60	MAYZE Ian	1.29		1.29			
61	THORBECKE Lex	1.30		1.30			
62	HICKEY Jill	1.31		1.31			
63	VELLA Ray	1.33		1.33			
Formula Libre up to 1300							
1	MINAHAN Peter		1.04		1.04		2.09
2	WILSON Keith		1.18		1.12		2.30
3	MOILE Ewen		1.07		1.28		2.35
4	MINAHAN Bruce		1.06				1.06
5	CASEY David		1.09				1.09
6	ATKINSON Mark				1.13		1.13
Formula Libre 1301 to 2000							
1	JANSSEN Wim		1.12				1.12
Formula Libre 2001 and over							
1	JANSSEN Wim				0.96		0.96
Clubman Sports Cars up to 1600							
1	HOCKING Dale		1.02		1.00		2.02
2	BUFFINGTON Steven		1.02		1.00		2.02
3	NEWITT Colin				0.97		0.97
Sports Cars (Open/Closed) up to 2000							
1	SPEIGHT Ian		1.19		1.06		2.25
2	GOOSSENS Michael		1.22		1.08		2.29
3	VELLA Sei		1.22				1.22
4	GOOSSENS Brody		1.25				1.25
5	HESS Karl		1.26				1.26
6	MAYZE Ian		1.29				1.29
7	VELLA Ray		1.33				1.33
Sports Cars (Open/Closed) 2001 and over							
1	PRIESTLY Sean		1.23				1.23
2	THIRLWALL Carrie		1.24				1.24
3	THORBECKE Lex		1.30				1.30
Sports Sedans up to 2000							
1	MCIVOR Gary		1.11		1.04		2.15
2	HAVERKORT Stuart				1.01		1.01
3	YEOMANS Rhys		1.02				1.02
4	GREEN Michael		1.09				1.09
5	CANTWELL David				1.05		1.05
6	WILD Brett				1.06		1.06
7	HICKEY David		1.22				1.22
8	BRYANT Jarrod		1.26				1.26
9	HICKEY Paul		1.26				1.26
10	HICKEY Jill		1.31				1.31
Sports Sedans 2001 and over							
1	RIKKEN Daniel				1.01		1.01
2	WRAY Michael		1.09				1.09
3	ISLES Cameron		1.10				1.10
4	LOMGUIR Gavin				1.11		1.11
5	RUBINIC Steve		1.12				1.12
6	BAILEY Stuart		1.16				1.16
Sports Sedans 4WD							
1	JAMES Jordan				1.00		1.00
2	HESS Karl				1.02		1.02
3	DYER James		1.06				1.06
4	LEITNER Daniel		1.09				1.09
5	REYNOLDS Shane		1.12				1.12
6	LUCIANI Jad		1.21				1.21

		GCC Multiclub Hillclimb 14-Mar-21	VHCC4 18-Apr-21	Class Score @ 23-Jul-21
Improved Production up to 2000				
1	SELWYN Terry	1.02	1.04	2.06
2	MURPHY Paul	1.15	1.15	2.30
3	BAPTIST Kevin		1.09	1.09
4	MORRALL Les		1.12	1.12
5	ASSAAD Naim	1.13		1.13
6	REYNOLDS Lloyd	1.17		1.17
7	JOHNSON Rod		1.26	1.26
8	ASSAAD Athan	1.29		1.29
Improved Production 2001 and over				
1	NEWTON Mark	1.06	1.03	2.08
2	NEWTON Mitchell	1.09	1.05	2.14
3	CULL Tyson		1.02	1.02
4	DORE Raymond		1.06	1.06
5	COOLING Geoff		1.09	1.09
6	JOHNSON John		1.19	1.19
7	JOHNSON Laurie	1.19		1.19
8	CAMPBELL Scott	1.22		1.22
Historic Group N up to 2000				
1	BOWER Geoff	1.10	1.08	2.18
Historic Group N - 2001 and over				
1	KOGGE Larry	1.01	0.98	2.00
2	MCNIVEN Jim	1.07		1.07
Historic Other				
1	CHARMAN Keith		1.00	1.00
Circuit Excel				
1	ORR Dennis	1.05	1.00	2.05
Time Attack				
1	YEOMANS Rhys		1.03	1.03

SUPPORTERS AND ADVERTISERS INDEX

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

Name	Product	Contact Details
Moe Parklands Motel	Accommodation	03 5127 3344 stay@moeparklandsmotel.com.au
BTR Machining and Cylinder heads	Dyno tuning, engine rebuilds, race prep, general repairs	03 5134 4023 simon@btrmorwell.com.au
Penrite Oils	Oils and lubricants	www.penritetopclass.com.au
Fowlers Asphalting	Roadmaking	03 5633 2918 admin@fowlersasphalting.com.au
Arrow Linemarking	Linemarking	0458 882 353 arrowlinemarking@y7mail.com
Alfa Motorsport Fibreglass	Automotive repairs	info@alfamotorsportfibreglass.com.au
O'Connell's tyres	Suspension, front end, brakes, shocks	03 5126 2822 Facebook presence https://oconnellstyres.weebly.com/
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SPIN Media	Photography and video	ncardwell@spinmelbourne.com
Trafalgar Auto Elec	Auto Electrics	56332062
Capaldo Automotive Repairs	Mechanical, alignment and MX 5 specialist	5134 4328 Ask for Steve
Peter Weaver Msport Photography	Photography	0438 109 027 peter.weaver@speedway.net.au

Solution to automotive crossword:

