



VALVE BOUNCE

OCTOBER,
2021

La Trobe lockdown edition

ASPENDALE MOTOR RACE MEETING



Under the Patronage
of the
Automobile Club
of Victoria.

Jan. 29, '06
(A.N.A. DAY)

TRAINS leave Flinders Street up
till 1.35 p.m. Leave earlier and
avoid the crush.



*Race program from the
1906 Aspendale motor
race meeting.
Why is this significant?
Details inside!*

In this edition: coming events; practice day for locals; special tools for the job; James Crooke; and the RB620.

- 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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CAMS DELEGATE

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

OCTOBER

<u>Wednesday 6</u>	<i>ARE Media track hire</i> CANCELLED
<u>Friday 8</u>	<i>ARE Media track hire</i> CANCELLED
Saturday 9	MSCA Sprints at Sandown CANCELLED
Tuesday 12	Board Meeting, 7.00 p.m.
Friday to Sunday 15/17	Shannons Nationals at The Bend CANCELLED
Saturday to Sunday, 16/17	AROCA 12 Hour Relay at Winton CANCELLED
Saturday to Sunday, 16/17	Mt Tarrengower Historic Hill Climb CANCELLED
Saturday 16	M&DCC Boisdale Twilight Hill Climb Long Track
Saturday 16	PROPOSED REGIONAL WORKING BEE AND CLUB PRACTICE DAY
<u>Saturday 16</u>	<i>MG Car Club track hire at Bryant Park</i> CANCELLED
Sunday 17	GCC Multiclub Hill Climb at Bryant Park CANCELLED
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	Supercars at Phillip Island CANCELLED
Saturday to Sunday, 23/24	Formula Vee Nationals at Winton CANCELLED
Friday to Sunday, 29/31	Saloon Fest at Winton
Friday to Sunday, 29/31	Supercars at Sydney Motorsport Park
Saturday 30	PROPOSED REGIONAL WORKING BEE AND CLUB PRACTICE DAY
Sunday 31	GCC Khanacross at Bryant Park CANCELLED

NOVEMBER

TBA November or December	TCR Australia Bathurst International CANCELLED
Wednesday 3	Valve Bounce collation
Friday to Sunday, 5/7	Excel Enduros at Winton
Friday to Sunday, 5/7	Historic Sandown
Saturday to Sunday, 6/7	Supercars at Sydney Motorsport Park
Saturday 6	GCC Multiclub Hill Climb at Bryant Park
Sunday 7	GCC Multiclub Hill Climb at Bryant Park
Sunday 7	MSCA at Winton
Tuesday 9	Board Meeting, 7.00 p.m.
Thursday to Tuesday, 11/16	Bathurst Challenge
Friday to Sunday, 12/14	Australian Motor Race Series at Winton
Saturday to Sunday, 13/14	Supercars at Sydney Motorsport Park
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>	<i>Targa Florio at Bryant Park</i> POSTPONED
Thursday to Sunday, 18/21	Australian Grand Prix at Albert Park CANCELLED
Friday to Sunday, 19/21	Supercars at Sydney Motorsport Park
Friday to Sunday, 19/21	Shannons Nationals at Sandown
Saturday 20	Winton 300
Saturday 20	MSCA at Phillip Island
Sunday 21	MG Car Club Youth Challenge at Rob Roy NEW DATE
<u>Sunday 21</u>	<i>Sporting Register at Bryant Park</i>
Saturday to Saturday, 20/27	RACV Alpine Trial Centenary CANCELLED
Thursday to Sunday, 25/28	Australian Hill Climb Championship, Mt Cotton, Queensland NOTE NEW DATE
Friday to Sunday, 26/28	HQ Enduro at Winton
Friday to Sunday, 26/28	Geelong Revival Motoring Festival POSTPONED
<u>Saturday 27</u>	<i>Nugget Nationals track hire at Bryant Park</i>
Saturday to Sunday, 27/28	Island Magic at Phillip Island
<u>Sunday 28</u>	<i>CCRMIT track hire at Bryant Park</i>

DECEMBER

Thursday to Sunday, 2/5

Friday to Sunday, 3/5

Saturday 4

Tuesday 7

Friday to Sunday, 10/12

Sunday 12

Sunday 12

Tuesday 14

Bathurst

Supercars at Surfers Paradise, Qld **CANCELLED**

GCC Multiclub Twilight Hill Climb at Bryant Park

Valve Bounce collation

Shannons Nationals at The Bend

AROCA Sprints at Phillip Island (TBC)

GCC Khanacross at Bryant Park

Board Meeting, 7.00 p.m.

CALENDAR 2022

FEBRUARY

Saturday 13

VHCC Round 2 at Bryant Park (Twilight Event)

MARCH

Friday to Sunday, 4/6

Friday to Sunday, 4/6

Sunday 6

Geelong Revival Motoring Festival

Repco Supercars at Newcastle

Porsche Club of Victoria track hire

APRIL

Wednesday 6

Thursday to Sunday, 7/10

Saturday to Sunday, 30/1 May

Targa Florio at Bryant Park

Australian Grand Prix at Albert Park

Meguairs Motor Ex, Melbourne

MAY

Sunday 1

Meguairs Motor Ex, Melbourne

OCTOBER

Saturday to Saturday, 15/23

Sunday 30

RACV Alpine Trial Centenary

Kyneton Car Club track hire at Bryant Park

DECEMBER

Saturday 3

GCC Multiclub Twilight Hill Climb at Bryant Park

NOTE:

- All dates shown above are subject to change - please check with the organisers of the events to confirm the dates.
- Events shown as **Bold** are rounds of the Gippsland Car Club Club Championship (some of these dates may be changed)
- Events shown as **Bold Italics** are rounds of the Gippsland Car Club Khanacross Championship.
- GCC Practice Days are for members and associate members only, and will run from 1.00 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:

You will find this edition of VB to be a bit of a bitza – but that can be good in it's own way, as I reckon there might be something for all interests this month!

While the written word requires interpretation of mood and emotion, in my bitterest, most scathingly sarcastic tones I feel we must say “thank you” to that group of self-centred, arrogant and ignorant boofheads who decided rules didn't apply to them, and their need was clearly greater than that of the millions of fellow Victorians who are trying to get out of lockdown and enjoy a little normality. It is this group who apparently held a large gathering in a local home to watch the footy Grand Final. The Covid virus does not spontaneously generate – in an area such as ours, where it has been absent for months, the only way to re-introduce it is by carrier: and so, our footy-infatuated group of morons clearly also invited one or more of their Melbourne cousins to join them. Result? One afternoon of entertainment; a whole LGA into lockdown; businesses struggling to survive; residents on reduced or absent incomes; and groups such as the GCC prevented from re-opening. If this wasn't so bad, this weekend is apparently the Grand Final for the NFL...God help us! Okay, big breaths...blood pressure getting under control...get off the soap-box now. On to something far more positive and cheerful:



If you're battling your way through a restoration or time-consuming development of your competition car, here's something I hope may refresh your levels of hope and allow you to persist with renewed vigour.

I recently discovered a reclusive pile of 2006 editions of 'The Automobile' magazines composting in a box at home – no doubt these were presented to me by some well-intentioned person, who enjoyed the benefit of not having them cluttering their own home. An English monthly publication focusing exclusively on classics, vintage and veteran-era vehicles, one edition in particular contained a ray of sunshine. Nearly 30 years after its initial construction, three young men studying at Birmingham University came across the poorly remains of a *prototype* 1904 Lagonda tri-car in one of the university sheds, where it had laid neglected for many years. Purchasing it for the princely sum of 7s 6d, they decided to rebuild the vehicle and take part in the famed London to Brighton run. Let's put this in context: this is the 1930s; tri-cars were a rare animal even when new at the turn of the century; and theirs was a prototype, so even if they could find production factory parts for it, they most likely wouldn't fit their vehicle - a daunting task, but they got on with it as best they could, handicapped with limited resources and despite the decrepit state of the vehicle. Critical parts that were missing or unserviceable they re-made.

Right: Phil and Steve Southall working on the Lagonda restoration, 1936
Below left: The Lagonda on the day it arrived at Beech Hill, 1936
Below right: The Lagonda with original fore carriage, mudguards, petrol tank and tiger seat all back in place, 1937



After many hours – a good number of them generated by skipping lectures and classes – they were *nearly* ready for their first entry in the London to Brighton run for 1936. In fact, they were running so close to the deadline they left off any superfluous components, and completed and tested the engine inside the goods carriage of the train taking them to London! Enduring some predictable repairs along the route, they eventually completed the course, despite having to push the Lagonda the last 200 metres as it had broken its main crank. Whew! But that's not the best bit:

The next year, one of the three students was travelling on a train to Switzerland, when he struck up a conversation with a fellow passenger. Not only did the passenger know of these tri-cars, but as events transpired, had owned *their* exact car, and had most of the missing parts still in his attic!



Left: The Lagonda tri-car participating in the 1936 London to Brighton run: note the lack of a rear seat, and the adaption of components from other vehicles such as the front passenger seat from a Swift, and incorrect front guards. Right: the car one year later in 1937, after a chance meeting with the previous owner, and the discovery of the rear seat.

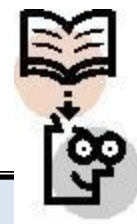
Not to be outdone, a later visit to a redundant motor wrecker in the wilds of rural England produced a handful of tri-car components subsiding into the soil, but when the two lads went inside the owner's house to pay for their oddments, one of them was taken by his unusual chair sitting by the fireside. A quick inspection showed it had a specific curvature and was sitting on an improvised base, together with a brass 'Lagonda' plate attached: it was the rear seat of a Lagonda tri-car, which they were missing! After a deal was done for a suitable replacement lounge chair, it became theirs. So - what are the chances of all those connections falling into place?! Newly refurbished, the Lagonda would take part in 38 future London to Brighton runs, and is still held by the same family. I was amazed by this tale of endurance and fortune: I hope it gives you hope and energy to persevere with your own projects.

I'll finish with one quirky bit of trivia, also gleaned from these magazines. Do you remember Corgi toy cars? It seems in 2006 they were celebrating their 50th anniversary of producing these gems. The first model Corgi released was of a Ford Consul, a fairly basic and unremarkable saloon. The Corgi version was announced to the public in July, 1956, and it transpires Corgi sold 118,519 *more* of their cars than Ford did of the original!

-IM. The Ed



What do you need to know now?



➤ CLUB CHAMPIONSHIP 2021:

➤ Next GCC HILLCLIMB:

- Saturday & Sunday, November 6th/7th (multiclub) -GCC Championship

➤ Next GCC KHANACROSS:

- Sunday, December 12th -GCC Championship



➤ VICTORIAN HILL CLIMB CHAMPIONSHIP 2021 - next round:

- There isn't one! But the Australian Hillclimb Championship has been re-scheduled to November 25th -28th at Mt Cotton, Queensland -if you can get there.

Chairman's report, October, 2021

- Rhys Yeomans

Another month of no competitive events at Bryant Park, though I do hope those who attended the Regional Club Practice enjoyed the chance to turn a few laps!

The Victorian Government has released a Roadmap out of restrictions. If all does go to plan, we should be able to run competitive events by November!

A requirement for the Roadmap is percentage goals for population vaccination, which I believe as a state we are on track for currently.

In addition to the percentage goals, the Roadmap makes many mentions of events only being open to the double vaccinated percentage of the population.

If you have not booked or had your vaccinations yet, please contact your GP to discuss your options and concerns.

I have had initial discussions with Motorsport Australia regarding their requirements for proof and how this will be managed. At this stage, they are waiting on Government trials of systems to be completed. Motorsport Australia hope to have details of their requirements over the coming weeks.

We are aiming for the first competitive event to be Sunday 6th November, with the previously planned Multiclub Hillclimb. There was mention previously of two events on this weekend, though I'm erring on the side of caution at this point! The list of cancelled events is too long already!

As always, thank you for your support during what has become a difficult two years! I do hope this Roadmap means we are nearing the end of it!



Next GCC WORKING BEE

Upcoming Working Bee and Club practice – **SATURDAY, OCTOBER 16th**

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 and spraying; 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.**

PLEASE NOTE THE FOLLOWING:



- If no COVID lockdown state wide, the day will proceed.
- If metropolitan Melbourne is in COVID lockdown, the day will proceed as a *regional* event only.
- If there is a full state-wide COVID lockdown, the day will be cancelled.

Wednesday working bees

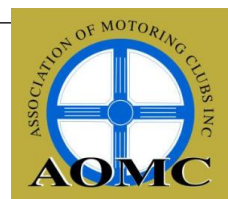
We've had requests from people wanting to assist in the maintenance of Bryant Park during the week, outside of normal organised working bees.

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 – all are subject to COVID restrictions.



➤ 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



Sep 12, 2021
Gippsland Vehicle Collection - Swap
Meet

postponed

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 car park at the end of the Woolworth's car park, off Victoria Road. You can wander around! Breakfast and coffee will be served by a number of local businesses. Open from 8:00 to 9:30am but many arrive before this. Last month there were over 100 cars on show! Everything from vintage to modern, including a restored tow truck!



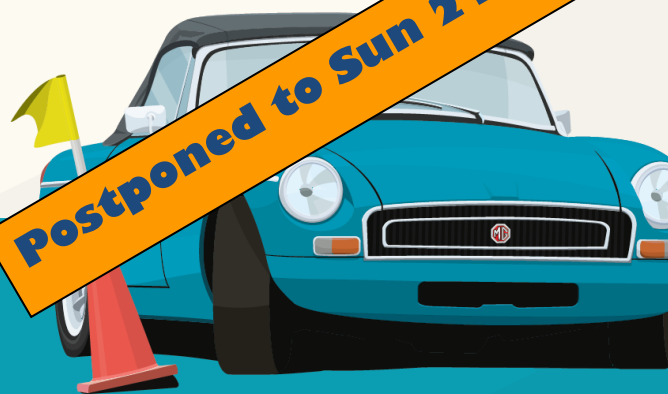
postponed

2021 YOUTH CHALLENGE



24 OCTOBER 2021
ROB ROY HILLCLIMB

Postponed to Sun 21st Nov



\$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



ALL HISTORIC RACING

BRAND NEW VENUE
20th, 21st, November 2021



PHEASANT WOOD CIRCUIT, MARULAN
 Featuring Solo, Sidecars, Sportscars and
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 A WEEKEND OF ACTION TO CELEBRATE THE ORIGINAL CONCEPT OF HISTORIC RACING






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 scott@pheasantwood.com.au**

8 Prairie Oak Road . Marulan NSW 2579

WE'RE COVID SAFE



Historic Sandown 2021 – 5-7 November

To All interested parties:

It has come to our attention that there is quite a bit of confusion/ misinformation circulating regarding the “Covid Vaccination” status for this event.

Therefore, please note that All persons seeking to attend the Sandown venue for this event must be double vaccinated, and will need to produce satisfactory evidence of such to gain entry.

This is not optional, and there are no exceptions.

The above is a Direction of the Victorian State Government

-VHRR Sandown Race Committee
 25 September 2021

Australian Hillclimb Championship
MOUNT COTTON
 SPEED HILLCLIMB

Postponed to Nov 25-28

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: ahc2021@mgccq.org mgccq.org.au/ahc2021 Australian Hillclimb Championships - 2021 @20191121

VHRR

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

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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. Things change by the day! The hope when I wrote this section in the last Valve Bounce was that we might be back to semi-normal in September, and at least running some regional events. NOT SO! We are a million times worse than we were last month, and a look at the October Calendar will see the words CANCELLED and POSTPONED featured alongside the majority of events. We thought we were fine in the country, and would be able to run some events, but not now as the Latrobe Valley is in lockdown, and we cannot use the track until we emerge from lockdown. As a result of the current lockdown, we lost two commercial track hires last week (a commercial hire is from a business such as a motoring magazine or photographer) – income we can ill afford to lose as we are spending a lot to keep the place going, but making very little income. Anyway, what is happening now? If we are out of lockdown after our seven days (finishes at midnight on October 5) we will have two commercial hires next week, but we are still not allowed to run competitive hill climbs or khanacross events for quite some time. To keep our country members entertained, we are going to have two more working bee/club practice days on Saturday, October 16, and on Saturday, October 30 – usual times – 9.00 a.m. for the working bee and 1.00 p.m. for the practice – lunch provided – no cost. Whilst this does not satisfy many of our members, it will satisfy some. If the state is let out of lockdown at the prescribed time, we will be back into competitive mode early in November. What you will have to do is keep your eye on the car club website and Facebook page to see if there are any changes to what is shown in the Calendar.

OLD TIMING BUILDING. The old timing building has been sold and has left the premises!!

NEW TIMING BUILDING. We have owned the new timing building for almost two years now, but due to the terrible times we have suffered during the Covid crisis, the fitting out of the building has still not been completed. However, the fitting of cupboards and drawers has now commenced which will give us far better storage options than leaving all of our items on the floor! Ken Neilson fitted the first lot of cupboards at the Practice afternoon on September 18 – the printer and associated paraphernalia now have somewhere to live! Thanks to John Mahy, ably assisted by Rob Duncan, an alarm system has now been fitted to the building. There is much more to go, but it is happening.

KHANACROSS . We have been extremely lucky in that we have had all of our scheduled khanacross events this year, which is more than we can say about hill climbs, but we are not necessarily looking good for September 12 – this was the case last month, but the September 12 event did not occur and nor will the October 31 event. One left in December – will we be able to squeeze another in between now and then?

COMMUNITY MOTORSPORT PROGRAM – INFRASTRUCTURE FUNDING - ROUND 2. I mentioned last month about the grants that both Ian Maud and Scott Seddon were involved in preparing submissions for. We were successful with the \$20,000 grant that Scott applied for, whilst the Ian Maud submission (we are asking for around \$200,000 for a new multi-purpose/scrutineers' building and a new toilet block near the pit area) is a somewhat more complicated proposal – I believe this has to be submitted in the near future. We have spent some of the Scott Seddon \$20,000, and now own a state-of-the-art timing system that is wireless rather than wired as is the present system. The original aim was to buy beams etc. to use for the khanacross – we now own eight sets of beams and three T boxes (the bit that provides the timing information for the computer) – this is enough to run a hill climb and a khanacross at the same time, and have it all timed with our new wireless system and still have some spare beams and T boxes. All of the new stuff is compatible with our current Tag Heuer system – all we have to do now is learn how to set up and use the system. As a complete non-expert in the electronics field, I suggested at the last Board meeting that we go all the way, and

purchase some wireless display boards to display the timing as we go in the pit area and the Clubrooms, and also to invest in a wireless PA system – I am told such things exist, and would mean that we do not have to have new wires running all over the place for both proposals. I am currently investigating prices.

SEPTEMBER 18 PRACTICE AFTERNOON. A success!! I am not sure of the exact number of members who participated in the afternoon's activities, but I would guess at around 20. Now we will try two more such days, and see how they go. No timing, but you can complete as many runs as you like in the three-hour period: prior entry not required. We are not exactly sure of the working bee aspect of the day – keep your eye on the website/Facebook page for further information.

NEW OLD STOCK. I mentioned this last month, and took a couple of containers to our practice day a couple of weeks ago – I still have most of what I took to the track, but no one knew it was coming, so I will take some more to the next practice day – all the stuff is free to a good home. Same deal as last time – what I cannot get rid of will finish up in the dumpster at some time. The freebies include many windscreen wipers and blades, trailer plugs, globes and lights, some older car radios, and other assorted bits and pieces.



©David Zeunert Motorsport Archive Melbourne

Reg Hunt's - "Very Busy" Workshop: Nepean Highway, Gardenvale / Elsternwick.

New Borrani wire wheels ready to be laced up under the workbench, suspension - motor - seat – on the benches: bare chassis on floor: steering wheel and Maserati sign up in the rafters: much burning of "Midnight Oil" going on here in this classic pic.

Photo: David Zeunert

Ed: the only event we have been able to hold last month for the GCC was a private practice day. Here's a handful of happy snaps from the day: it's a shame we don't have full sensory experience available from a photo, as then you'd be able to feel the strong gusty wind, brief showers and cold temperatures that beleaguered those local GCC members who turned up to blow away the cobwebs for an afternoon.





GCC to soldier on despite losing half of field

Thursday 12 August, 2021

Ed: I didn't have room to include this last month, but here is a report involving the GCC, as it appeared on the Motorsport Australia website.



The Gippsland Car Club (GCC) will continue to run its khanacross this weekend despite a reduction in entries due to metropolitan Melbourne still being in lockdown.

Holding the event at its iconic home of Bryant Park, the regional Victorian club is anticipating 25 local members to take part in the khanacross with each to complete eight tests.

Originally intended to have 50 people in attendance, the club decided it was more important to hold the event at a smaller capacity as opposed to cancelling it altogether.

Having organised hill climbs for its rural based competitors already this year, the club is well equipped to do it again, as well as meet all of Motorsport Australia's Return to Race document and the State Government requirements.

Although the club is running without a large portion of regular competitors, Clerk of Course John Bryant revealed it had received plenty of support for its decision to continue.

"It was an easy decision to make and for us it just made sense to run with less people rather than cancel it altogether," Bryant said.

"There has been no complaining about us going ahead with the khanacross. Those able to compete are happy they get to do something, while those stuck in Melbourne are supportive of us as they understand the situation.

"We will be running it as to how we have been running all of our events as of late. There is sanitiser everywhere around the track, people will be wearing masks and everyone will be isolating – which is easy as it's a large space and it's outdoors.

“Running this event like this is important for multiple reasons. We want to continue because it gives our junior and less active members the chance to do something outside of hill climbs and continue their development.

“We also want to show that it is possible to run these events at a smaller capacity if need be. Of course I understand there are smaller clubs who might not be able to financially, but it’s still important to show it can be done.

“We are lucky that it’s not a major state round though, as we would have had to cancel it because of people not being able to come. However as it’s a club event, we can run it with whoever can come – numbers don’t affect us.”

Usually, the club split the full field into two groups with each completing eight tests over the course of the day, however as the usual number not attending, this weekend’s event will see just one big group run the eight tests.

Entries are still being accepted and interested competitors can register their place via Motorsport Australia’s Member Portal.

The Gippsland Car Club’s country khanacross takes place at Bryant Park on 15 August.



Changes to Club Permit Scheme

-Ian Maud

You may have read of this already, but VicRoads has been considering changes to the CPS, which affects anyone with a vehicle already on club plates, or intending to apply for them in future.

To cut to the main items:

- VicRoads was considering extending the cut-off date for CPS from the current 25, to become 30 years before a vehicle became eligible. After feedback from Victorian car clubs, it has been decided to retain the threshold at 25 years.
- Slimline number plates are now available for CPS vehicles.
- Personalised number plates are *not* available for CPS vehicles.

This is the public notification, as it appeared in the Herald-Sun on the 10th September.

See also the statement (next page) from VicRoads received only a couple of days ago. This came from the Director, Registration and Licensing and details some further changes to the Club Permit Scheme (CPS) which affects any GCC member with a vehicle on the CPS.

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Notices

Public Notices

NOTICE OF DECISION

Road Safety (Vehicles) Regulations 2021

I, Ben Carroll, Minister for Roads and Road Safety and Minister responsible for administering the Road Safety Act 1986, give notice in accordance with section 12 of the Subordinate Legislation Act 1994 of my decision to make the proposed Road Safety (Vehicles) Regulations 2021 (the proposed Regulations).

A regulatory impact statement in relation to the proposed Regulations was made available for public comment from 11 June 2021 until 8 July 2021. The Department of Transport received 1060 submissions.

After consideration of the submissions in accordance with section 11 of the Subordinate Legislation Act 1994, I have decided to proceed with the making of the proposed Regulations with the following amendments:

- Maintaining the eligibility for club permit registration at 25 years (there was consideration of increasing the eligibility to 30 years).
- Reinserting regulations relating to the Hazardous Area Authority. These requirements are to remain in the proposed Regulations until corresponding amendments are to be made to the Bus Safety Regulations 2020.
- Amendment of penalty amounts for certain offences under the proposed Regulations.
- Other minor, miscellaneous, and technical amendments.

The following regulatory requirements have also been omitted from the proposed Regulations. However, I intend to implement these reforms through amendments to the proposed Regulations after the proposed Regulations commence:

- Regulations which would have required vehicles over 15 years of age to be recorded on the written-off vehicles register when classified as a statutory write-off or a repairable write-off.
- Requiring light vehicles or light trailers with a fixed gas fitting to present a gas certificate or gas compliance plate at the time of registration of that vehicle or trailer.
- Amendment of the eligibility for registration concession by charitable or benevolent organisations.

Dated 8 September 2021
THE HON. BEN CARROLL MP
Minister for Roads and Road Safety

VICTORIA
State Government
Department of Transport



"It runs on its conventional gasoline-powered engine until it senses guilt, at which point it switches over to battery power."

A gas powered van, towing a diesel generator, charging an electric car.

The future is stupid...



Introduction of penalties for failure to comply with existing logbook obligations

Club Permit holders must ensure that:

- the Club Permit is affixed inside your club logbook
- each day the Club Permit vehicle is driven outside the vehicle's local zone, you must ensure that the next available entry in the club logbook is completed before you begin your journey
- if your journey begins before midnight and continues into the next day, an entry must be made in the club logbook for both days
- you do not complete or partially complete entries in a club logbook which relate to a future day
- if a club permit is a 45-day Club Permit, only the first 45 entries in the club logbook are used, unless a second 45-day Club Permit is issued for the Club Permit period and affixed inside the club logbook
- if all available entries in a club logbook have been completed, or the Club Permit has expired or been cancelled, the vehicle is not driven outside the vehicle's local zone until a new Club Permit is issued.

Club Permit holders are responsible for ensuring any driver of the vehicle operated under the Club Permit complies with these obligations.

Penalties now apply for logbook offences.

A specific offence for using a Club Permit vehicle as a commercial passenger vehicle is being introduced

There are now financial penalties for using a vehicle operated under a Club Permit:

- for hire or reward for the carriage of goods or freight, or
- to provide a commercial passenger vehicle service as defined by the *Commercial Passenger Vehicle Industry Act 2017*.

Operating conditions

In addition to the general conditions, VicRoads may impose an operating condition on a Club Permit that specifies the permissible use of the vehicle operating under that Club Permit.

VicRoads may suspend a Club Permit if it is reasonably suspected that the Club Permit holder has failed to comply with any operating condition of the Club Permit specified in the certificate of approved operations. Internal review rights apply.

Cancellation of a Club Permit

VicRoads may cancel a Club Permit if the payment of a relevant fee and the appropriate transport accident charge is dishonoured or not paid within 3 months after the date of expiry of the Club Permit.

Surrender of a Club Permit

A Club Permit holder may surrender a Club Permit. When doing so, you must ensure that at the time the Club Permit is surrendered, the Club Permit, the Club Permit label and the vehicle's club logbook are removed from the vehicle and destroyed. If VicRoads requires it, you must return the Club Permit number plates to VicRoads. Penalties apply for failure to comply.

Definition of a replica vehicle

The Regulations now define a replica vehicle. 'Replica' means a light motor vehicle that is an individually constructed vehicle that resembles, as close as practicable, the appearance and dimensions of the production vehicle on which its design is based. To be eligible for the Club Permit Scheme, replica vehicles must have the appearance and dimensions of a vehicle manufactured more than 25 years ago.

For a replica vehicle to be eligible for inclusion in the Club Permit Scheme, it must meet this definition, and a VASS approval certificate must be provided with the Club Permit application. Individually constructed vehicles and production vehicles are defined in the Vehicle Standards Bulletin (VSB) 14.

Some regulatory reform proposals will not be progressing in 2021

Based on consideration of stakeholder feedback and an assessment of current feasibility, the Victorian Government will not at this time be progressing the following reforms which were proposed in the consultation process:

- increasing the vehicle eligibility age from 25 years to 30 years for Club Permit vehicles
- requiring vehicles older than 15 years to be recorded on the Written-Off Vehicles Register (WOVR).

There is no plan to introduce the proposal to increase the Club Permit Scheme eligibility age. However, other regulatory proposals will be considered for introduction in the future.

For more information

For more information about the consultation process visit engage.vic.gov.au

Information provided in this brochure is an update of changes to the Club Permit Scheme. Search 'Club Permit Scheme' at vicroads.vic.gov for a full description of all Club Permit Scheme requirements and obligations.

Covid cackles – if you can't go out, you might as well have a laugh!



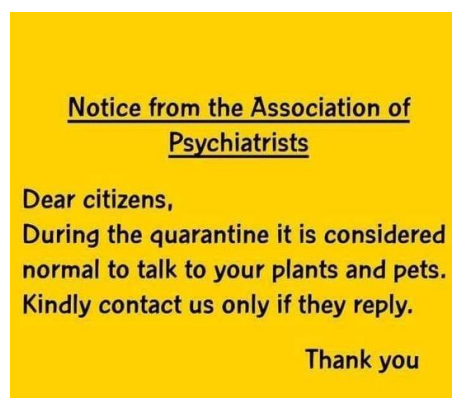
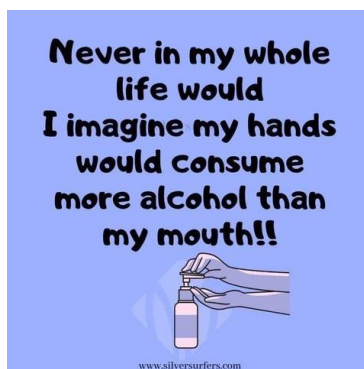
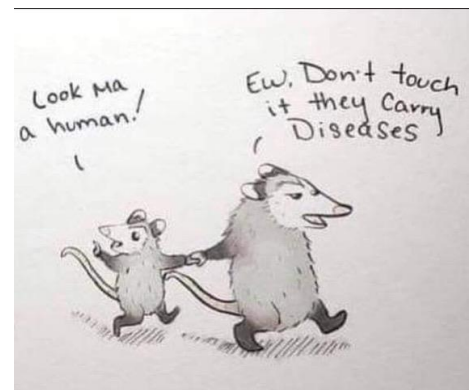
Working from home, but missing the train trips.



Not much on the supermarket shelves yesterday so I decided to improvise.

Dinner last night was a risotto I made with some mushrooms I foraged for locally.

Not only was it delicious, but soon after a Welsh male voice choir of purple elephants showed up and sang the whole of Meatloaf's Bat Out of Hell album, accompanied by a light show 😊



MANDATORY SPEED LIMITERS FITTED TO NEW CARS WILL BE THE BEST THING THAT HAPPENS TO CAR ENTHUSIASTS

-Alborz Fallah (from CAR ADVICE)

You might not have heard, but the Europeans have recently started the process of introducing built-in, mandatory speed limiters in all new cars sold from 2022. and if it becomes law (extremely likely), there will be no doubt that Australia will follow suit without a moment's hesitation.

If that doesn't suck the life out of your enthusiasm for driving, nothing will. Now, let me tell you why it will actually be awesome. Sort of.

Before we go into the doom and gloom, let's first explain how this will actually work. The idea is simple: all new cars from 2022 will have to possess the ability to read speed signs and also have GPS data that correlates the speed zone the vehicle is in. While the 'Intelligent Speed Assist' system (ISA), as it's being referred to, doesn't actually apply the brakes, what it is meant to do is limit the engine from producing any more power when you exceed the speed limit. Sounds like fun!

There will be minor exceptions to the rule, in the sense that if you're in an emergency and perhaps need that immediate power, the system will grant it if you put your foot all the way down on the accelerator.

However, if you continue to speed for a number of seconds after with your foot still all the way down on the right pedal, the vehicle will sound really annoying alarms inside with a ton of visual warnings.

While it is doing that, it will also be recording your exact location, speed and period of time over the legal limit so that you can receive a nice letter with a payment plan in the mail. Are you crying yet? If you're wondering where I am going with this, stay with me because there is light at the end of the tunnel. Firstly, I am not condoning speeding by opposing these laws.

There is no logical argument for why we should be opposed to cars being unable to go faster than the posted speed limit. After all, that's the law.

Of course, I *shouldn't* mind all my digital life being 100% tracked as I am not doing anything illegal (though, I swear, to buy things from eBay at 2am should be), but it doesn't sound nice, does it?

Okay, now imagine it's 2023 and Australia has adopted the European laws, requiring all new vehicles sold to be equipped with the ISA whereby you simply cannot speed. That would, in my humble opinion, crush the sale of all performance cars from that year going forward, because really, why do you want to own a C63 or M4 when you genuinely cannot ever go any faster than a Toyota Yaris?

This will be the first step of the world moving away from 'the car' being a symbol of status, power and performance, to simply being a mode of transport. Yes, there will be nicer models of transport, but it simply paves the way for autonomous cars to fully take over.

To start with, you can't speed. Then, when the car can do the driving for you, mark my words, they won't even let you drive in urban areas, and then eventually anywhere.

The art of driving, much like the art of horse riding, will become a hobby sport and not a necessity.

The whole aim of this first step of speed limiting is to eventually stop humans from driving.

So why on earth will this be great for car enthusiasts?



Firstly, there is probably very little we can do in Australia to stop these laws coming in. We are too small a country and we don't make our own cars, so we just do what the Europeans do. The Americans will probably fight it pretty hard to start with, because they have the balls (go ask the Texans how they deal with fixed speed cameras and they will show you some spent bullet cases) to fight for their civil liberties. But even they will eventually cave in.

Secondly, electric cars are going to be the death of performance cars as we know it, anyway. What's the fun in going from 0–100km/h in 0.5 of a second when there is no soul and character to the process? Major cities around the world will also eventually ban internal-combustion engine vehicles from entering built-up areas. The end is nigh.

Now, let me take you back in time to when horses were a mode of transport – they were everywhere, polluting in their own way, and most were being used simply as a 'workhorse', hence the phrase, and much like the majority of cars today. Fast-forward to today and look at what has become of horse riding – it's a thriving and highly engaged community. Even if you ignore the questionable world of horse racing.

Now the good news. Firstly, there will likely be 'low volume' exceptions to these rules, so small supercar and sports car makers may thrive. But for the average punter, we have literally decades upon decades of old performance cars that will all of a sudden become highly desirable for any and all car-loving humans.

No doubt the price of those cars will go through the roof (start buying). But then... Do you know what will happen next? This generation of car enthusiasts and those before will fight to keep the concept of a sports car alive.

Because we love speed, we love the noise and passion that an automobile brings. The human-driven automobile will become the horse. It will go from being a necessity to a hobby. As it should be. No more right-lane hogs, no more bad drivers. Can you imagine? Sign me up.

Track days will become far more frequent, car meets will get bigger and bigger. There will likely be significantly less road policing due to the majority of the cars self-policing (not that we would want that, of course).

The concept of a new sports car, as in, a car that makes you smile when you put your foot down, will likely die within the decade of these rules going global, but from those ashes we will see the rise of true car enthusiasts for decades to come.

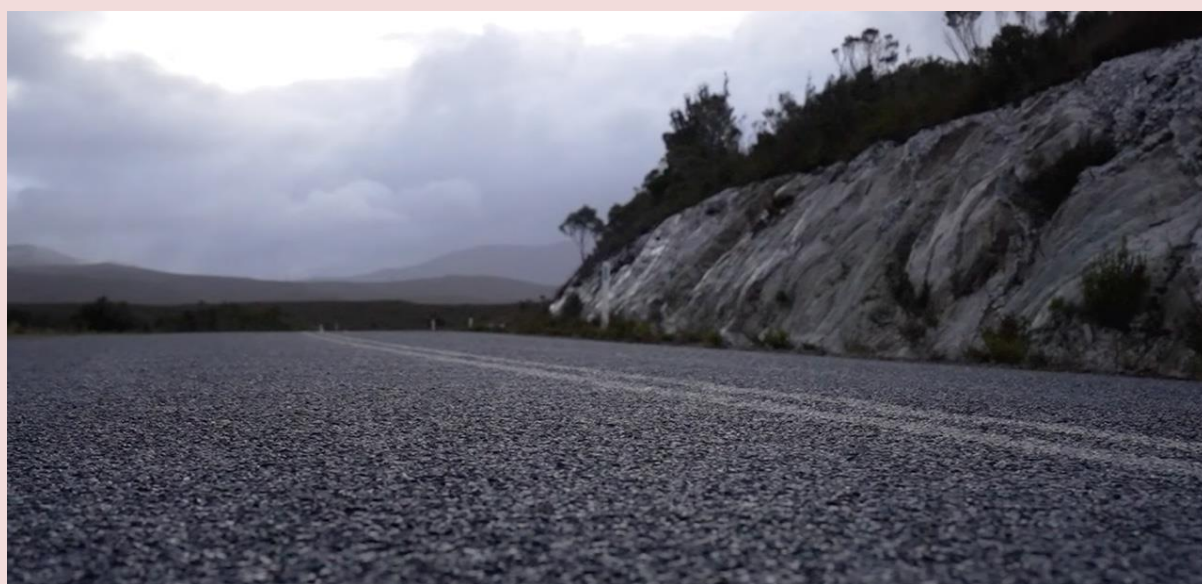
Now, I know what you're thinking. What's to stop them forcing a GPS speed tracker in all road-registered cars that – while they may not limit your engine power in the same way as ISA – will still send you plenty of nicely framed bills? Nothing, really. That is an extreme possibility and will more than likely push everyone to race tracks and dedicated driving parks where those that really want to speed can do so safely.

But unlike the built-in ISA, that retrofitted system will be impossible to truly police, and where there is a will, there is a way. Not too long ago I was the tour leader of a Targa event, which meant I had to fit a GPS tracker in my Lotus to ensure I wasn't speeding past a certain point. I noticed after the first day that the antenna came loose after some big bumps and it wasn't recording my speed properly. I never really got around to tightening it. Not that I was speeding...

Ed: I wrote at length earlier in the year about my experiences at this year's Targa Tasmania, and mentioned the three deaths that occurred and have the potential to fundamentally change the nature and administration of this type of event. Motorsport Australia have recently released the findings from their tribunal investigating the deaths and the way such events are run. The tribunal produced a 61-page document containing 23 recommendations, all of which are to be taken up by Motorsport Australia. The full document is understandably too lengthy to include here: this is the summary released by MA. The complete document can be downloaded from the MA website.

Investigatory Tribunal Report Released into Targa Tasmania

Thursday 16 September, 2021



The Tribunal was Chaired by Australian Institute of Motorsport Safety (AIMSS) Chair Garry Connelly AM, with Matt Selley and Neal Bates as tribunes.

Motorsport Australia has today released the full Report and Findings into the three fatalities at Targa Tasmania in April this year, including 23 recommendations to be implemented for future tarmac rally events.

Immediately after the event Motorsport Australia established an Investigatory Tribunal to consider the circumstances of each Targa Tasmania incident, and to make recommendations to improve the safety for all participants in future events.

The Motorsport Australia Board has accepted the Report and will implement all 23 recommendations made in it.

After working through a large amount of evidence, including submissions from many witnesses and experts, the Report's findings have now been made public.

The 61-page document describes the circumstances of each incident, and an explanation for each recommendation.

The Tribunal was Chaired by Australian Institute of Motorsport Safety (AIMSS) Chair Garry

Connelly AM, with Matt Selley and Neal Bates as tribunes.

Motorsport Australia CEO Eugene Arocca thanked the Tribunal members for their work, and those who contributed to the investigation through submissions or expert advice.

“Firstly, I once again pass on my condolences to the families, friends and colleagues of Shane Navin, Leigh Mundy and Dennis Neagle who tragically lost their lives in April this year,” Arocca said.

“This Tribunal has conducted a thorough and detailed examination of the circumstances surrounding two very sad incidents affecting the motorsport community.

“I also want to thank the team at Targa Australia for their contribution and co-operation for the duration of the investigation. Motorsport Australia and Targa Australia have a strong relationship and we look forward to continuing to work together.

“I am pleased to say that Motorsport Australia has committed to implementing all 23 recommendations by 1 March 2022.

“The Report has been provided to the Tasmanian Coroner, Tasmania Police and other key stakeholders.”

With the recommendations to be implemented next year, Motorsport Australia has confirmed tarmac rallies, including Targa events, will be permitted to continue prior to this date.

“Tarmac rally events will likely be held in 2021 and early 2022 subject to COVID-19 restrictions. We have implemented a stringent targeted risk assessment which each event organiser must complete before a Motorsport Australia permit will be issued.” Arocca added.

The 23 recommendations focus on key areas where safety can be improved, including, but not limited to:

- Managing high terminal speeds and average speeds achieved at each event
- Consideration of jumps and other course design features
- Changes to address driver fatigue, skills, licencing and complacency
- Ensuring car set ups are fit for purpose
- The better use of technology and existing safety equipment
- On event communications
- Managing ‘missing’ cars during events

A good read – media release

To celebrate the centenary of the Australian Alpine Rally 1921 to 2021, **Bob Watson** has written a comprehensive history of the historic event, titled **The Great Alpine Contest**. The book covers the history of the Alpine Rally from its inauguration in 1921 by the RACV through to its adoption by the Victorian Historic Rally Association and the centenary event to be held at Lakes Entrance in December 2021.

The Australian Alpine Rally is the **world's second oldest car rally**, behind the Monte Carlo Rally, making The Australian Alpine Rally an event of world importance. It was conceived in 1921 by the Royal Automobile Club of Victoria and organized by a proven director of long distance motoring events, Harry James. The object of the event was to demonstrate the beauty and attractions of Victoria's Alpine region and thereby stimulate the interest of tourists.

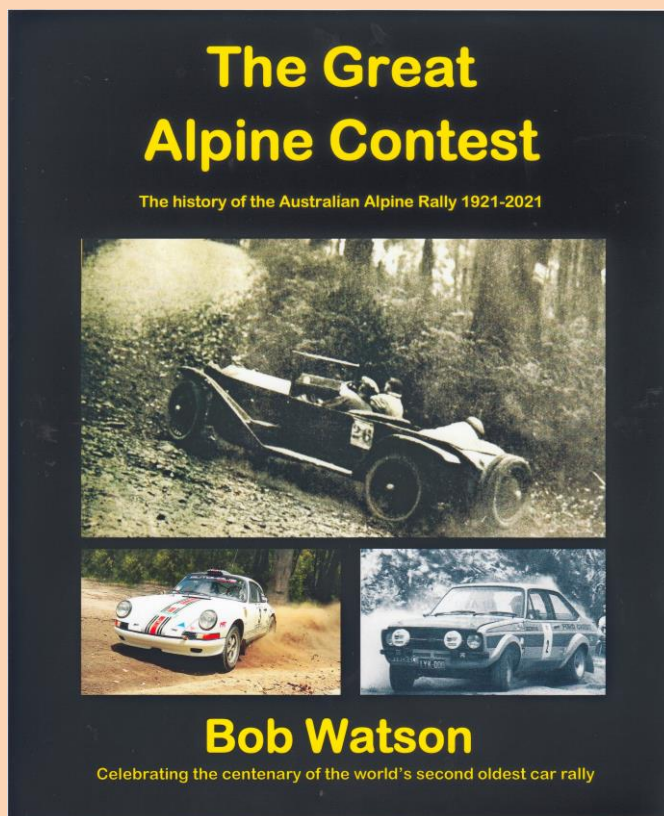
The first Alpine contest was a great success, the competitors enthusiastic about what they did and what they saw. The second event in 1922 had double the number of starters and began what was to be a continuing series of event for a century.

The early Alpines initiated improvements in Alpine roads, and with increased tourist interest, the hotels and services along the way also improved. By 1926 the RACV was being overwhelmed by business activities such as road services, insurance and matters of importance to the rapidly increasing number of normal motorists, so the organisation of the Alpine Rally was taken over by the Victorian Light Car Club, later to become the Light Car Club of Australia.

After the hiatus of World War 2, the event continued, with more emphasis on competition. The Alpine region had been opened up and motor cars were common so the event changed in nature to place more emphasis on driving and navigation skills. The Alpine continued through the golden era of rallying in Australia, growing in stature year by year until the unfortunate bankruptcy of the Light Car Club in 1992.

After a period of uncertainty the event was taken over by the Historic Rally Association, which had been formed to foster historic rallying as run in the 1960s, 70s and 80s. The club had already organized events to commemorate the International BP Rally of South Eastern Australia, so the Alpine was a natural follow on. The first HRA Alpine Rally was run in 1991, and has been run every alternate year since.

The Great Alpine Contest records the history of this classic event from 1921 up to the present time. It is a hard cover book, containing hundreds of photos, many from the 1920s era and many from Australia's best contemporary rally photographers. It has original contributions from several of the most important Alpine Rally directors and, in their own words, stories from the most successful



drivers including Harry Firth, Frank Kilfoyle, Greg Carr and Geoff Portman.

The author of The Great Alpine Contest **Bob Watson** is the oldest living winner of the Alpine Rally and the oldest living Australian Rally champion driver. He is a Life Member of Motorsport Australia and the Historic Rally Association and an inaugural inductee into the Australian and Victorian Rally Halls of Fame.

The Great Alpine Contest can be ordered through the web site www.bobwatsonrally.com.au The price is \$40, or \$35 to members of Motorsport Australia affiliated clubs.

For more information contact Bob Watson, bobwatso@bigpond.net.au, 0427201158.



Working from Home



Aged Adages

Because we can probably do with a decent laugh at the moment...especially if you're one of our older members:

My goal for 2021 was to lose 10 kilos. Only have 14 to go.

Ate salad for dinner. Mostly croutons and tomatoes. Really just one big round crouton covered with tomato sauce, and cheese.

FINE, it was a pizza....OK, I ate a pizza! ARE YOU HAPPY NOW?

A recent study has found women, who carry a little extra weight, live longer than men who mention it.

Senility has been a smooth transition for me.

I may not be that funny, or athletic, or good looking, or smart, or talented..... I've forgotten where I was going with this.

I love approaching 80, I learn something new every day and forget 5 other things.

A thief broke into my house last night. He started searching for money. So I got up and searched with him.

Just remember, once you're over the hill you begin to pick up speed.

It's weird being the same age as old people.

When I was a kid I wanted to be older...this is not what I expected.

Chocolate is God's way of telling us he likes us a little bit chubby.

It's probably my age that tricks people into thinking I'm an adult.

Marriage Counsellor: Your wife says you never buy her flowers. Is that true?

Him: To be honest, I never knew she sold flowers.



*Never sing in the shower! Singing leads to dancing, dancing leads to slipping, and slipping leads to paramedics seeing you naked.
So remember ... Don't sing!*

I watch people about my age mountain climbing; I feel good just getting my leg through my underwear without losing my balance!

If you can't think of a word say "I forgot the English word for it." That way people will think you're bilingual instead of an idiot.

I'm at a place in my life where errands are starting to count as going out.

Coronacoaster: noun; the ups and downs of a pandemic. One day you're loving your bubble, doing work outs, baking chocolate cake and going for long walks. And the next you're crying, drinking gin for breakfast and missing people you don't even like.



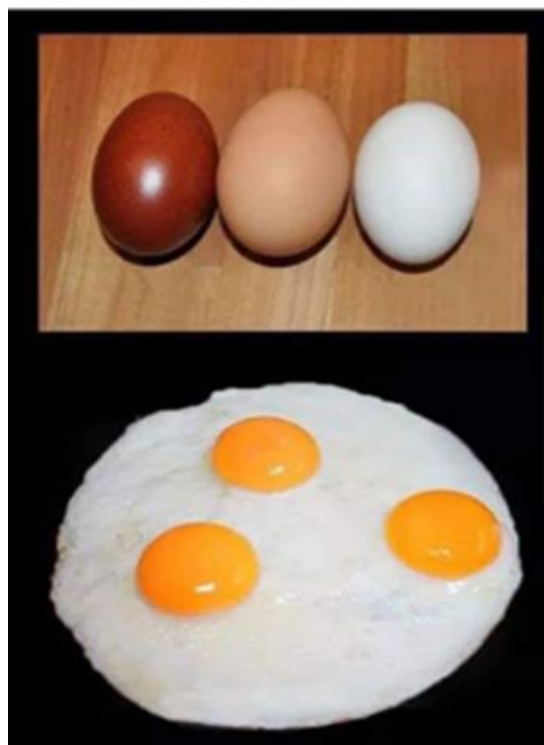
I'm at that age where my mind still thinks I'm 29, my humour suggests I'm 12, while my body mostly keeps asking if I'm sure I'm not dead yet.

I don't always go the extra mile, but when I do it's because I missed my exit.

You don't realise how old you are until you sit on the floor and then try to get back up.

We all get heavier as we get older, because there's a lot more information in our heads.

Racism explained for dummies



Who was this man?

-Ian Maud



You've probably never heard of him before, but this is James Robert Crooke. Why is he appearing in a motorsport magazine? Because he has the potential to re-write early motorsport history!

Crooke was variously a bushranger, marksman, champion jockey, horse breeder and trainer, race promoter, track owner and race driver. His father had purchased a large tract of land near Frankston in the late 1800s. Robert Crooke established a horse racing track on the site, holding its first race on 14th April, 1891, and continuing as a race track until 1931. He named the estate 'Aspen' after one of his best horses – it is likely that this is the source of the name 'Aspendale' for the current district.

Crooke was quite the entrepreneur and pioneer:

Crooke built the track at considerable financial cost and risk by taking 130 acres of ti-tree covered, flood prone land, adjacent to the Frankston

*railway line, and gradually converted it into pleasant parkland relatively free from encroaching flood waters. He implemented a drainage plan and deposited large amounts of filling to reclaim the land. There was a railway line close to the east side of the property, but no railway station. So Crooke built a timber platform on the railway's land at his own expense, as the railway commissioners were not interested in such an enterprise and refused to accept any financial commitment. At first the platform was a flag station where passengers could alight after informing the guard of their desire, or catch a train to Melbourne by waving a flag to indicate their wishes to the train driver. The platform was also used to load and unload the horses.*¹

In January 1904, JR Crooke hosted a car rally at his horse racing track - Aspendale Racecourse - in Melbourne, Victoria, Australia.

*Crooke then won the first two race car meetings held in Australia in March and April of that year at Sandown Park and Maribyrnong horse racing tracks respectively.*²

Did you pick up on that? He won Australia's first motor race! And...one of these was at Sandown Park: check out the photo!

*The experience prompted him to begin planning the building of a new motor race track at Aspendale Park.*³



JR rounds the last turn at Sandown Park on the 12 March 1904 to win Australia's first motor race.

And this is where it gets really interesting! He is building a purpose-built motorsport race track...before Brooklands!

In late 1905, James began construction the world's first motor racing track inside his pear-shaped horse



riding track at Aspendale Park, "with a view to promoting racing among motor cars," as The Advertiser newspaper reported. Close to a mile in length, it had slightly banked curves and a gravel surface of crushed cement. The new track was acknowledged as Australia's "first commercial (race car) track".

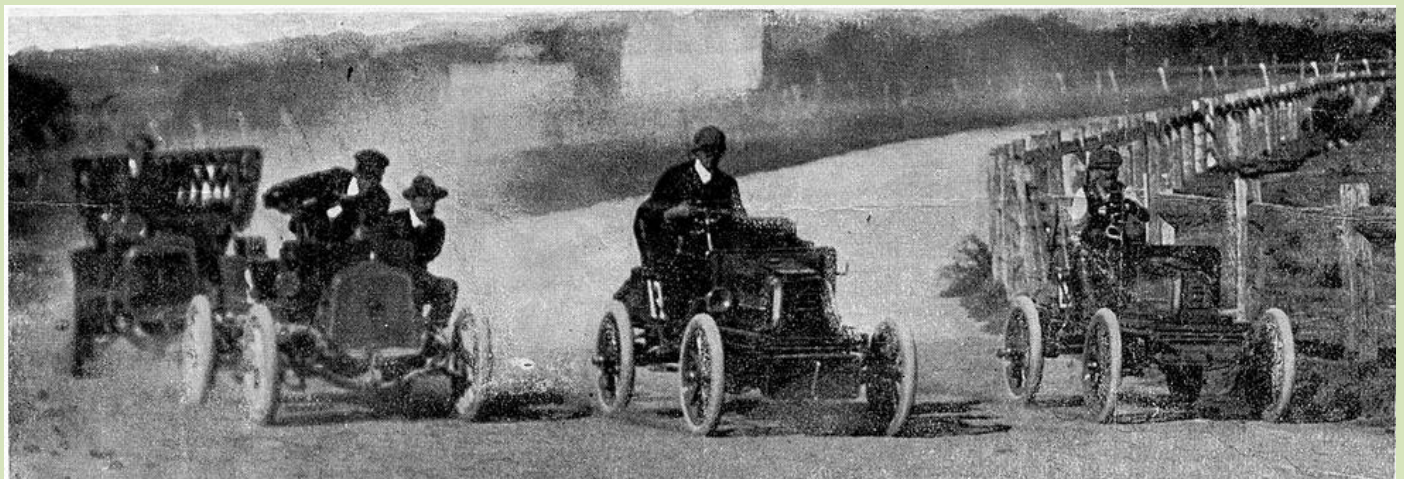


On 28 October 1905, there was a report in the Moorabbin News that "the steam roller was at work on the motor cycle track on Mr Crooke's prettily situated and popular race course. The path is in excellent condition and the motorists should be able to put [in] some fast [times]." A History of Australian Speedway states that, "(Crooke) laid down a crushed white gravel circuit, a project which reportedly cost a then enormous 1700 pounds" (over 1 million dollars today).

The track facilities were extensive and 'state of the art' for the time, with an impressive grandstand and gardens designed by William Guilfoyle, the director of the Botanical Gardens in Melbourne, who has been described as 'a landscape architect of genius'.⁴

*The ACV's first car rally at Aspendale on the 31 January 1904.
In this picture, the cars are driving on the horse track.
The white gravel track in the background is the motor cycle track that was laid around circa 1903. The car track was laid over this in late 1905 and opened for racing in January 1906.*

Crooke ran the first car race meeting on his track, on behalf of the ACV on 29 January 1906. Various newspapers estimating that between 1,000 to 4,000 spectators attended. (The Sydney Morning Herald)



With a huge prize of 100 Guineas up for grabs for the win, the drivers turn onto the straight, in the "J. R. Crooke Cup" feature race.

A second race meeting at Aspendale was organised by the Automobile Club of Victoria. This was scheduled for Monday 5 and Wednesday 7 November 1906, but The Argus newspaper wrote that "heavy rains (...) thoroughly soaked the special banked motor track" and so the racing was

rescheduled for Wednesday 7 and Friday 9 November. The Wednesday races were a success, but Friday's races were postponed owing to unpropitious weather.



The original grandstand at Aspendale Racecourse. Picture circa 1908.

There is no further record of motor 'race' meetings on the gravel course taking place until the end of WW1. However, the track underwent 15 years of constant improvements with the banking gradually being built up, through to the early 20's. Many car 'rallies' were held at the track during this period.⁵

To confirm: there are well-documented accounts of motor races being held at Crooke's Aspendale circuit in 1906. And

now:

On the 17 June 1907, a year and a half after Aspendale Speedway opened, Brooklands race track in England was opened. Owing to the complications of laying tarmacadam on banking, and the expense of laying asphalt, the track was built in uncoated concrete. The Brooklands Society and the Brooklands Museum claim that Brooklands was "the world's first purpose built racing circuit."⁶

So, for all these years we have accepted the British tale that Brooklands was the first purpose-built motor race track – though it seems James Crooke beat them to that claim by more than a year. He also won the first two Australian motor races. And yet – how many of us even know about him?



*Aspendale Railway Station 1914.
Looking South - Nepean Hwy on right. Station St on left.
Sign on left of Station St says 'Aspendale Park Race Course'*



*The banked track at Aspendale. AV Turner in his 35hp Floria Itala.
This picture was taken in the early 1920's.*

(Extracts 1-6 and images shown here sourced from Facebook and at the fascinating web site:

<https://www.hyperracer.com/history>)

Ed: the following article is the continuation of that appearing in last month's edition of VB. It appears in full on the 'Primotipo' website, amongst their other excellent items. Permission to reproduce it here was kindly given by co-author Mark Bisset. This is not the complete article, due to space restrictions.

'RB620' V8: Building The 1966 World F1 Champion Engine...by Rodway Wolfe and Mark Bisset

Outsourced Items...

'There were some components we did source outside the Repco Group.

There were cam followers, Alfa Romeo cam buckets, valve springs from W&S, valves manufactured by local company Dreadnaught. The ignition system was sourced from Bosch by Brabham.

The collets were from the UK and were a production car or motorcycle collet, the name escapes me. We made the valve spring retainers and collet retaining caps. Over the project we made changes to the collet retainer material from aluminium to heat treated aluminium bar and later titanium. Not a lot was gained as titanium fatigues as well, as we found out.'

Lucas Fuel Injection...

'The fuel injectors and fuel distributor were Lucas items, the system was in early stages of development. It consisted of an injector for each cylinder, in our case installed in the inlet trumpet a short distance from the inlet port in the cylinder head.

The system is timed with a fuel distributor in the engine valley driven from the chaincase by the distributor drive gear. The fuel is supplied at 100psi from an electric pump. The fuel pressure supplies and operates small shuttles which are constantly metering supply according to the length of shuttle travel. The amount of fuel supplied to the injectors is controlled by a variable small steel cam which is profiled to suit the particular engine size etc. The steel cam therefore controls the actual fuel mixture and is linked to the throttle inlet slides'.

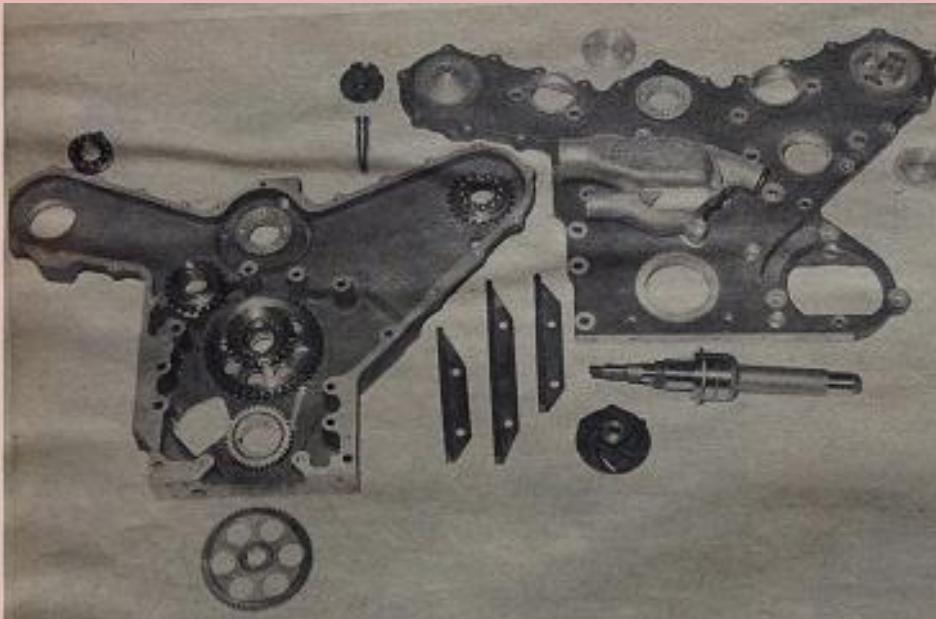
'It is interesting to note that although the fuel distributor can be timed to any position in the engine cycle, injecting at the point of the inlet valve opening or with it closed or wherever, it does not make any important difference in engine performance but as Phil



Assembly of chain in the magnesium timing case of an RB620 engine (Repco)

Irving explained to me there is a point of injection that lowers engine performance so therefore the fuel distributor is timed in each installation to avoid the undesirable point of injection. The air inlet trumpets were cut to length spun and profiled.

The chaincase was a magnesium casting and the '620' 1966 World Championship engine used a single row handmade chain imported from Morse in the US. We cut all the sprockets and manufactured all the camshaft couplings etc. We used an SCD hydraulic chain adjuster, a standard BMC component.



Two views of the timing chain case showing the various parts, including the water pump impeller and the jackshaft that drives it.

The cam chain was driven by a small jackshaft which was fitted in the front two original camshaft bearing spaces of the original Olds block. The jackshaft was driven by a Morse duplex chain from the crankshaft sprocket, also Repco made. The crankshaft had a small gear driving the oil pump mounted underneath the chain case.'

Oil Pump...

'The oil pump was a wonderful Irving design, simple to service but a small work of art. It featured flexible supply hoses with snap fittings and was a combination of oil supply pump which supplied the engine with oil up through a gallery in the chaincase and also a slightly larger scavenge pump connected to each end of the engine sump- it was also a magnesium casting. The pump assemblies, sump and all components were made by Repco.

The system consisted of a sump with an inertia valve located in its lowest point. If the car was braking the inertia moved the valve forward which opened a cavity in the front of the sump causing oil to be drawn from the front. Under acceleration the inertia valve moved backwards and the forward cavity closed and the rear cavity opened. This meant a minimum of blowby and air to be pumped by the scavenge system. I don't recall any failure of this system apart from the Sandown debut race of our '620' Series 2.5 litre engine in January 1966'.

‘The ‘Tasman’ cars were held on the grid for rather a long time and as a result the oil had cooled in the Repco Brabham. Jack left the line with plenty of revs, the cold oil and resulting oil pressure split the pressure pump gears. The first engines used cast Fordson Major tractor pressure pump gears and one gear had split due to the extreme pressure. Jack Brabham did 3 or 4 laps from memory.

I arrived at work on Monday morning and in typical Irving style found a drawing for the supervisor for the construction of new steel gears and a ‘Do Not Use’ request for all the Fordson gears in stock. Phil had arrived at the drawing office on Sunday evening after the Sandown meeting and made the modifications straight away’.

‘The chaincase featured a couple of inspection caps which were removed to allow for chain tension adjustment etc. We made these caps and when it came to cutting the retaining threads in the chaincase we could not obtain the required thread tap anywhere. Phil had specified similar threads to the Vincent Motorcycle chain adjuster cap threads so that’s exactly what we used. Irving brought in the original Vincent motorcycle thread tap and we used that to thread all the chaincases under manufacture at the time, actually going back to valve spring collet retainer caps.

I recall that the first engines used BSA motorcycle collet retainers. One of the things I enjoyed so much working with Phil was that he did not waste time on risk taking design, he used tried and tested systems from his past. He once said “There is really nothing new, it is just changed around in some way”- well he sure proved that with the first RB620 engine!’

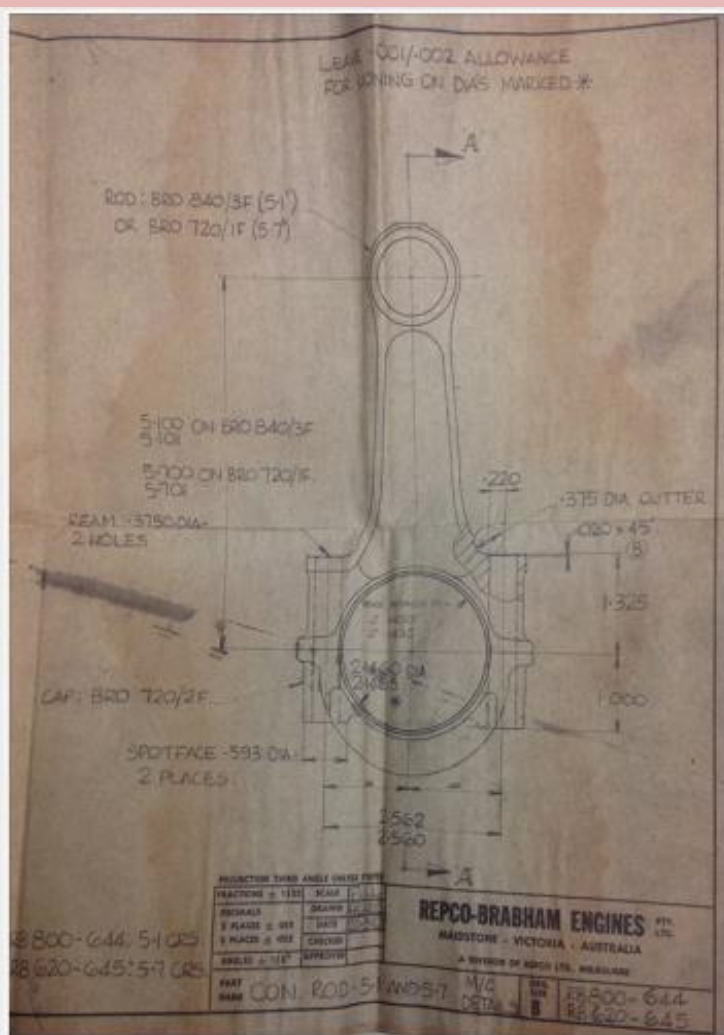
Cylinder Heads...

‘The cylinder heads were cast aluminium of crossflow design, the cam covers cast magnesium. All our cast magnesium and aluminium components were supplied by CAC in Fishermans Bend, Melbourne, with the exception of the first batch of six heads cast in the UK. (Commonwealth Aircraft Corporation).

Phil was remarkable with his engine design skill in that he could see the item in reverse or three dimensions and could design all the sand boxes etc and patterns required to arrive at the finished item.

The engine used no bolts as the original Olds did. Cylinder heads, cam covers, main bearing caps, sump, oil pump and chaincase were fitted with, or retained by high tensile studs. That was my department and apart from the first couple of prototypes I made all the studs for the 1966/67 RB engines. Some were quite a challenge: the thread specification and tolerances were exacting.

The crankshaft rear bearing seal was a slipper ring design with a bolted-on ring retaining flange. The slipper rings were supplied by our Russell Manufacturing Co, we made the outer flange in the factory. The steel flywheel was also turned and made by Repco’.



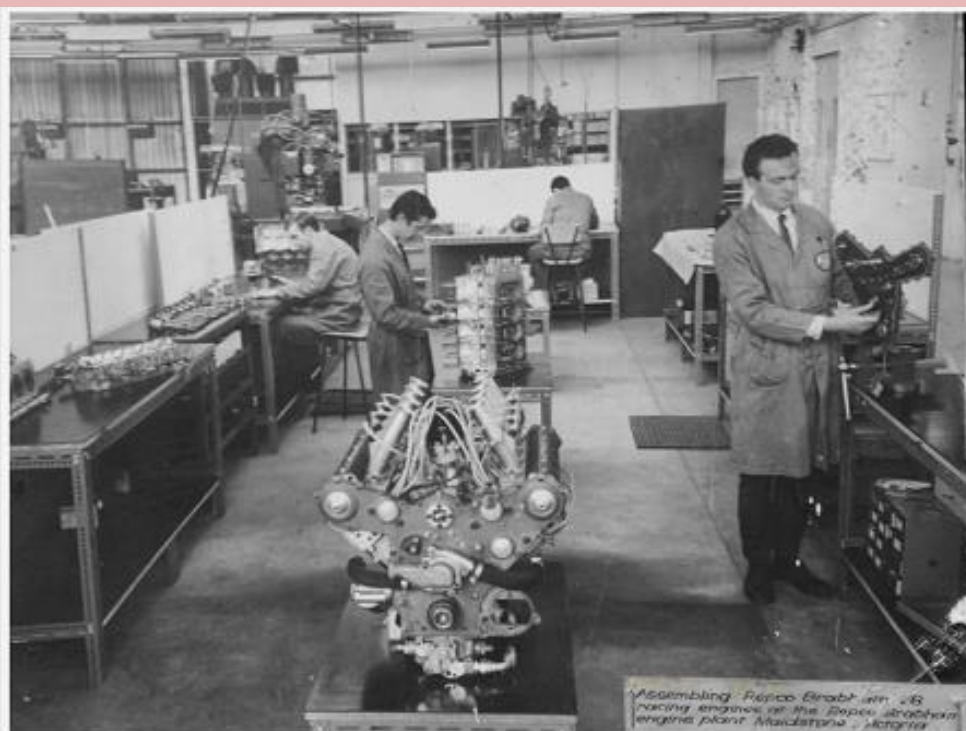
RBE conrod drawing (Repco)

Connecting Rods and Ease of Servicing...

'We used modified Daimler connecting rods and competition Chevrolet and Repco rods. In later engines we occasionally used Warren rods from the US. In the valley of the engine a small drive housing held the vertical ignition distributor and also the fuel distributor. Sometimes in the larger engines we also fitted a mechanical fuel pump to this housing.'

'The type 620 engine engine had throttle slides running on small grooves with 1/8 inch steel rollers to prevent lock ups which would be a disaster. The slide covers were fastened directly to the cylinder head and in later engines were changed to fully assembled units and fastened directly to the cylinder heads for ease of changing if required. They were then complete units with studs bolting them to the inlet flanges'.

A big feature of servicing the RB620 engine was that either cylinder head could be removed without disturbing camshaft timing or the camshaft from the



RB620 engine assembly early 1966, Maidstone (Repco)

cylinder head, a great time saver. (See the photos in the block section above which clearly shows this)

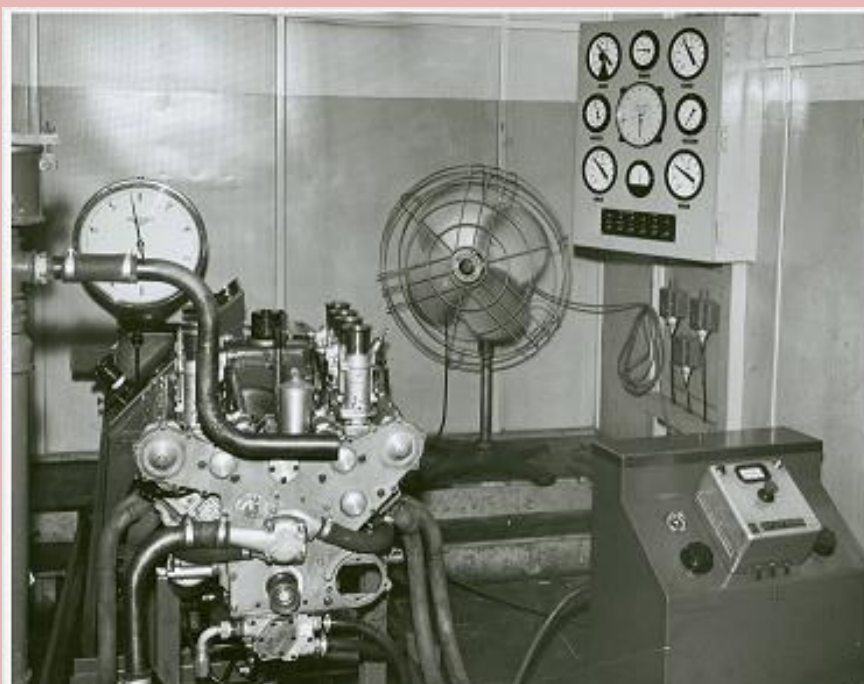
The oil pump can be removed in one small unit and replaced with no other dismantling. Or the two cylinder heads can be removed without disturbing the timing of the camshafts or the chain case. All very important design features for use 'in the field'.

First Test...

The first engine, a 2.5 litre Tasman engine designated 'E1' was fired up on March 26 1965, almost twelve months to the day Phil Irving commenced its design.

It was initially run with Weber 32mm IDM carbs and after a checkover fitted with 40mm Webers. The engine produced 235BHP @ 8200RPM, equivalent to a good Coventry Climax 2.5 FPF at the time.

Repco committed to build 6 engines for the 1966 Tasman Series, later changed to three 2.5 litre Tasman engines and two 3 litre F1 engines, the first race for the new engine was the non-championship South African Grand Prix on January 1 1966, the next part in the Repco story is the 1966 race program for the new engine.



'2.5 litre 620 V8 E1 on the Heenan and Froude GB4 dynamometer in Cell 4 at Richmond, 1965. The exhausts lead straight out through a hole in the wall. Also there was minimal noise insulation in the tin shed that served as a test cell. Vickers Ruwolt across the road blamed us for the large crack that developed in their brick wall on the other side of Doonside Street!' recalls Nigel Tait (Tait/Repco)

Photo & Other Credits...

Autocar, 'Jack Brabham's World Championship Year', Repco Record, 'Doug Nye with Jack Brabham', Australian Post, 'From Maybach to Repco' Malcolm Preston, Rodway Wolfe Collection, Nigel Tait recollections and his Collection, Repco Ltd photo archive

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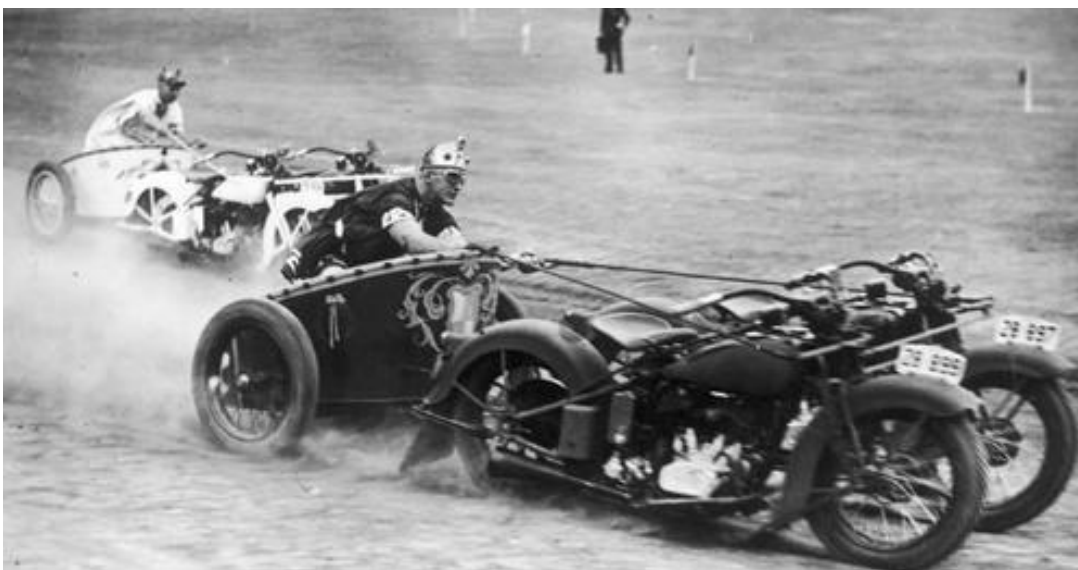
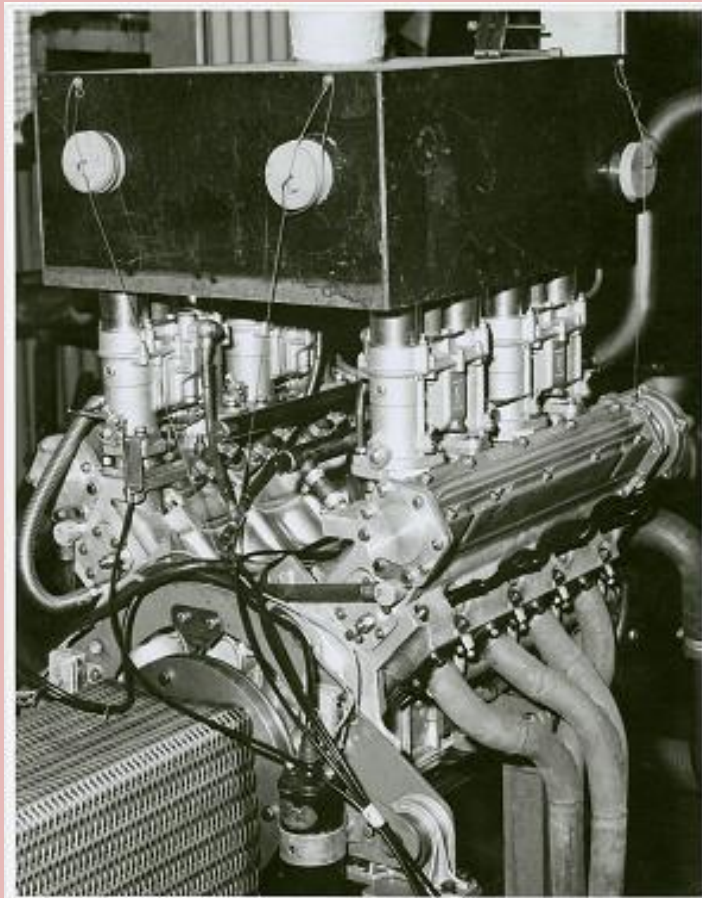
The Repco-Brabham is a further step that keeps Repco abreast, and often ahead, of international automotive developments.

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Tailpiece: #1-RBE620 2.5 litre 'E1', the prototype Tasman 2.5 V8, fitted with Webers on the GB4 dyno- Repco Engine Lab at Russells, Richmond 1965. The box over the Webers is for airflow measurement notes Nigel Tait...



*A blast from the past:
the NSW Police
display at the Sydney
show ground in 1936
– apparently they
used to do this each
year: must have been
impressive to watch!*



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CLUB MEMBER PROFILE:

Matt Paulet

- Years of membership of GCC: 12
- Cars of interest owned: Ford Escort MkII 2lt turbo, Hyundai excel RWD 2lt turbo (Both Nissan powered)
- Your first car was: XD Falcon (which I still own)
- The best car you ever owned was: My recently-acquired Audi Q7
- The worst car you ever owned was: 1975 Toyota Corona
- Your biggest car-related disaster: Crashing at the end of the back straight, GCC track
- Your greatest moment in motoring was: Passing 2 Porsches, a BMW M5 and 2 MGs in one hit on the main straight at Sandown in the rain-in my crappy-looking Excel.
- Your most-admired driver is (and why?): Ayrton Senna
- Most expensive car you have driven on a track: Mercedes SLS at the Las Vegas speedway
- A phrase you say regularly: S*&T happens
- Finish the sentence: I will die satisfied if.....I am old, retired and still racing



Matt's very neat - and quick - MkII Escort

*And the wolf in sheep's clothing:
Matt's possibly even faster
car...originally was a Hyundai
Excel...what is it now?*





'Handy People to Know'

Ed: this is the first of what I hope may become an occasional series. In my dithering with classic and competition cars over the years, I have dealt with a number of businesses: some stand out as excellent people to deal with; exceptionally skilled; or perhaps able to perform a process that is a rare and dying art form. I will include a couple of my own discovery in the next editions of VB, but would welcome any member who can contribute a short blurb on a business they favour. Our current sponsors of course automatically fall into this category!

Jim Bartlett at Warragul Radiator Repairs

Jim is one of those excellent, and disappearing, talents who have been in the one trade for ages and has become a wonderful resource for all things to do with radiators. He started some 30 years ago with Warragul Natrad and has been working at his current location in Lindy Court, Warragul, for several years now. Jim's attitude is that he will give anything a go! In a time when the radiators in nearly all modern vehicles are a throw-away job, a skilled, reliable tradesman such as Jim is handy to know for anyone working with a classic car. He can clean, test or replace cores (core upgrades are a specialty) and repair just about any radiator, but what makes him especially valuable is that he can build a custom radiator from scratch! Desperate owners have brought him the almost-unrecognisable remains of a radiator from their obscure vintage or classic car, and Jim has been able to reproduce an as-new unit to help them finish their restoration. Cars are not his limit, as he works on tractor radiators, fuel tank repairs, and can modify or build a custom radiator for a 4WD or race car: he is skilled at adapting cores and frames to avoid extreme costs. If you have a problem or concern with the radiator or fuel tank in one of your vehicles, have a talk to Jim at Lindy Court, or on 56233194.



← Jim holding the radiator and cowl from a 1927 7-series Lancia Lambda: both of which he has made from scratch to fit the timber mould the owner provided.

→ Another project: the brass plate and tube baffles Jim will use to rebuild this radiator from a 1916 T-model Ford.



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...and a parting shot:

Think high-tech motors are a recent evolution?

Here's a 1921 Sunbeam TT 3-litre, straight 8, twin OHC ...what an engine !!

Four valves per cylinder, dry sump lubrication, alloy block & head cast as one. Bear in mind this is 1921!

