



VALVE BOUNCE

JANUARY,
2022



Larry Kogge has done it again!

GCC Club Champion 2021, in his potent Torana XU-1

In this edition: coming events; the demise of motorsport photography; owning an Italian car; the Hirth family; hillclimb & khanacross reports; scores.

- 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 2022

JANUARY

Tuesday 11	Valve Bounce collation
Saturday 15	Working Bee and Club Practice Day
Sunday 16	VHCC Round 1 at Rob Roy
Sunday 16	AROCA Sprints at Phillip Island
Tuesday 18	Board Meeting, Clubrooms, 7.00 p.m.
Saturday 22	Tampered Motorsport at Sandown 5762 6000
Wednesday 26	Tampered Motorsport at Sandown 5762 6000
Sunday 30	Mini Marcos track hire at Bryant Park
Sunday 30	German Auto Show, Sandown

FEBRUARY

Saturday to Sunday, 5/6	PIARC Super Sprint at Phillip Island
<u>Sunday 6</u>	<u>Woniu track hire at Bryant Park</u>
Tuesday 8	Valve Bounce collation
Friday to Sunday, 11/13	Targa High Country
Friday to Sunday, 11/13	TCR Australia, Symmons Plains, Tas
Saturday 12	MSCA Sprints at Phillip Island
Sunday 13	AROCA Sprints at Sandown
Sunday 13	Picnic at Hanging Rock
Tuesday 15	Board Meeting, 7.00 p.m., Clubrooms
Saturday 19	VHCC Round 2 at Bryant Park (Twilight Event)
Sunday 20	RACV British and European Motoring Show at Yarra Glen
Sunday 20	Monaro Club Show'n'Shine, Lang Lang Showgrounds
<u>Tuesday to Wednesday, 22/23</u>	<u>Mazda Australia at Bryant Park – Karl Reindler</u>
Friday to Sunday, 25/27	Bathurst 12 Hour
Friday to Sunday, 25/27	Victorian State Race Series Round 1 at Sandown
Saturday to Sunday, 26/27	Australian Superbike Championship at Phillip Island
Sunday 27	GCC Khanacross at Bryant Park

MARCH

Friday to Sunday, 4/6	Geelong Revival Motoring Festival
Friday to Sunday, 4/6	Repco Supercars at Newcastle, NSW
Sunday 6	MSCA Sprints at Sandown
<u>Sunday 6</u>	<u>Porsche Club of Victoria track hire</u>
Wednesday 9	Valve Bounce collation
Friday to Sunday, 11/13	Phillip Island Classic
Saturday 12	Tampered Motorsport at Sandown 5762 6000
Sunday 13	Tampered Motorsport at Sandown 5762 6000
<u>Sunday 13</u>	<u>SAAB Club of Victoria track hire at Bryant Park</u>
Tuesday 15	Board Meeting, 7.00 p.m., Clubrooms
Friday to Sunday, 18/20	Shannons Motorsport Australia Championships at Phillip Island
Sunday 20	MG Car Club Interclub Round 1 at Rob Roy
Sunday 20	RACES East Sale Sprint
Sunday 20	64 th Kalorama Rally
Saturday 26	GCC Khanacross at Bryant Park
Saturday to Sunday, 26/27	VHCC Round 3 at Mt Leura, Camperdown
Saturday to Sunday, 26/27	Repco Supercars at Symmons Plains, Tas
Saturday to Sunday, 26/27	Victorian State Race Series Round 2 at Winton
<u>Sunday 27</u>	<u>SAU track hire at Bryant Park</u>

APRIL

Sunday 3	Porsche Club of Victoria 6 hour relay at Sandown
Tuesday 5	Valve Bounce collation
<u>Wednesday 6</u>	<u>Targa Florio at Bryant Park</u>
Thursday to Sunday, 7/10	Australian Grand Prix at Albert Park
Sunday 10	TR Register Touring Assembly
Tuesday 12	Board Meeting, 7.00 p.m., Clubrooms
Friday 15	Good Friday
Friday to Sunday, 15/17	Bathurst 6 Hour
Sunday 17	Easter Sunday
Friday to Sunday, 22/24	Australian Motor Racing Series at The Bend, SA
Saturday to Sunday, 23/23	Anzac Weekend Airshow, West Sale Airport
Sunday 24	VHCC Round 4 at Bryant Park (PIARC track hire)
Tuesday to Sunday, 30/May 1	Targa Tasmania
Saturday to Sunday, 30/1 May	Meguairs Motor Ex, Melbourne
Saturday to Sunday, 30/1 May	Repco Supercars at Wanneroo, WA

MAY

Sunday 1	Meguairs Motor Ex, Melbourne
Sunday 1	MSCA Sprint at Winton
Sunday 1	Targa Tasmania
Sunday 1	VHRR Historic Hill Climb at Rob Roy
Sunday 1	Gippsland Vehicle Collection Swap Meet, Maffra
Sunday 1	AROCA Sprints at Sandown
Sunday 1	Repco Supercars at Wanneroo, WA
Sunday 1	<u>Victorian Khanacross Championship Round 4 at Bryant Park</u>
Tuesday 3	Valve Bounce collation
Sunday 8	Mother's Day
<u>Sunday 8</u>	<u>Nugget Nationals track hire at Bryant Park</u>
Tuesday 10	Board Meeting, Clubrooms, 7.00 p.m.
Saturday to Sunday, 14/15	Victorian Statre Race Series Round 3 at Phillip Island
Sunday 15	VHCC Round 5 at Wodonga TAFE Logic Centre
Saturday to Sunday, 21/22	Repco Supercars at Winton
Sunday 22	MG Car Club Interclub Round 2 at Rob Roy
Sunday 29	Annual General Meeting

JUNE

Sunday 5	AROCA Sprints at Winton
Sunday 5	GCC Khanacross at Bryant Park
Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	Australian Motor Racing Series at Winton
Saturday to Sunday, 11/12	VHCC Round at One Tree Hill, Ararat
Sunday 12	MSCA Sprint at The Bend (SA)
Sunday 12	RACES East Sale Sprint
Tuesday 14	Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 17/19	Repco Supercars at Hidden Valley, NT
Sunday 19	GCC Multiclub Hill Climb at Bryant Park
Saturday to Sunday, 25/26	Shannons Motorsport Australia Championships at Phillip Island

JULY

Sunday 3	AROCA Sprints at Phillip Island
Tuesday 5	Valve Bounce collation
Friday to Sunday, 8/10	Repco Supercars at Townsville, FNQ
Tuesday 12	Board Meeting, Clubrooms, 7.00 p.m.
Sunday 17	GCC Khanacross at Bryant Park
Sunday 24	GCC Multiclub Hill Climb at Bryant Park
Saturday to Sunday, 30/31	Victorian 6 Hour Regularity Relay at Phillip Island (TBC)
Saturday to Sunday, 30/31	V* Supercars at The Bend, SA

AUGUST

Tuesday 2	Valve Bounce collation
Friday to Sunday, 5/7	Shannons Motorsport Australia Championships At Queensland Raceway
Saturday to Sunday, 6/7	Winton Festival of Speed
Tuesday 9	Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 12/14	Victorian State Race Championships Round 4 at Sandown
Sunday 14	VSCC Hill Climb at Rob Roy
Friday to Sunday, 19/21	Repco Supercars at Sandown
Sunday 21	MSCA Sprint at Winton
Saturday to Sunday, 27/28	Australian Rally Championship, Gippsland Rally
Sunday 28	VHCC Round 7 at Bryant Park (VMCI Track Hire)

SEPTEMBER

Saturday 3	AROCA Sprints at Sandown
Sunday 4	RACES East Sale Sprint
Tuesday 6	Valve Bounce collation
Saturday to Sunday, 10/11	Repco Supercars at Pukekohe, NZ
Sunday 11	GCC Khanacross at Bryant Park
Tuesday 13	Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 16/18	Shannons Motorsport Australia Championships at Sandown
Sunday 18	MSCA Sprint at Phillip Island
Friday to Sunday, 23/25	Victorian State Race Series Round 5 at Phillip Island
Sunday 25	GCC Multiclub Hill Climb at Bryant Park

OCTOBER

Saturday to Sunday, 1/2	AROCA 12 Hour Relay at Winton
Sunday 2	MG Car Club Interclub Round 3 at Rob Roy
Tuesday 4	Valve Bounce collation
Thursday to Sunday, 6/9	Repco Supercars Bathurst 1000
Tuesday 11	Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 14/16	MotoGP at Phillip Island
Saturday to Saturday, 15/23	RACV Alpine Trial Centenary
Saturday to Sunday, 15/16	Mt Tarrengower, Maldon, Historic Hill Climb
<u>Sunday 16</u>	<u>BMW Drivers Club Melbourne track hire at Bryant Park</u>
Friday to Sunday, 21/23	Shannons Motorsport Australia Championships at The Bend
<u>Saturday 22</u>	<u>MG Car Club track hire at Bryant Park</u>
Sunday 23	MSCA Sprints at Sandown
Saturday to Sunday, 28/30	Repco Supercars at Surfers Paradise
Saturday 29	AROCA Sprints at Winton
Sunday 30	GCC Khanacross at Bryant Park

NOVEMBER

Tuesday 1	Valve Bounce collation
Sunday 6	GCC Multiclub Hill Climb at Bryant Park
Tuesday 8	Board Meeting, Clubrooms. 7.00 p.m.
Friday to Sunday, 11/13	Bathurst International
<u>Saturday 12</u>	<u>Nugget Nationals track hire at Bryant Park</u>
Saturday to Sunday, 12/13	MG Car Club Rob Roy Revival
Friday to Sunday, 18/20	Repco Supercars at Sydney Motorsport Park
Friday to Sunday, 18/20	Australian Motor Racing Series at Winton
Thursday to Sunday, 24/27	Challenger Bathurst
Sunday 27	RACES East Sale Sprint

DECEMBER

Saturday 3

Saturday 3

Tuesday 6

Sunday 4

Sunday 11

Tuesday 13

GCC Multiclub Twilight Hill Climb at Bryant Park

MSCA Come and Try Day at Phillip Island

Valve Bounce collation

AROCA Sprints at Phillip Island

GCC Khanacross at Bryant Park

Board Meeting

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:

This is likely to be a bit thinner of an issue to what you've received in recent times, with part of the reason being that the Editor is still trying to have a holiday break! No rest for the wicked, as the saying goes.

It was terrific to see the last couple of events of 2021 being so well patronised, with lots of activity, grins and tales of boldness to share around the pits – and superb weather as well! What will 2022 hold for us? It's a bit like opening a Christmas gift: will it be something to marvel at that brings you joy every time you use it...or will it prove to be a grave disappointment, something you never wanted or that never works well and gets thrown in the back of the closet? We have every reason to be optimistic about the coming year, but as I write this the lovely Delta Covid-19 strain is running rampant, and I know of car clubs (not ours!) that are cancelling events and/or returning to Zoom meetings for the safety of their memberships (though I should qualify this by mentioning this is in Melbourne.)

What do we learn from all this? I reckon: a) things can change quickly – get out and enjoy events while the opportunity remains open, and: b) the year will be what we make of it – it's largely an attitudinal exercise. It's easy to sit at home and gripe about how things have changed recently, but as long as we can continue to hold great events and welcome beautiful people to them, we should be supporting the GCC with our attendance, enthusiasm and participation. I hope we can look back at the end of 2022 and think something like: "It wasn't an easy year, but geees, it was a goodie!"

I was remiss in the last (Dec 2021) edition of VB not to have extended my usual annual thank-yous to those who have supported VB during the year. To Bill Freame, for his regular and fascinating items; to John Bryant, for keeping us up-to-date with calendar and 'what's happened' reports and insights; to Rhys for keeping up his regular column; to Gordon and Rhys for updating and supplying results; to the club sponsors and supporters who put money into the club; and lastly, to those many contributors – many anonymous and probably largely ignorant of how they have helped – from Facebook, the internet, face-to-face accounts and the wealth of books and mags I churn through from habit and interest: these people have supplied items that have filled the pages of VB month after month, keeping our members informed, amused and entertained, and allowing this editor to sleep well at night! My appreciative thanks goes to you all, and may you continue to reward our members with your contributions!

-IM. The Ed.



Chairman's Report

– Rhys Yeomans

I hope you've all been able to take some time to relax and enjoy the Christmas period with your family and friends. I've spent my time at mum and dad's and then at my sister's for New Years, swimming at the beach multiple times a day and having barbeques for most meals!

We will kick off the year of competition with Round 2 of Victorian Hillclimb Championship on Saturday 19th February, which, by the time you read this, I am hoping to have opened entries. I am expecting this to be a very popular event, so I suggest you enter as early as possible.

Our first Multiclub Khanacross will be Sunday 27th February. These events continue to grow in popularity, especially with the support we receive from the MX5 Club (Thanks Ferg!!) and as I've said it before, are a great day out in the car - even for the serious racing types!

In terms of the plan for 2022, I'm looking forward to a return of some normality and the competition calendar we have laid out will not be impacted by the obvious. There is a return of East Sale Sprints, with four dates listed in the calendar for 2022. The format and layout have changed slightly, though I look forward to returning to East Sale as they put on a great event. This would mean the return of our Sprint Championship, with the four rounds making up the series for the year.

The AGM for 2022 is listed for Sunday 29th May this year. Previously AGMs have been held at the Club or at a venue on a Friday night, which impacts people's ability to attend for several reasons, including travelling across the countryside at night. I envision a cars and coffee type event for Club Members to bring out their pride and joy for a morning of socialising, the club providing breakfast and coffee, then cover the AGM requirements and you're on your way home by lunch. This could extend into an open day for the club or even a hill climb demonstration. Any ideas or feedback on this plan would be appreciated. Personally, I enjoy early morning activities, especially on the weekends.

We do also have a few projects around the Club that require completion. We've been managing the progress of these via the Board meetings, with some timeframes drawn out longer than expected due to the obvious delays and impacts on being able to attend Bryant Park.

Otherwise, I look forward to seeing a lot of you at Bryant Park and around the other motorsport venues this year!



What do you need to know now?

➤ CLUB CHAMPIONSHIP 2022:



➤ **Next GCC HILLCLIMB:**
Saturday, February 19th VHCC Round 2 at Bryant Park (Twilight Event)
-GCC Championship

➤ **Next GCC KHANACROSS:**
○ Sunday, February 27th -GCC Championship

➤ **VICTORIAN HILL CLIMB CHAMPIONSHIP 2022 - next round:**
Sunday, January 16th VHCC Round 1 at Rob Roy

*One of the cleverest
Christmas greetings I have
seen: and something only
a motoring enthusiast
would understand.*

Source:
natablepics@tpg.com.au

via Facebook





Next GCC WORKING BEE



Upcoming Working Bee and Club practice – **Saturday, 15th January**

These are great opportunities for us to complete some of the major projects we've had running at Bryant Park in 2021/2, such as the timing building.

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.**

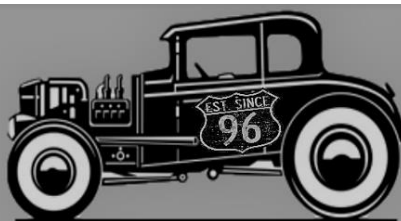
Wednesday working bees

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.



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- What's on? -

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.



Two Themes Display

Rod & Custom

32 vehicles extended until the end of Feb 2022



Vehicles of 1969

Vehicles built in the year of the moonwalk

Display begins November 2021 until Feb 2022



Gippsland Vehicle Collection Sale Rd Maffra
Open 10 am – 4pm Friday to Monday, all school holidays

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. Everything from vintage to race to classic to hot rods...even a restored tow truck!



RACV and AOMC proudly present the:
British & European Motoring Show

Sunday 20th February 2022
Yarra Glen Racecourse,
Armstrong Grove, Yarra Glen



Featuring the annual
MG Club Concours

Open to all Vehicles manufactured in
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Contact the AOMC:

Phone : (61) 3 9558 4829

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Find Us on Facebook



TARGA HIGH COUNTRY | THE COMPETITION

11 – 13 February 2022

Less than three hours from Melbourne, TARGA High Country is based on top of Victoria's most popular Ski Resort, Mt Buller, some 1,800 meters above sea level offering a unique experience to competitors.

In summer, the road to the summit masquerades as one of the most exciting hill climbs in the country, and, provides the gateway to all stages over the three days of competition.

Entrants take part in three high-octane days of racing, travelling through the High Country regions, taking in the vistas of the Eildon, King Valley, and Mansfield districts, as well as absorbing the panoramic beauty of Mount Buller.





***Leongatha Rotary Show N
Shine and Swap Meet***
-is back for 2022!

*(GCC member Jim McNiven is one of
the organisers)*

*Put Sunday, March 20th in your diary.
If it's got wheels and you're proud of
it, show it!*

<http://www.leongatharotary.org.au/>

0418 559 119

Stallholder bookings now being taken



Mar 4, 2022 – Mar 6, 2022

Geelong Revival Motoring Festival

Geelong Waterfront

Geelong, Victoria



The Rotary Club of
Koo Wee Rup - Lang Lang

Public Entry
\$10.00 Per Person
(Children under 16 Free)



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SHANNONS
INSURANCE FOR BUSINESS & INDIVIDUALS

Lang Lang Hot Rod Custom & Classic Car **Show N' Shine** and Swap Meet

Sunday 13th February 2022

@ the Lang Lang Showgrounds

Gates open Swap Meet 6.00am. All others 7.00am

Current Covid Rules at the time of event will apply

Show Car/Bike Entrants - \$10 incl Driver

Show Car/Bike (Judged Entrants) - \$15 incl Driver

for more information - 0400 307 458

Swap meet Stalls - \$25

Includes insurance (min 5m site Approval)

Trade Stalls - \$40 (with own insurance)

see website for more details

Note: Cash and card payments accepted

LAWN MOWER RACING

VICMOW

Victorian Mower Racing Association

www.vicmow.com

More info at: www.langlangshownshine.com



presents...

ALL HISTORIC MALLALA 2022

APRIL 23rd & 24th

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ON TRACK CATEGORIES

Sports Sedans

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Show 'n Shine (Sunday)
\$30 per car (2 people)
Includes track parade



SPECTATOR INFO

GATES OPEN @ 9am

\$25 per day / \$40 Weekend Pass

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Porsche Club

Victoria



Sandown 360 Regularity

The Tradition Continues



Porsche Club Victoria is pleased to announce entries are now open for the Mobil1 Sandown 360 Regularity on 3 April 2022.

Further, we are confirming late afternoon on Saturday 2nd April for Practice, Scrutineering and overnight Garaging of participating cars – all within the standard Entry Fee.

[Entry via the PCV Portal.](#)

We appreciate the competitors and managers feedback and have responded to suggested improvements:-

- As per the 2021 event the win rule is the “Minimum Aggregate Points per lap”
- Retaining Practice Sessions so Teams (Drivers and Pit Crew) have sufficient time to prepare for the Event, especially for new Team Members.
- Maintain Garage allocation on a strictly first come first served basis.
- Continue to improve the Paddock Parking processes.

We will also continue with our Early Bird pricing of \$1,600 for 2022 (inclusive of all the Saturday Sessions). Entries are open and will run until 10th February 2022. Full pricing of \$1,800 will commence on 20th March 2022.

The Motorsport Australia Victorian Regularity Series

Due to the enormous COVID dislocations of 2021, the Motorsport Australia Victorian Speed Events Committee has decided that the 2022 Victorian Regularity Series will comprise the aggregate results of the 2021 Sandown Regularity, the 2022 Sandown Regularity and the 2022 Phillip Island event.

Beauty and the Beasts (Gippsland Car Club) won the 2019 Sandown Regularity and the inaugural Regularity Series.

How will you go in 2022?

Mark your Calendars, ring your team members.



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

NO DECISIONS. There were no decisions from the Board in December as we did not have a meeting! As is the normal custom, the Board shouted its members and others who have contributed to the cause throughout the year to a pleasant dinner at the Morwell Club

BOOKS. I received a book for Christmas titled 'Thunder and Fury – Formula 5000 Racing at Wigram, Levels and Ruapuna 1970 – 1976.' The older members amongst you will well remember Formula 5000 races, and will have also seen these cars race at Historic meetings. Formula S5000 is the modern-day version of these cars. This is a soft-cover book, and stacked full of action photographs at the three tracks mentioned – which, incidentally, are all in New Zealand. Probably the best sound ever heard in racing was to be in the grandstand at Sandown when a full field of Formula 5000 cars was let loose. You will not find this book in your local bookstore – if you are interested, contact Speedway Classics, P.O. Box 19-687, Woolston, Christchurch, New Zealand 8241 or email to speedwayclassics@hotmail.com

Another book I have in my possession at the moment (on loan from Pete Minahan) is OPTIMISM – the enthusiasts guide to the GREAT AUSSIE SPECIAL RACING CARS representing the golden age of Australian Motor Racing, compiled by Dick Willis. I believe that there are 105 cars featured, one page each – most bring back memories for me as I saw most of them in the flesh in their actual racing days in the 1950s and 1960s and more recently see many of them at historic race meetings. If you are interested in this excellent little book, contact Dick Willis at willisrg@smartchat.net.au

Last, but certainly by no means the least, is a publication about to be printed (not cheap in this case at \$120) in a very limited run of 100 in the first instance – FOR TONIGHT WE RIDE – THE GEOFF PORTMAN STORY, by Bruce Keys. Bruce tells the story, in both word and magnificent photographs, of Geoff, who was twice Australian Rally Champion amongst other accomplishments. This is the proverbial coffee table book and features a hard cover, with 274 satin pages and over 220 photographs, many in colour. Contact Bruce Keys at bkeys@bigpond.com

To finish off with a bit of comedy, try The Fairy Tale by H.G. Nelson – a real and imagined history of Australian Sport - great and funny read.

CALENDAR 2022. The competition calendar for the year 2022 is almost set in cement after a couple of changes since last month. We have included dates for six hill climbs and eight khanacross events that we are organising. In addition to the six GCC hill climbs, the events on April 24 (VHCC Round 4 being organised by PIARC) and on August 28 (VHCC Round 7 being organised by the VMCI) will form part of our eight-round Hill Climb and Club Championship for 2022. All eight khanacross events will be part of our Khanacross Championship. Will we be having a Sprint Championship in 2022? This is not known at this time, and a decision will be made by the Board very shortly in regard to a possible championship. East Sale *is* happening in 2022 but it is different – it will now be a single car on the track at a time, and the track no longer uses the main runway as it previously did. The Calendar includes four East Sale dates for next year. A couple of the khanacross dates have changed, with the event in March now to be held on a Saturday rather than Sunday.

TIMING. I wrote a paragraph last month about timing, and I have to report that from a membership of over 500, we received the grand total of zero responses from members indicating that they would take part in a training program for timing – very ordinary. As such, I include the same passage this month to see if we can engender any responses:

“One of the items we were funded for recently was to train a number of people to use our brand-new wireless timing system. As such, we need a number of people to undertake the training. The training will be undertaken at the track, and you do not need to be computer guru to work the system. I am far from being a computer guru, and I have been able to teach myself how to use the current system. The aim will be to run the training early next year, and we would like at least six people to undertake this first session, and the hope would be that some other people would undertake another session later in the year. With this timetable, we could have twelve people trained in the system, and each would only have to operate the system once or twice a year, instead of the same people doing the timing at every event. With our new timing building, conditions of work are very good, and the timer is close to the action. If you are interested, please contact me so that we can organise a training day”.



I finally found a plumber who would work around the clock:



Report: Multiclub Hillclimb – Saturday 4th December

– Rhys Yeomans

Our final hillclimb for 2021 was held on Saturday 4th December, running the short clockwise layout during the afternoon. As with all events including those run in the afternoon, competitors were at Bryant Park nice and early to get their cars ready and hopefully make use of the practice time available before the timed runs. The weather in the morning was very patchy, with mist and even some rain moving in, threatening to ruin the afternoon's runs. When proceedings kicked off at 1pm, there were only a few runs impacted by rain early on, with the rest of the afternoon providing incredible weather for all competitors.

Running the clockwise short layout means the running order moves very quickly and the afternoon ran without any major issues. There was barely time to have the usual paddock gossip and bite to eat at times, especially when many started packing up by the 6th or 7th run, happy with the times they had been able to produce from their vehicle on the day.

Twelve runs were offered to competitors, with only ten competitors taking full advantage of the complete number of runs.

Fastest outright on the day was Alan Foley in his Formula Libre, a clear 1.54 seconds ahead of Wim Janssen in 2nd place and Ewen Moile in 3rd. Fastest tin top for the day was Jordan James in his Mitsubishi Evolution and Ben Selwyn was the fastest junior in his first hillclimb since turning 14 and being eligible to hold a Speed licence!

It was great to see a number of multi-entered cars and families competing together for both class and Sunday dinner bragging rights!



OUR LAST EVENT FOR 2021 – KHANACROSS, DECEMBER 12th

-John Bryant

On December 12 we conducted our last event for 2021 – a khanacross, which was the sixth out of eight scheduled events for 2021, with the other two being cancelled due to Covid 19 restrictions. The event attracted an excellent field of 40 competitors, which was a very good entry being so close to the Christmas break. Scoring in hill climbs produces the fastest as the winner – scoring in khanacrosses is similar, but there may be penalties imposed for doing the wrong thing. Most of the penalties are for hitting cones (plus five seconds to the time recorded), but others include Wrong Direction (slowest time recorded for the run by any competitor plus five seconds), or one peculiar to our track is leaving the bounds of the track (i.e. running on the grass), which is plus five seconds to the recorded time. There are other penalties, such as hitting the 'walls' of the garage, but the three mentioned are those which we have to impose the most. A khanacross is thus a test of driving skills, normally over eight different tests during the day, whereas a hill climb uses the same track all day.

Matt Paulet again led the field in his Hyundai Excel (?) to come home with a six second break, which included one five second penalty, over Mazda M-5 member Andrew Tate (no penalties), with another MX5 member Steven Cassar a further eight seconds away in third position, which included one five second penalty. GCC member Eddie Lewis (no penalties) took out fourth position in his Lewis Motorkhana Special (basically a chassis with a motor and a seat – and a roll bar) – very fast around the cones, and is spectacular when it comes to a fast halt – the back wheels are a foot (or is that a third of a metre?) in the air because the brakes work so well on the front wheels. Eddie was followed in fifth by MX-5 member Saneth Wijekoon (one five second penalty), GCC member Daniel Zanella (three five second penalties) in sixth in a basically unsuitable Commodore (too big for some of the tight squeezes), Maffra member Glenn Crawford followed in seventh in his Subaru WRX (three penalties), eighth was taken out by Mazda MX-5 member Andrew Boyce (no penalties), David Salter (Mazda MX-5 member) in ninth with no penalties, with Peter Ferguson (Mazda MX-5 and GCC member) rounding out the top 10, again with no penalties.

In the classes, Peter Ferguson took out the Production 2WD up to 2000, from Neil Roshier and William Roshier. Daniel Zanella was the quickest in the 2WD 2001 and over class, from Mitchell Newton and Emily Newton. Scott Seddon took the points in the Production 4WD class, Matt Paulet the Specials class with Eddie Lewis second, whilst Benjamin Selwyn, Alyssa Perks and Angus Clark were the three placegetters in the Junior class.

And so ended a successful season of khanacross – we managed to get in 6 of the 8 scheduled events, including a round of the Victorian Khanacross Championship, which we had never been involved in previously. A huge thanks must go to Rob Duncan for the tireless work that he put into making the khanacrosses the success that they now are. Gordon Dowthwaite and Bill Jennings also contributed greatly to the success of the events, whilst I assisted where I could. We do need additional bodies to ensure the continuing success of the khanacrosses - easy work pressing a stopwatch, or judging whether or not people are hitting cones or going in the correct direction.

Many thanks to the members of the Mazda MX-5 Club for coming to most of our events throughout the year. As a casual observer of the types of cars which are successful in these events, small is good, but a Mazda MX-5 appears to be very good for this type of event, as are front-wheel drive cars.

Congratulation to Matt Paulet for taking out the Khanacross Championship for 2021, followed in second place by Scott Seddon, with Peter Ferguson in third.

The first khanacross for 2022 will be on Sunday, February 27 – keep your eyes open at the appropriate time for entry details.



Scott Seddon had a few brief moments to send up his drone between runs: here are some of his shots from the khanacross on the 12th December.



Club Championship 2021

– Rhys Yeomans

Without a Sprint Championship for 2021 and with the impacts of the obvious, we were able to run a shortened Hillclimb and Khanacross Championship.

The Hillclimb Championship was reduced to four rounds for the year, with no 'dropped' rounds due to the smaller number of events. Each year there is talk of people spending hours going through the class lap records and building or buying a race car to finesse the Championship, though one person remains on top for another year, with Larry Kogge winning the Hillclimb and subsequent Club Championship.

Larry is a multi-Club Championship winner and holds the majority of the 'Historic Group N 2001 and Over' class lap records. There aren't many other competitors in this class, especially since Ian Speight sold his Capri, so Larry is continually battling against himself to improve, which I think is quite commendable.

The top ten outright can be found below and the class placings can be found at the end of this issue of Valve Bounce.

GCC CLUB CHAMPIONSHIP - 2021

PLACE	Competitor	GCC Multiclub Hillclimb 14-Mar-21	VHCC4 18-Apr-21	GCC Multiclub Hillclimb 07-Nov-21	GCC Multiclub Hillclimb 04-Dec-21	Club Championship @ 05-Dec-21
1	KOGGE Larry	1.013	0.984	0.988	0.974	3.959
2	YEOMANS Rhys	1.023	1.030	0.903	1.021	3.977
3	BUFFINTON Steven	1.019	1.000	0.971	0.994	3.984
4	SELWYN Terrence	1.022	1.040	0.988	1.051	4.101
5	JANSSEN Wim	1.119	0.956	0.961	1.099	4.135
6	MCIVOR Garry	1.107	1.041	1.011	1.078	4.237
7	SPEIGHT Ian	1.191	1.059	0.999	1.045	4.294
8	MOILE Ewen	1.075	1.276	0.899	1.063	4.313
9	BOWER Geoff	1.102	1.077	1.002	1.136	4.317
10	MURPHY Paul	1.149	1.150	1.071	1.174	4.544

Khanacross Championship 2021

– Rhys Yeomans

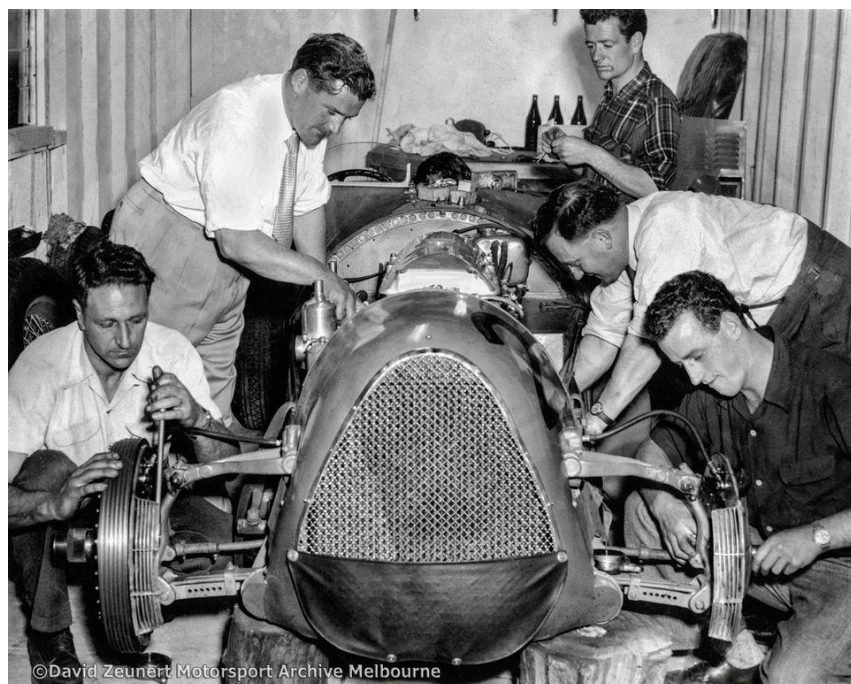
Matthew Paulet dominated all Khanacross events in 2021, placing first in the six events held, displaying an incredible level of driving and also surprising newcomers when his Hyundai Excel starts making Nissan noises and spinning the rear wheels!

A special mention to Ben Selwyn, who was the highest placing Junior for the year, who competed in all Khanacross events and now that he is 14, has entered his first hillclimb!

2021 GCC KHANACROSS CHAMPIONSHIP

	R1 21-Feb	R2 28-Mar	R3 23-May	R4 27-Jun	R5 15-Aug	R6 Cancelled	R7 Cancelled	R8 12-Dec	Total
OUTRIGHT									
1 Matthew Paulet	20	20	20	20	20			20	120
2 Scott Seddon	17	15	17	15				6	70
3 Peter Ferguson	10	17		13	9			13	62
4 Sei Vella			13	11	17				41
5 Benjamin Selwyn	1	7	6	7	13			7	41
6 Mitchell Newton	7	1	11	10				9	38
7 Neil Roshier	5	9	4	9				11	38
8 William Roshier	6	6	8	8				10	38
9 Byron Townsend	4	8	15	3					30
10 Mark Newton	2	11	9					3	25

(Ed: the full results for the khanacross on the 12th December, and the Championship, can be found at the end of this magazine.)



©David Zeunert Motorsport Archive Melbourne

Stan Jones' Maybach special racing car #1 being fettled here in Stan's Yongala Street, Balwyn home garage. From bottom left: (1) Ernie Seeliger (Ace Mechanic & Racing Driver) - (2) Stan Jones (looking "Very Dapper" in his Fletcher Jones trousers & Pelaco shirt) (3) Alan Jones's head just showing in the cockpit (Future 1980 F1 World Champion) (4) Reg Robbins (Stan Jones "Superior Cars" staff member & Racing Car Driver) - (5) Charlie Dean (Maybach special original driver & builder + "Fabled Repco Engineer") (6) Lloyd Holyoak (Stan Jones "Superior Cars" - Used Car Manager). Given that this would have been the equivalent of an Aussie F1 team at the time, check out the lack of overalls; cramped space; red gum blocks of wood to support the front end; and the CUB – 'Long Neck' bottles of beer @ the rear of the garage to quench the late night thirst!

Photo: David Zeunert, via Facebook.

An Interesting Family, Indeed

-by Bill Freame



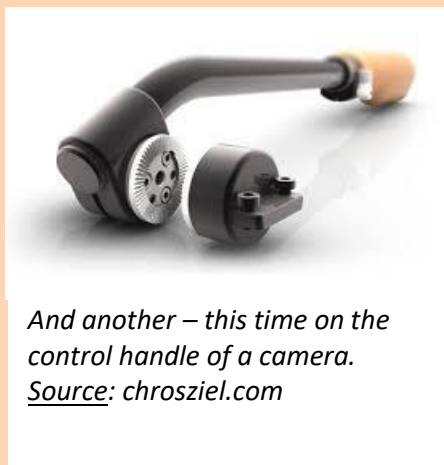
Helmut, Albert and Wolf(ram) Hirth
Source: cybermotorcycle.com

This story had originally been intended to mostly concentrate on the 'Hirth Joint', a joint that has proven to be an exceptionally useful and a simple engineering solution. However, the further I then researched this joint, the more the family were continuously mentioned, with descriptions of what each had achieved. I hope you will also find this an interesting story and one that should be far better known amongst us motoring enthusiasts. I was amazed as it continued to unfold the further in as I followed leads.

Albert Hirth, born in 1858, is described as an Engineer and Tool Maker. He designed and patented the Hirth Coupling, which is also usually described as the Hirth Joint. This coupling is still now being utilised to solve the same engineering problems as were the blight of secure fastening since the dawn of time. Albert Hirth came up with the simple solution to make a secure and repeatable joint, with no backlash, repeatable alignment and concentricity, regardless of how many times it is disassembled and reassembled in its lifetime. By machining radial serrations into the faces or ends of two items, they can be secured by bolting them together, forcing the serrations firmly into deep engagement. These serrations can be very coarse or very finely spaced and can also be used for indexing between the two shafts to be joined. Probably the most common use of it that you all may have seen is the fixture used to lock a camera atop a tripod: an attachment so easy to use.



A Hirth joint (coupling) as used to connect a crank to a bottom bracket shaft on a Campagnola bicycle.
Source: Wikipedia.com



And another – this time on the control handle of a camera.
Source: chrosziel.com

The Hirth Joint was successfully utilized to join a turbine impellor securely to a drive shaft, as a far superior alternative to a spline or keyway. With the dawn of powered flight, it was found to be an easy solution of attaching the propellor to the engine crankshaft: an attachment you would always want to be unquestionably secure. The Hirth coupling was successfully utilised to build multicylinder crankshafts, enabling the use of one piece, roller bearing connecting rods. This method was very successfully used by Auto Union, for assembling the crankshaft of their C-type, a 6006cc V-16 of 520bhp, in 1935. This was followed on by the D-type, a 3000cc V-12, giving 485bhp at 7000rpm with its two stages of supercharging. The 6 litre V-16 C-type was only single-

Auto Union C-type Grand Prix car of 1936, using a 6-litre V16 motor with a crank made in segments, connected by Hirth couplings.

Source: Wikipedia.com



stage supercharged. Although it's all very complicated to machine and assemble the crankshaft, any damaged journal bearing or connecting rod is easily replaced without scrapping the whole crankshaft, plus smaller machinery can forge, machine and grind all the pieces that make up a V-16 crankshaft, which would otherwise be a very long piece of alloy steel and could only be machined on large machinery.

Ed: this extract taken from a forum on www.modelenginemaker.com

As you well know, I have a great interest in the pre-war 'Silver Arrows' Grand Prix race cars built by Auto Union and Mercedes Benz.

All the pre-war Mercedes Benz crankshafts were machine in one piece with split roller bearing for both the Main and Big End bearings

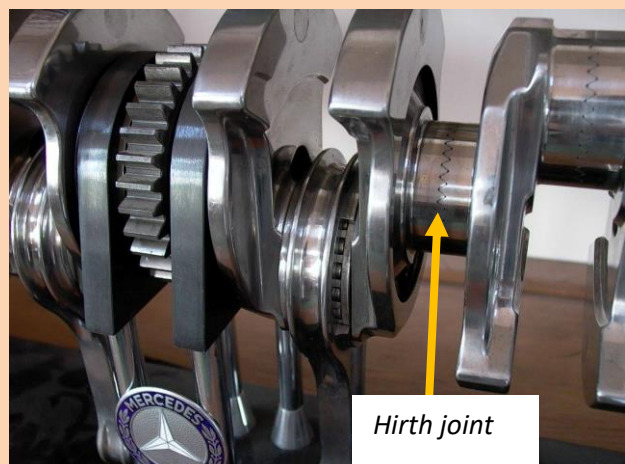
Auto Union went the opposite way. All their car cars had multi part, built up crankshafts with Hirth couplings which enabled them to use more robust, one piece roller bearings for the Mains and Big Ends.

Auto Union did not manufacture the Hirth coupled Crankshaft themselves. The crankshafts were subcontracted to Mahle.

My researches into these Hirth coupled Crankshafts suggest the individual crankshaft sections were machined with the serrated Hirth couplings but with the bearing journals left slightly oversize. The sections were then bolted up to form the crankshaft. The Main and Big End journals were then ground to size on a conventional crankshaft grinder as if it was a one piece crankshaft. The Hirth couplings gave such good alignment (and power transmission) that the crankshaft could be dismantled and reassemble with perfect alignment and accuracy. The secret of their success appears to be to do the final journal grinding of the bearing journals as if it were a one piece crankshaft.

Mercedes Benz finally went over to built up crankshafts with Hirth couplings in the 1950's and used them in the world beating W196 driven by Moss and Fangio.

Here are some photos of the W196 Hirth crankshaft, courtesy of the Mercedes F1 team at Brackly.



Hirth joint

Post-WW2, when racing had resumed in Europe and several new cars were being constructed, even Mercedes-Benz committed to use a Hirth-jointed crankshaft in their straight 8-cylinder M196 of 2.5 litres, in 1954. This proved to be a car and engine that was very successful, especially in the hands of Juan Fangio, who won the championship in 1954 and 1955. What I found really interesting was that the first real racing Porsche engine, the 1500cc Porsche 547 quad cam flat four that was raced from 1955 was also built with a Hirth jointed crankshaft. This was the Porsche race engine for ten years, and achieved many 'Index of Performance' wins in the 24 hours of Le Mans. It was utilized as the Porsche F1 engine, finally finishing up as a 2000cc 4-cylinder engine in the 904 Carrera. Porsche then brought out their 911 model and the rest is an amazing company history. As an aside, for the athletic amongst us, Campagnola cycle cranks are assembled with a Hirth joint!



*Mercedes M196 Grand Prix car and streamliner.
Source: snaplap.com*

Albert Hirth had two sons, and we will cover them in pecking order. Hellmuth Hirth was born in 1886, in Heilbronn and became first an engineer and then an Aerospace engineer. As an 18-year-old young man he was sent to America to train and study with the Edison General Electric Company, just at the very time when the Wright Brothers were dominating the news with their heroic aeronautical developments. This obviously stirred an interest in flight within Hellmuth and on his eventual return to Germany in 1909, he became involved in this developing industry and so, as a pioneer aviator he worked at Erler where he helped to build the first German aircraft. In 1910 he designed and built his own airplanes and he soon became the most successful German pilot prior to the outbreak of WW1. In 1912 he was awarded the 'Order of the Crown', an award presented to German citizens who had done something outstanding for their country. He was encouraged and invited to work at the famous Zeppelin Airship Company designing and building airships. During WW1 Lt. Hellmuth Hirth was very seriously wounded or injured and took a very long time to recover. He was awarded the Iron Cross, 2nd class, so I guess that explains which side he was flying for.

In 1920 he founded the company, Hellmuth Hirth Versuchsbau, then name changed to Leichtmetall-Werke GmbH and finally name changed it to Elektronmetall GmbH, to manufacture light alloy engine components, including the magnesium alloy 'Elektron' for aircraft engines. As an important part of developing better engine parts for the business, in partnership with his young brother, Wolfram Hirth, in 1923 they started to build quality motorcycles in Stuttgart. These new motorcycles were used very

successfully in competition by top riders, also including Wolf. They found racing at this level to be an excellent test of the engine components they were manufacturing, including their light aluminium pistons for aircraft, truck, car and motorcycle engines.



*Badge of Hirth
Motorcycle Co.
Source:
cybermotorcycle.com*



*Hirth 254cc motorcycle of the 1920s.
Source: cybermotorcycle.com*

In 1927, Hellmuth Hirth separated from some of his businesses, as he wanted to focus more closely on the aero engine side of the business, renaming what he was keeping as 'Hirth Motoren GmbH'. The remainder of the manufacturing business he had separated from became known as 'Mahle GmbH', which has now become one of the largest and most successful piston manufacturers that is still operating very successfully supplying OE engine components to the automotive industry as well as replacement parts to the repair industry. Additionally, Mahle engine components are used in Endurance, NASCAR, MotoGP and F1 racing.



The first Hirth aero engine became available in 1931: an inverted 4-cylinder, the HM 60, developed then into the improved HM 60R, with more than 1,000 delivered, all of them using the Hirth joint on the crankshaft. Further development improved the efficiency and developed it into 6, 8 and 12-cylinder engines, using all the same components of one-litre per cylinder. With the successes and reliability of this series of engines, Hirth became one of Germany's top aero engine manufacturers.

Hellmuth Hirth died in 1938* and so the Reich aviation ministry nationalised the company before it was merged in 1941 with Heinkel, to be known as 'Heinkel-Hirth'. Continuing these very successful Hirth aero engines, Heinkel also used the Hirth facilities to manufacture the first series of jet engines for use in combat aircraft. The final design, the Heinkel HeS 011 was a prototype jet engine of which 19 examples were manufactured for testing before the war ended. During the allied occupation of Germany, aero engine manufacturing ceased because of constraints imposed by the victors. Ultimately the merger was dissolved and Hirth became a small stationary engine manufacturer building small two-stroke engines for vehicles and also snowmobile engines. Hirth returned to aircraft engine manufacturing in 1965, but the oil crisis of 1974 had them go into voluntary liquidation. This allowed the company to be then purchased by Hans Gboler who returned it to making small two-stroke engines, then the ultralight aviation demand in the '80s returned them to profitable operation yet again, where they remain.

Wolfram (Wolf) Hirth, 14 years younger than Hellmuth, would have undoubtedly grown up as an impressionable young person. He would be keenly following all the cutting-edge technology that his older brother was deeply involved in, with the fledgling aero industry advancing very rapidly as the world plunged into WW1. Becoming a keen and skilful glider pilot Wolf had gained his pilot licence by 1920. Then by 1923 the two brothers had formed the business to build 'Hirth Motorcycles', a top quality, water-cooled two-stroke motorcycle that was very successful in racing. However, in 1924 Wolf lost a leg in a motorcycle accident, an unexpected inconvenience but one that hardly slowed him down. From then on, he continued to fly with the aid of a wooden leg, concentrating on aircraft design and construction as his career blossomed. On a lengthy world tour, he helped to promote gliding throughout the world including North and South America, Japan and South Africa. He was promoted to chief instructor at the Grunau Gliding School, in the Riesengebirge mountains, in Germany. Then in 1933 he became the Head of the new gliding school in Hornberg. He was the first to identify the phenomenon of 'Wave Lift', the highest source of lift that glider pilots can use to gain altitude. While flying his glider, 'Moatzagotl', in Argentina, in 1934 he set an



Schempp-Hirth Argus glider
Source: cybermotorcycle.com

amazing record of 76 successive loops. I'm getting dizzy with a churning stomach just reading that line!

In 1935 Martin Schempp founded the company 'Sportflugzeugbau Goppingen Martin Schempp', ably assisted by Wolf who was responsible for all the detail design work. In 1938 Wolf became a partner and the business then became known as 'Sportflugzeugbau Schempp-Hirth'. Wolf continued as the director through all of WW2 and resumed his pleasure of flying at the conclusion of hostilities. Wolf had a heart attack while flying in his Vogt Lo-100 aerobatic glider on July 25th, 1959, and died in the resulting crash of that glider. He was 59. It is rumoured that in 1924, at the time of his leg having to be amputated after his motorcycle accident, he had a cigarette holder made out of one of the small bones that had been removed and discarded in the operation.

Today:

- Hirth Couplings are still in use as a very positive joint connection, easily and successfully solving so many engineering problems.
- Mahle GmbH is still at the very forefront of providing automotive engine components to automobile manufacturers, as well as at the pinnacle of the motor racing industry. There are manufacturing plants around the world, a very successful company, founded by Hellmuth Hirth.
- Gbeler-Hirthmotoren GmbH is the current name for the aero engine company that was founded by Hellmuth Hirth and they are still manufacturing ultralight aero engines.
- Schempp-Hirth are still involved in manufacturing gliders that are used to compete in many forms of serious levels of competition.

*Hellmuth Hirth is reported as having died on July 1st, 1938, as the result of an airplane crash, at Karlsbad. Other reports have claimed he died from an illness or a disease. In his short life of only 52 years, he was a successful inventor who filed many patent applications throughout the years.

I have been unable to find out if Hellmuth or Wolfram Hirth married and had children.



" Your car has been keyed. The good news is that the damage appears to B minor. "

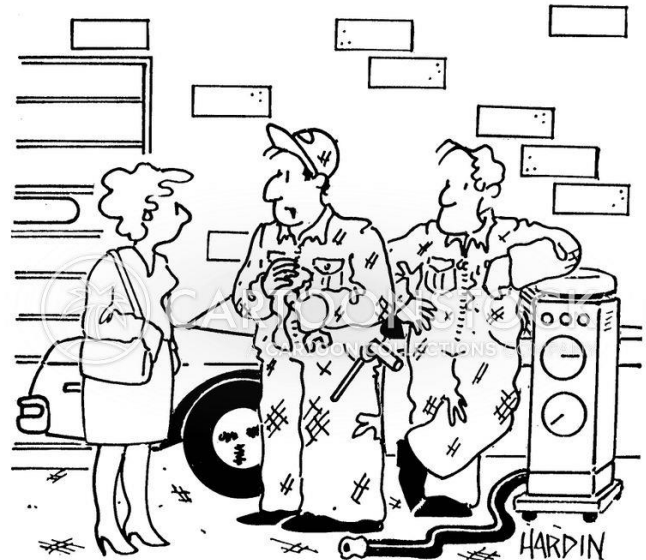
OWNING AN ITALIAN VEHICLE

Ed: It doesn't seem to matter whether you have owned a classic Ferrari, Lamborghini, Maserati, Alfa Romeo, Lancia or even a humble FIAT: part of the ownership seems to involve dealing with a number of aspects that don't seem to plague those with a Camry in their garage. If you've ever owned one of these makes, you might recognize one or more of the following. Of course, if you own a Japanese vehicle, you may be wondering what all this is about!

CS116033

As the owner of an Italian vehicle, you have undoubtedly found that, from time to time, the thing defies all known laws of Physics. Distinguished researchers from all over the world have spent entire lives trying to understand such phenomena. Recently, the Six Laws of Italian Sports Cars were discovered, thus reducing most owners' dependency on sorcerers and prayer to keep such cars running.

Careless application of these laws to any individual car may fix the problems of the moment, but cause hives or allergies in said owners.



"It's not just a funny noise, Ma'am - it's a very expensive funny noise."

1) THE LAW OF PLEASING DESIGN WHERE IT REALLY DOESN'T MATTER

"The inside of cam covers or other relatively innocuous areas, shall be laced with buttresses, cross-bracing and all manner of esoteric stiffness-with-lightness design, while something like connecting rods shall self-destruct at redline plus 1 rpm due to a basic lack of strength." An example of this Law is the stunningly beautiful Lamborghini or Ferrari V12s of the late 1960s. They were famous for wearing out all four camshafts in 10,000 miles or less. The cam's metal appeared to be recycled coathangers, which coincidentally are still in short supply in Italy.

2) THE LAW OF NON-FUNCTIONAL APPARATUS

"All Italian Sports Cars, regardless of age, shall have at least one system or component which does not work, and cannot be repaired. Such a part shall never be mentioned in the Official Shop Manual, although there may be an out-of-focus picture shown." It goes without saying that such parts should never under any circumstances be removed, lest the natural balance of the car be upset.

3) THE LAW OF ELECTRICAL CHAOS

“All Italian Sports Cars shall be wired at the Factory by a cross-eyed, colour-blind worker, using whatever supplies are within reach. All wires shall change colour-code at least once between energy source and component. All grounds shall be partially insulated.” This tends to guarantee that the owner of such vehicles will eventually be intimately familiar with its electrical system, since he will need to trace out each wire, then rewrite his Official Schematic, which will differ from all others in at least one area.

4) THE LAW OF PERSONAL ABUSE

“The more an Italian car breaks down, the more endearing it becomes to its increasingly irrational owner.” For example, you purchase an Italian Sports car, for all the money you ever hoped to earn, and receive a ticket for air pollution on the way home from the dealer due to the vast clouds of smoke that follow you. Several return trips to said dealer, accompanied by your rapidly dwindling cash reserves, cures the smoking. But now, the engine sounds like a food processor full of ball-bearings. After replacing every component in the car, including the radio speakers, the noise vanishes and is replaced by an odour reminiscent of a major fire in a goat-hair mattress factory. You still keep trying, God help you.

5) THE LAW OF UNAVAILABLE PARTS

“All parts of an Italian sports car shall be made of a material that is available in inverse proportion to its operating half-life.” Thus, the speedometer hold-down screws are made of grade 8 cold rolled steel, while the valves are of fabricated Unobtanium, made only at midnight by an old man with a pointy hat covered with moons and stars. Such parts will be backordered during the design phase of the car, and will remain so forever. Bribes, pleading and threats will be ignored.

6) THE LAW OF CRYPTIC INSTRUCTIONS

“Any official publications dealing with repair, maintenance or operations of an Italian sports car shall be written such that every fourth word is incomprehensible to the average owner. In the event that a random sentence is understandable, the information contained therein shall be wrong.” This is also known as flat-tyre English, where a sentence flows along nicely, then – Kaboom!



Ed: I read this item on Facebook a couple of weeks ago, and contacted the author, Bill Pearson, for permission to reproduce it here.

Most of us have seen well-equipped photographers unobtrusively making their way around Bryant Park and other tracks, but appreciate little of what they must do to get that 'perfect' shot. As Bill explains here, there is a lot that goes on behind the scenes...and then trying to get people to actually pay for their services is a difficulty that is apparently driving some of these excellent people out of the industry – perhaps we could all have a think about how we might treat them with a higher regard in future? It would be a sad day if people such as ourselves took part in significant motoring events and went to find a decent photo as a memory of the day – only to find there weren't any available!

(And perhaps before anyone comes up with this as a curly question: no, the GCC generally does not pay photographers for any of their work we publish in Valve Bounce, but as Editor I always – where feasible – contact the photographer for permission to publish, with a notice of credit provided next to the image. This is an acknowledgement of their work and skill, and hopefully this small bit of promotion may encourage others to seek them out for future work) 😊



(Ed: text and all photos provided by Bill Pearson, via Facebook)

Ever since people have been racing cars, others have been standing trackside to capture them on film. When the sport took off in the late nineteen twenties and thirties, the Great Depression put almost everyone on struggle street. Cameras were a luxury far beyond what any average citizen could afford. They were bulky, heavy, and awkward in the extreme. Glass negative plates were large, and lenses small. There was no such thing then as a telephoto or zoom lens. Imagine trying to take race photos with only an Instamatic or a digital camera with just a 55mm lens on it.

These plate cameras were virtually the exclusive tools of press photographers, and because they only had mechanical spring shutter speeds of 1/50th sec. So they usually did not pan to follow the cars, but preferred a stationary hold so the backgrounds were sharp, and they let the blurred cars drive through their shot. If they looked through the lens on these earliest cameras the image was upside down and a hood over their head to protect light from entering

through the back of the camera was essential. This was bearable in a studio or posed static shot, but useless for action photography. Instead, all they had to compose their pictures was a square wire frame on the side of the camera, out of line with the lens, and very much subject to parallax flawed viewing. What you saw was NOT what you got!

The advent of “reflex” cameras changed all that. At first these were twin lens affairs – one for viewing, and one for exposing the film. Once again, parallax errors were unavoidable. But 35mm single lens reflex film cameras changed all that, and not long after the additions of telephoto and zoom lenses revolutionized sports photography. Fast forward to today’s digital cameras and photo shopping, and you have a tool with auto focus, auto shutter speeds, motor drives for a picture every half second, and finger nail sized storage cards with endless capacities.

Most motor sport photographers are anonymous faces, always behind the lens, rather than in front of it. You might recognise a few of their names, but take away their armbands and their cameras, and you’d walk right past them in the pits without giving them any consideration. Back in the nineteen sixties there were two main markets for motor racing photograph sales. Proof sheets in the pits at the next race meeting offered them to drivers who would order 10 x 8-inch prints to be mailed out to them. They did so because the trackside photographers got into places prohibited to the public, and because they had photographic gear most people did not. The other sales point was the monthly car racing magazines, like Racing Car News, Auto Action, and so on. Competition for those publications was extreme, and you considered yourself lucky if you could just get one or two shots accepted. It was satisfying to see your work on every news stand, but no-one made a living out of it – the reward was mainly just the prestige.

The internet was both good and bad for our track lensmen & women. New international markets opened up for article photo sales. But with the arrival and incredible spread of social media, the ability to control the ownership of your work disappeared. Suddenly everyone could copy, paste & re-publish your photos, without your permission, and without payment. TV coverage is so clear, this generation have learnt they can just get their photos via “Screenshot”.

Last year I spent half a day walking completely around a circuit, chasing angles no-one else had found, and getting twenty or so pin-sharp action photos of every car racing there that day. I took 770 images, spent another day cropping, enhancing & water marking them, before I made them available on the internet. I priced them moderately to sell individually, with a “buy every shot I took of your car” bundle for just \$75 (\$3.75 each!) Super high definition – and I sold not a single one. Why? Because of the advent of that final modern nail in the coffin of every professional and wanna-be race photographer – the mobile phone camera. Why pay anything for photos of your car, when three or more of your mates have snapped away all day for you? Yes, they certainly aren’t the quality of the pro’s work... but these days – who cares? They’re all just gonna get lost in those endless albums you have at your fingertips,



rather than ever get printed, framed, and go on a wall. And next race meeting there'll be a whole new batch to make them redundant.

I have also lost count of the number of times drivers post professionally taken watermarked photos of their cars on their internet pages. They have no shame about the added text that shows they never bought those photos off the person who went to all that trouble to capture them at their best. And it doesn't matter how gigantic those copyright stampings may be. Every time a photographer sees his work in proof form being stolen like that is just one more reason for them to ask themselves "Why am I bothering to do this?"



Next time somebody takes a really great picture of you racing your car, PM them. Tell them how great it is. Ask for a full hi-definition copy, and insist on paying what you really think it is worth, even if the photographer offers it to you for free. You will give them pride in their work, and encourage them to keep snapping away.

I also lay the blame for the demise of our sport's photographers on its governors. Motorsport Australia's biggest mistake was bringing in

their accreditation scheme. Yes, I know better than most the reasons behind it, but it was done clumsily and with little thought. I swiftly contacted CAMS to protest, that even at the most basic club level racing Clerks of Course were ALL saying that the only photographers allowed out on the course were "Accredited" ones (paying a steep annual fee). I was told (and I quote), "Oh – we never intended that requirement to reach down that far. It was designed for the professional, top-level race meetings". I asked for that in writing – and got it, their letter saying, "We encourage club level meetings to encourage and open up opportunities for amateur photographers, because grass roots motorsport **DEPENDS** on them for publicity and promotion." I mentioned that sending me a letter to carry was all very well, but what they needed to do was to include those same words in their rules on photography accreditation. No surprise - it never happened. So the only thing C. of Cs have to guide them is the edict that says accreditation is compulsory for photographers, with no exemptions being mentioned. But there's another thing AM has done that is killing off their own sport's photographers. They have failed to ever institute a training program, by which accredited photographers could take an amateur under their wing, show them around the tracks, what to look for in camera location, action worth capturing, and the dangers of this craft. No nurturing, no encouragement... let alone an exhibition or award for "Best New Amateur Motorsports Photographer of the Year" award. I have shared these ideas with AM stewards who saw this need, and they promised they would put it forward to the hierarchy. Brick wall. Never got a hearing.

The situation for photographers has also been made much worse by the constant addition of more & more safety catch fencing at our circuits. At many of our top tracks there are just one or



two tiny cut-outs in the mesh on the best action corners. Guys literally have to wait in line for their turn, and of course everyone's photos there are exactly the same. I had one club event C. of C order me to ONLY shoot one corner from behind the catch fencing at the flaggies point. There were NO openings in that mesh, and it was so high even if you brought a ladder, shooting over the top of it would have still been impossible. When he found out I had walked three metres to shoot around the end of the fencing (from behind a one-metre high, back-filled concrete wall), he angrily said he would have thrown me out of the venue if he'd known. That also displayed an attitude I commonly come across, that photographers are a "nuisance" to race organisers, who forget (or place no value on), the international publicity photos posted on the internet create, and the lensman's service to the competitors & fans. At the Bathurst 1000 this year I was told of an accredited photographer who flew up from Melbourne, stayed in a motel for the six-day festival, and who brought \$25,000 worth of camera gear with him. He soon realized he was never going to recover his costs, let alone generate any income. I could not help but notice how few accredited photographers were there. Any wonder? Just try to find some while watching your next race telecast. They are truly a disappearing breed. And I lay the blame squarely at Motorsport Australia's door.

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To the Club Secretary / President,

Due to changing circumstances I am selling my 1965 Plymouth Sport Fury Convertible – Indianapolis Pace Car.

I am hoping that you might inform your members of the details as perhaps some of them may be interested.

Details and pictures are available at <https://plymouth.freom.com/>.

Please feel free to contact me by either phone – 0419 960 966 - or email – garyk196@gmail.com to confirm that these details are correct and to the best of my knowledge virus and malware free.

The car is currently garaged at Beaudesert approximately 50 minutes west of Nerang on the Gold Coast.

Your help will be greatly appreciated.

Thanks,

Gary Knuckey

...and a couple of parting shots:

I seem to be stuck on sidecar outfits at the moment, but when you see photos like this it's hard to ignore them!



Photographer unknown, sourced via Facebook. Given this would have been taken before modern high-speed rapid-repeat SLR cameras, it is amazing the photographer managed to capture this at such a critical moment. If the image reproduces well enough in VB, check out the rear tyre – nearly off the rim!

1967 ADAC 1000km at the Nürburgring: Phil Hill aviating the 2F despite the Chaparral wing in full downforce mode! Lightning fast, this was another race the car should have won, on a circuit to which one would not necessarily have thought it were suited. A versatile car, the 2F was quick pretty much everywhere.

Source: text and photo via Primotipo



RESULTS

Outright Place	NAME	CLUB	VEHICLE	CLASS		RUN 1		RUN 2		RUN 3		RUN 4		RUN 5		RUN 6		RUN 7		RUN 8		TOTAL
				Rank	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty		
																					Short CW	
1	Matthew Pautel	GCC	Hyundai Excel	F	1	68.75	28.84		29.03		32.68		36.71		36.31		40.78		51.13		64.88	354.24
2	Andrew Tate	MX5VT	Mazda MX-5	D	1	67.94	30.75		30.02		32.40		35.03		36.25		41.38		53.03		66.42	360.25
3	Steven Cassar	MX5VT	Mazda MX-5 SE	D	2	67.78	31.25		30.75		34.36		34.78		34.86		41.68		52.94		74.85	368.39
4	Edward Lewis	GCC	Lewis Motorhans Specic	F	2	70.50	28.48		28.36		36.72		38.65		38.65		43.03		56.19		68.13	370.06
5	Sarah Wilkoon	MX5VT	Mazda MX-5	C	1	71.22	29.25		29.54		35.74		35.49		35.49		43.06		60.03	X	68.94	373.17
6	Daniel Zarrella	GCC	Holden Commodore	D	3	68.93	31.68		30.51		36.03		34.68		34.68		46.93	F	58.84		72.93	379.61
7	Glen Crawford	MDOC	Subaru WRX	G	1	75.10	T	30.24	33.89	F	34.68		35.78		35.78		41.87		60.63	T	68.99	380.95
8	Andrew Boyce	MX5VT	Mazda MX-5	C	2	72.00	30.54		32.27		38.29		37.89		37.89		41.50		50.83		74.82	381.17
9	David Sailer	MX5VT	Mazda MX-5	C	3	73.46	33.54		32.84		38.68		38.68		45.18		56.57		60.83		74.83	386.42
10	Peter Ferguson	GCC	Mazda MX-5	C	4	74.58	31.41		31.38		38.25		37.62		48.11		59.78		68.74		78.74	398.87
11	Steven Koulaginis	MX5VT	Mazda MX-5	C	5	WD	40.75		38.27	F	38.80		34.33		42.25		50.45		40.91		60.91	400.30
12	Neil Rosher	GCC	Ford Fiesta	C	6	72.12	30.81		30.87		38.53		36.59	T	50.45		43.12		60.91		70.16	403.82
13	David MacNeill	MX5VT	Mazda MX-5	C	7	70.91	29.86		29.52		40.05		36.59		43.12		56.72		60.91		70.16	407.78
14	Ross Read	MX5VT	Mazda MX-5	C	8	88.28	T	31.45	36.22		38.72		36.42		47.05		65.72		68.81		78.01	409.87
15	Max Christensen	PAC	Subaru Liberty	J	1	76.34	37.84	F	32.66		37.75		40.18		40.18		63.79		63.81		71.08	414.35
16	John Balazo	MX5VT	Toyota Aristo	D	4	WD	33.81		32.59		45.00	F	36.38		48.19		62.94	F	62.94		71.62	419.50
17	Neil Christensen	PAC	Subaru Liberty	G	2	71.72	33.91		32.81		38.04		54.25	T	50.32		58.88		62.94		74.27	425.07
18	Lara Elmer	MX5VT	Mazda MX-5	C	9	WD	31.68		32.02		41.51	T	38.54		44.31		57.43		62.56		77.62	425.82
19	Ian Matthews	PAC	Mitsubishi Lancer	D	5	83.12	T	35.75	38.72	F	40.51		39.17		48.06		62.56		62.56		77.96	428.51
20	Lynne Miller	MX5VT	Mazda MX-5	C	10	FS	33.13		33.16		41.75		40.30		48.69		62.78		62.78		81.01	428.76
21	William Rosher	GCC	Ford Fiesta	C	11	78.86	32.83		32.39		41.78		39.34		49.12		66.75		76.47		81.01	431.49
22	Michael Newton	MX5VT	Holden Commodore SS	D	6	74.41	40.93	T	46.88	2F	42.12	F	37.03		53.05	T	66.75		66.75		72.76	433.21
23	Darren Grestonx	MX5VT	Mazda MX-5	C	12	85.97	36.67		36.67		45.81		42.46		48.42		63.44		63.44		78.35	435.81
24	Terrance Selwyn	GCC	Hyundai Accent	C	13	77.53	36.95		36.59		46.82		42.31	F	58.82	F	63.66		63.66		78.88	437.82
25	Benjamin Selwyn	GCC	Hyundai Accent	J	2	78.37	39.50	F	36.42		40.69		42.41		46.16		71.28		71.28		83.33	441.06
26	David Elson	MX5VT	Mazda MX-5	C	14	83.26	33.10		32.63		44.07		46.28		62.03		66.28		66.28		FS	441.96
27	Nelson Li	CC	Subaru BRZ	C	15	FS	WD		WD		36.00		46.41	2F	46.41		64.75		64.75	F	70.28	443.10
28	Jeffrey Marsh	MX5VT	Mazda MX-5	C	16	83.82	34.57		36.50		41.93		39.64		48.60		64.75		64.75		75.82	443.06
29	Robert Krysgman	MX5VT	Mazda MX-5	C	17	FS	33.54		37.08		41.84		40.39		47.85		61.72		61.72		84.18	450.01
30	Brendan Linkle	MDOC	Ford Falcon	D	7	79.56	T	37.08	38.88		68.34		39.75		48.51		61.72		61.72		77.29	450.93
31	Scott Seddon	GCC	Volkswagen Golf	G	3	70.03	31.33		30.81		38.21		42.35	F	DNS		62.91		DNS		82.91	456.87
32	Samuel Hurst	MX5VT	Mazda MX-5	C	18	WD	36.87		35.89		47.30		44.54		46.40		63.19		63.19		WD	460.86
33	Alyssa Parks	GCC	Mazda MX-5	C	19	WD	34.82		33.16		41.51		41.58		41.58		WD		FS		83.42	464.82
34	Brian Miller	MX5VT	Mazda MX-5	C	19	WD	34.52		33.18		42.13		43.50		43.50		50.15		68.34	F	81.68	465.08
35	Elizabeth Balancia	PAC	Subaru Impreza	J	4	84.37	F	48.39	38.53		45.13		46.72		54.03		66.75		66.75		83.44	473.06
36	Jack Grestonx	MX5VT	Mazda MX-5	J	5	84.10	41.82		38.48		46.82		46.72		54.03		66.75		66.75		83.44	473.06
37	Andrew Crawford	MDOC	Subaru WRX	J	6	103.07	T	41.82	39.48		46.44		47.33		63.67		74.50		74.50		88.86	508.37
38	Emily Newton	GCC	Holden Commodore	D	8	85.20	DNS		DNS		DNS		DNS		DNS		DNS		DNS		DNS	563.68
39	Mark Newton	GCC	Holden Commodore	D	9	DNS	DNS		DNS		DNS		DNS		DNS		DNS		DNS		DNS	574.46
40	Angus Clark	GCC	Ford Fiesta	J	7	140.81	68.96		53.25		68.48		70.42		75.84		86.34		86.34		117.16	680.36

Penalties noted in TIME column have Slowest Time + Penalty Applied
Slowest Time Used (slowest or twice fastest) 65.87 40.75 38.88
Slowest Time Junior (slowest or twice fastest) 140.81 68.96 53.25

CLASSES
C Production 2WD up to 2000 capacity
D Production 2WD 2001 and over
G Production 4WD
F Special
J Junior

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

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

2021 GCC KHANACROSS CHAMPIONSHIP

		R1 21-Feb	R2 28-Mar	R3 23-May	R4 27-Jun	R5 15-Aug	R6 Cancelled	R7 Cancelled	R8 12-Dec	Total
OUTRIGHT										
1	Matthew Paulet	20	20	20	20	20			20	120
2	Scott Seddon	17	15	17	15				6	70
3	Peter Ferguson	10	17		13	9			13	62
4	Sei Vella			13	11	17				41
5	Benjamin Selwyn	1	7	6	7	13			7	41
6	Mitchell Newton	7	1	11	10				9	38
7	Neil Roshier	5	9	4	9				11	38
8	William Roshier	6	6	8	8				10	38
9	Byron Townsend	4	8	15	3					30
10	Mark Newton	2	11	9					3	25
11	Raymond Vella			7	5	8				20
12	Terry Selwyn	3	3	5					8	19
13	Ian Maud				17					17
14	Edward Lewis								17	17
15	William Morgan		2	10	4					16
16	Sean Priestly	15								15
18	Daniel Zanella								15	15
17	Ian Mayze		4		1	10				15
19	David Thirlwall	13								13
20	Dean Evans		13							13
21	Blake Coady	11								11
22	Travis Selwyn					11				11
23	Thomas Foley		10							10
24	Rhys Yeomans	9								9
25	Carrie Thirlwall	8								8
26	Tyson Cull					7				7
27	Jarrod Bryant				6					6
28	Emily Newton			2					4	6
29	Alyssa Perks								5	5
30	Tom Green		5							5
31	Josh Hodson					5				5
32	Sarah Seddon			3						3
33	Dylan Goodwin				2					2
34	Angus Clark								2	2
35	Jack Priestly									0
36	Zara Priestly									0



1	Peter Ferguson	20	20		17	13			20	90
2	William Roshier	15	15	15	11				15	71
3	Neil Roshier	13	17	10	13				17	70
4	Sei Vella			20	15	20				55
5	Terry Selwyn	11	11	11					13	46
6	Ian Mayze		13		7	15				35
7	William Morgan		10	17	8					35
8	Raymond Vella			13	9	11				33
9	Ian Maud				20					20
10	Travis Selwyn					17				17
11	Rhys Yeomans	17								17
12	Jarrold Bryant				10					10

1	Mitchell Newton	13	13	20	20				17	83
2	Mark Newton	11	17	17	13				13	71
3	Emily Newton		11	15	15				15	56
4	Dylan Goodwin				17	20				37
5	Sean Priestly	20								20
6	Dean Evans		20							20
7	Daniel Zanella								20	20
8	Blake Coady	17								17
9	Tyson Cull					17				17
10	Carrie Thirlwall	15								15
11	Tom Green		15							15

[illegible][illegible][illegible]

GCC Club Championship 2021: CLASS positions						
Formula Vee						
Formula Ford						
1	SAMSON Mark	1.002	-	0.957	0.996	2.955
Formula Libre up to 1300						
1	MOILE Ewen	1.075	1.276	0.899	1.063	4.313
2	MALANAPHY Patrick	-	1.125	0.876	-	2.001
3	CASEY David	1.094	-	0.927	-	2.021
4	MINAHAN Peter	1.042	1.048	-	-	2.090
5	WILSON Keith	1.183	1.116	-	1.148	3.447
6	MINAHAN Bruce	1.056	-	-	-	1.056
7	ATKINSON Mark	-	1.125	-	-	1.125
8	LINDSAY Noel	-	-	1.346	-	1.346
9	FOLEY Alan	-	-	-	1.010	1.010
10	FOLEY Thomas	-	-	-	1.179	1.179
11	HOSKING Gregory	-	-	-	1.320	1.320
Formula Libre 1301 to 2000						
1	JANSSEN Wim	1.119	-	0.961	1.099	3.179
Formula Libre 2001 and over						
1	GALLI Fred	-	-	-	0.947	0.947
2	JANSSEN Wim	-	0.956	-	-	0.956
Sports Cars 4WD						
Clubman Sports Cars up to 1600						
1	BUFFINTON Steven	1.019	1.000	0.971	0.994	3.984
2	HOCKING Dale	1.016	1.005	-	1.005	3.026
3	NEWITT Colin	-	0.971	0.975	-	1.946

Sports Cars (Open/Closed) up to 2000

1	SPEIGHT Ian	1.191	1.059	0.999	1.045	4.294
2	GOOSSENS Michael	1.218	1.075	1.060	-	3.353
3	VELLA Sei	1.216	-	0.985	-	2.201
4	VELLA Raymond	1.333	-	1.070	-	2.403
5	MAYZE Ian	1.292	-	1.163	1.118	3.573
6	BANKS Steve	-	-	0.992	-	0.992
7	BOOTH Jeremy	-	-	1.007	-	1.007
8	MAUD Ian	-	-	1.019	1.056	2.075
9	OOSTERMEYER Francis	-	-	1.091	1.137	2.228
10	PARR David	-	-	1.253	-	1.253
11	GOOSSENS Brody	1.255	-	-	-	1.255
12	HESS Karl	1.265	-	-	-	1.265
13	REVILL William	-	-	-	1.147	1.147

Sports Cars (Open/Closed) 2001 and over

1	THORBECKE Lex	1.303	-	1.160	1.247	3.710
2	MINAHAN Bruce	-	-	1.027	-	1.027
3	MINAHAN Peter	-	-	1.053	-	1.053
4	INKSTER Wesley	-	-	-	1.199	1.199
5	PRIESTLY Sean	1.233	-	-	-	1.233
6	THIRLWALL Carrie	1.236	-	-	-	1.236

Sports Sedans up to 2000

1	MCIVOR Garry	1.107	1.041	1.011	1.078	4.237
2	HAVERKORT Stuart	-	1.005	-	1.027	2.032
3	BRYANT Jarrod	1.256	-	1.143	-	2.399
4	MCNIVEN Jim	-	-	0.973	-	0.973
5	YEOMANS Rhys	1.023	-	-	-	1.023
6	CANTWELL David	-	1.045	-	-	1.045
7	WILD Brett	-	1.059	-	-	1.059
8	GREEN Michael	1.087	-	-	-	1.087
9	RICHARDS David	-	-	-	1.105	1.105
10	RICHARDS Allan	-	-	-	1.120	1.120
11	HICKEY David	1.216	-	-	-	1.216
12	HICKEY Paul	1.259	-	-	-	1.259
13	SIMONETTO Angelo	-	-	-	1.276	1.276
14	HICKEY Jill	1.312	-	-	-	1.312
15	WEBSTER Robert	-	-	1.331	-	1.331
16	WEBSTER Malcolm	-	-	1.333	-	1.333

Sports Sedans 2001 and over

1	RIKKEN Daniel	-	1.005	-	-	1.005
2	BOYD Tim	-	-	-	1.025	1.025
3	WRAY Michael	1.088	-	-	-	1.088
4	ISLES Cameron	1.104	-	-	-	1.104
5	LOMGMUIR Gavin	-	1.105	-	-	1.105
6	RUBINIC Steve	1.120	-	-	-	1.120
7	BOYD Allan	-	-	-	1.137	1.137
8	BAILEY Stuart	1.165	-	-	-	1.165
9	TOWNSEND Byron	-	-	1.353	-	1.353

Sports Sedans 4WD

1	JAMES Jordan	-	1.000	1.012	1.006	3.018
2	HESS Karl	-	1.021	-	-	1.021
3	DYER James	1.063	-	-	-	1.063
4	PORTHOUSE Gavin	-	-	1.090	-	1.090
5	LEITNER Daniel	1.092	-	-	-	1.092
6	REYNOLDS Shane	1.119	-	-	-	1.119
7	LUCIANI Jad	1.208	-	-	1.189	2.397
8	MCCOY James	-	-	-	1.176	1.176

Improved Production up to 2000

		-	-	-	-	-
1	SELWYN Terrence	1.022	1.040	0.988	1.051	4.101
2	MURPHY Paul	1.149	1.150	1.071	1.174	4.544
3	ASSAAD Naim	1.133	-	1.010	-	2.143
4	ASSAAD Athan	1.291	-	1.035	-	2.326
5	YEOMANS Rhys	-	-	0.903	1.021	1.924
6	MORGAN William	-	-	0.988	-	0.988
7	HUNTER Connor	-	-	0.999	-	0.999
8	BOWER Geoff	-	-	1.002	1.136	2.138
9	BAPTIST Kevin	-	1.090	-	-	1.090
10	MORRALL Les	-	1.123	-	-	1.123
11	LEE Edward	-	-	1.140	-	1.140
12	REYNOLDS Lloyd	1.171	-	-	-	1.171
13	JOHNSON Rod	-	1.255	-	-	1.255
14	SELWYN Travis	-	-	-	1.020	1.020
15	POWELL David	-	-	-	1.248	1.248
16	REVILL Janina	-	-	-	1.288	1.288

Improved Production 2001 and over						
1	JOHNSON Laurie	1.194	-	1.182	1.214	3.590
2	NEWTON Mitchell	1.093	1.051	1.018	-	3.162
3	DORE Raymond	-	1.061	1.032	1.056	3.149
4	PENNYCUICK Damien	-	-	0.976	1.026	2.002
5	MAHY John	-	-	0.992	1.040	2.032
6	NEWTON Mark	1.057	1.028	-	-	2.085
7	ZANELLA Daniel	-	-	1.052	1.044	2.096
8	COOLING Geoff	-	1.086	1.041	-	2.127
9	CAMPBELL Scott	1.221	-	1.072	-	2.293
10	BLACKWOOD Greg	-	-	0.951	-	0.951
11	DUNCAN Robert	-	-	0.990	-	0.990
12	CULL Tyson	-	1.025	-	-	1.025
13	MOSS Johannes	-	-	1.032	-	1.032
14	JOHNSON John	-	1.187	-	-	1.187
15	NEWTON Emily	-	-	1.254	-	1.254
Historic Group N up to 2000						
1	BOWER Geoff	1.102	1.077	-	1.136	3.315
Historic Group N - 2001 and						
1	KOGGE Larry	1.013	0.984	0.988	0.974	3.959
2	MCNIVEN Jim	1.068	-	-	-	1.068
Historic Other						
1	CHARMAN Keith	-	1.000	0.929	-	1.929
2	WEBB Craig	-	-	1.059	-	1.059
Circuit Excel						
1	ORR Dennis	1.046	1.000	1.000	-	3.046
2	NEILSON Ken	-	-	-	1.000	1.000
3	NEILSON Judd	-	-	-	1.017	1.017
4	JEFFS Abbey	-	-	-	1.098	1.098
Juniors						
1	SELWYN Benjamin	-	-	-	1.157	1.157
Supersports						
Time Attack						
1	YEOMANS Rhys	-	1.030	-	-	1.030

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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
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Jim Jones	Photography	Jim Jones Jamar Imaging.net
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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