



# VALVE BOUNCE

FEBRUARY,  
2022



*Ron Foley crossed-up in his potent Mini at Gippsland Park.*

*Source: Gippsland Park Morwell Hillclimb 1960s-2008 (via Facebook)*

*In this edition: coming events; East Sale – the return; a history of electric cars and other inventions; owning a British car; Alec Issigonis' lightweight hillclimb special.*

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

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| <b>CLUB WEBSITE/FACEBOOK</b>   | Rhys Yeomans<br><a href="mailto:rhysyeomans@gmail.com">rhysyeomans@gmail.com</a>   | 0400 519490  |
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| <b>SOCIAL</b>                  | Jill & Paul Hickey<br><a href="mailto:jillracer727@gmail.com">jillracer727@gmail.com</a>   | 0409 412452  |
| <b>CAMS DELEGATE</b>           |  |              |

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

**WEB PAGE:** [www.gippslandcarclub.com.au](http://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

### 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                        |
| <b>Saturday 12</b>                | <b>Working Bee and Club Practice Day</b>              |
| Sunday 13                         | AROCA Sprints at Sandown                              |
| Sunday 13                         | Picnic at Hanging Rock                                |
| Tuesday 15                        | Board Meeting, 7.00 p.m., Clubrooms                   |
| <b>Saturday 19</b>                | <b>VHCC Round 2 at Bryant Park (Twilight Event)</b>   |
| Sunday 20                         | RACV British and European Motoring Show at Yarra Glen |
| Sunday 20                         | Monaro Club Show'n'Shine, Lang Lang Showgrounds       |
| <u>Tuesday to Thursday, 22/24</u> | <u>Mazda Australia at Bryant Park – Karl Reindler</u> |
| Friday to Sunday, 25/27           | Bathurst 12 Hour <b>POSTPONED</b>                     |
| Friday to Sunday, 25/27           | Victorian State Race Series Round 1 at Sandown        |
| Saturday to Sunday, 26/27         | Australian Superbike Championship at Phillip Island   |
| <b>Sunday 27</b>                  | <b>GCC Khanacross at Bryant Park</b>                  |

### MARCH

|                           |   |
|---------------------------|---|
| Friday to Sunday, 4/6     | Geelong Revival Motoring Festival                             |
| Friday to Sunday, 4/6     | Repco Supercars at Newcastle, NSW <b>POSTPONED</b>            |
| Saturday to Sunday, 5/6   | Repco Supercars at Sydney Motorsport Park                     |
| 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 <sup>th</sup> Kalorama Rally                               |
| Saturday 26               | Eddington Sprints, Eddington                                  |
| <b>Saturday 26</b>        | <b>GCC Khanacross at Bryant Park</b>                          |
| 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

|                          |  |
|--------------------------|--|
| <b>Saturday 2</b>        | <b>Working Bee and Club Practice Day</b>           |
| 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               |
| Saturday 9               | Tampered Motorsport at Sandown 5762 6000           |
| Sunday 10                | Tampered Motorsport at Sandown 5762 6000           |
| <u>Sunday 10</u>         | <u>TR Register Touring Assembly at Bryant Park</u> |
| 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                    | Victorian Super Sprint Championship Round 1 at Sandown |
| <b>Sunday 24</b>             | <b>VHCC Round 4 at Bryant Park (PIARC track hire)</b>  |
| 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  |
| <b>Sunday 1</b>           | <b><i>Victorian Khanacross Championship Round 4 at Bryant Park</i></b> |
| Tuesday 3                 | Valve Bounce collation   |
| Sunday 8                  | Mother's Day   |
| <b>Sunday 8</b>           | <b><i>Nugget Nationals track hire at Bryant Park</i></b>               |
| Tuesday 10                | Board Meeting, Clubrooms, 7.00 p.m.                                    |
| Friday to Sunday, 13/15   | Bathurst 12 Hour   |
| Saturday to Sunday, 14/15 | Victorian State 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                               |
| <b>Sunday 29</b>          | <b>Annual General Meeting</b>  |

## JUNE

|                           |   |
|---------------------------|---|
| Sunday 5                  | AROCA Sprints at Winton                                       |
| <b>Sunday 5</b>           | <b><i>GCC Khanacross at Bryant Park</i></b>                   |
| 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                          |
| <b>Sunday 19</b>          | <b><i>GCC Multiclub Hill Climb at Bryant Park</i></b>         |
| 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                 | Victorian Super Sprint Championship Round 2 at Winton     |
| <b>Sunday 17</b>          | <b><i>GCC Khanacross at Bryant Park</i></b>               |
| <b>Sunday 24</b>          | <b><i>GCC Multiclub Hill Climb at Bryant Park</i></b>     |
| Saturday to Sunday, 30/31 | Victorian 6 Hour Regularity Relay at Phillip Island (TBC) |
| Saturday to Sunday, 30/31 | V8 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                    |
| <b>Sunday 28</b>          | <b>VHCC Round 7 at Bryant Park (VMCI Track Hire)</b>              |

## 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                 | Victorian Super Sprint Championship Round 3 at Phillip Island |
| <b>Sunday 11</b>          | <b>GCC Khanacross at Bryant Park</b>                          |
| 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         |
| <b>Sunday 25</b>          | <b>GCC Multiclub Hill Climb at Bryant Park</b>                |

## 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>                |
| <b>Sunday 23</b>            | <b>GCC Khanacross at Bryant Park</b>                        |
| Sunday 23                   | MSCA Sprints at Sandown                                     |
| Saturday to Sunday, 28/30   | Repco Supercars at Surfers Paradise                         |
| Saturday 29                 | AROCA Sprints at Winton                                     |
| <b>Sunday 30</b>            | <b>GCC Multiclub Hill Climb at Bryant Park</b>              |

## NOVEMBER

|                               |   |
|-------------------------------|---|
| Tuesday 1                     | Valve Bounce collation                            |
| <u>Saturday to Sunday 5/6</u> | <u>Kyneton Car Club track hire at Bryant Park</u> |
| 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     | Challenge 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:

February already, and no GCC events to report on, so no results to plump up the back pages of this edition – but hopefully you will enjoy the rest of the mag.

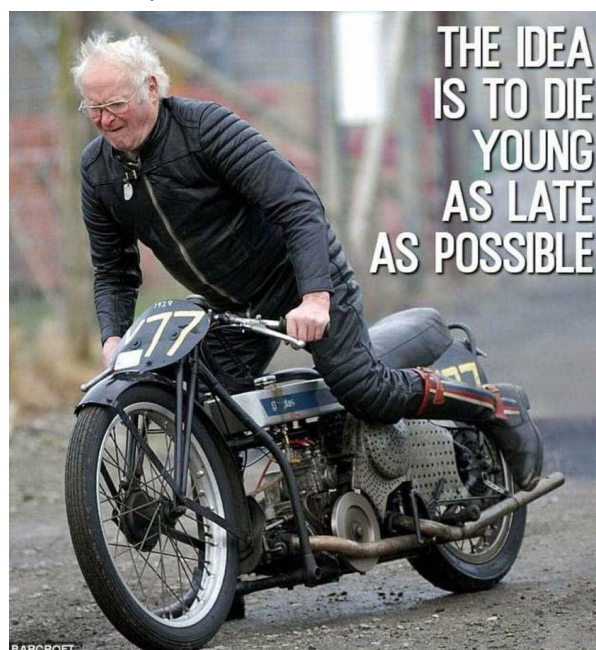
I heard on the radio recently that bus and train patronage is down to one-third of what it was pre-Covid, which I guess isn't all that surprising as most people are working from home or driving, to avoid the dreaded bug. Actually, you can tell many are taking the car, 'cos the Monash is a terrible drive at present! Why raise this here? A chap I know has one of the V/Line coach contracts to cruise up and down the highway between Southern Cross station and Gippsland, in lieu of trains. What's interesting is that in three tours, he has had four passengers! And apparently this is not uncommon. So, here's an activity for you: the next time a V/Line-tagged coach passes you on the highway, have a look to see how many people are on board: I've been doing this for a while and the results are amazing!



East Sale is back!!! Yay! The days of six adrenalin-fuelled petrolheads thrashing around a short circuit across the RAAF runways together are apparently over though, as John Bryant details later in this mag. Still, I'm looking forwards to a chance to drive in a different style of event, at a different venue. See you there?

I was overseeing a group having a run at Bryant Park a couple of weeks ago, and to a person they all basically said something like: "This is fantastic! What a great track – I never knew this was here!" And this seems to me to be the GCC quandary: we have one of the best and most challenging hillclimb tracks possibly in the world, but not a lot of people seem to know of Bryant Park, and how good it is! Please take the opportunity to promote our marvellous venue to your fellow competitors, or just people who might like to have a drive, or spectate.

-IM. The Ed.



## **Chairman's Report**

**– Rhys Yeomans**

The year is about to get into full swing with our first competition event for 2022, being Round 2 of Victorian Hillclimb Championship to be held on Saturday 19<sup>th</sup> February. With 78 entries as I write this, it is looking to be a great start to the year! If you have not entered as yet, please submit your entries before it is too late! (Might be too late by the time you read this!)

With last year's cancellation of our originally scheduled and then rescheduled VHC Round 2, I am looking forward to seeing the level of competition on offer this year in the Victorian Hillclimb Championship!

We have also opened entries for our first Multiclub Khanacross, which will be held on Sunday 27<sup>th</sup> February. I have touched on it previously, though it continues to be great to witness the increasing popularity of our khanacross events. Rob Duncan continues to improve the layouts on the day and the overall running of each event, which directly contributes to what is a great day out. For those members who only run in hillclimbs, I'd suggest you enter a khanacross in the future, very enjoyable and challenging events, despite the lower speeds.

### **Club and Sprint Championship**

A revised hillclimb points scoring system was developed and proposed by Gordon Dowthwaite for 2021. We used the 'old' system while we worked through feedback last year, and for 2022 we will continue to work with the 'old system. Now that we're seemingly past the dreaded C word and with the return of the Sprint Championship, we'll be working to develop a Club Championship points-scoring system for 2023 that will incorporate Gordon's system and with the addition (return?!) of the Khanacross events. More to follow on that later in the year!

The Gippsland Car Club Sprint Championship has been missing the past two years. RACES have now advised that they will be running four events at East Sale RAAF base this year. These four events will make up our Sprint Championship for 2022. With the limited number of events, much like 2021's Hillclimb Championship, we will not drop any events. The format for East Sale Sprints is a little different due to constraints at the base, though I'd hope that Gippsland Car Club members will return to what was once a very popular event for our members and other motorsport enthusiasts. John will provide details within the pages of this Valve Bounce, with the first event scheduled for Sunday 20<sup>th</sup> March. We'll make entry details available once we receive them.

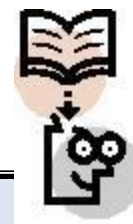
### **Working Bee – Saturday 15<sup>th</sup> January**

When we scheduled this working bee, being in the holiday period of the year, I expected we'd see either no one or everyone at this working bee and we ended up somewhere in the middle! About 15 dedicated members attended the working bee and covered a huge amount of grass cutting, building cleaning and gardening. All involved were more than ready to devour a hamburger and sausage or three by the time lunch rolled around! Most stuck around to take advantage of the afternoon's hillclimb practice.

Our next working bee and club practice will be held on Saturday 12<sup>th</sup> February, followed by Saturday 2<sup>nd</sup> April 2022.

## What do you need to know now?

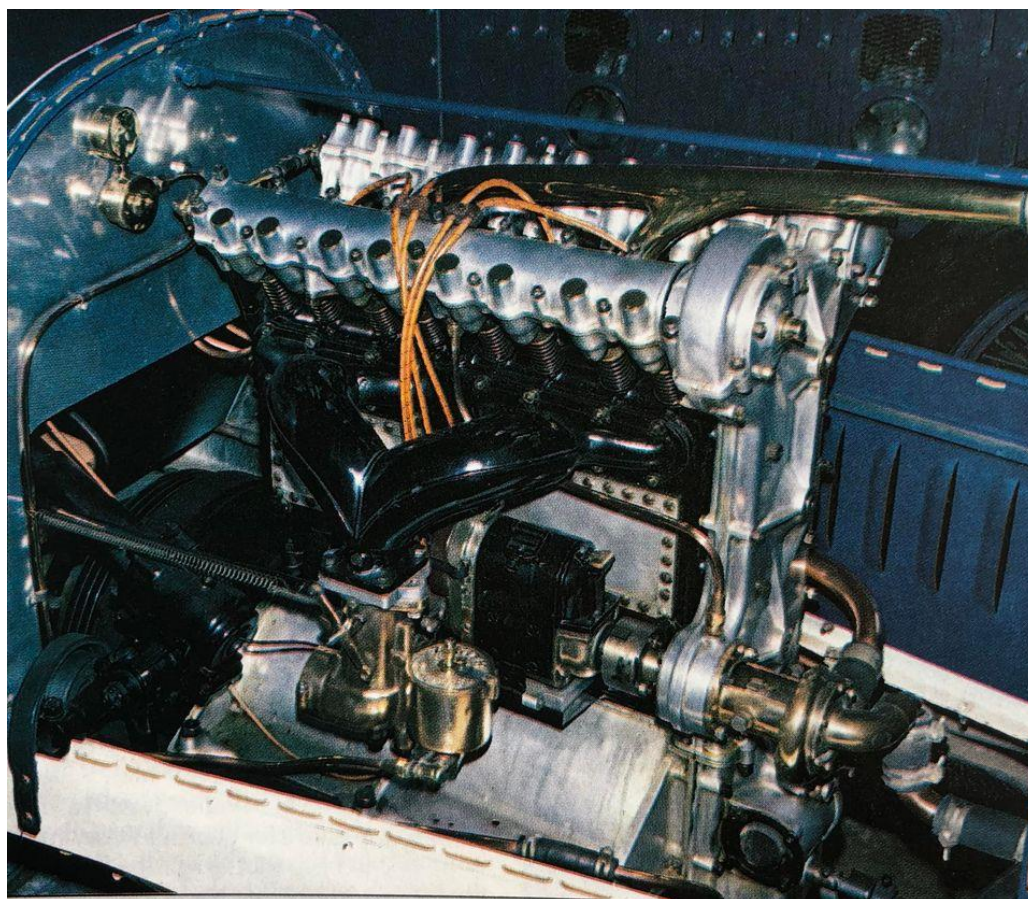
### ➤ CLUB CHAMPIONSHIP 2022:



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

➤ **Next GCC KHANACROSS:**  
○ Sunday, February 27<sup>th</sup>      -GCC Championship

➤ **VICTORIAN HILL CLIMB CHAMPIONSHIP 2022 - next round:**  
Saturday, February 19<sup>th</sup>      VHCC Round 2 at Bryant Park (Twilight Event)



*Ed: I have been including some articles about great motors and engineering of late: I came across this picture, which certainly fits the bill: it's a Peugeot 3-litre, 4-valve/cylinder, twin-cam engine...and it's from **1913**: that's when cars were still in their infancy!*

*The detail and casting on this motor are magnificent: a definite possibility for a future VB article?*





## Next GCC WORKING BEE



### Upcoming Working Bee and Club practice – **Saturday, 12<sup>th</sup> February**

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.**

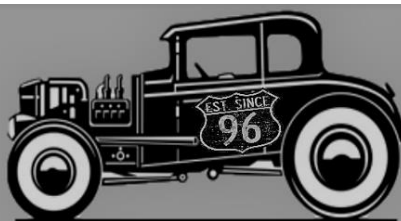
### Wednesday working bees

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.



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

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MECHANICAL INVESTIGATION

# - 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



## TWO THEMES DISPLAY

### British Sports Cars



### Italian Cars And Bikes



**Display Opens 2<sup>nd</sup> April**

Gippsland Vehicle Collection Sale Rd Maffra



Ed: there are all sorts of displays, shows and gatherings happening in the early part of 2022, as organisers presumably re-schedule from the past couple of years' disappointments. I have included here those I thought were most relevant to GCC members, but if you have an MG, a Charger, a Monaro, a vintage truck, Italian classic, Renault, or are interested in vintage and classic shows, or the work of Peter Turner – then you better have a look at the AOMC's calendar at:

<https://www.aomc.asn.au/car-shows-and-events-calendar>

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  
England & Europe

**If attending, please read the important note included later in this VB**



**Contact the AOMC:**

**Phone :** (61) 3 9558 4829

**Address:** 21 Rosalie Street  
SPRINGVALE VIC 3171

**Postal:** 21 Rosalie Street  
SPRINGVALE VIC 3171

**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.

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*Current Covid Rules at the time of event will apply*

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for more information - 0408 302 498

Swap meet Stalls - \$25

Includes insurance (min 5m site Approval)

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see website for more details

Note: Cash and card payments accepted

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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 20<sup>th</sup> 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.**







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Kalorama Memorial Reserve  
Mt Dandenong Tourist Rd Kalorama VIC  
**Sunday 20th March 2022**

**RACV**

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*Ed: If you're planning on visiting the British & European Motoring Show at Yarra Glen, here's some information you should read:*

## COVID-19 Coronavirus Information - Racing Victoria

Racing Victoria's (**RV**) Vaccination Condition of Entry Requirement (**Vaccination Policy**) is to ensure, as far as is reasonably practicable, that we provide a safe and healthy work environment for those working at our workplaces in the Victorian Thoroughbred Racing Industry.

The Vaccination Policy applies to all RV staff, as well as those entering our premises including Licensed, Registered & Permitted Persons.

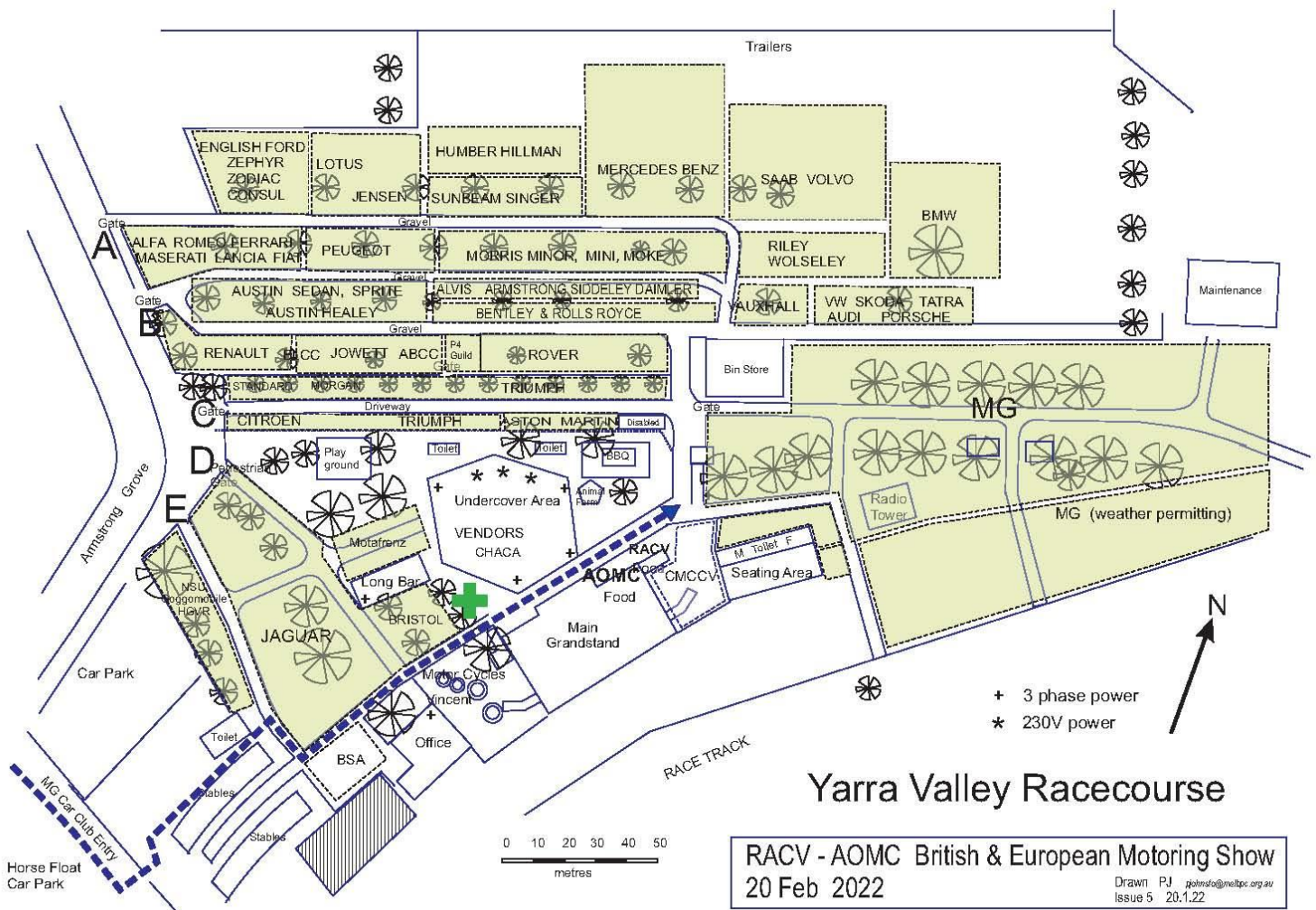
Please note that vaccination is a mandatory requirement for Authorised Workers and others under the Victorian Government's Public Health Directions.

Racing industry participants (as well as all others entering racecourse) will be asked to confirm their vaccination status upon entry, as well as to check in to the venue using the QR code. Please ensure that you have linked your vaccination status to your Service Victoria app, or otherwise have your vaccination status available to show upon entry.

Racing Victoria will ensure the request for health information and its collection complies with Privacy Laws. Our Privacy Policy which is available on our website at [racingvictoria.net.au/privacy-policy](https://racingvictoria.net.au/privacy-policy).

Covid Marshals will be checking QR codes and vaccination status prior to entering the racecourse. Please have log into the QR code when approaching the check in. Hopefully this will save time and minimize traffic delays.

(Ed: A QR code is available on the website, if you'd like to use it before arriving. A map of exhibits follows below)





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

**CALENDAR 2022.** Some more slight changes to the Calendar, which we hope are the last changes to be made for the year. The changes made are later in the year, with both a khanacross and a hill climb being brought forward one week due to a mistake that I had made. I had not noted that the Kyneton Car Club had hired the track on November 6 and had placed one of our events on that day – our hill climb will now be on October 30, whilst a khanacross which was on that day will now be held on October 23. As mentioned last month, four dates for East Sale have been included in the Calendar, and these will be our Sprint Championship for 2022.

**TIMING.** Guess what?? We have received responses from TWO volunteers to undertake a course in timing when we are able to organise such a course. But, believe it or not, one of the volunteers was from another Club and not from our own – amazing that we have such trouble getting volunteers but a person from another Club is willing to volunteer. This person said that he would only be able to do the timing two or three times a year – exactly what we want – if we could get a reasonable number of volunteers that is all that anyone would have to do! If we combine these two volunteers with a number of people from the Board, then we may have enough to proceed with our course in the near future.

**SUNSMART.** As most members will be aware, we are a Sunsmart organisation, and provide items such as sun screen for members whilst they are at the track. We also provide limited shade options for spectators, including the Clubrooms, the Clubrooms veranda, garages if the occupants will let you in, the scrutiny bay, and a few trees here and there – the only problem with the trees at this point in time is that most of them are on the small side, and are not necessarily in the right places to watch the track action – the trees will grow and provide the necessary shade in the near future. The best place to keep out of the sun when at the track is in the timing building, which you would be allowed into if you were part of the timing team!! There are other options to keep the sun off. If you are a driver, a shade shelter is ideal – check out Terry Selwyn at our hill climbs. When not under any of the shade options, make sure you wear a hat – not a cap but a hat! The hat makes sure that your ears are covered – ears are one of the most susceptible parts of the head for skin cancer! Larry Kogge was telling me at the last working bee that he had just undergone treatment, including a skin graft, to deal with his cancers. Unexpectedly, since that time, I have also had skin cancers removed from the top of my head. The moral to this story is to keep your head covered at all times when you are outside – in my case the skin cancers that I often have are due to as misspent youth, when we encouraged to be in the sun at all times and never to cover up – this catches up with you in later life. I spent a number of years living in the Wimmera in the 1960s – no one ever wore a hat, but I bet, if they are still alive, people wished that they had. If all else fails and you do not like wearing hats, use an umbrella – you might look like a tosser with an umbrella on a sunny day, but it does keep the sun away!

**GIPPSLAND VEHICLE COLLECTION, MAFFRA.** A recent Friday saw Carol and myself going to Sale to collect some tyres for our son Jarrod. We went via Café 3858 in Heyfield (an excellent place for lunch) and then the Gippsland Vehicle Collection, otherwise known as the Maffra Shed. Carol was not necessarily keen to visit the Maffra Shed, but was soon excited (no really) by the Rod and Custom display that is there until the end of February. We noted that one of the Terry Dowel Cords was on display (that is the one that looks like a Cord on the outside but has running gear that is far from the 1930s), and we also noted the Kevin Newey Ford Thunderbird that is so big it almost fills the entire place! What is interesting, however, is the biggest collection of model cars I have ever seen, which is on permanent (?) display at one end of the building: this is one man's collection and must have cost an absolute fortune to acquire all of the models. The other fascinating thing there is a long video of a man making wooden spoke wheels for older cars (some of you are probably not old

enough to have ever seen wooden spoke wheels on cars, but my father's 1930 Pontiac certainly had them, as did his 1928 Essex). I know that a person who makes wooden wine barrels is called a Cooper, but I do not know what a person who makes wooden spoke wheels is called, but I can tell you that watching the video and seeing the craftsmanship was an excellent way to while away some time. The next display at the GVC is called the Two Themes Display, commences on April 2, and will feature British Sports Cars and Italian Cars and Bikes.

**MEMBERSHIP.** Thank you to the members who have renewed their membership for 2022 – it would be fair to say that over half have paid for this year. A reminder to those who have not paid is that memberships were due and payable as from January 1 – competitors need to be reminded that if you wish to compete in any events you must have a current membership subscription. For those yet to pay, if you are paying via direct credit, please include your name when you are making the deposit – you would be surprised at the number of people who do not do so. Your membership card will be returned to you in a reasonable time frame, but do not expect it the day after you make payment – Ken Neilson has to look after over 500 memberships as well as Club Permits, so there will be a delay on occasions.

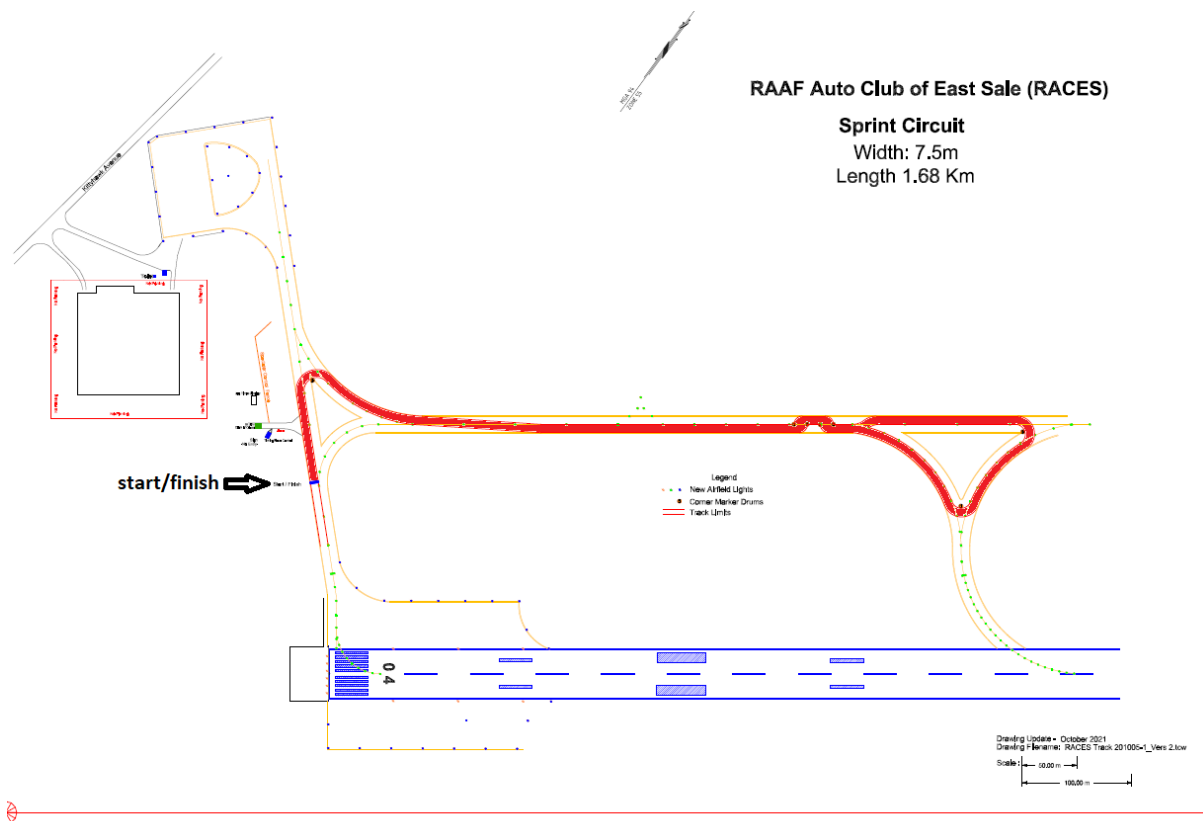
**CYCLEKART.** Have you ever heard of a CycleKart? Neither had I until a couple of weeks ago. The concept sounds like a cross between a bicycle and a go kart, and it appears as though it is. Have a look at [www.cyclekarts.com](http://www.cyclekarts.com) to see what they are really like. Many of you are adept at building cars, and I reckon you could knock one of these up in a short period of time – could be a new and cheap class for our hill climbs!

**CONGRATULATIONS.** One of my tasks on the Board is to organise the track hires that we have, and there are many of them throughout the year. The large majority of our hirers congratulate me on behalf of the Club for the excellent manner in which we present our property. The presentation has little to do with me – I keep certain small areas clean and tidy, but these areas are rarely seen by the general public. Our grounds are kept in outstanding condition by Bill Jennings and his right-hand man Ian Mayze, and by all of the Club members who attend our regular working bees. Bill is at the track every Wednesday (weather permitting), and Ian travels from Heyfield to join him. If you are interested in being part of this small group, feel free to join – all you have to do is turn up from 8.30 a.m. onwards and bring some equipment with you – items such as ride on mowers or whipper snippers would be ideal. At this point in time we can only have this group on a Wednesday – you do not have to be regular attendee – if interested, just arrive on any Wednesday you are able to do so.

**EAST SALE.** East Sale is on – first meeting on March 20, and Supp Regs etc will appear on the MA website in the very near future. As I wrote last month, this will be a sprint with a difference – people such as myself are old enough to have competed in the original one car at a time sprints rather than the super sprints that are now the norm. This event will be a one car at a time event, due to the fact that the cars will be traversing the same piece of road in both directions. A map of the track follows, and this shows clearly that the main runway is no longer part of the track – the track length is almost exactly the same as previously, but will probably be slower due to the number of very sharp corners. I am not sure of the logistics as to how the event will run, but time will tell – the main thing is that East Sale is back!

*Ed: the following map was supplied by RACES but may not reproduce clearly in VB: I have enhanced the proposed track to assist.*





*Ed: most motoring enthusiasts would be familiar with the work of Alec Issigonis. He is famed initially for his design of the Morris Minor released in 1948: a car that changed perceptions of what was needed to move four adults at reasonable speed, with good economy. He then went on to trump that with the introduction of the Mini: an engineering masterstroke at the time of its introduction. Not too many people realize that in his younger years, Issigonis was also a keen motorsport competitor,*



*Morris Minor – designed by Alec Issigonis*

*Source: [classics.honestjohn.co.uk](http://classics.honestjohn.co.uk)*

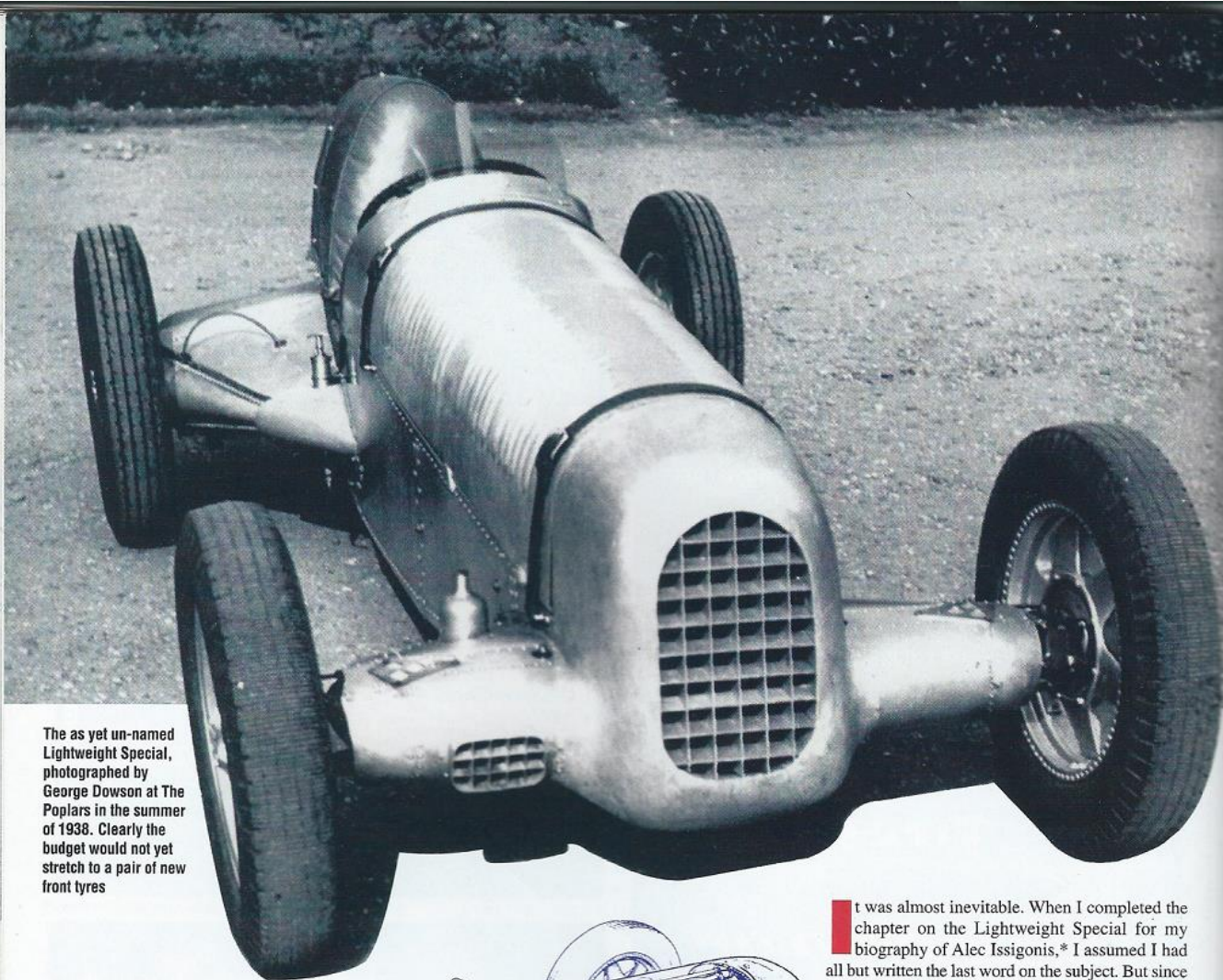
*especially in hillclimbs – which matches nicely in with the GCC! His most notable competition car was the Lightweight Special. The following article appeared in the March 2006 edition of 'Automobile' magazine, and details some of the clever ideas and engineering tweaks he trialed in this vehicle – a couple of which would later appear in his famed road cars.*



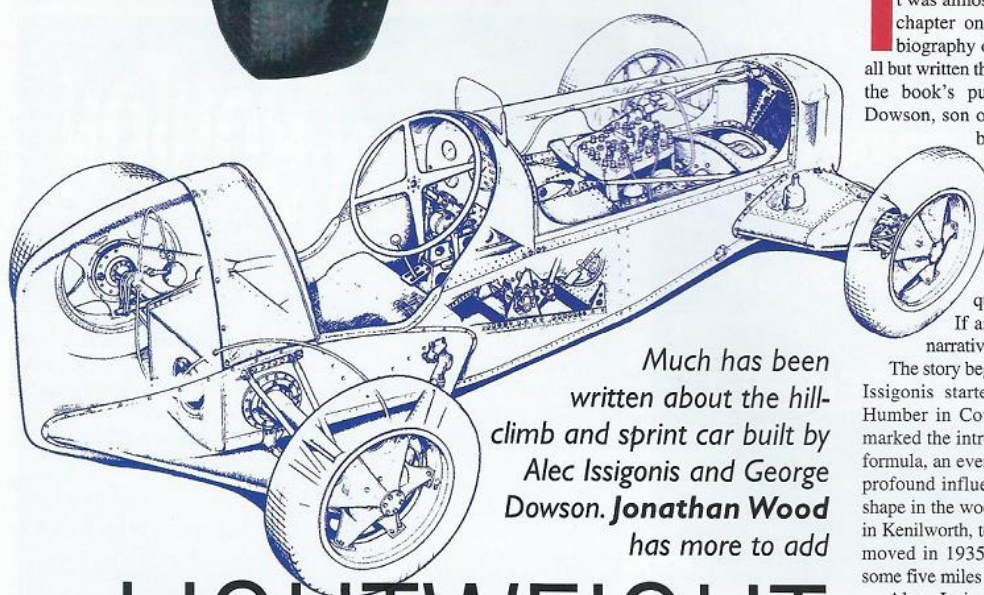
*Mini, Morris 1100, Austin 1800 - and derivatives - all designed by Alec Issigonis, shown standing with his creations.*

*Source: [aronline.co.uk](http://aronline.co.uk)*





The as yet un-named Lightweight Special, photographed by George Dowson at The Poplars in the summer of 1938. Clearly the budget would not yet stretch to a pair of new front tyres



Much has been written about the hill-climb and sprint car built by Alec Issigonis and George Dowson. **Jonathan Wood** has more to add

# LIGHTWEIGHT **VERY SPECIAL**

Above: This fine cutaway of the Lightweight Special by *The Autocar's* John Ferguson accompanied an article he wrote on the car in 1937; this mentions Issigonis, but not Dowson. It is reproduced in the writer's book on Alec Issigonis

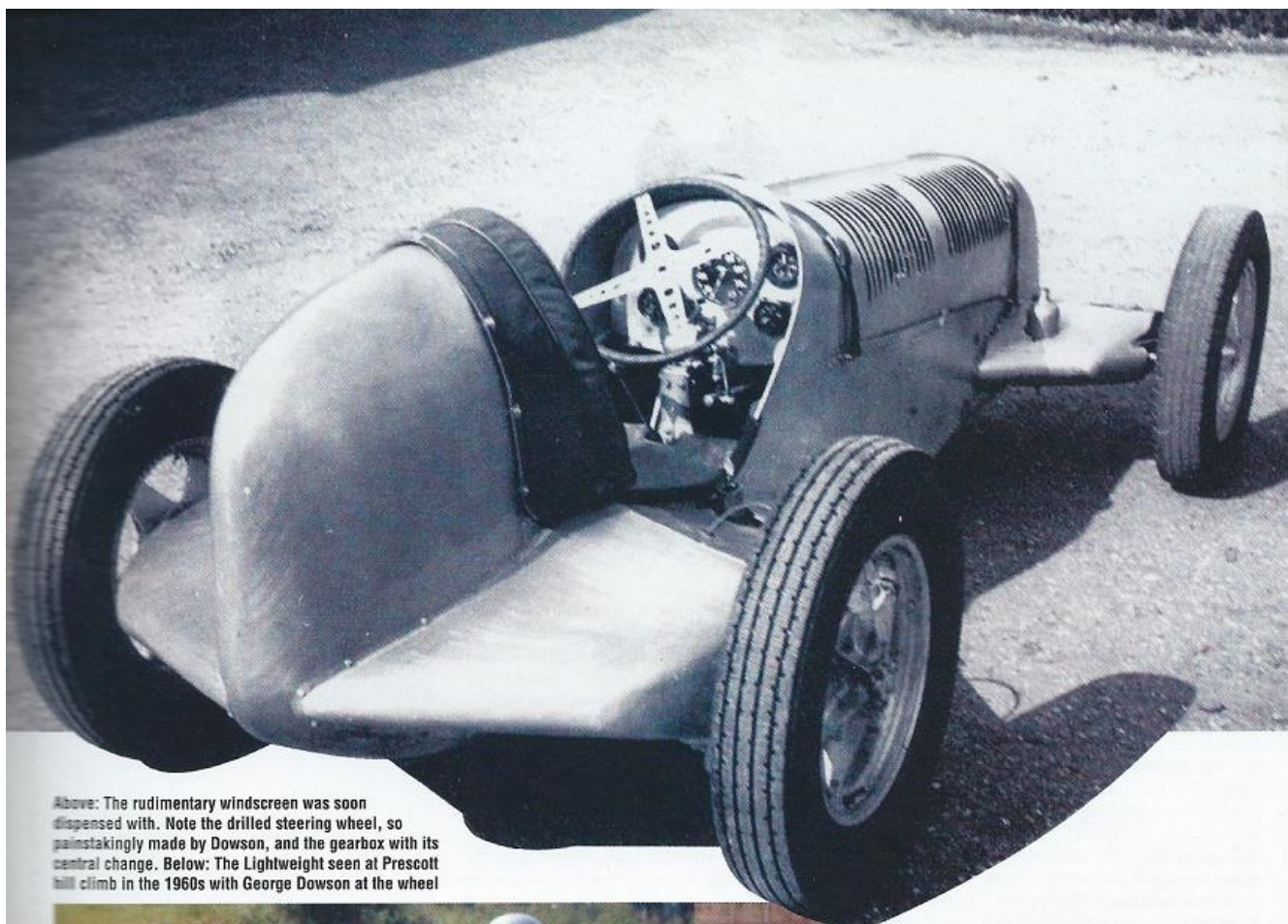
It was almost inevitable. When I completed the chapter on the Lightweight Special for my biography of Alec Issigonis,\* I assumed I had all but written the last word on the subject. But since the book's publication last year, Christopher Dowson, son of George, who with Issigonis had built this extraordinary hill climb and sprint car, has uncovered some important new information relating to its gestation. What follows incorporates these revelations. I should emphasise that there are still some unanswered questions relating to the Lightweight. If any reader can add anything to the narrative, please do let me know.

The story began in earnest in 1934, the year Alec Issigonis started work as a draughtsman with Humber in Coventry. On a global front, it also marked the introduction of the 750Kg Grand Prix formula, an event which was destined to exercise a profound influence on the special. It was to take shape in the wooden garage of a newly-built house in Kenilworth, to which Alec and his mother Hulda moved in 1935. The Warwickshire town is only some five miles from Britain's motor city.

Alec Issigonis, who celebrated his 28th birthday in 1934, was a fairly tall, rather stooping figure with an aquiline nose and intense blue eyes, alive with creativity and humour. Had it not been for his name – he had been born in what is now Turkey, of a Greek father and Bavarian mother – his voice and manner suggested an Englishman of the upper middle class.

By nature he was a shy man, yet once this reticence was penetrated he was excellent company and made a number of lifelong friendships. Cars were an abiding preoccupation. In the 1930s he had begun to make a study of





Above: The rudimentary windscreen was soon dispensed with. Note the drilled steering wheel, so painstakingly made by Dowson, and the gearbox with its central change. Below: The Lightweight seen at Prescott hill climb in the 1960s with George Dowson at the wheel



suspension design, as great strides were being made internationally with independent systems both on and off the race track. Issigonis was also an intensely practical engineer. His hands, "big with knobbly knuckles", as one of his colleagues described them, were those of an artist-craftsman.

It might have been assumed that Alec was a natural candidate for a 4½ Litre Bentley or 30/98 Vauxhall. However, his lifelong preoccupation was with small-car design. This commitment, expressed by the ownership of a succession of baby Austins, culminated in the creation of the Seven-powered Lightweight Special. Postwar, his extraordinary talents would manifest themselves with the appearance of the Morris Minor and, of course, the Mini.

Sir Herbert Austin's miniature exercised a profound influence on him, and he owned a

number of Sevens. The first of these was a Gordon England Cup Model, purchased while he was living in Willesden, north London. He was soon a regular visitor to the garage of Seven specialist Jack Duller, located in West End Lane, West Hampstead.

The Cup Model was followed in 1930 by the purchase of a yellow supercharged Ulster, registered GH 1645, which Alec used in sprints and hill climbs. It cost £225 and Hulda had pawned a precious solitaire ring so he could buy it. "It was my first hot car, but I was mad, for I lived on bread and cheese to be able to have the beastly thing", he later recalled. He bought it on hire purchase through Nigel Mobbs's Union Motor Finance Corporation, paying off the final £7 10s (£7.50) in July, 1932.

Whilst living in London, Issigonis worked for

Edward Gillett, he of British Ensign and Gillett economy car fame, refining and then endeavouring to sell a device to ease gear changing to the motor industry located in and around the cities of Coventry and Birmingham. However, the arrival of synchromesh in the early 1930s rendered the gadget obsolete and Alec had to find other employment.

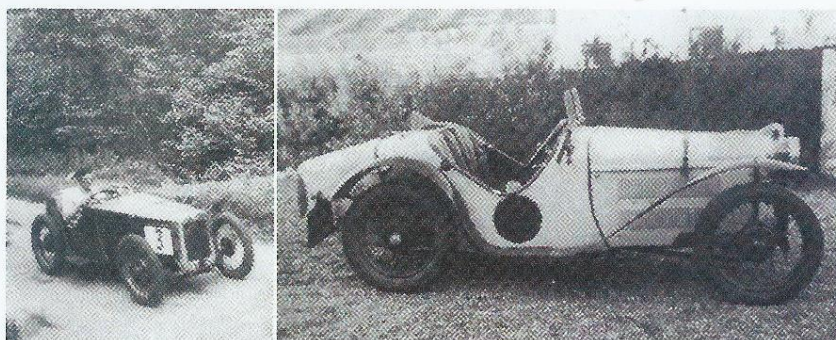
During his attempts to interest motor manufacturers in Gillett's device, he had established contact with Norman 'Jock' Wishart, Humber's talented engineer, who recruited Issigonis to the Stoke drawing office. By the time he departed late in 1936, he would be earning £90 7s (£90.35) a year.

Initially Issigonis lived in Coventry at 17A, Queen's Road, but by May, 1935, he and his mother had moved to 12, Rouncil Lane, a semi-detached two-storey house in a quiet road on the southern outskirts of Kenilworth. Alec was delighted to see that it came complete with a garage. For his everyday transport he relied on an Austin 12: "One of the best cars I ever owned". By this time the Ulster had evolved into a hill climb car that did not lend itself to everyday commuting.

It now had only one seat, although outwardly it remained a two-seater. More radical changes were to be adopted. A crude form of independent suspension was created which necessitated stiffening up the front end by stressing the bonnet sides and radiator. But the limits of the Ulster's design, which dated from 1922, had clearly been reached. A wholly new car incorporating the latest developments in suspension design was needed.

It was soon after his move to the Midlands that Issigonis made one of a number of enduring friendships. After education at Uppingham and Pembroke College, Cambridge, where he had read engineering, John Miller Pendlebury Dowson,





Above left: Alec Issigonis competing in an Austin Seven. Was this the Cup Model, and can anyone identify the venue and date? Above: Issigonis's 1930 Ulster Austin, in its later modified form. It survived in this guise until at least the 1950s. Right: An example of Issigonis's draughtsmanship, showing modifications to the Seven's flywheel. Below right: Castings for the Lightweight were also sourced locally, Issigonis paying this bill within two weeks of receipt

working since October 1929 at English Electric in Rugby, was two years younger than Alec. Like him he was dedicated to motor cars, although not yet a participant in hill climbing.

The two met after a Shelsley Walsh meeting at the Queen and Castle pub on the outskirts of Kenilworth, within a bow shot of the town's famous castle. The intermediary was Rupert Instone, then running the GN *Martyr*, and a friend of Dowson's. John Bolster was the fourth member of the quartet, which continued to meet at the hostelry until they were evicted when the creator of *Bloody Mary* poured some tomato ketchup into a piano because he disliked the tune being played...

Although many participants in this branch of motor sport, Issigonis included, were impecunious, Dowson was relatively rich. He lived with his family at The Poplars, near Pershore in Worcestershire, an elegant Georgian house from where his father farmed a 312-acre estate. While an undergraduate, Dowson had run an Aero Morgan three-wheeler and was also using an old Talbot which he called his taxi. On gaining a substantial pay rise at English Electric, he exchanged the Morgan for an open 1750 Alfa Romeo, following this with a 2300 coupé from the same manufacturer. By then the Talbot had given way to a Lanchester, which in turn made way for a Red Label Bentley.

Although Dowson's primary christian name was John, Rupert Instone called him George and he became universally known as such. As his friendship with Issigonis evolved, he agreed to tow Alec's by then much-modified Ulster behind his Bentley. The latter continued to run the car well into 1934 and probably beyond.

By this time the pair had started work on what was to emerge as the Austin Seven-powered Lightweight Special, which began to take very rudimentary shape in the garage of the Rouncil Lane property. In the best coachbuilding traditions Alec drew the plans on the wall and there they remained until the 1980s, when the house's then owner, unaware of the Issigonis connection, disposed of the building. Alec and George worked after hours on the car and during most weekends. The front suspension was completed first. Indeed, the Issigonis dining room table bore traces of its presence for many years afterwards.

Alec repeatedly stated that the Lightweight's design dated from 1933, but this probably related to its overall concept. Although in his later years he maintained that he would "never copy the opposition", as far as the Lightweight's inspiration was concerned, he later conceded that "being young, we tended to copy prevailing design trends of the day". The single-seater special was visually and, in part, mechanically inspired by the Grand Prix W25 Mercedes-Benz of 1934. This, however, did not appear in public until the Eifelrennen race of June of that year, so the Lightweight's detail

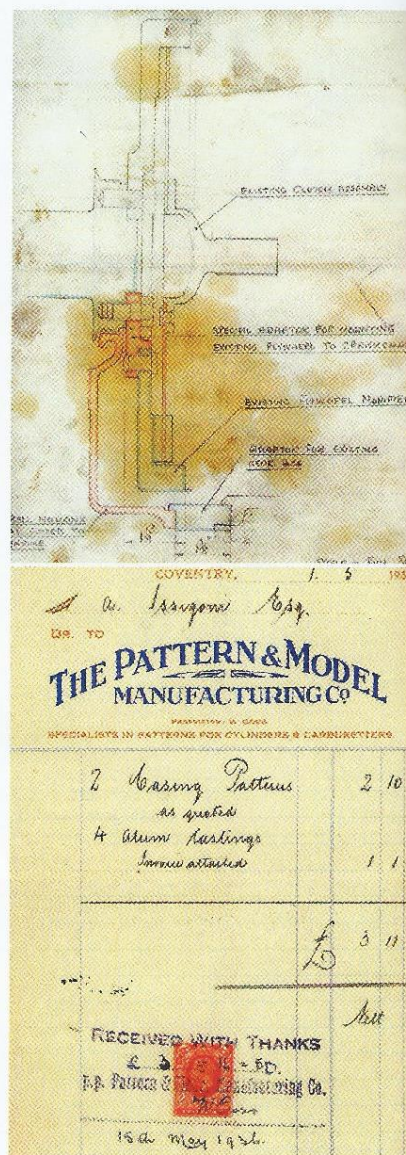
design cannot have been begun before then at the very earliest. Indeed the German car was not exposed to the full glare of the world's press until the French Grand Prix, staged on 1st July. While the W25 retained a conventional box section welded chassis, Issigonis's special would challenge orthodoxy by being a monocoque. Such an approach was not to be extended to front-line racing cars until the appearance of Colin Chapman's celebrated Formula One Lotus 25 of 1962.

With weight-saving a pivotal preoccupation, Alec opted for a plywood chassis faced with 28-gauge aluminium sheet. Indeed, his inspiration was probably Gabriel Voisin's ingenious and unconventional 1923 French GP car, a semi-monocoque which used the same materials. This was designed by young André Lefebvre, who in later years would mastermind the *Traction Avant* Citroën, a model which, thanks to the influence of his friend John Morris, Issigonis would also greatly admire.

The Lightweight's plywood cheeks formed the basis of a light box-section girder. Further structural contributions would be made by the projected supercharger casing, engine, differential, seat pan and undershield, together with the bulkhead and cross tubes. To mount the seat as low as possible, the propeller shaft delivered its drive via a pair of straight-toothed pinions with one-to-one ratio, made by David Fry of *Frickkaiserwagen* special fame, to a monocoque-mounted differential complete with Seven internals. The wheelbase was 7ft 2in, some 11 in more than the baby Austin's, while the track was 4ft 2in.

Inevitably, Issigonis lavished much of his remarkable talent on the all-independent suspension, a key aspect of the Lightweight's design. Here the influence of the W25 is apparent, certainly as far as its stubby front wishbones are concerned, although Alec, no doubt with an eye to saving a few precious pounds in weight, replaced the coil springs compressed within the forward cross member on the German car with rubber discs. The Lightweight's equivalent was a 16-gauge chrome molybdenum steel tube.

At the rear, the swing axle was in the Mercedes-Benz idiom, although Issigonis did not perpetuate its relatively heavy quarter elliptic springs, opting instead for an upper tubular wishbone with a single lower strut and radius arm. Once again rubber acted as the suspension medium in the form of 'elastic bands'. In my book I speculated that Issigonis may have been influenced by the advanced, diminutive



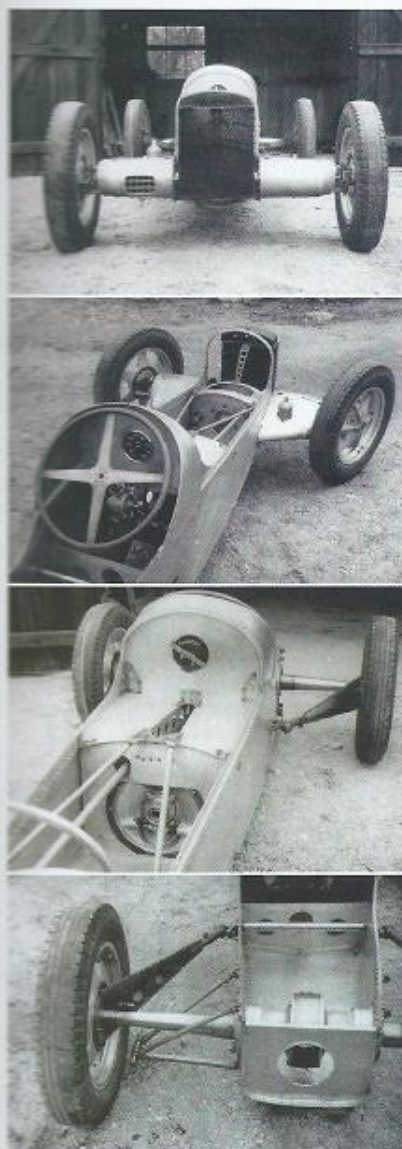
but stillborn Imperia, which made a brief appearance at the 1935 Berlin motor show featuring a similar design.

According to John Bolster, it was at about this time that Murray Jamieson, then working at Longbridge on the twin cam Sevens, viewed the Lightweight in embryo form. So impressed was he with its concept that he agreed to supply the necessary parts to convert the Ulster engine to that of a works specification Seven racer.

In the 1970s George Dowson told Austin Seven historian Martin Eyre that he still had a sketch of a counterbalanced crankshaft that Issigonis had designed for the engine. It was said the design had been offered to Jamieson in exchange for the special racing parts. However, George's son Christopher now believes that the shaft was more likely to have been the work of Rod 'Donington' Turner. He was a friend of George's who also did work on the Lightweight. The crankshaft was to be used in a special engine for a single-seater Seven he was constructing. He was qualified to have conceived such a component, having served an engineering apprenticeship with Ruston Hornsby. Alec, by contrast, was more of a suspension specialist at this time.

Turner's engine was assembled at The Beeches, the family's home at Baslow,





Left: The Lightweight beginning to take shape in 1937 at Issigonis's home at Radley Park, Oxfordshire. Note the intake for the SU carburettor on the offside suspension fairing. Second row: Still engineless, but the cockpit is beginning to evolve. Dowson was to reduce the steering wheel in diameter. Third row: The bulkhead with the rear of the rev counter visible. Note the steering column and what Issigonis referred to as the 'Forth Bridge' rods reinforcing the engine compartment. Fourth row: Detail of the swing axle rear suspension. The alloy radius arms were subsequently replaced by steel ones in the postwar years when the originals proved unequal to the task

brace of racing Sevens at the same time and one did indeed succumb. Had he retained the Cup Model and modified that for competition work? The photographs shown here may indeed depict two cars, rather than one having evolved from the other. Certainly Monica Whincop, who later owned GH 1645, believed Issigonis had a pair of Sevens. Can anyone shed light on this apparent discrepancy?

Meanwhile, work was continuing apace on the Lightweight until late in 1936, when Alec Issigonis left Humber, probably as a consequence of Jock Wishart having died suddenly in January, 1935, aged only 35. Construction of the special therefore came to an unscheduled halt and would only resume at Radley Park, Oxfordshire, where mother and son would, for a time, settle. It was within easy driving distance of Morris Motors, Issigonis having joined Britain's largest car maker as its resident suspension specialist.

One of the disadvantages of their new home, named Oakdene, a lodge at Radley College public school, was that it lacked a garage. The partially completed Lightweight was therefore relegated to a wooded area of the garden and covered with a sheet. Alec and George had to build a garage before the work could resume.

By contrast with Kenilworth, there was no electricity at Radley so a hand-operated drill was acquired. This took the form of a tripod with a handle attached that was geared to drive a flexible Bowden cable with a drill on the other end. All the holes on the car were made in this way, with George turning the handle and Alec manipulating the bit. From time to time they probably swapped places, even if Issigonis was critical of his friend's manual dexterity.

None of the riveting on the car had been completed at this stage, the special being bolted together at a few strategic points. The rivets were then painstakingly applied manually, with Dowson holding a punch on one side and Issigonis on the other. They were then tightened and rounded off using the same tool.

The special road wheels arrived. Bugatti inspired, their six-spoke centres were cast in Elektron, with Dunlop responsible for the duralumin rims. The brakes, the weakest feature of the car, were actuated via Bowden cables, and 5.25 by 16 tyres were used.

In the event, the demands of Issigonis's work at Morris meant that the completion date for the special began to recede. In truth, he started to lose interest in the project, so the still partially completed car was returned to the Midlands and Dowson's Worcestershire farm. There was still much to do, but fortunately George now had more time at his disposal. In 1936 his aunt had died and left him £3000, a not inconsiderable sum in those days, which allowed him to give up his job with English Electric, and also to build an acre of glasshouses at The Poplars.

The Cozette-blown Ulster engine had to be enhanced with its Jamieson-donated parts. The supercharger, which blew at 23 psi, was incorporated within an alloy cross member casing.

The dashpot of the SU carburettor projected through the offside front suspension binnacle with the air intake located to its fore.

Steering gear was fitted. Dowson was responsible for the wheel, which he painstakingly cut from a sheet of Vickers Vibrax spring steel. The work took him six months to complete; it ultimately weighed just three pounds. Then it was found to be too large in diameter, so he reduced the length of the spokes and saved a little more weight by drilling a series of holes down the four ribs. He probably undertook this work at the farm; although electricity was available, it came from the 50volt DC batteries used for lighting. The wheel rim was made of wire covered with a section of hose pipe, with string wound around before it was dispatched to a local tanner in Pershore to be covered with leather. The alloy bodywork, like that of its Mercedes-Benz progenitor, was bereft of paintwork for fear that a coating would contribute a few unwanted extra ounces.

Christopher recalls his father being "fastidious and hardworking. The genius of the Lightweight's design was Alec's, but the brunt of the hard labour came from George. The car was immaculate in every sense, beautifully designed, functional and, above all, crafted to the highest standards." On completion it turned the scales at just 587lb, of which the engine/gearbox unit contributed 252 lb. In all it had cost about £300 to build.

Fortunately some of the invoices relating to the Lightweight's construction have survived. They make fascinating reading today. The earliest, dated 20th February, 1935, is from Coventry Climax Engines, which supplied a stamped Laystall crankshaft to Issigonis and then machined it at a total cost of £10 2s 6d. Seven parts came from Austin main dealer Sam Roberts of Coventry. In 1935, such king pins and bushes cost 9d and 10d respectively.

Issigonis had obtained the duralumin sheet used in the Lightweight's construction from Humber, his employer; the invoice was addressed to 'Mr Issigonis Drawing Office'. The cost of the material, ex J Booth and Co, was 5s 3d. Humber also supplied, in April, 1936, the all-important Flexometal plywood for the monocoque hull, via Flexo Plywood Industries. The price was £2 18s 9d.

In March, 1936, Alec was talking to Dunlop about possible tyres for the 'Special Sprint Car'. In May of that year he paid the Pattern and Model Manufacturing Company of Northfield Road, Coventry, £3 11s 5d for patterns and aluminium castings.

By the time Sterling Metals supplied Issigonis with Elektron wheel castings in November, 1936, he had moved to Radley. In January, 1937, he spent £5 with MG for unspecified services. The last surviving invoice, dated 19th May, 1938, was from the Bloxwich Lock and Stamping Co for the machining of half shafts at £3 11s 3d.

Dowson completed the Lightweight soon afterwards, in the summer of 1938, and tested it down The Poplars' three-quarter mile long drive. Finally he designed and built a special trailer to transport it, a device which earned its keep by being used to deliver his crop of plums to market.

**To be continued next month**

*\*Alec Issigonis, The Man Who Made the Mini, by Jonathan Wood (Breedon Books, 2005). Signed copies available from the author at The Merchant House, Lower Corve Street, Ludlow, Shropshire SY8 1DU, price £19.99, inclusive of postage, UK only I'm afraid.*

Derbyshire. The special crank, designed to accommodate phosphor bronze balance weights, was made by Rod's Sheffield-based family business of Cooper and Turner, which manufactured rivets and cotter pins. At the top end of this engine was an aluminium 32-stud cylinder head with its performance enhanced by the fitment of a No 4 Zoller supercharger. This drew through an SU carburettor, the combined unit having been loaned to Turner by SU's Carl Skinner, creator of the Skinner hill climb special.

Rod Turner's car was based on an Ulster given to him by his parents as a 21st birthday present. He had had the misfortune to crash it at Donington and decided to rebuild the car as a single seater. Part of the body was supplied to him by Austin as a gift. Although it was powered by the Zoller-blown engine, Turner prudently retained the original Ulster unit.

According to Issigonis, his own Ulster was consumed by the construction of the Lightweight. This is endorsed by a note I have seen, which unequivocally states in his own hand: 'From which the LW (Lightweight) was built'. But, as will emerge in the second part of this article, his car subsequently reappeared in 1939, which suggests it was not so sacrificed. The only inference must therefore be that Alec owned a



## A most amazing success history.

Do you remember seeing this vehicle on the cover of VB in November 2021? The car featured was Peter Gumley's open-wheeler hillclimb special, which has now taken pride of place in the new home of Peter and Kylie. It has rated a second mention here, as Bill Pearson has taken the time to document its title successes on Facebook, and as hillclimb enthusiasts, I thought it worth including again. When you've read this, you'll

probably understand why the car has been enshrined. I'm impressed by the acceleration figure: I don't think I can imagine what that must be like in real life!



*Photo: Gary Pitt*

*The Wortmeyer SCV is the most successful hill climb car in the world - and it's an Ozzie! It was built as a dedicated hillclimb car in 1969 by Jack Wortmeyer in Wollongong, NSW. From 1969 to 2011 this car has broken hillclimb records all over Australia and won state and national titles.*

*The car has had several owner/drivers during its life, none more successful than its current owner Peter Gumley, with 29 Outright State Championship wins and 10 Australian Outright titles. It still has the original space-frame chassis, though the body and wings are now carbon fibre. The tyres are special Avon hill climb compound tyres. Marshmallows!*

*Specification: Supercharged 2.3 litre Type 4 VW with 'Whipple' twin-screw blower. Autronic sequential fuel injection, 500bhp @ 7800rpm, 100% methanol fuel, Hewland FT100 transaxle, spaceframe chassis designed for hill climbs, body & wings carbon fibre & aluminium, 420kgs wet weight, 0 – 100kph in 1.9 seconds, data logging, traction control & launch control.*

### Record of Achievements (summary only):

- Ten times Australian Hillclimb Champion
- Fourteen times NSW Hillclimb Champion
- Once Victorian Hillclimb Champion
- Eight times Queensland Hillclimb Champion
- Eight times South Australian Hillclimb Champion.

Source: Old Motorsport Photographs – Australia (Facebook)

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## RULE BRITANNIA - OWNING A BRITISH VEHICLE

*Ed: You may recall last month's VB included a disparaging article about what it was like to live with an Italian car: purely by chance, one of the other car club magazines that I receive featured the article below – in the same month – regaling life with ownership of a British vehicle. Thank you to author Greg Tuck, and to the Austin-Healey Sprite Drivers' Club for permission to reprint the item here.*

There's something about British cars, but I can't quite put my finger on it, actually any finger because when you take a close look at British cars you need them all and more. They are needed to plug the oil leaks through the many gaskets that cause dripping from the most unlikely places. It is a known fact with British cars that you don't even need to roll your car to see drips defy gravity and rise up the outside of the engine block.

The British cars are quite as snobbish as their designers and drivers. They sneer as they go along a motorway. Even the low-slung ones look down on all other cars. You would have to think that the makers have done this deliberately. They looked at American cars with all their muscle and grunt and "value for money", and thought, "how unsophisticated". British car makers can take pride in the fact that they can make uglier and costlier cars that don't go as fast. That takes real talent.

For the Brits, the Italian designed cars are all show and no substance, despite them zooming past and disappearing into the distance. The cars may have pretty sounding names like Ferrari, Maserati, Alfa Romeo and Lamborghini, but do they live up to the hype that surrounds them? British manufacturers query this with disdain, hoping that people see that as a rhetorical question rather than have it answered with the truth. The UK public have been brainwashed to believe that dull boring colours and unflashy vehicles are what makes the British, British. Being conservative and understated allows one to retain one's dignity and observe proper decorum. Cars should reflect this and have good English names like Morris, Austin and Vauxhall. They are a bit miffed that there is no hyphen between Aston and Martin though.

As for the French, well anything the French does is obviously wrong so nothing is transferred to British cars. The brilliantly innovative Citroen hydropneumatic suspension may have been rebadged in Rolls Royces, but that is beside the point. France was the first to introduce disc brakes to mass produced cars. Of course, the British say that only happened because the French couldn't always brake in time for they were too busy drinking wine, smoking foul smelling cigarettes and doing



*A classic British car in peril: Jeremy Clarkson demonstrates the cornering finesse of a Reliant Robin.*

Source: [autoblog.com](http://autoblog.com)

Marcel Marceau impressions while driving on the wrong side of the road. British cars believe in the vastly superior English tried and tested (and often failed) drum braking system.

When it comes to German technology, well British car makers think that it was not good enough to win two world wars, so why incorporate it into British cars? Instead, these designers got on with the job of making engines extremely complicated and incongruously large for the horsepower they produced. Apparently, it was more important to fill every bit of space inside an engine compartment with parts to the extent that you needed to remove the engine to access a nut that held the oil filter in place. The two German inventors of the motor car Gottlieb Daimler and Karl Benz both either visited Britain at some point or had a second cousin twice removed that spent some time in Britain. Therefore, the motor car was only invented with British know how.

The Swedes are acknowledged by the world and even the Brits for their safety conscious approach to car design. Drivers in the UK express it eloquently by swearing every time they get in a car and have to put on their seat belt. I am not sure that the Brits know that nearly all Swedes speak fluent English and that the Swedes recognise that they aren't being paid a compliment with the words used. With so many British lives being saved by seat belts, you wonder whether the Swedes are having second thoughts about allowing their technology to be used.



"it's easy, lady...just follow the oil leaks!"

Almost every other European car design is denigrated by the British who believe that they have the best, most luxurious and well-designed cars in the world. However, that national pride should be tempered by a quick look at the Reliant Robin otherwise known as the plastic pig. The Reliant Robin makes nearly all USSR cars and the ones designed and built behind the iron curtain look world beaters.

As for the Japanese, whom Britain also beat into submission all on their own during World War Two as many Brits claim; the only good thing according to UK drivers is that they drive on the proper side of the road unlike all the other people of ignoble birth. Japanese cars are pilloried because they are cheap and nasty and haven't changed since the first decade after World War Two. They are not luxurious and made of plastic, carbon fibre and other composite material. Where is the beautiful wood veneer, the leather and the heavy gauge steel? Who cares if that affects the power weight ratio? Elegance is far more necessary but in an understated way. So, what if they can make engines that last forever? Where is the fun in that? It leaves so many mechanics unemployed and people don't get to stop and smell the roses as they wait for a tow truck. There is more to quality than an efficient production line. A little over 5000 Rolls Royces are produced per year. There may be a million Toyotas, but quality is more important than quantity and only Britain delivers quality in every



car it produces according to British car enthusiasts who seem to have conveniently overlooked a lot of old British Leyland models including the Morris Marina.



*And another beauty: the Morris Marina, forced onto an unsuspecting world by British Leyland. Featuring a suspension not far removed from that of the post-war Morris Minor, it is shown here being tested by Australian journalists. I recall reading at the time it was described as the only car the motoring writer had ever experienced “that understeered and oversteered at the same time!”*

Source: [tradeuniquecars.com.au](http://tradeuniquecars.com.au)

The Australians are seen as little removed from the convicts that Britain disposed of centuries before, inflicting them on the indigenous people who were told they no longer owned their own land and were classed as animals. The British stare down their noses at these colonials whose only claim to motoring fame was to invent the ute so that pigs could be taken to market in the back, but it would be still presentable for the family to go to church in on Sundays.

While the old British Empire continues to shrink, the residents of the UK are forever locked into the quote from Richard the II “this blessed plot, this earth, this realm, this England”. However, I wonder, as they clean up the oil drips in their garages, beat their cars with branches à la Basil Fawlty, or see them once again towed away for repairs, whether they just lie back, close their eyes and think of England.

Greg Tuck

*Ed: and let’s not forget that this nation, renowned for its wet weather, for many years produced more open-topped cars than any other, at the same time fitting them with largely unserviceable soft-tops – like not having your cake but having no teeth, either.*



## **SOMETHING SHOCKING TO CONSIDER**

- Bill Freame.

Unless you have been hiding under a log recently you will no doubt be aware that (electric) battery-powered cars are likely to be forced upon us all within the next ten years. Already there are cities within Europe where diesel-fuelled vehicles and sometimes petrol ones are extremely limited in where and when they can be driven. Additionally, many automobile manufacturers are planning the complete abandonment of any petrol and/or diesel-powered vehicles in their future manufacturing plans. Already there are some manufacturers that are marketing hybrid vehicles, as an example of them having a foot in each camp, obviously built for those of us that are indeed range-fearful, too frightened and fearful to go to battery only, considering the possible serious recharge issues. Already the modern FIAT 500 is available in some limited markets as a three-way choice between a petrol only 500, a hybrid petrol/ electric 500 or the electric only 500, while the previously available diesel 500 is no longer available as a new car, only as a used one that had been traded in.



*FIAT 500 electric*

Source: [topgear.com](http://topgear.com)

Way back in the very dawn of horseless transportation, experimenters were sampling the petrol, steam and/or (lead acid) battery option. Petrol was often of questionable quality, mostly sold in individual containers, usually from hardware stores. Steam power was time consuming to generate enough pressure quickly, plus the mess of providing and maintaining a good fire was never going to appeal to every motorist, while the necessary weight of the components to safely and reliably contain the high pressure generated made steam a better choice for the railways and shipping than for motoring. Battery power was a relatively clean mode of transportation for the motorist, plus performance was instantly available and the controls required were minimal to operate it, with just the one gear needed, usually. The major disadvantage was the driving range was limited and the batteries installed were very heavy. Now, 120 years later, the above mostly still holds true.



*Charging one of the first electric vehicles. Women were early adopters of this technology, as it saved them having to crank-start a petrol engine.*

Source: [cartalk.com](http://cartalk.com)

So how did we get to where we now are with battery power? In 1802, William Cruikshank created the first electric battery that was capable of mass production, thus by the end of that century there was a lot of information and experience about servicing and maintaining batteries that were capable of providing reliable electricity to power telegraphy, lighting and powering electric motors to drive things. In 1900 Ferdinand Porsche designed and built wheels that were the main part of a hub motor used to power the front wheels of buses and fire

engines for the city of London. Back then they were powered by very many lead-acid batteries, but now as many cities around the world again embrace electric buses, the power is more likely to be provided by nickel-cadmium batteries (invented by Waldmar Jungner in 1899); lithium-ion batteries (Sony Corporation commercialized it in 1991); or any one of a dozen or more mixtures of similar or unusual materials that are being trialled in experiments around the world and also some combinations that are yet to be discovered.

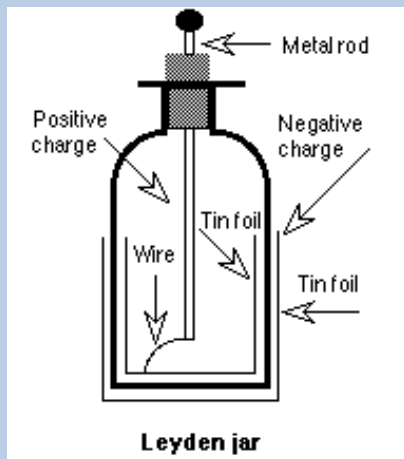
Fascinating stuff, but first, let's have a quick, but not total history lesson about electricity:

- In 1660, German Otto Von Guericke built a device that could create static electricity at his will. So, in the context of just this story, we should consider this to be the first electric generator.
- In 1720, Englishman Stephen Gray was able to make and describe the distinction between insulators and conductors. If you have ever grabbed the wrong part of a spark plug high - tension lead while an engine is running or being cranked, well you have also just discovered that distinction as well! Ha, ha.
- In 1800, Italian Alessandro Volta invented the Voltaic Cell, by using several zinc and copper discs, each separated by a brine-dampened cloth. This was found to be capable of storing electricity for when we might use it for our very own convenience. Thus, we might consider this to be a very crude dry storage battery.
- In 1820, Andre Ampere, a brilliant unschooled Frenchman, discovered electricity through magnetism, using the electric effect of a coil with an electrical current to make a solenoid, described as a bar magnet.
- In 1825, William Sturgeon built and developed further on Ampere's work, building the very first electromagnet, a device that would be very important in the development of the electric-powered automobile.
- In 1827, Istvan Jedlik is credited with building the first rotary-motion machine using electromagnets and a commutator. We should consider this to be a primitive motor, though regretfully at the time it was deemed just a novelty and not developed further.
- In 1839, Englishman William Grove invented the first fuel cell of hydrogen/ oxygen.
- In 1859, Frenchman Gaston Plante invented the lead-acid battery, the forerunner of the type and construction that we still use today in our cars.

So, as you can see from the handful of examples above, there were many people experimenting with electricity, often without any idea of what it was going to be used for. Just 220 years ago, when then Governor Phillip was establishing a colony in New South Wales, lighting for civilization was by candle, lantern, piped gas lights, or open fire. Now it's hard to imagine a life without instant lighting by the flick of a switch, or listening to radio, or watching TV, or powering our mobile phones and personal computers, yet the availability of electricity that we all take for granted you can now see to be a very recent invention. Back then ships were powered by sails, and some fired cannon balls, horses were ridden or they pulled carriages to provide transport, explosives were ignited by a fuse and flame, flight was something that was exclusive to birds and insects. Study of the moon, planets and stars, they were explored by telescope, by a very lucky few who had any access to them.

However, the very first electric storage device, best known to us as the Leyden Jar was invented by Ewald Georg von Kleist in 1745. With a nail inserted through the cork plug in the top of a glass medicine bottle containing an alcohol liquid and lined with thin metal foil, he experimented with the static electricity he could create with his generator and touching it to the nail in the bottle. Later, with the generator disconnected and removed, when he then eventually touched the nail with his hand- unexpectedly he was shocked and flung across the room when the electrically charged Leyden





Jar he had just unknowingly invented discharged into his body. He had just invented the first capacitor: something that could store electricity. Soon much of the scientific world was enjoying



frequent demonstrations of this new discovery, by discharging one of their Leyden Jars into a group of interested onlookers - this sometimes included royalty and high government officials. It's great to be able to store electricity, but what use is to us anyway? Well, a very popular modern use of a much-improved capacitor has been to fire the flash of a camera. But additionally, for an important use in medicine, it can be used to restart a stopped heart. The machine is called a defibrillator. It uses a capacitor to fire the electrical charge through the two paddles, into a patient's chest and will require a few moments to then recharge the capacitor within it, before being capable of being fired into the patient again. Just how many lives that device has saved - I couldn't guess! Mankind thanks you for your electrical experimentation Ewald Georg von Kleist!

Now where all that takes us is fascinating. Daniel Galath was documented as the first person to connect several Leyden Jars together, in parallel, to increase the total amount of electricity that could be stored at the one time, in the one place. Benjamin Franklin is rumoured to have likened this grouping of the Leyden Jars together as being similar to the grouping of several artillery cannons together, known as a 'Battery of Cannons', henceforth the gathering together of several storage jar items became known as a battery. Benjamin Franklin is probably better known for flying a kite in a storm with a metal key on the string to attract and prove that a lightning strike was electrically charged. What you were never told is that the metal key was inside a Leyden Jar to accept and store the electricity from the lightning strike. Ben obviously knew that there could be a lot of electricity involved and made the experiment as safe as he possibly could, when you consider the limited electrical knowledge he had at that time. Leyden Jars were extremely useful and very popular for electrical experimentation because they could be charged by, and at, a static electricity generator, then transported to another location, while maintaining their total charge until it was used. Before this invention there was no way of storing any electricity. It could be generated as static electricity, or by a lightning strike, but it was the Leyden Jar that was capable of storing it for later use. A large-size Leyden Jar, fully charged, is well capable of electrocuting an adult person. Early Leyden Jars could possibly be charged to 60,000 Volts! Benjamin Franklin (what, him again?) is also reputed to have killed a turkey by using the discharge of a Leyden Jar to do it - obviously in the interests of science.

So, as we enter the electric car stage again, it might be interesting to consider all those unknown and known experimenters that dabbled with the electrical discovery. Most had no idea what it could be used for, or if it would ever be of any use to mankind. They couldn't enquire of Google, or Wikipedia, or the yet to be formed electrical regulatory authorities we now have in most countries, because all that was well off into the future. Communication between experimenters would be by postage, by personal visit or scientific displays at university exhibitions and lectures.

Ferdinand Porsche (what, him again?) was just one of many who were fascinated by and frequently experimented with electricity, and in 1898, he used many lead-acid batteries to power the Egger-Lohner C2 Phaeton he had designed, which had a top speed of 25kph - an impressive speed at that time. In the year of 1899, he joined the exclusive carriage maker Hofwaggonfabrik Ludwig Lohner & Co. and in 1900, at the just-opened Paris World Exhibition Expo, the Lohner-Porsche Electromobile



*Porsche Semper Vivus recreation, showing the hub motors used in the front wheels.*

Source: [superstreet.com](http://superstreet.com)

was displayed, with a top speed of 37kph. It was front-wheel-drive, using the electric 'in the hub motors' that Porsche had designed. Later on in 1900, he designed the first functional 'Hybrid' vehicle, named as "Semper Vivus" - in Latin it means 'Always Alive'. It was marketed as using the Lohner-Porsche System, a universal power system attractive well beyond just automotive use. Operating range was extended by using a petrol engine to drive a generator that could supply electricity direct to the hub motors. By reversing the polarity on the generator, it became a starter motor for the petrol engine, eliminating the hazardous and strenuous effort of hand cranking the engine. In 1901 the production version was released; the Lohner-Porsche 'Mixte' was expensive, but available. Regretfully it was very heavy, much heavier than many petrol-powered cars. He kept reducing the quantity

of batteries, eventually to just enough that they could still start the petrol engine. He also soon added hub motors to the rear wheels which made it the first four-wheel-drive. Weight was still against it, plus petrol cars were becoming more reliable and easier to start. His hybrid system then became very popular for using a diesel engine to drive a generator to power the batteries in a submarine, to power locomotives over long distances, replacing steam locomotives beyond the electrification system and also for very large earth moving equipment and those very big dump trucks. Nowadays it is also becoming a similar way of extending the range of hybrid cars, however, they usually use a petrol engine.

In all our modern lives we use the stored electricity in batteries to power our phones, TV remote controls, laptop computers, detect smoke in our houses, start our car engine, operate cordless power-tools and even blow our leaves and grass clippings into our neighbour's garden or swimming pool. In a few years they will possibly be the only powering source for most of our cars, motorbikes and even our bicycles. Hopefully we will be able to keep them charged for when we want and need to use them. The electric cars that are currently available on the market have a range of battery voltages and different battery chemical compounds between them. They can't even standardize what charging plug to use!!! Electric conversions are now also becoming commercially available for some popular classic cars, often using Tesla components.

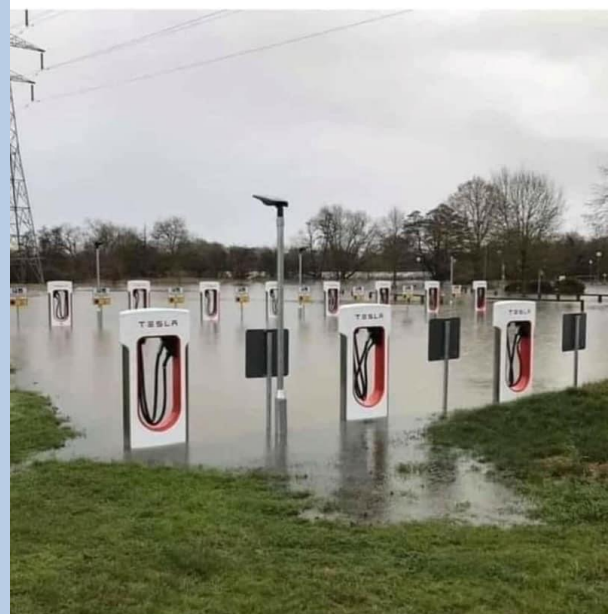
At the time of constructing this story in January, our state had been hit with another big storm, with flooding and electric power outages lasting many hours, and perhaps days, for some citizens. The prices of the liquid fuels we might power our cars with was also climbing upwards, with the possibility of 91 ulp passing beyond the \$2 per litre disaster threshold for motorists, sporting or otherwise! If anything might tempt a motorist to jump over to the electric car lobby group, well filling at the bowser at \$2 or more per litre before you then re-join the traffic jam is a sure-fire incentive. Just remember, the battery can't be charged off your home charging system when the power is out in your district, because trees have fallen on the power lines. I can always carry a drum of fuel to pour into my empty fuel tank while parked on the side of the road, but I can't carry a drum of electricity to replenish the drained battery in my electric car. Pouring the liquid fuel into the empty tank takes only minutes, refilling an empty battery can take hours. For a country with vast distances between population centres, often many vehicles may be towing a caravan or a boat. How very suitable and effective will a hybrid or electric vehicle be for towing from Victoria straight through to Mt Isa and beyond, as so many Grey Nomads currently do? What is the towing capacity of a Tesla? It is 910 kgs, and yes, you can purchase a tow bar for one.

Worryingly I can foresee that somewhere in the (distant?) future, to be able to purchase a liquid fuel for your now obsolete vehicle, you will first need to have a licence or permit to purchase it, similar to the present situation of needing to have a current shooter's licence to purchase gun ammunition. I have long held and expressed the view that for electric vehicles to be more readily accepted by the current motoring generation, then maybe a universal-sized and connected battery needs to be able to be quickly and easily swapped over with a fully-charged replacement, just as is done with cordless power tools and LPG barbeque gas bottles. Oh, and on LPG-fuelled forklifts.

Mankind has come a long way in the most recent 200 or so years and discoveries are advancing at an incredible pace. I remember being told by my grandfather about the fascination he had for the first time he saw an operating electric light, the first time he heard a recorded voice played on a record on a gramophone, yet in his average length lifetime he eventually owned a television set and a key-start automobile. I also have memories of my mother telling of the first time she saw an aeroplane flying in the sky. She didn't know whether to be frightened or excited - probably she was both. In my own lifetime I remember how everyone was watching the night sky, at a set time, on the one night, all looking for their first sighting of 'Sputnik', the very first man-made satellite that briefly flew around this planet. Yet now, just a few decades later, I can very easily communicate with the other side of this planet, electronically and almost instantaneously with the use of one of the many man-made satellites that we now totally ignore, yet they are now constantly cruising in the sky above, (and that's not taking into account all the military ones we don't know about!) and remaining up above for many years.

I can't even contemplate what amazing discoveries will be found in the next 200 years, because I won't be around for it, but I am certainly convinced that most discoveries will make use of electricity in some way. Just as many young people can't contemplate living without unlimited access to their mobile phone, how did our forefathers survive and actually prosper very well without electricity? These are interesting times we find ourselves in!

You thought smoking at the pump was risky shit 😂😂😂😂





# **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](mailto:stay@moeparklandsmotel.com.au)*  
*WEBSITE: [www.moeparklandsmotel.com](http://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



**1976 Renault R12:**

**1.4-litre motor, specced up to '79 Virage.**

**Ex-Round-Australia re-trial car.**

**Suit club rally, classic competition,  
khanacross or commuter.**

**Comes with a host of spares.**

**Call Greg on 0414327647 for full details**

**\$4,700 ono**



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](mailto: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:**



*A great photo of an EH Holden being driven very determinedly – in this case, at Hungry corner, Lakeside. What makes this noteworthy is that the driver is none other than one Dick Johnson – later to become an icon for Ford. Dick also campaigned a Torana XU-1 very successfully.*

*Photographer unknown.*

*Source: Old Motorsport Photographs – Australia (via Facebook)*



*And how could you not include this shot? I don't know any of the background, but it's clearly from the days of celluloid...and incredibly dedicated (or expendable?) cameramen. Not even straps – just a few ropes! Not to mention the heat coming off that engine bay. At least they gave him a (pudding-bowl) helmet for...when the whole lot rolls over? Amazing!*

*Source: unknown*



## SUPPORTERS AND ADVERTISERS INDEX

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

| Name                             | Product  | Contact Details  |
|----------------------------------|--|--|
| Moe Parklands Motel              | Accommodation  | 03 5127 3344<br><a href="mailto:stay@moeparklandsmotel.com.au">stay@moeparklandsmotel.com.au</a>                         |
| BTR Machining and Cylinder heads | Dyno tuning, engine rebuilds, race prep, general repairs | 03 5134 4023<br><a href="mailto:simon@btrmorwell.com.au">simon@btrmorwell.com.au</a>                                     |
| Penrite Oils                     | Oils and lubricants                                      | <a href="http://www.penritetopclass.com.au">www.penritetopclass.com.au</a>   |
| Fowlers Asphalting               | Roadmaking   | 03 5633 2918<br><a href="mailto:admin@fowlersasphalting.com.au">admin@fowlersasphalting.com.au</a>                       |
| Arrow Linemarking                | Linemarking  | 0458 882 353<br><a href="mailto:arrowlinemarking@y7mail.com">arrowlinemarking@y7mail.com</a>                             |
| Alfa Motorsport Fibreglass       | Automotive repairs                                       | <a href="mailto:info@alfamotorsportfibreglass.com.au">info@alfamotorsportfibreglass.com.au</a>                           |
| O'Connell's tyres                | Suspension, front end, brakes, shocks                    | 03 5126 2822<br>Facebook presence<br><a href="https://oconnellstyres.weebly.com/">https://oconnellstyres.weebly.com/</a> |
| James Lambert                    | Photography  | <a href="#">James Lambert @SJLambert6</a>  |
| Jim Jones                        | Photography  | <a href="#">Jim Jones Jamar Imaging.net</a>  |
| SPIN Media                       | Photography and video                                    | <a href="mailto:ncardwell@spinmelbourne.com">ncardwell@spinmelbourne.com</a>   |
| 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<br><a href="mailto:peter.weaver@speedway.net.au">peter.weaver@speedway.net.au</a>                           |