



VALVE BOUNCE

MARCH,
2022



Great advertising for the Gippsland Car Club – from VHC Rd 2.

Photo: Kev Wilson

In this edition: coming events; Alec Issigonis' lightweight hillclimb special Pt II; Denny Hulme at Targa Tas; Ray Dore; speed limits; THC; event results.

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

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MEMBERSHIP	Ken Neilson ken@streetwize.net.au	0409 427199
VALVE BOUNCE EDITOR	Ian Maud icfm710@gmail.com	0414 580921
PUBLICITY AND MARKETING	James Dyer james.dyer.90@gmail.com	0437 760019
HEALTH AND SAFETY	James Dyer james.dyer.90@gmail.com	0437 760019
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CLUB WEBSITE/FACEBOOK	Rhys Yeomans rhysyeomans@gmail.com	0400 519490
CLUB PERMIT REGISTRAR	Ken Neilson P.O. Box 1377, Traralgon, 3844 ken@streetwize.net.au (enquiries to Rhys Yeomans)	0409 427199
CLUB POINTS SCORER		
CLUB ASSET HIRE	John Bryant johnandcarolbryant@yahoo.com.au	0439 741473
SOCIAL	Jill & Paul Hickey jillracer727@gmail.com	0409 412452
CAMS DELEGATE		

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

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

WEB PAGE: www.gippslandcarclub.com.au

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

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



CALENDAR 2022

MARCH

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
<u>Wednesday 16</u>	<u>Wheels Media track hire at Bryant Park</u>
Friday to Sunday, 18/20	Shannons Motorsport Australia Championships at Phillip Island
Sunday 20	MG Car Club Interclub Round 1 at Rob Roy
Sunday 20	RACES East Sale Sprint
Sunday 20	64 th Kalorama Rally
Saturday 26	Eddington Sprints, Eddington
Saturday 26	GCC Khanacross at Bryant Park
Saturday to Sunday, 26/27	VHCC Round 3 at Mt Leura, Camperdown
Saturday to Sunday, 26/27	Repco Supercars at Symmons Plains, Tas
Saturday to Sunday, 26/27	Victorian State Race Series Round 2 at Winton
<u>Sunday 27</u>	<u>SAU track hire at Bryant Park</u>

APRIL

Saturday 2	Working Bee and Club Practice Day
<u>Sunday 3</u>	<u>Woniu track hire at Bryant Park</u>
Sunday 3	Porsche Club of Victoria 6-hour relay at Sandown
Sunday 3	Brighton Classic Car Show, Firbank Grammar, Brighton
Sunday 3	MADCC Boisdale Hill Climb – short track
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
Sunday 24	VHCC Round 4 at Bryant Park (PIARC track hire)
Tuesday to Sunday, 30/May 1	Targa Tasmania
Saturday to Sunday, 30/1 May	Meguairs Motor Ex, Melbourne
Saturday to Sunday, 30/1 May	Repco Supercars at Wanneroo, WA

MAY

Sunday 1	Meguairs Motor Ex, Melbourne
Sunday 1	MSCA Sprint at Winton
Sunday 1	Targa Tasmania
Sunday 1	VHRR Historic Hill Climb at Rob Roy
Sunday 1	Gippsland Vehicle Collection Swap Meet, Maffra
Sunday 1	AROCA Sprints at Sandown
Sunday 1	Repco Supercars at Wanneroo, WA
<u>Sunday 1</u>	<u>Victorian Khanacross Championship Round 4 at Bryant Park</u>
Tuesday 3	Valve Bounce collation
Sunday 8	Mother's Day

<u>Sunday 8</u>	<u>Nugget Nationals track hire at Bryant Park</u>
Tuesday 10	Board Meeting, Clubrooms, 7.00 p.m.
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 21	MADCC Boisdale Autocross – long track
Saturday to Sunday, 21/22	Repco Supercars at Winton
Sunday 22	MG Car Club Interclub Round 2 at Rob Roy
Saturday to Sunday, 28/29	Historic Winton
Sunday 29	Annual General Meeting
JUNE	
Sunday 5	AROCA Sprints at Winton
Sunday 5	GCC Khanacross ar Bryant Park
Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	Australian Motor Racing Series at Winton
Saturday to Sunday, 11/12	VHCC Round at One Tree Hill, Ararat
Sunday 12	MSCA Sprint at The Bend (SA)
Sunday 12	RACES East Sale Sprint
Tuesday 14	Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 17/19	Repco Supercars at Hidden Valley, NT
Saturday 18	MADCC Boisdale Twilight Hill Climb short track
Sunday 19	GCC Multiclub Hill Climb at Bryant Park
Saturday to Sunday, 25/26	Shannons Motorsport Australia Championships at Phillip Island
JULY	
Sunday 3	AROCA Sprints at Phillip Island
Tuesday 5	Valve Bounce collation
Friday to Sunday, 8/10	Repco Supercars at Townsville, FNQ
Tuesday 12	Board Meeting, Clubrooms, 7.00 p.m.
Sunday 17	Victorian Super Sprint Championship Round 2 at Winton
Saturday 16	MADCC Boisdale Twilight Autocross long track
Sunday 17	GCC Khanacross at Bryant Park
Sunday 24	GCC Multiclub Hill Climb at Bryant Park
Saturday to Sunday, 30/31	Victorian 6 Hour Regularity Relay at Phillip Island (TBC)
Saturday to Sunday, 30/31	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
Saturday 13	MADCC Boisdale Twilight Hill Climb long track
Sunday 14	VSCC Hill Climb at Rob Roy
Friday to Sunday, 19/21	Repco Supercars at Sandown
Sunday 21	MSCA Sprint at Winton
Saturday to Sunday, 27/28	Australian Rally Championship, Gippsland Rally
Sunday 28	VHCC Round 7 at Bryant Park (VMCI Track Hire)
SEPTEMBER	
Saturday 3	AROCA Sprints at Sandown
Sunday 4	RACES East Sale Sprint
Tuesday 6	Valve Bounce collation
Saturday to Sunday, 10/11	Repco Supercars at Pukekohe, NZ
Saturday to Sunday, 10/11	Australian Khanacross Championship, Mid Murray Complex
Sunday 11	Victorian Super Sprint Championship Round 3 at Phillip Island
Sunday 11	MADCC Boisdale Hill Climb short track
Sunday 11	GCC Khanacross at Bryant Park

Tuesday 13	Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 16/18	Shannons Motorsport Australia Championships at Sandown
Sunday 18	MSCA Sprint at Phillip Island
Friday to Sunday, 23/25	Victorian State Race Series Round 5 at Phillip Island
Sunday 25	GCC Multiclub Hill Climb at Bryant Park

OCTOBER

Saturday to Sunday, 1/2	AROCA 12 Hour Relay at Winton
Saturday to Sunday, 1/2	Australian Motorkhana Championship, Willowbank, QLD
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
Sunday 16	Australian Supersprint Championship, Sydney Motorsport Park
Sunday 16	MASDCC Boisdale Hill Climb short track
<u>Sunday 16</u>	<u>BMW Drivers Club Melbourne track hire at Bryant Park</u>
Thursday to Sunday, 20/23	Australian Hill Climb Championship, Mt Cotton, QLD
Friday to Sunday, 21/23	Shannons Motorsport Australia Championships at The Bend
<u>Saturday 22</u>	<u>MG Car Club track hire at Bryant Park</u>
Sunday 23	GCC Khanacross at Bryant Park
Sunday 23	MSCA Sprints at Sandown
Saturday to Sunday, 28/30	Repco Supercars at Surfers Paradise
Saturday 29	AROCA Sprints at Winton
Sunday 30	GCC Multiclub Hill Climb at Bryant Park

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
Saturday 12	MADCC Boisdale Hill Climb, Noel Burley Memorial, short track
<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
Sunday 20	CCRMIT track hire at Bryant Park
Thursday to Sunday, 24/27	Challenge Bathurst
Sunday 27	RACES East Sale Sprint

DECEMBER

Saturday 3	GCC Multiclub Twilight Hill Climb at Bryant Park
Saturday 3	MSCA Come and Try Day at Phillip Island
Tuesday 6	Valve Bounce collation
Sunday 4	AROCA Sprints at Phillip Island
Sunday 11	GCC Khanacross at Bryant Park
Tuesday 13	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 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:

I recently journeyed to Mt Buller with Steve Schmidt to satisfy my motorsport addiction by again acting as service crew for some FIAT Car Club (Vic) mates competing in Targa High Country (THC). Bill Freame has written an article that appears later in this edition of VB, but suffice to say here that when the dust had settled, one crew had retired; another had taken second in class; and the crew we were primarily looking after came a mighty third in class – an excellent weekend!



Alas, like my reflection on Targa Tasmania, this was another case of most people entering in their 'cookie-cutter' modern cars. Apart from the (small) classes our crews were competing in, it seems most teams were using Porsches, Lotuses, Japanese turbo cars and a sprinkling of others such as BMW. Now, don't get me wrong: these are marvellously designed and engineered vehicles, but whereas you might enthusiastically check out a modified Lotus Elise if it was parked at your local shops, once a couple of dozen of them have snarled past you, they kind of lose their fascination. I was more taken with the diverse and the slightly odd-ball entries: a hugely-modified Mercedes-Benz sedan; Commodores that – unlike the more well-heeled entries – did *not* have traction control and so actually had to use driver skill to get off the line; Renault Alpines, new and classic; a Triumph 2000 with a Ford Barra motor – and so forth. The truth is – you will see a more diverse entry at an event such as our recent VHC Round 2 at our own Bryant Park. However, here's a couple that caught my eye:



← An Ultima: sort of a modern Kaditcha/GT40 – mid-engined V8, very fast! And yes, a crew of two are accommodated in that cabin, in hot weather!

→ The brutish 450 SEL Merc, with many modifications. No, the front suspension isn't broken (yet): that's how much camber they were running! Sadly, this ended up embedded in an embankment, with the crew taken to hospital.





← Giocattolo. I've always liked these! Mid-mounted HSV V8 in a heavily-modified Alfa Sprint body shell. Just 15 were built in Queensland in the late 80s. This car did brilliantly, leading its class up until the last stage of the last day: the last big drop of the clutch was too much for something in the transaxle internals, and it Failed to Proceed. Bummer.

→ Classic Renault Alpine A110. This is the car we service-crewed for...for one stage. The car was put on its trailer and taken home, but what a beautiful design and shape! Another completed the event, and a third, current model, was also entered.



One other outcome from driving the Maroondah Highway and other main roads en route to Mansfield and Mt Buller was that you couldn't avoid taking note of the range of driver-control mechanisms. I have chosen to call them as such, as I have concluded that is their purpose. Many of us have by now driven the section of highway just east of Yea: what was once an open section of road with overtaking opportunities is now an elongated tunnel with concrete posts lining both sides of your lane. You are permitted to overtake only at designated points, where the road widens to allow this. Together with other features such as a 60kph zone in what looks like open countryside, I came to the realisation that we are losing the skill most of us developed over past years, where drivers were taught to read the conditions and make their own judgements on such matters as overtaking safety. Closer to home, I recently drove a 57-seat coach on the road from Korumburra to Inverloch, and found it challenging to keep it down to the 80kph limit now governing this stretch. If the coach was more than comfortable at that speed, why retard cars on the same road? It's all in the name of keeping us safe, but apparently the lowest common denominator is used as the standard. It seems the government will increasingly control how we drive – and we know we can rely on their experience and judgement, don't we?

We all better get out and have a good run around the hills while we can enjoy the drive!

-IM. The Ed.

Chairman/Competition Secretary Report

– Rhys Yeomans

My focus this month has been on events at Bryant Park, so I'll be putting on my Competition Secretary's hat for this report!

Victorian Hillclimb Championship Round 2 – Sunday 19th February

VHC Rd2 was held at Bryant Park on Saturday 19th February, with 100 entries accepted. Nearly two weeks before the event we had reached the capacity of 100, which left a few regular VHC competitors without a position on the entry list! As we neared closer to the event, with some competitors dropping out due to vehicle or personal issues, I was still offering entries to competitors at 6pm on the Friday before the event!

Despite being an afternoon event, competitors were waiting at the gates when I arrived at 7:30am, eager to get onto the track! Between practice and competition, the VHC 2021 presentations were held. Congratulations to all class winners and David Mahon for winning both the Victorian and South Australian Hillclimb Championship for 2021: a great feat!

Competition got underway at 1:00pm and other than some small car issues, everything ran as efficiently and trouble-free as one would hope! Competitors were offered 5 runs for the day, which came as a surprise to some who were ready to pack up after 4:00pm. Presentations were made and everyone was on the road by 8:00pm! From an event organiser perspective, the hours that went into this day were more than worthwhile: to see the Club execute an event as successfully as this, was reward enough!

Greg Ackland was able to take the top honours, followed closely (0.07s behind!) by David Mahon, with Alan Foley in 3rd place. A number of Class Lap Records were broken, including the 'tin top' record which has been held by Kevin Mackrell since 2010. This was broken by Mirko Grbic in his Mitsubishi Evolution who ran a 52.57. An incredible feat!!

The next hillclimb at Bryant Park will be Round 4 of the Victorian Hillclimb Championship, to be hosted by PIARC and held on Sunday 24th April. I would expect entries to open not long after you read this!

Updated Clockwise Class Lap Records			
IMPROVED PRODUCTION UP TO 1600			
Rhys Yeomans	Honda Civic	56.51	February 19, 2022
IMPROVED PRODUCTION 1601 TO 2000			
Travis Selwyn	Datsun 1600	57.49	February 19, 2022
HISTORIC GROUP N UP TO 2000			
Steven Weymouth-Wilson	Morris Cooper S	58.48	February 19, 2022
TIME ATTACK			
Mirko Grbic	Mitsubishi	52.57	February 19, 2022

(Ed: before we close on the VHC round, Ian Speight has pointed out to me that of all the classes offered (22?) GCC members entered all but three – and every one of these was won by a GCC member!)

Multiclub Khanacross – Sunday 27th February

Khanacross continues to bring new and old competitors out for a day of running around cones, with last Sunday's event having 33 entries, including a large number of MX-5s and a handful of new juniors at Bryant Park - this being their first or second event of Motorsport! Matt Paulet continued to show the field how it is done, winning outright for the day, followed by Steven Cassar in his turbo MX-5. Dean Evans was third outright in his VS Commodore, which looks like it handles much better than most Commodores of this era! Leading the juniors was Jack Greateorex, with James Ware and Declan Wills in second and third. Angus Clark, Alicia Reid and Rocco Spinley were three new Juniors to Khanacross at Bryant Park, all showing great improvement and pace throughout the day. I look forward to seeing their improvement and rising up the leaderboard in future events! If you are looking to dip your toes into Motorsport, or have a Junior interested, Khanacross is a great place to start. If you have any questions about entering any events at Bryant Park, please don't hesitate to contact me. There are some licencing requirements (Motorsport Australia Speed) and a small number of vehicle requirements, which I'm happy to walk through with you.



Our next Khanacross event is on SATURDAY 26th March and entries will be open by the time you read this!

Working bee and Club practice – Saturday 12th February

In an effort to prepare Bryant Park for the following week's Victorian Hillclimb Championship, we held a working bee and club practice on Saturday 12th February. The weather in the morning was not exactly ideal lawn mowing weather, so the 20-odd members who attended spent their time cleaning garages, club rooms, windows and bathrooms before a late break in the rain meant that some grass was cut. In the afternoon, the weather was perfect for those who stuck around for practice, with members testing for the next week's State round and new members driving on the track for the first time.

As always, thank you to those who contribute to the maintenance and preparation of Bryant Park. As a Club run by volunteers, we are able to present one of the best venues in the country at every one of our events, with many first-time attendees surprised at the facilities we have and the way they are presented. I hope you are all as proud as I am of the efforts our Club which are on display to everyone who attends Bryant Park.

The next working bee will be held on Saturday 2nd April.

What do you need to know now?

➤ CLUB CHAMPIONSHIP 2022:



Sunday, April 24th

➤ Next GCC HILLCLIMB:

VHCC Round 4 at Bryant Park (PIARC hire)

-GCC Championship

➤ Next GCC KHANACROSS:

○ Saturday, March 26th

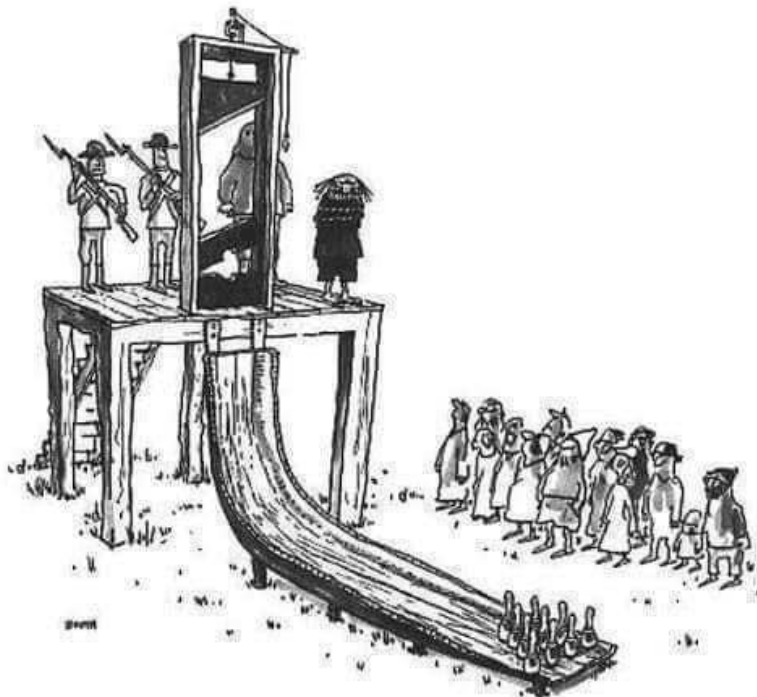
-GCC Championship

➤ VICTORIAN HILL CLIMB CHAMPIONSHIP 2022 - next round:

March 26/27th

VHCC Round 3 at Mt Leura (Camperdown)

No matter what your job is,
always try and make it interesting





Next GCC WORKING BEE



Upcoming Working Bee and Club practice – **Saturday, 2nd April**

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

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

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

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

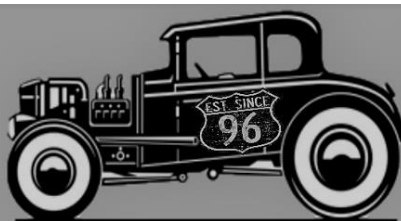
Wednesday working bees

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

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

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

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



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PARTS FITMENT

TYRE REPLACEMENT

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

British Sports Cars



Italian Cars And Bikes



Display Opens 2nd 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!





COOLDRIVE, SHANNONS & PENRITE
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PHILLIP ISLAND

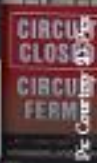
Classic

FESTIVAL OF MOTORSPORT

MARCH 11TH-13TH 2022

ENQ - 0458 882 304

WWW.VHRR.COM





Rotary Club of Leongatha

SHOW 'N' SHINE AND SWAP MEET

Sunday 20th March 2022

at Leongatha Recreation Reserve Roughead Street, Leongatha
Swap Meet Gate 1 only ~ Show Cars Gate 3 only

Car & Driver \$10 ~ Adults \$5 ~ Family \$15

For Express Entry go to link below

<https://www.cognitofrms.com/Xinfo1/LeongathaShowAndShine>



This is a CovidSafe Event. If you are unwell please stay home. If you have any symptoms get tested. Keep your distance during the event and bring a mask for use if you can't. Sanitiser will be available.



Enquiries Jim 0418 559 119

GO TO



Find us on
Facebook



Leongatha Show'N'Shine details on next page

Show n Shine Categories

SHANNONS MOTORCYCLE OF THE SHOW
BEST CUSTOM MOTORCYCLE OR TRIKE
BENTONS PLUMBING BEST AMERICAN IRON
MARROITTS MPE BEST JAPANESE
BEST EUROPEAN MOTORCYCLE
BEST CLASSIC MOTORCYCLE

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MJA Accounting
Ryans Bricks
S.G. Hire & Sales
SG Off Road
Spencers HBB
Stuarts Tyres



For Sale: Chevy with Big block

64th Kalorama Rally

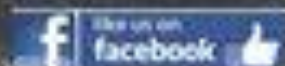
Kalorama Memorial Reserve
Mt Dandenong Tourist Rd Kalorama VIC
Sunday 20th March 2022



For Further Information:

Iain Ross: 0409 027 392

Paul Edgar: 0419 369 542



Kalorama Rally Featuring Historic

Vintage and Classic Specials



• Much coveted
Kalorama Trophy
awarded to the
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display.

- One of Melbourne's pioneering Motoring Events, Running since 1956.
- Vehicles prior to 1990 eligible for Mystery tour and display on the oval.
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- Display of Vintage Fire pumps and Agricultural Machinery.
- Drivers under 25 in an eligible car admitted free

General Public Welcome
Open 9-12pm.
Entry: \$18.00 per person.
Programs \$2.00.
Children under 10 free.

[www.vintagedriversclub.com.au/
KaloramaRally](http://www.vintagedriversclub.com.au/KaloramaRally)

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Victoria



Sandown 360 Regularity

The Tradition Continues



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

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

[Entry via the PCV Portal.](#)

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

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

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

The Motorsport Australia Victorian Regularity Series

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

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

How will you go in 2022?

Mark your Calendars, ring your team members.





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Established 1971

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



SPECTATOR INFO

GATES OPEN @ 9am

\$25 per day / \$40 Weekend Pass

FREE PIT ACCESS

KIDS 14 & UNDER FREE + FAMILY ACTIVITIES

Tickets: At the gate, Sportingcarclub.com.au



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

JIM JONES. I was very saddened to hear recently that Jim Jones, photographer extraordinaire, and all-round nice guy, passed away on February 5. Jim was in attendance at most of our hill climbs until recent times, taking large numbers of photos, many of which were included in Valve Bounce after events. Jim will be sadly missed by all who knew him.

WILLEM TOET. Some of you may have heard of Willem Toet – if you follow Formula 1 and the world of aerodynamics, you will have certainly heard of him. Willem is a graduate of Melbourne and Latrobe Universities, took up employment with Ford, then followed stints as a racing engineer in Australian Formula 2 and Formula Ford. A move to England followed in 1982, where he joined the Mallock sports car team where he worked on suspension design, and developed lap time simulation software. In 1985 he joined Toleman F1 (later to become Benetton), where he was in charge of vehicle dynamics and wind tunnel work. He left to join Reynard in the development of their ill-fated F1 car – back to Benetton when the Reynard car was unsuccessful. He was poached by Ferrari in 1994 where he worked for five years as heads of aerodynamics. Returning to Britain in late 1999 to be senior aerodynamicist for British American Racing (BAR), in 2005 he joined the new (at the time) BMW Sauber organisation. Willem then left to join the RML Group, then back to Sauber as head of aerodynamics until the end of 2015. Part time retirement followed and he is now a consultant to Sauber Aerodynamics. Why am I writing all of this?? Willem was at our hill climb on February 19, and told me that he was extremely impressed with both our track and the standard of vehicles that were present on the day. Willem was (is he still?) an outstanding hill climb driver in England, with his Judd V8 engine Pilbeam. If you have a spare five minutes, check out Willem Toet on the internet, and, in particular, the YouTubes on his hill climb driving. Whilst you are at it, you could also check out Malcolm Oastler on YouTube. It was a pleasure to have Willem visit our track (with his friend Phil Memery the PA man), and it was heartening to hear his excellent comments on our track.

TRACK INSPECTION. All motor racing circuits have to undergo a Triennial Inspection to maintain their Track Licence, and, as such, we undergo such inspections. We actually had our inspection on June 30, 2021, and expected to receive the report some short time after that date. Track Inspector Bruce Keys delivered the report to Motorsport Australia on July 5, 2021, but we heard nothing. It appears as though the report sat on the desk of a person who left the employ of MA at around that time, and our report was in the pile of unfinished projects, and there it sat until recently when Bruce was able to track it down. We now have it, albeit a draft report, as MA has still to finalise the report, although it is unlikely to change. Triennial Inspection reports set out the works that are required to be undertaken in the following three years in order to maintain the Track Licence. We do have a list of tasks to undertake, and many of these will be undertaken at future working bees. Our tasks include protection of some structures around the track, work on tyre barriers already partly installed, the replacement of non-compliant tyre barriers in some places, the installation of further tyre barriers in a couple of locations, protection for spectators in the vicinity of the start line, and the opening up of the Horter barrier in the Esses. It is possible that we may purchase further concrete barriers to replace heavy tyre barriers in some locations. The Board will come up with a program of works in the near future, and will then plan when the works can take place. **THE CHIEF OBJECTIVE OF ALL OF THE WORKS IS TO IMPROVE SAFETY AT THE VENUE FOR BOTH DRIVERS AND SPECTATORS.**

CALENDAR 2022. Some additional events have been included on our Calendar, but these are track hires for other Clubs and are not part of our Club Championship. If you are interested in competing in any of these other events, contact the Club running the event to see about gaining an entry.

TIMING. Guess what?? We have received responses from more than TWO volunteers to undertake a course in timing when we are able to organise such a course. I am now working with Aaron Clarke of Event Timing to come up with a suitable time for our course.

MID-WEEK TRACK HIRES. We have some very interesting hires held mid-week, normally by commercial organisations who are preparing brochures, TV, Movie or YouTube publicity shots, or motoring journalists gathering if it is a new vehicle. Two weeks ago we had Mazda Australia at the track for two and a half days, with three car carriers full of Mazda MX-5 vehicles – six brand new and three from the Mazda Heritage collection. It is very interesting watching day such as this – all of our signs covered over with Mazda Australia signage, full catering for the whole time, and a horde of motoring journalists coming and going after driving “sedately” around the track in vehicles other than their own – the aim of the exercise is for the journalists to go back home and write nice things about the cars. Last week we had Triumph motorcycles - two Super Sport bikes, and two riders, one being a stunt rider and the other a regular competitor at the Isle of Mann. Being a non-motorcycle rider, I am absolutely fascinated with what these blokes can do on a motorbike - vertical on the rear wheel! The aim was the same as for the Mazda Group – publicity for the Triumph bikes. For both groups there were many photographers – still, moving, drones – the lot. The drone pilots are absolutely magnificent. Whilst some of these hires can be deadly boring, the last two were certainly not. Keep your eye on both car and motorcycle media in the near future to see our track featuring.

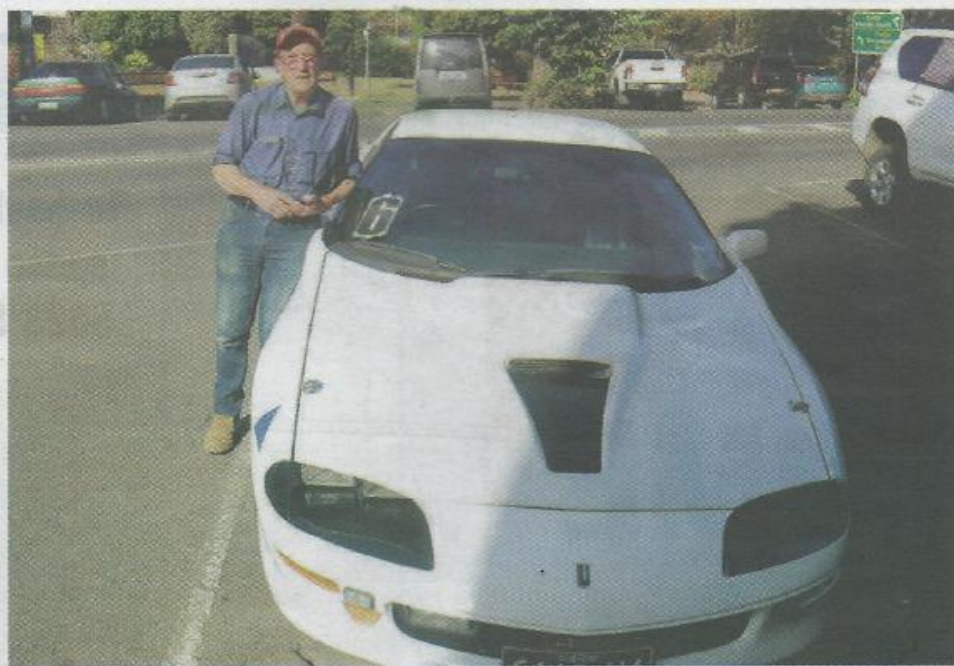
EAST SALE. It is happening, with the first event to be held on March 20.



What happens when Old Car Guys get sent to a nursing home ...

GCC members in the media:

This article about Ray Dore appeared in the Warragul and Drouin Gazette of March 1st:



Ray Dore of Longwarry with his 1995 Chevrolet Camaro and trophy for winning last season's Victorian Hill Climb championship.

Longwarry driver wins State title

Longwarry's Ray Dore had to wait for a few months to receive the 2021 Victorian Hill Climb championship trophy but the wait was worth it.

Mr Dore picked up the trophy at a recent leg of this year's title at Yallourn after interruptions due to COVID restrictions caused presentations to be delayed.

He took out the championship winning two events and finishing second in the four-race series on tracks at Camperdown, Wodonga, Rob Roy and Yallourn driving his 1995 Chevrolet

Camaro Z28 model that he has owned for 22 years.

Although he won the 2022 championship heat at Yallourn late last month 74 year-old Mr Dore, a lifelong Longwarry resident, said he won't be defending his title.

"I'm on a pension these days and the costs of travelling and competing are a bit much with no prize money attached to events, just a trophy," he said.

Mr Dore raced cars in his younger days and after a long absence from the track returned about 14 years ago.

Ed: this article has been reprinted with kind permission from 'Idle Chatter,' the magazine of the Gippsland Sporting and Classic Car Register. I have also written on this topic previously: did you know there is a Victorian Government policy to progressively reduce rural roads of B-grade or lower to an 80kph speed limit? That's not a conspiracy theory – it's from a VicRoads web site. Scott Newman is writing about the highway limits, but touring for anyone living in the country is going to become a slower process.

OPINION: Unreasonable speed limit changes risk losing public road safety support

A sudden speed limit drop has Newman pondering if road safety changes are losing the support of the public.

By Scott Newman (Associate Editor, Motor) 13th December 2021

Reprinted with permission from: [WhichCar.com.au/MOTOR](https://www.WhichCar.com.au/MOTOR)

It seems there has been a review of Victoria's speed limits recently. As a result, limits have been slashed statewide, presumably in the name of road safety. As usual we can pour one out in remembrance of some of our favourite driving roads, sections that flowed enjoyably with a 100km/h limit now relegated to tedious transport at 80km/h, but it's the highway bits I want to focus on here.

This recent speed limit review came to my attention during a trip to the Bryant Park Hillclimb circuit to shoot some videos for the MOTOR YouTube channel (go watch them, now!). It lies around 100 minutes east of Melbourne and the drive has always been an easy one, a wide, well-maintained dual carriageway with either a 100km/h or 110km/h limit, bar a couple of small stretches through towns. No longer.

Large swathes have been cut to 80km/h for no real obvious reason. I suspect it's to do with traffic entering from side roads; no doubt there has been an accident or two and the authorities have decided to 'fix' the problem by cutting the speed limit.

This is despite the vast majority of side roads having well-sighted entrances and the one that doesn't, has a temporary 70km/h limit triggered by side traffic, an intelligent solution.

Theoretically, this should have increased travel time markedly, but in my experience (I've made four or five recent trips out this way) it hasn't because the response from motorists to the lower limit has been to simply ignore it. The sign may switch to 80km/h – though the change has been recent enough that if you're in a modern car the head-up display or sat-nav will still say 100km/h – but the vast majority are continuing to sail along at the old limit.

You can't really blame them. Presumably most of these folks are residents who have travelled this road for years and 2020's law-abiding citizen travelling at 99km/h is 2021's menace to society, facing three demerit points and a \$363 fine. It's evidence of an interesting human trait, however, one that's been vividly illustrated by the recent pandemic and the associated restrictions.

In general, people will abide by rules and regulations if they find them reasonable. Case in point, the pandemic. Wear a mask and don't gather in groups, sure thing, but compliance soon slipped once a ban on visiting family was instated.

Similarly, 50km/h in urban environments, 40km/h in school zones, no problem at all, but when you reduce the speed limit by 20 per cent on a major highway 'just because' - you're going to lose the crowd. I'm not necessarily saying that's right or wrong, it's just facts.



I also don't wish in any way to trivialise the need for improved road safety, as there's a physical, mental and economic toll of people being injured or killed on our roads, but the current approach is doing precisely nothing.

In 2011 Australia's road toll was 1277, of which 770 were behind the wheel/handlebars (the others being passengers, pedestrians or cyclists), whereas as of September 2021 the respective numbers were 843 and 575. They're damning figures when you consider that half the population has been heavily restricted in its movement courtesy of lockdowns.

Extrapolate that data over 12 months and you get 1124 lives lost, of which 767 will be drivers or riders. Those are lower numbers than a decade ago, which is positive, but are improvements of 9 per cent and 0.5 per cent respectively worth crowing about? At the moment authorities are merely rearranging the deck chairs on the Titanic.

You can improve the escape hatches, upgrade the life boats and strengthen the hull, but none of that is nearly as effective as ensuring the captain has the skill and experience to miss the iceberg in the first place. This isn't the first column to say this and sadly I expect it won't be the last, but driver education is the key if we ever want to get serious about road safety.



From Frank Oostermeyer:

Attached is a photo of Ian Mayze mounted on his trailing buggy towed by a self-propelled mower. Ian recovered the said mower from the trash heap and with some well-grounded mechanical skill bought it back to life. In the words of the man himself "why walk when you can ride" hence he concocted an unsprung buggy with inflatable tyres. Ian tells me that he has another such mower in the shed ready for a second chance at life.

Photos from VHC Rd 2, courtesy of Kev Wilson





2022 Targa High Country – the Service Crew Story - Bill Freame

The highly-anticipated Targa High Country was run this year, but after the tragedy of Targa Tasmania last year the maximum speed of any competing vehicle has been reduced to 200kph, with big time penalties and worse for anyone exceeding this limit. This new rule has not been supported by all the competitors that it affects: obviously those with cars that can achieve much more than just 200kph! Regardless, this new speed limit just might save Tarmac Rallying for a few more years on the great driving roads that they use. The regularity categories have remained with their own limit of 130kph, a difficult enough speed to achieve on some roads, without having massive power and torque.

The event ran from the 11th to the 13th of February, with three entries from FCCV. Sonja and Ernst Luthi were in their Renault Alpine, in Classic Handicap, now up against the FIAT 131 of Phil Buggee and Paul Freame. Entered in Thoroughbred Trophy was the Mitsubishi Sigma, crewed by Jack Waldron and Vin Gregory. Servicing for these vehicles were Ian Maud and Steve Schmidt, for the Sigma, while Deb Buggee, Shayne Williams and Bill Freame would be servicing for the 131, with both service crews available to refuel any of the three cars. As previously, we would also be available for the long-time friends of most of us; the Subaru of Ian Samson and Alexia Frost, with their car being serviced by Jeffrey Wilson. Additionally, most of this crew were also sharing the accommodation in one of the Chalets up on Mt Buller.



The FIAT 131 of Buggee and Freame on the Mt Buller stage.

Photo: Otherside Productions

Scrutiny of the vehicles and credentials checking was done in a middle of the road car park, in what at times became organised chaos due to slightly too few officials doing too many jobs. With our cars and crews proving to be correctly identified, entered and accepted into the event we had a leisurely cruise up the hill to Mt Buller where we unloaded personal effects for our stay in the chalet and had a late lunch, before a final check-over of each of the cars to make sure they were as fully prepared as we could make them.

Additionally, the servicing vehicles were emptied of unnecessary items, fuel churns for day one added to the load and mobile phone numbers were exchanged and provided to everyone involved, just for emergency contacts if something unexpected should happen. A 131 spare wheel and an Alpine spare wheel were added to the Ford Territory that was servicing for them. Phil had been approached by a BMW competitor enquiring if their 20-litre fuel churn could be added to the Territory, but Phil declined as there was already 70 litres aboard, in three churns, for the Alpine and the 131, just for Day 1.

Day one was a late morning start with a sprint off the mountain to Sawmill Settlement, then a transport through Mansfield and a few competitive stages to a late lunch in Whitfield. We added fuel in Whitfield, as required, but were concerned that the Renault Alpine hadn't arrived, despite them having clear instructions as to where we would be waiting for them and knowing that we were in a good mobile phone reception area. Advised that they weren't coming we packed up and headed cross-country back to Mansfield to add more fuel in a safe location close to the BP servo, before the

final stage for the day, in late afternoon, from Sawmill Settlement back up to the Mt Buller village. When the road was eventually reopened, the service crews returned to the village and servicing could be completed. The Alpine had withdrawn from the event, but it still received attention to the solving of the starter motor problem it had suffered.



Service crew at work on the 131: Shayne & Bill in foreground.

Photo: Alana Freame

Day two had another sprint off the mount, the second of three planned. From there the cars transported to Merton and then two more stages before a lunch display in the heart of Euroa. We serviced/ fuelled on the approach to Violet Town and warned earlier cars of a couple of big mobs of kangaroos that had been crossing the road nearby. Fortunately, by the time our crews arrived to be fuelled they had been gone for a long time. We caught up with our crews again, in Euroa, before departing for our next refuel, at the side of road layby in Bonnie Doon instead of where we usually refuel at Merton. The Sigma also stopped there, not for fuel but to attend to making a quick fix to the intercom to ensure the navigator's calls could be heard by the driver. That was a successful fix. From here, there was to be a street stage through Mansfield and then the cars displayed at the 'Festa'. We took the opportunity to swap wheels around during a quick service in Mansfield on the 131 as Phil was complaining of a vibration at the front of

the car. We correctly assumed that one of the front wheels had lost a balance weight, so both were replaced with the two spares we had. The drive back to Mt Buller after the Festa would prove if we had solved the problem, or if further investigation would be needed. When the 131 arrived, they confirmed that it had indeed been a wheel balance problem. As the Alpine didn't now need us carrying fuel, we were able to accept a spare 20 litres for the BMW.

Sunday would be the longest day of the event and Shayne and Steve would both be returning to their homes from Mansfield after the return stages. On this day, the stages are towards Jamieson, then to Eildon, for lunch, and then return in the opposite direction, with the finish in Mt Buller village. One of the stages is 48 kms long! We would add fuel near Snobs Creek, on a clear area well off the road. To my absolute surprise, Alana, Ruth, Erin and Mark arrived, up from Melbourne for the day, and they were early enough to see most of the early cars, as well as watch us spring into action to add fuel to the 131. Alana took a photo of us in action, a permanent record of a well-executed fuel stop. Phil had requested that we be prepared to swap the wheels around, front to rear, during the lunch break at Eildon, a process that is permitted in the rules. So, Deb, Shayne and Bill had the Trolley Jack and a battery rattle gun with them when the 131 arrived, parked about 200 metres from where the Territory could be parked. Upon inspection, the tyres were still in excellent condition so remained in their existing locations on the car. We then proceeded to a pre-arranged location, near to Alexandra, to splash a little bit more fuel in the 131. Jeffrey was also there with us but not expecting to be needed by the Subaru. A phone call advised us that the stages near to Eildon had been cancelled because of a serious accident, so we proceeded to the next pre-arranged refuel next to the Mansfield Airport. On the way back through Mansfield, Steve and Shayne collected both their

vehicles, ready to make their trips home from there. We added just enough fuel to the 131 to get it to the finish of the final stage in Mt Buller village.

Eventually the last car had run up the hill, the road was reopened and we proceeded to the top, arriving while the presentations to the winners were taking place. We couldn't get into the court where our chalet was, because there was a Porsche parked diagonally across the entrance. Thus, we had to retrace our travel to park correctly in a parking bay, which the Porsche should have done. Ian and I both left little notes on the car, complimenting them on successfully blocking our access.

So, the results for our members? The Renault Alpine, a DNF. The Sigma, 3rd in Thoroughbred Trophy, and the 131, 2nd in Classic Handicap. That's a pretty good result for the effort involved. Of additional interest for me (and many others, too) was the first appearance of a (Hawke) Lancia Stratos. It had overheating problems on Friday and fuel supply issues on the final stage on Sunday, but it was still going at the end of the event and these problems will be solved by this experienced crew, in time for the 30th Targa Tasmania, now just a few months away.



The Hawke Lancia Stratos replica on Targa.
Photo: Otherside Productions



Ed: I seem to once again have hit on a 'Targa' theme for this section. It would seem appropriate then, to include this wonderful insight written by motoring journalist Angus MacKenzie. Thanks go to Steve Schmidt, editor of the Gippsland Sporting and Classic Car Register magazine 'Idle Chatter,' for assisting with its reproduction here.

DENNY AND ME

by Angus MacKenzie, Mar 14, 2012



Found these the other day while sifting through a bunch of old photos that had finally arrived from England after more than six years in storage: Denny and me.

The black-and-white pic is a PR shot taken 20 years ago next month, the day before the start of the 1992 Targa Tasmania, a five-day road rally around Australia's picturesque island state. A couple of weeks earlier I'd taken a phone call from the local BMW PR boss: Would I, he asked, like to co-drive in the Targa with 1967 Formula 1 world champion Denis Hulme, in a factory-prepped M5? He didn't have to ask twice...

The BMW PR man knew I'd done some rallying in the past, but we both knew that wasn't why it was I got the gig. My rallying experience had been as a driver, and as this inaugural Targa would include a mixture of closed road special stages - where fastest time is all that matters - and

average speed sections on regular open roads - where if you booked into the time control any earlier or later than scheduled, you'd be penalized - I had to call my old co-driver buddies to make sure I understood how it all worked. I wasn't there because I was a world champion rally co-driver; I was there simply because I could write about it afterwards.

It would be fair to say that neither BMW nor I expected much out of the Targa Tasmania beyond getting a good story and some nice photo ops. Denny had a regular seat in one of the factory-backed E30 M3s in what was later to become the V8 Supercars series, and had nothing to prove in a one-of-a-kind road rally that many of the 460 competitors - most in classic cars of some sort - would be treating as a high-speed fun run. But I suspect Denny wanted to win the damned thing anyway. World champions are like that.

I'd met Denny for the first time the night before this shot was taken. He had a reputation for being irascible and grumpy, especially with members of the press: American journos had nicknamed him "The Bear" while he and his best mate Bruce McLaren were running riot in the legendary Can-Am series of the late 60s. But this was a man who'd raced my grand prix heroes - Clark, Stewart, Brabham - and beaten them fair and square; a man who'd twice finished fourth in the Indy 500; who'd tamed the thundering big-block McLaren M8s at tracks all over North America. He was entitled not to suffer fools gladly.

Me? I'd once held an autocross class record...

Things did not get off to a great start when I couldn't get the Terratrip - a special device that accurately measured distance and time - fitted to the M5 properly calibrated. This particular M5 had been driven to second place by another former F1 world champion - Alan Jones - in the Bathurst 12-Hour production car race a few weeks earlier. The engine was basically stock, as the rules required, though both the intake and exhaust had been changed to improve breathing, the fueling and timing had been tweaked, and the suspension and brakes had been brought up to racing spec. The car had a full roll cage, and a second seat with full harness belts, and an intercom system had been added for the Targa.

After a couple of fruitless hours trying to get the Terratrip to hold its calibration, the BMW tech guy figured the sensors on the M5's propshaft and brake rotors that helped with the anti-lock braking and traction control systems (this thing was cutting edge in terms of electronics 20 years ago) were somehow interfering with the Terratrip's sensors and scrambling the signal. We faced doing the event using only the odometer and the tiny little dash-mounted trip computer that was standard on the M5 back then. Denny didn't say much.

While the BMW techs took the M5 back to the shop for a final check, I had the support crew take me around to the local Department of Lands office, where I spent several hundred dollars on highly detailed 1:25,000 scale maps covering the route.

Years before, I'd read British journalist Denis Jenkinson's epic account of riding shotgun with Stirling Moss in the 1955 Mille Miglia; of how he'd driven the entire route before the race, and made notes on corners and crests and other hazards on a long roll of paper which he'd called back to Moss as they raced - the forerunner of the pace note system used by rally crews the world over today. I figured I'd work out each day's route from the official instructions and trace it onto the map, then cut and paste the maps together, and try call the road as best I could from the map. Denny still didn't say much.

We took it easy the first couple of days. At first Denny seemed slower than I thought he'd be on the twisting, diving, utterly magnificent Tasmanian roads, which helped me relax, though I soon realized that like every truly great driver he only made it look that way. Slow hands on the wheel, delicate inputs on the pedals, and neat, crisp gearshifts: nothing rushed or forced. And when we finished the second day in equal second place, just 40 seconds behind the leader, local race driver Greg Crick in a Honda NSX, I realized we had a real shot at winning this thing.

It wouldn't be easy, though. Crick's NSX was lighter, quicker and more agile than our M5; as a local he knew a lot of the roads; and he had a champion Tasmanian rally co-driver handling all the navigation chores. And sure enough, Crick stretched his lead by another 20 seconds on the third day.

Then, on day four, it rained. And Denny showed me why he was a world champion.

I think we passed eight cars on one long, rain-slicked special stage that day - cars that had started at 30 second intervals apart ahead of us. One of them was Denny's old teammate Jack Brabham in the second of the factory NSXs. I still remember us coming down a hill, and catching sight of the red Honda as Brabham made the right-hand turn onto a straight. The cloud was hanging in the tree-tops, and rain spattering the windshield as we closed in on the Honda's rooster tail of spray. I could see the road running straight to a slight crest in the distance. I looked at the route book, then at the map in my lap, at the contour lines crossing the road I'd highlighted; the road ran straight for maybe a quarter mile over the crest before it turned sharp left and dropped down into an even deeper valley.

"Go! Go! Go!" I yelled. "Flat over crest! Flat over crest, then 300 meters to 90 left!" We pulled right alongside Brabham's Honda just as we approached the rise. Jack braked, but Denny kept his foot buried. We blew by the red NSX at maybe 120mph, three foot-long sheets of flame erupting from the exhaust, Jack told us later, as Denny finally lifted to balance the M5 for the fast-approaching 90-degree left-hander. Shortly after we crossed the timing marker, and were slowing down for the control officials, Denny turned and smiled: "That," he said, "was a good run." He'd trusted me on that call. I felt like a world champion.

We took just over a minute off Greg Crick that epic, epic day. With one day remaining, we led the Targa Tasmania by one second.

That final day was chaotic, with several stages cancelled due to crashes, and Crick clawed back some time on the roads he knew so well. We'd been caring for our tires - regulations limited us to three sets for the entire event, from memory - and Denny had decided to throw on our final fresh set for the Queenstown stage. It was a mistake; the green tires proved too slick, and Crick grabbed another second on the long climb out of the old mining town. But on the next stage - at just on 30 miles, one of the longest of the event - Denny set fastest time by 17 seconds, the M5 hitting 160mph on the straights. He'd cut Crick's lead to just nine seconds, but with the final two stages of the day cancelled, there was nothing more he could do.

We'd come so close. Denny would tell TV interviewers he'd just been out to enjoy himself. Which was sorta true: Once he realized I wasn't a complete klutz, and actually knew how to manage a rally car - and read a map with some accuracy - he revealed himself to be a warm, friendly, unbelievably down-to-earth guy with a repertoire of racing stories so spectacular I wished I'd had a tape recorder along with me (even though some I still couldn't possibly publish).

But under all the banter there still beat the heart of a racer. And a few months later we shook hands on a deal with BMW to run one of the new E36 M3s - and Denny wanted one with 400 horsepower - in the 1993 Targa. "This time," Denny said, "we're going to win the bastard". That felt pretty good. The color pic of Denny and me in the BMW pits at Bathurst was taken that day.

Sadly, it never happened. The very next day that racer's heart let him down: Denny suffered a massive cardiac arrest while at the wheel of his M3 racer in the Bathurst 1000 race. Somehow, he managed to ease the little BMW off the track and slow it down. But by the time the car gently kissed the guardrail next to the track and rolled to a halt, he was dead.

I'm glad I found those old photos. Thanks Denny, for giving me the ride of my life.



Footnote: I have a VHS tape of the 1992 Targa Tasmania somewhere. Haven't seen it in years - whatever happened to all those VHS players? - but I found this cut-up version on YouTube. It gives you some of the flavor of the event: <https://www.youtube.com/watch?v=opwRqmaxxkg>

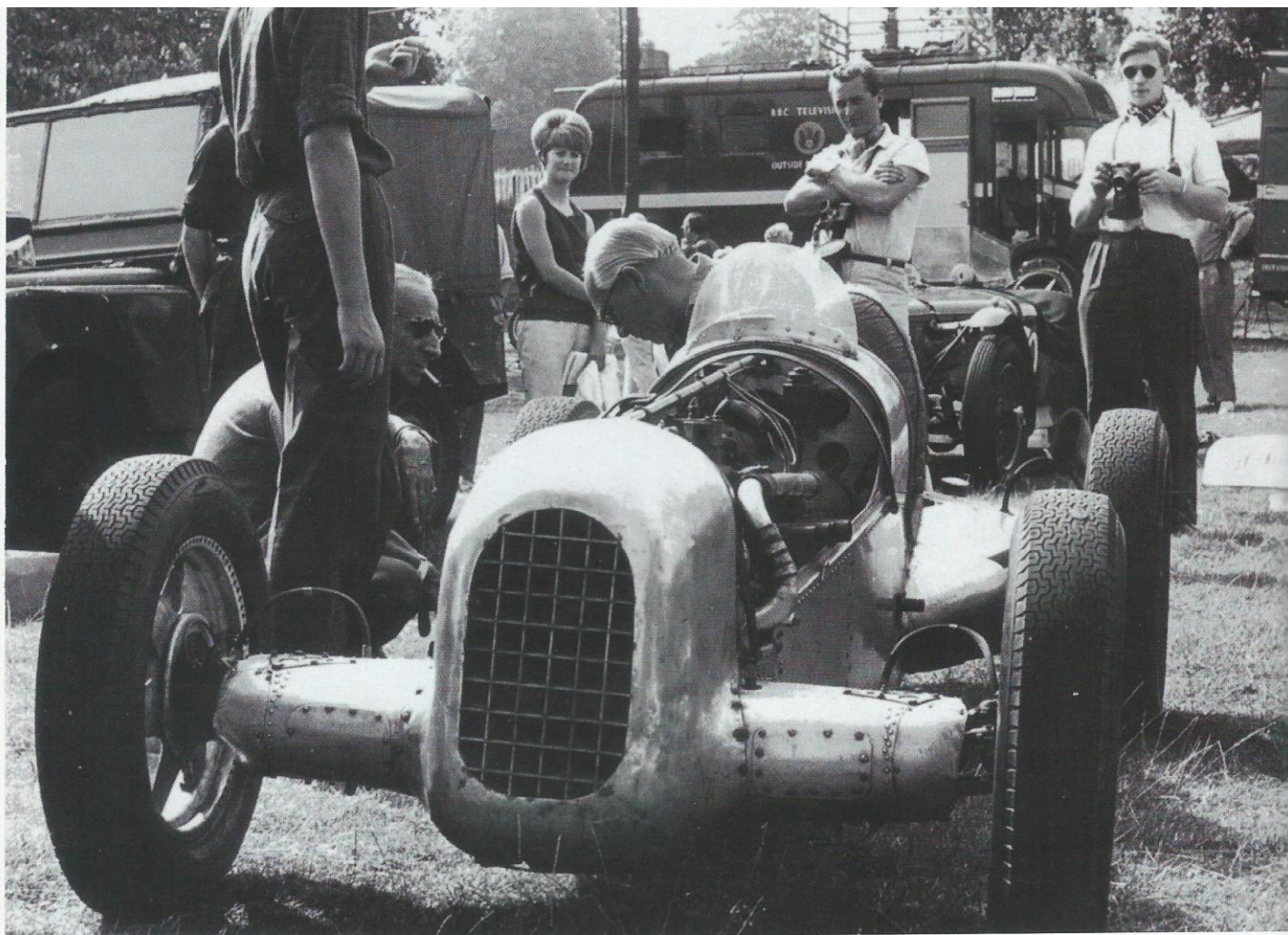


Ed: this image and text from the Facebook site: [Glory Days of Racing](#) and provided by Grant Axworthy.

I don't know if this ice race was in the U.S.A. or perhaps Scandinavia. Either way, the JWF Milano is a long way from its Australian birthplace. The JWF Milano was an Australian fibreglass-bodied special typically built on an Austin 7 chassis (but also Morris 8, MG TC, etc). About 300 roadster and GT coupé bodies were produced by JWF, 1959-1961(ish).

Ed: Grant is correct there: one yellow, MGA-powered Milano lives locally and appears occasionally at gatherings such as the GSCCR's Warragul breakfast club. It is a superb-looking vehicle: its appearance definitely improved minus the oversized and spiked metal wheels!

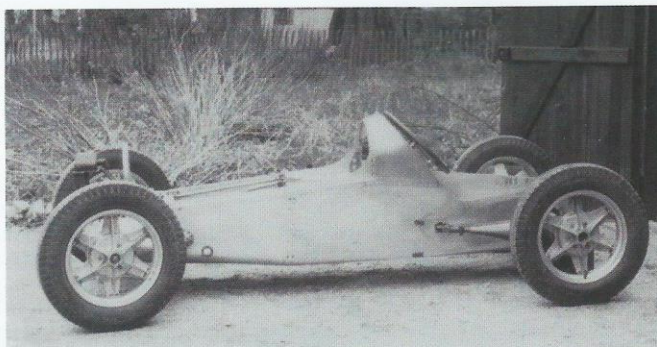
Continuing the story of Alec Issigonis' revolutionary hillclimb special, from *The Automobile* magazine, April 2006:



LIGHTWEIGHT **VERY SPECIAL** PART 2

In Part 2 Jonathan Wood traces the history of this remarkable Issigonis-designed hillclimb and sprint car from its completion by George Dowson in the summer of 1938 right up to the present

There is little indication from the Lightweight's outward appearance that it is of monocoque construction, as this 1937 photograph of the car, sans bodywork, clearly reveals

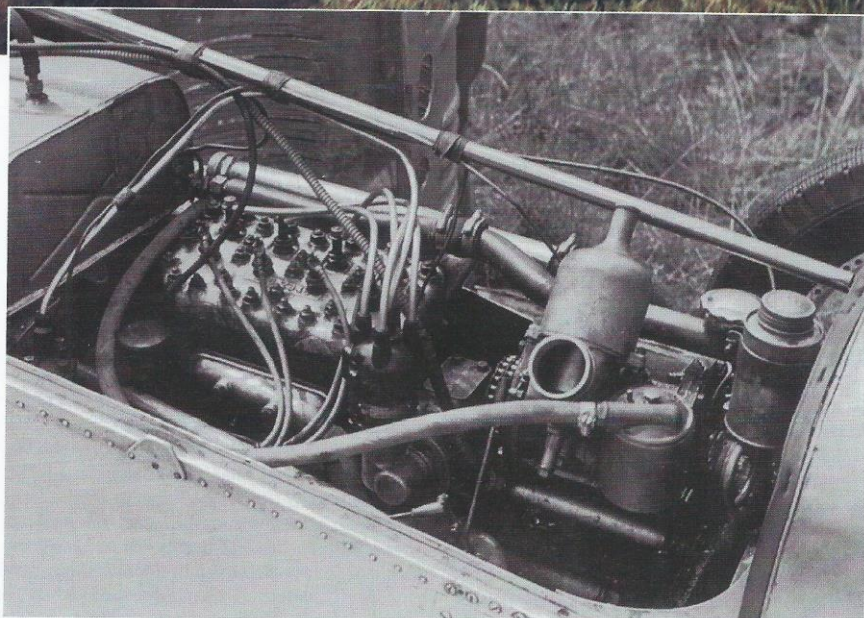
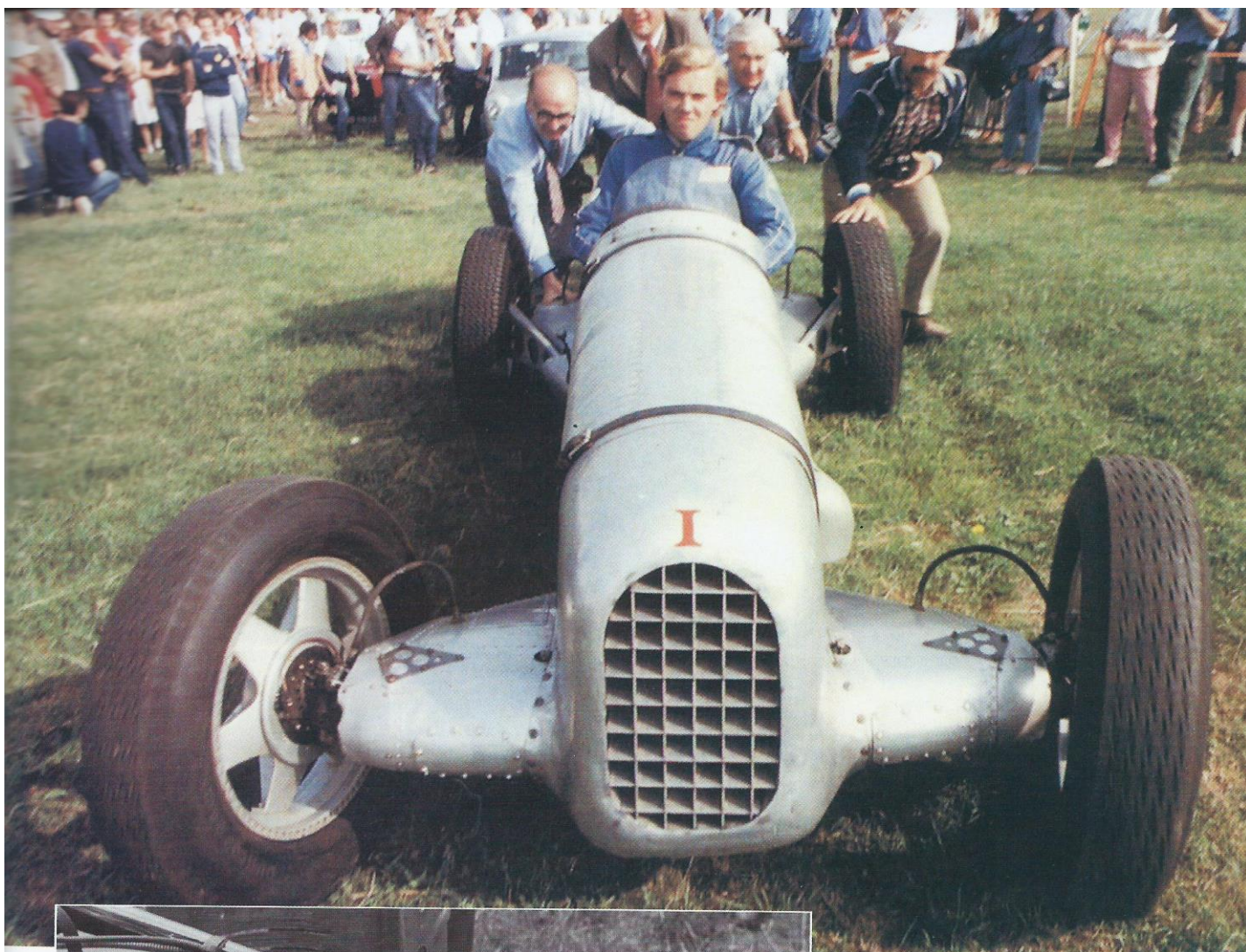


Entered as an Austin Special, the car made its competitive début on 25th September, 1938, at the Bugatti Owners' Club's newly-opened Prescott hill climb. Issigonis was barred from driving by Morris Motors, so George Dowson took the wheel; this also marked his début as a participant in this branch of motor sport. Unfortunately he got no further than Orchard Corner, where, as *The Light Car* put it, 'He demolished the barricade good and proper', a casualty no doubt of the special's indifferent cable braking.

Repairs were undertaken and the car came out in time for the BOC's inaugural meeting of 1939, held on 14th May. It now ran as the Lightweight Special: does anyone know who coined the name? Outwardly it differed slightly from the previously year, as Dowson had reworked the radiator cowl so that it was no longer uncompromisingly vertical, but mildly inclined. Yet George still had to find his form. *Motor Sport* referred to his 'indifferent' ascent.

Two and a half months later, on 30th July, the same magazine reported that the car 'stood right out. The noise was immense... and Dowson got down to 50.64 secs, making artistry of his gear changes, despite the between-the-legs location of the lever.' He was placed third in the 750cc class behind a brace of twin-cam Austins. Issigonis was also proud of the fact that the car had beaten the works side valve entry.

At the May meeting Alec met up with an old friend in the shape of his much modified Ulster, now owned by young Monica Strain, who



subsequently married Bugattiste 'Twink' Whincop. It had apparently been discovered in a Midlands scrapyards by enthusiast Barry Woodhead, and Monica had bought it on his advice. In my book* I recounted that Issigonis was apparently horrified to find that the wooden broom handles, with which he had temporarily replaced the original radius rods, were still in place. In later years Austin Ulster historian Chris Gould attempted to track down the car. He traced it to Charlwood, Sussex, before the trail went cold in the 1950s. Does any reader know the fate of GH 1645?

The Lightweight was Austin Seven powered from 1938 until 1947. This is probably Rod Turner's engine, with 24-stud cylinder head and Zoller supercharger. It replaced the original Cozette blown, Jamieson donated 32-stud unit in the early post war years. The fuel tank was soon relegated to the offside rear

The outbreak of the Second World War put an end to competitive activities. The Lightweight was stored in a barn at The Poplars, together with some 30 other historic racing cars. The thoroughbred stable included a brace of ERAs and John Morris's Blitzen Benz, which he had run in late 1939.

Opposite page: George Dowson sits in the Lightweight's cockpit, talking to Issigonis (left) in sunglasses with his customary cigarette in the paddock at Prescott for the annual VSCC meeting. The date is 16th August, 1964. Above: George's son Christopher at the wheel of the Lightweight at Donington in 1989, when he gave a demonstration run at an event staged to commemorate the 30th anniversary of the Mini's introduction. Note the letter I on the radiator cowl, as requested by Issigonis when he gave the car to Dowson

With the coming of peace in 1945, Alec Issigonis was now free to drive the car. He invariably put up faster times in sprints than Dowson because he weighed rather less. He took the wheel at the first such post war meeting, held on 28th October at Filton Airfield, where he won the 1100c class.

By 1946 the Lightweight had been re-engined, as the original Ulster-based Jamieson-enhanced Austin Seven power unit had broken its crankshaft. The two bearing component had at last succumbed to the tripartite demands of high revs, tuning and supercharging. Dowson and Issigonis fitted a replacement Seven engine, possibly acquired during the war. It was the Zoller-blown one constructed by Rod Turner for his own single seater Austin. Turner then reinstated the original Ulster engine in his car and sold it to Jersey-based John Bennett. Does anyone know what happened to it?

On the Lightweight, the drive to the Zoller supercharger now incorporated the water pump, so a duplex chain was used and the ratio was upped to two thirds of engine revs, which produced a 28 psi boost. This blower took up more space than the Cozette, so the alloy cross member which had

housed the latter was removed. Forward torsional rigidity suffered as a result, the cross-member's role being taken over by the bonnet straps. With the arrival of the No 4 Zoller the air intake positioned in the front offside suspension binnacle was blanked off and a new one introduced on the bonnet.

The cockpit had always been rather a tight fit, particularly for Dowson, so a modification was effected to improve the operation of the controls, probably subsequent to the car being re-engined. In practice the centrally positioned gear lever had proved awkward to engage, so it was relegated to the offside of the cockpit. This in turn necessitated reworking the steering gear, and the engine compartment cross bracing, named the 'Forth Bridge' by the weight-conscious Issigonis, was removed. It also meant repositioning the fuel tank, which thereafter resided within the nearside rear spat, the filler projecting through the cowl.

A large crowd of spectators, estimated at between 10,000 and 15,000, was present for the VSCC's Elstree Speed Trials held on Easter Monday, 1946. Dowson and his wife Ida, always known as Max, whom he had married during the war, were there to see Issigonis again win his class with a run of 16.42sec. His friend Laurence Pomeroy commented in *The Motor* that Alec 'left the mark like a rocket... without wheelspin.' For his part, Issigonis later recalled that he 'beat the lot in the class, including a factory R-type MG' which Pom reckoned, 'probably developed twice as much power', though this was 'largely dissipated by wheelspin on the line and [it] was unable to do better than 19.8 sec'.

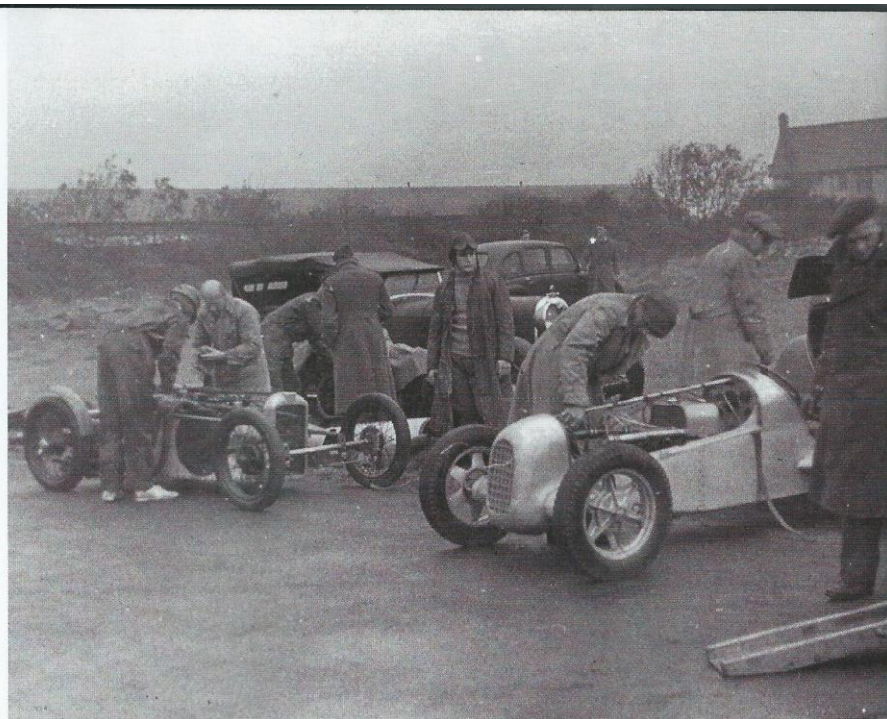
Prescott reopened after the war in pouring rain on 19th May, when George took the Lightweight's wheel, winning the 750cc class with a run of 56.1sec. One scribe commented that the 'Austin engine... shrieked off enormous numbers of rpm...' But future trends in hill climbing and, indeed Formula One, were also apparent and 'great interest was focused on the new 500cc class', the nimble miniatures powered by rear-mounted motor cycle engines appearing 'in an open event for the first time.'

Dowson again drove there on 23rd June, 1946, for a BOC closed meeting, although the Lightweight's handling proved unpredictable and Issigonis decided to remove some of the elastic bands from the rear suspension. *Motor Sport* commented that George then stowed the discarded material (actually old car inner tubes) in his pocket. But to Issigonis 'the benefit of the highly negative camber rear wheels was astonishing'. With the car's traction much improved, Dowson recorded a climb of 50.05sec, fifth fastest of the day.

The real problem remained the 'tuck under' of the swing axle. This persisted, and was not finally eliminated until very much later in the early 1970s, when Christopher Dowson was running the car. He successfully checked the tendency by introducing rubber rebound stops, appropriately made of truncated Mini suspension cones, to limit wheel movement and stop the suspension working.

The car remained highly competitive. In September, 1946, *The Motor* commented that this 'home-built special bears the hallmark of professional construction and is one of fastest racing cars, irrespective of engine size, on any sprint course today.' Despite the success of the new engine, the days of the Austin Seven power unit were clearly numbered - it disintegrated, probably in the summer of 1947. The remnants, in the form of a box of bits, were therefore dispatched to John Bennett in St Helier.

Its replacement was an experimental four-



BRIGHTON & HOVE MOTOR CLUB SPEED TRIALS :: Sept. 7, 1946.

Received of A. Issigonis Esq.,
the sum of Two. Pounds, --- Shillings --- Pence
being Entry Fees for Classes 14. £ 2. : 0. 0.

August 14th. 1946.

Speed Certificate £ - : - -
£ 2. : 0. 0.

E. W. QUERO, Hon. Organiser.

Top: The date is October, 1945, and the location Filton Airfield. Issigonis, who drove on that day, is attending to the bonnet-less Lightweight with the fuel tank still in its original position under the bonnet. Behind can be seen John Bolster's *Bloody Mary*. Above: In 1946 it cost just £2 to enter the Brighton Speed Trials

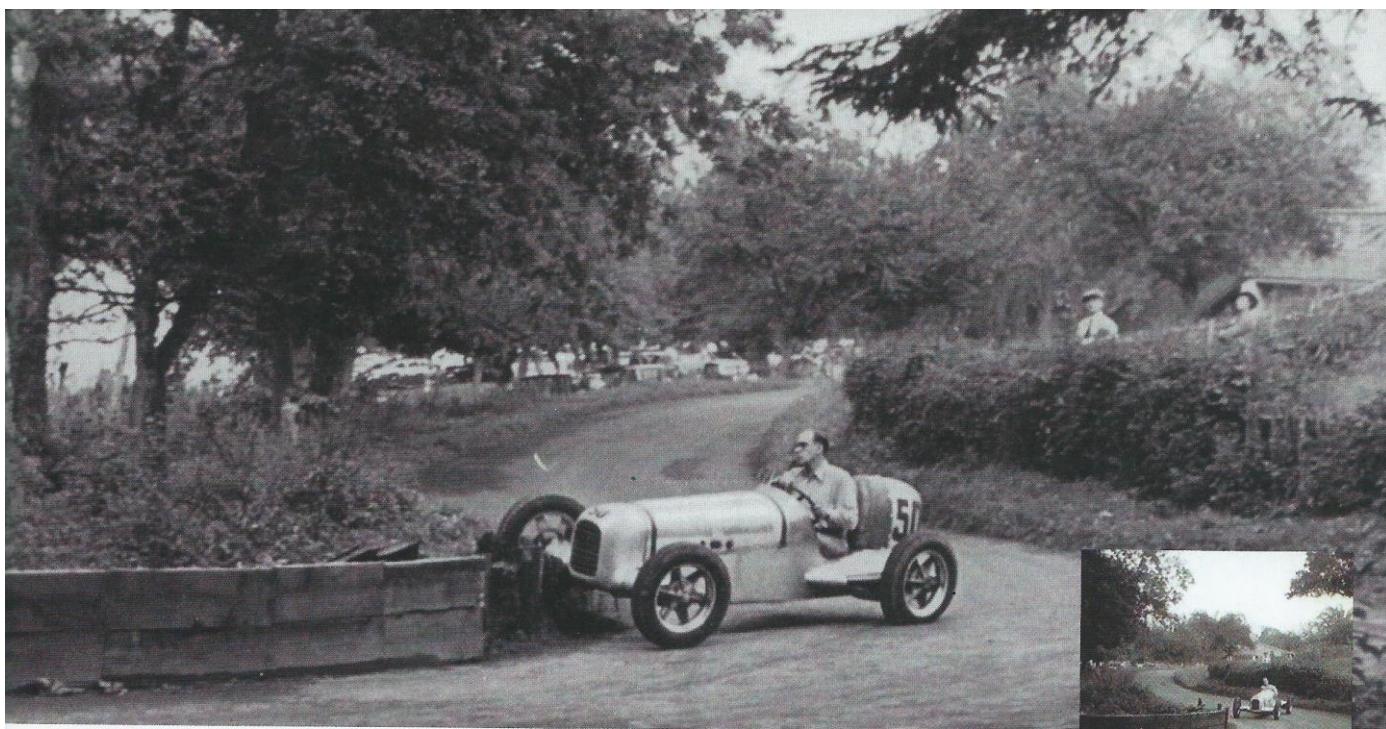
cylinder cast-iron single overhead camshaft Wolseley power unit. The 748 cc Morris Engines design, coded ZC 80W, was considerably stronger than the Austin, the crankshaft having five main bearings. It was, in consequence, somewhat heavier than the original. Today, the Lightweight weighs 750lb, some 160lb more than it did on its completion in 1938. A surviving drawing of the small four bears the date November, 1944. In a note to Christopher, Issigonis wrote that there were 'six engines built. Wolseley kept three for test bed engine work and three were sent to Cowley, which the Morris management gave me.' A four-speed close ratio gearbox was fitted and a special two-speed unit prepared specifically for participation at Prescott. Experiments were undertaken with different wheels, the rears being apparently shod with 900 by 13 tyres and the fronts using something skinnier.

The Lightweight appeared in re-engined form in August, 1947, at the Brighton Speed Trials. The engine's origin was tactfully not revealed. Indeed *The Motor* declared that Issigonis and Dowson '...have built themselves a new ohc engine'. So enhanced, George attained 77.81mph for the standing kilometre, winning the 750cc class. The

Lightweight's new power unit produced acceleration which suggested 'the whole car, and not just the suspension, were driven by rubber bands.' Issigonis did slightly better, recording 78.38mph to win the 1100cc class. The new power unit highlighted the limitations of the original cable brakes, so these were replaced by the two leading shoe Lockheed hydraulic system which the car retains.

The final modification was applied to the step-up box in the final drive, for which David Fry produced more cogs with optional ratios geared for specific venues. It should be said that the car was by then very fast. Issigonis recalled he had crossed the line at Brighton at 128mph. The 120bhp or so produced by the Zoller boosted Wolseley engine often proved too much for the Austin Seven crown wheel and pinion. Their failures marred many outings, particularly at Shelsley Walsh.

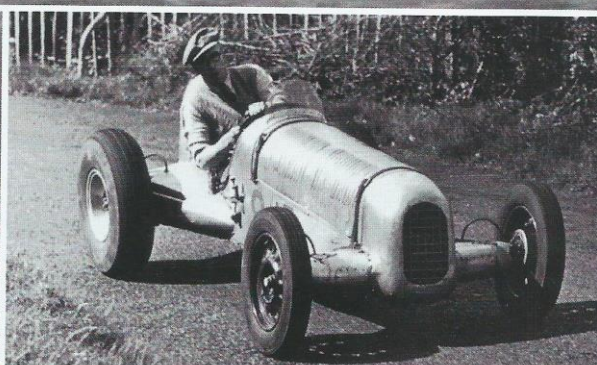
In this revised form the Lightweight proved to be virtually unbeatable in both the 750 and 1100cc classes, but by 1950 it was being successfully challenged by John Cooper's 500s. Issigonis hated the JAP-engined single seaters and readily dismissed them as 'Bloo-pars'.



Above; First time out at Prescott in September, 1938, Dowson had the misfortune to crash what was then named an Austin Special at Orchard. Inset shows him moments prior to the accident



Left: George Dowson, bereft of a crash helmet, at the wheel of the Lightweight in 1939



Left: George Dowson takes the Lightweight up Prescott in 1948, shod with experimental tyres front and rear

Yet another broken crown wheel and pinion, Issigonis's increasing workload at Morris and family commitments for Dowson saw the Special retired to a corner of the workshop at The Poplars. There it remained until 1959 when, encouraged by George's son, Christopher, then a schoolboy, the car emerged from retirement. "I badgered him to get it out, and with the help of Oswin, a local garage mechanic, we did the repairs with George advising from time to time, although a bad back problem prevented him from joining in. Everything was gummied up with old Castrol R and stale fuel, but we had it going again in about a month."

Fortunately the Vintage Shelsley meeting coincided with Christopher's prep school half term, so this became an annual outing, together with Vintage Prescott. George Dowson was to dominate the 1100cc class in the Special, the 750cc one having been abandoned by this time. In the process two crown wheels and pinions succumbed and were replaced, with Dowson junior undertaking the repairs. It was one of the reasons his father allowed him to share the wheel of the Lightweight at the Vintage Shelsley meeting of 1968.

"We were put in the 1500cc class and I was third,

beating George but not two ERAs. Surprisingly, he wasn't angry but impressed, and from then on handed the driving to me. I was at least three stone lighter than him in those days." Christopher recalls the Lightweight running on a fuel cocktail of 80 per cent methanol, 10 per cent pure benzene and an equivalent amount of five star petrol.

Christopher continued to drive the Lightweight until 1976/7, but in 1974 he acquired a modern in the shape of a supercharged 1100cc Brabham BT 15. "I used to take both cars to some meetings and it was very strange to swap between the two very different machines. This improved my driving considerably, which helped me to break the 1100cc record at the 1975 VSCC Prescott and set fastest pvt time of day at the Cordon Rouge Classic Prescott."

Alec Issigonis maintained a lively interest in the special and regularly proffered advice. He was also keen that the car should be seen by the public; it was accordingly displayed at the Stratford Motor Museum, while remaining readily accessible for demonstrations runs.

On George Dowson's death in 1979, Issigonis gave his share of the Lightweight to Christopher. With it came a collection of photographs, some of which are reproduced in these articles. "There was also an envelope and inside was a letter 'I' he had cut out of red Velcro. He said that Lightweight was the only car he had ever made (although my father had done much of the work) and this was the badge of the one and only Issigonis. He asked me to stick it on the top of the radiator cowl and this I did."

Characteristically, this request flew in the face

of a statement Issigonis had made to Steady Barker only a few years before when he dismissed the Lightweight as "a frivolity in my life. It was not so much a design exercise as a means of teaching me to use my hands. George and I learnt the hard way how to build something for ourselves from scratch."

After the closure of the Stratford museum the Lightweight returned to The Poplars. Issigonis died in 1988. School fees demanded the car's sale in 1997, and it was bought by Iain Cheyne. He continues to campaign the car in VSCC events for a new generation to witness what John Bolton once memorably described as 'one of the most amazing specials ever constructed.'

Grateful thanks are due to Christopher Dowson for entrusting me with the loan of many precious documents, photographs and drawings of the Lightweight Special. Thanks are similarly due to Rupert Turner and his 93-year-old father, Max, for recalling details of his brother Rod's Austin Ulster-based single seater. Thanks, too, to Iain Cheyne, Martin Eyre, Bob Light of the Bugatti Owners' Club and Chris Gould.

**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. Cheques made payable to Jonathan Wood. UK only, I'm afraid.*

To complete this item about the lightweight special, here's a photograph of the car as it is today: restored and still in use.



It Should be a Simple Job

- Bill Freame

Ah yes, a simple job, helping to bleed the brakes on a friend's competition car. It was already sitting on stands, on his four-post hoist and all four wheels were off it as well. So, the preparation to bleed the brakes had already been done before I arrived. This is a simple job I have helped with on many cars, many times, so with Jack on the spanner, progressively at the wheels and myself the one to be modulating the pedal, it should only take a few minutes.

However, if you remember the sudden and heavy rain and hail storms we had at the end of January, well, we couldn't hear enough over the rain and hail on the metal roof to tell each other where I was with the pedal (up or down) and Jack trying to tell me where he wanted me to have the pedal, so he would know it was the right time to open or close the bleed nipple. I couldn't hear Jack yelling and he couldn't hear my shouting because the rain noise was so loud!

Our solution to complete the job despite the noise was to each use a metal object to bang on the hoist. One bang from Jack meant the bleed nipple was opened. My signal of one bang meant the pedal was down. Upon closing the bleed nipple, Jack banged twice, thus telling me to allow the pedal to rise up again, whereupon when the pedal was up, I banged twice so Jack would know he could open the bleed nipple again. This simple process was repeated around the car, with all four corners eventually bled correctly. We both had a good chuckle, pleased that we had succeeded in completing the simple job despite the noise handicap.

Within a few more minutes the rain had eased off to a drizzle and we could hear each other again.



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2022 VICTORIAN HILL CLIMB CHAMPIONSHIP, ROUND 2

CLOCKWISE TRACK

Event Ranking

Rank	Number	Last Name	First Name	Club	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Time	Gap
1	999	ACKLAND	Gregory	GCC	Ninja GA8	Formula Libre 1301 to 2000	47.06	47.42	47.44	74.24			47.06	
2	99	MAHON	David	SCCSA	Dallara Hayabusa	Formula Libre up to 1300	49.10	47.79	47.13	47.51	48.00		47.13	0.07
3	250	FOLEY	Alan	GCC	R Foley	Formula Libre up to 1300	57.98	50.75	49.41	50.41			49.41	2.35
4	3	BARKER	Mike	VHRR	Hayward 06	Formula Libre 1301 to 2000	50.84	49.92	50.18	52.84			49.92	2.86
5	70	MOILE	Ewen	GCC	Ramblebee Mk8	Formula Libre up to 1300	52.04	51.51	52.06	51.80	50.89		50.89	3.83
6	77	JANSSEN	Wim	GCC	Wimp 003	Formula Libre 1301 to 2000	54.35	52.96	52.08	51.90	52.34		51.90	4.84
7	177	GRBIC	Mirko	MCA	Mitsubishi Evolution	Time Attack	53.66	53.64	53.01	52.76	52.57		52.57	5.51
8	56	NEWITT	Colin	GCC	Locost	Clubman Sports Cars up to 1600	56.13	56.23	55.73	56.01	56.18		55.73	8.67
9	171	BUFFINTON	Steven	GCC	Westfield Clubman	Clubman Sports Cars up to 1600	57.19	57.15	56.93	56.20	56.63		56.20	9.14
10	151	CASEY	David	GCC	Casey CR1	Formula Libre up to 1300	56.32	64.62					56.32	9.26
11	7	FEYGANS	Hugh	MCA	Porsche GT3RS	Production Sports 28/2F 3001 And Over	58.74	57.27	56.37	56.34	56.95		56.34	9.28
12	89	JAMES	Jordan	GCC	Mitsubishi Evolution	Sports Sedans 4WD	57.89	56.66	56.94	56.43			56.43	9.37
13	16	YEOMANS	Rhys	GCC	Honda Civic	Improved Production up to 1600	56.61	56.85	56.77	56.89	56.51		56.51	9.45
14	52	HOCKING	Dale	GCC	Dalrick Clubman	Clubman Sports Cars up to 1600	57.10	57.03	57.79	57.30			57.03	9.97
15	113	MCNIVEN	James	GCC	Toyota Corolla	Sports Sedans up to 1600	58.04	57.35	57.99	58.05			57.35	10.29
16	45	SELWYN	Travis	GCC	Datsun 1600	Improved Production 1601 to 2000	58.59	57.96	57.49	58.05	57.82		57.49	10.43
17	327	PENNYCUICK	Damien	GCC	Nissan Skyline	Non Log Booked Cars	58.65	58.44	58.59	57.50	57.53		57.50	10.44
18	72	KOGGE	Larry	GCC	Holden Torana	Historic Group N 2001 and over	58.46	58.88	58.41				58.41	11.35
19	245	SELWYN	Terrence	GCC	Datsun 1600	Improved Production 1601 to 2000	59.80	58.72	58.45	58.87	81.91		58.45	11.39
20	100	WEYMOUTH-WILSON	Steven	VMCI	Morris Cooper S	Historic Group N up to 2000	59.55	59.08	59.53	58.73	58.48		58.48	11.42
21	771	HEATH	Warren	GCC	Ford Laser	Improved Production up to 1600	59.13	59.54	59.67	59.00	58.65		58.65	11.59
22	83	SPEIGHT	Ian	GCC	Mazda MX5	Production Sports 28/2F up to 2000	59.38	59.13	59.14	59.88	58.99		58.99	11.93
23	43	VELLA	Sei	GCC	Mazda MX5	Non Log Booked Cars	60.14	59.61	59.02	59.38	59.32		59.02	11.96
24	241	HAVERKORT	Stuart	GCC	Honda Civic	Sports Sedans 1601 to 2000	60.30	59.83	59.33	59.05			59.05	11.99
25	29	POLLOCK	Gavin	KCCI	Mitsubishi Evolution	Non Log Booked Cars	62.81	60.64	59.67	59.32	59.83		59.32	12.26
26	9	BOYD	Tim	GCC	Nissan Skyline	Non Log Booked Cars	59.35	59.51	59.59	59.48			59.35	12.29
27	93	PATERSON	Luke	VMCI	Morris Cooper S	Historic Group N up to 2000	59.56	60.12	60.36	59.90	59.72		59.56	12.50
28	13	CANTWELL	David	GCC	Honda Civic	Sports Sedans up to 1600	60.25	59.56	59.73	60.65			59.56	12.50
29	911	INKSTER	Thomas	GCC	IDS 2	Historic Other	62.17	60.11	88.68	60.19	59.81		59.81	12.75
30	21	NEWTON	Mark	GCC	Holden Commodore	Non Log Booked Cars	60.05	61.58	61.53	62.66			60.05	12.99
31	700	WILD	Brett	GCC	Isuzu Bellett	Sports Sedans 1601 to 2000	62.08	61.48	60.13	61.10	61.67		60.13	13.07
32	72	MCIVOR	Garry	GCC	Ford Escort	Sports Sedans 1601 to 2000	61.23	60.88	60.68	60.30	61.01		60.30	13.24
33	12	WILLCOCK	Andrew	KCCI	Mitsubishi Ralliart	Non Log Booked Cars	62.27	60.33	62.07	60.57	61.05		60.33	13.27
34	291	POLLOCK	Deborah	KCCI	Mitsubishi Evolution	Non Log Booked Cars	63.67	62.48	62.25	61.57	60.42		60.42	13.36
35	217	WILSON	Robert	IPRAVIC	Peregrine F2	Historic Other	61.72	60.45	60.51	62.04			60.45	13.39
36	18	GRINSTEAD	Steve	ACC	Holden Commodore	Sports Sedans 2001 and over	61.44	60.88	60.61	69.10	61.00		60.61	13.55
37	82	GIBBONS	Barry	GCC	Elfin	Formula Vee	61.17	61.76	60.69	60.70	61.46		60.69	13.63
38	555	GOOSSENS	Brody	GCC	Toyota MR2	Production Sports 28/2F up to 2000	61.87	62.45	60.88	61.24	65.59		60.88	13.82
39	81	ROBERTS	Harold	BAC	TubeFrames Nimbus	Formula Vee	62.32	63.89	61.66	60.88	62.05		60.88	13.82
40	55	GOOSSENS	Michael	GCC	Toyota MR2	Production Sports 28/2F up to 2000	62.58	61.96	62.42	61.00	61.02		61.00	13.94
41	91	INKSTER	Wesley	GCC	IDS 2	Historic Other	64.65	61.26	62.25	79.43	61.38		61.26	14.20
42	42	SCHMIDT	Stephen	VMCI	Morris Cooper S	Historic Group N up to 2000	62.04		61.47	61.32	61.46		61.32	14.26
43	38	MCKENZIE	Russell	ACCI	Nissan Pulsar	Sports Sedans 4WD	62.18	61.83	61.35	61.54			61.35	14.29
44	11	DAVIES	Cooper	HTCAV	Mazda MX5	Non Log Booked Cars	63.00	61.74	61.48	61.83	61.65		61.48	14.42
45	10	MACKIE	David	VMCI	Morris Mini	Improved Production up to 1600	62.87	62.36	62.46	61.60			61.60	14.54
46	6	DORÉ	Raymond	GCC	Chevrolet Camaro	Improved Production 3001 and over	61.97	61.89	62.17	61.64			61.64	14.58
47	22	WIDGERY	Drew	PIARC	Holden Commodore	Improved Production 3001 and over	62.23	61.75	61.70	62.01	62.28		61.70	14.64
48	79	MAUD	Ian	GCC	Fiat X1/9	Sports Cars Open/Closed up to 2000	64.12	62.65	62.69	61.70	62.35		61.70	14.64
49	94	HARPER	Maurice	GMSC	Toyota Corolla	Improved Production up to 1600	61.81	63.23	61.81	61.80			61.80	14.74
50	441	BAPTIST	Kevin	GCC	Ford Laser	Improved Production 1601 to 2000	65.48	64.77	63.44	62.45	62.00		62.00	14.94
51	95	HARPER	Linda	GMSC	Toyota Corolla	Sports Sedans up to 1600	62.40	63.57	63.45	62.07	62.09		62.07	15.01
52	109	LI	Nelson	CCI	Subaru BRZ	Production Sports 28/2F up to 2000	64.42	63.19	62.83	62.49	62.07		62.07	15.01
53	17	NOTHARD	Ryan	PIARC	Zedvee	Formula Vee		64.23	62.87	63.40	62.14		62.14	15.08
54	25	NEWTON	Mitchell	GCC	Holden Commodore	Improved Production 3001 and over	62.63	62.34	64.39	63.00	62.22		62.22	15.16
55	136	HY	Pun	VCCI	Volkswagen Golf	Improved Production 4WD	64.52	62.23	63.15	62.99	63.11		62.23	15.17
56	147	COOLING	Geoff	GCC	Ford Falcon	Improved Production 3001 and over	62.83	62.27	62.71	62.96	62.72		62.27	15.21
57	115	STIPKOVIC	Sharon	AROCA	Toyota 86	Production Sports 28/2F up to 2000	62.35	62.33	62.99				62.33	15.27
58	36	CHARMAN	Keith	GCC	GD Clubman	Historic Other	65.77	63.31	63.15	65.90			63.15	16.09
59	220	WONG	Siu Lun	CCI	Renault Clio	Improved Production 2001 to 3000	65.59	65.00	63.17	63.56	67.59		63.17	16.11
60	120	BOWER	Geoffrey	GCC	Datsun 1200	Improved Production up to 1600	66.51		63.25				63.25	16.19
61	24	DAVIES	Stuart	HTCAV	Datsun Stanza	Improved Production 1601 to 2000	64.81	64.43	63.29	63.33			63.29	16.23
62	19	LATTER	Glenn	ACCI	Mazda RX7	Sports Cars Open/Closed 2001 to 3000	64.85	63.37	63.91	64.39	63.38		63.37	16.31
63	63	KINDLER	Alex	MGCCV	Honda S600	Sports Cars Open/Closed up to 2000	63.48	63.72					63.48	16.42
64	175	MARKBY	Scott	VMCI	Leyland Mini Moke	Sports Cars Open/Closed up to 2000	65.94	65.25	82.97	65.35	63.92		63.92	16.86
65	801	MORRIS	Glenn	GMC	Suzuki Swift	Improved Production up to 1600	80.04	65.36	64.75	64.19	63.99		63.99	16.93
66	821	MORGAN	Matthew	GCC	Honda Civic	Improved Production up to 1600	65.77	65.51	64.21	64.21	64.07		64.07	17.01
67	37	BRADLEY	Frank	VMCI	Mini R56	Improved Production 2001 to 3000	65.41	64.70	64.14	64.42	64.54		64.14	17.08
68	48	HARWOOD	Chris	ACC	Holden 48-215	Sports Sedans 2001 and over	66.41	64.23	65.04	64.64	64.55		64.23	17.17
69	47	MCHUGH	Daryl	BACI	Ford Falcon	Improved Production 3001 and over	67.79	66.19	67.62	64.56	65.08		64.56	17.50
70	119	BOYD	Allan	GCC	Nissan Skyline	Non Log Booked Cars	66.02	64.61	65.19	64.76	71.97		64.61	17.55
71	243	VELLA	Raymond	GCC	Mazda MX5	Non Log Booked Cars	66.56	64.70	66.01	65.98	65.11		64.70	17.64
72	130	DARE	Aidan	CCI	BMW 130i	Non Log Booked Cars	67.36	67.73	66.36	64.73	67.65		64.73	17.67
73	26	POLO	Chris	ACC	Ford Focus	Improved Production 1601 to 2000	66.40	65.48	77.82				65.48	18.42

Rank	lumber	Last Name	First Name	Club	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Time	Gap
74	96	EAGLES	Kodi	CCI	Subaru Forester	Non Log Booked Cars	67.47	66.66	65.74				65.74	18.68
75	162	MEAD	Alan	VMCI	Elleton BMC	Historic Other	66.34	65.77	67.18	65.87			65.77	18.71
76	31	MURPHY	Paul	GCC	Datsun 1200	Non Log Booked Cars	66.94	66.61	67.30	65.92	67.74		65.92	18.86
77	15	STIPKOVIC	Jeffrey	AROCA	Toyota 86	Production Sports 28/2F up to 2000	70.58	67.28	66.24				66.24	19.18
78	131	WHELAN	Scott	SAU	Nissan 200SX	Improved Production 3001 and over	66.47	66.75	66.87	66.44	67.52		66.44	19.38
79	303	SELWYN	Benjamin	GCC	Hyundai Excel	Improved Production up to 1600	71.50	69.74	67.79	66.98	67.15		66.98	19.92
80	161	GREY	Paul	GCC	Proton Satria	Improved Production 1601 to 2000	71.74	69.03	68.35	67.12	67.66		67.12	20.06
81	111	MICELI	Michael	VHRR	Mazda MX5	Non Log Booked Cars	67.73	67.13					67.13	20.07
82	333	VAN WINDEN	Aaron	NCCA	Datsun Stanza	Sports Sedans 2001 and over	69.36	67.67	67.22	67.28			67.22	20.16
83	751	PRESTON	Jye	VMCI	Leyland Mini Moke	Sports Cars Open/Closed up to 2000	72.28	68.97	67.23	67.71	67.32		67.23	20.17
84	4	WOODS	Don	MGCCV	MGB Roadster	Sports Cars Open/Closed up to 2000	68.27	67.35	67.90	68.14			67.35	20.29
85	71	THORBECKE	Lex	GCC	Toyota Celica	Production Sports 28/2F 3001 And Over	68.64	67.82	68.35	67.35			67.35	20.29
86	444	WILSON	Keith	GCC	Ninja BH1	Formula Libre up to 1300	69.80	67.61					67.61	20.55
87	222	BIRT	Gary	MX5VIC	Mazda MX5	Production Sports 28/2F up to 2000	67.87	67.95	69.12	69.96	69.12		67.87	20.81
88	105	COWMAN	Robert	GCC	Holden Commodore	Improved Production 3001 and over	69.14	68.35	68.77	67.90			67.90	20.84
89	193	PATERSON	Laurence	VMCI	Leyland Mini	Improved Production up to 1600	68.94	70.13	69.26	70.41	68.76		68.76	21.70
90	101	KRONK	Stacey	GCC	Mitsubishi Starion	Non Log Booked Cars	72.97	71.16	69.77	69.06	69.88		69.06	22.00
91	191	GREY	Dylan	GCC	Proton Satria	Improved Production 1601 to 2000	74.95	74.88	72.61	69.71	70.48		69.71	22.65
92	275	PRESTON	Andy	VMCI	Leyland Mini Moke	Sports Cars Open/Closed up to 2000	71.96	72.52	71.10	70.19	70.44		70.19	23.13
93	211	NEWTON	Emily	GCC	Holden Commodore	Non Log Booked Cars	70.72	78.03					70.72	23.66
94	23	EDRIDGE	Adrian	PAC	Toyota Starlet	Non Log Booked Cars	70.84						70.84	23.78
95	8	HOLT	Ian	VMCI	Morris Cooper S	Improved Production up to 1600	82.45	79.91	77.93	77.16			77.16	30.10
96	75	VAUX	Jeffery	HTCAV	Ford Cortina	Historic Group N up to 2000	80.68	77.29	78.17	77.87			77.29	30.23
97	14	MCLEOD	Neville	WDCCI	Hillman Imp	Non Log Booked Cars	87.37	83.28	84.58				83.28	36.22

DID YOU KNOW THESE THINGS HAD NAMES?

1. The space between your eyebrows is called a glabella.
2. The way it smells after the rain is called petrichor.
3. The plastic or metallic coating at the end of your shoelaces is called an aglet.
4. The rumbling of stomach is actually called a wamble.
5. The cry of a new born baby is called a vagitus.
6. The prongs on a fork are called tines.
7. The sheen or light that you see when you close your eyes and press your hands on them is called phosphenes.
8. The tiny plastic table placed in the middle of a pizza box is called a box tent.
9. The day after tomorrow is called overmorrow.
10. Your tiny toe or finger is called minimus.
11. The wired cage that holds the cork in a bottle of champagne is called an agraffe.
12. The 'na na na' and 'la la la', which don't really have any meaning in the lyrics of any song, are called vocables.
13. When you combine an exclamation mark with a question mark (like this ?!), it is referred to as an interrobang.
14. The space between your nostrils is called columella nasi.
15. The armhole in clothes, where the sleeves are sewn, is called armscye.
16. The condition of finding it difficult to get out of the bed in the morning is called dysania.
17. Illegible hand-writing is called griffonage.
18. The dot over an "i" or a "j" is called tittle.
19. That utterly sick feeling you get after eating or drinking too much is called crapulence.
20. The metallic device used to measure your feet at the shoe store is called Bannock device.

HOW MANY OF THE ABOVE DID YOU ALREADY KNOW?



GIPPSLAND CAR CLUB

February 27, 2022

KHANACROSS

RESULTS

Outright Place	NAME	CLUB	VEHICLE	CLASS	RUN 1		RUN 2		RUN 3		RUN 4		RUN 5		RUN 6		RUN 7		TOTAL
					Top A	Penalty	Time	Penalty	Time	Penalty	Back CW	Time	Penalty	Back ACW	Time	Penalty	T&B Nth	Time	
1	Matt Paulet	GCC	Hyundai Excel	F	1	32.63	29.63	33.29	33.68	40.49	57.84	64.81							292.37
2	Steven Cassar	MXSVT	Mazda MX-5	D	1	29.97	31.02	34.46	34.38	41.72	53.47	69.47							294.49
3	Dean Evans	GCC	Holden Commodore	D	2	31.56	31.71	36.75	35.94	43.80	54.94	76.85	T						311.55
4	Adam Pass	FFCC	Toyota Paseo	C	1	31.42	30.88	37.58	36.68	43.17	54.42	80.51	T						314.66
5	Peter Ferguson	GCC	Mazda MX-5	C	2	33.25	31.32	38.11	38.08	49.83	58.53	74.09		T					323.21
6	Andrew Tate	MXSVT	Mazda MX-5	C	3	WD	29.20	39.46	T		52.65	66.55			WD				324.73
7	Stuart Reid	PAC	Volkswagen Polo	C	4	32.86	32.46	39.32	39.24	47.08	58.75	75.15			47.08				324.86
8	Roderick Macnab	MXSVT	Mazda MX-5	C	5	31.17	32.01	41.25	37.72	47.60	63.87	73.51			47.60				327.13
9	James Ware (S)	PAC	Subaru WRX	G	1	31.82	31.74	37.21	WD	45.78	56.26	71.68			45.78				328.39
10	Frank Penrose	GCC	Datsun 180b	D	3	34.79	33.15	38.52	38.62	51.96	59.52	72.17		T	51.96				328.73
11	David Salter	MXSVT	Mazda MX-5	C	6	33.45	40.92	37.96	38.71	46.05	59.84	74.16			46.05				331.09
12	Robert Krygsman	MXSVT	Mazda MX-5	C	7	33.17	33.09	40.72	41.92	48.53	61.05	74.84			48.53				333.32
13	Darren Greatorex	MXSVT	Mazda MX-5	C	8	31.60	32.62	42.13	39.86	48.42	67.82	78.00			48.42	F			340.57
14	Ian Matthews	PAC	Mitsubishi Lancer	D	4	34.36	34.50	39.72	39.96	52.97	62.18	78.61			52.97				342.30
15	Jeffrey Marsh	MXSVT	Mazda MX-5	C	9	32.96	32.27	38.86	43.91	T	59.38	76.39			WD				343.06
16	Andrew Waddleton	MXSVT	Mazda MX-5	C	10	38.72	32.02	46.49	38.39	F	57.78	77.68			53.30				344.38
17	Morgan William	GCC	BMW E36	C	11	35.13	35.16	46.88	F	57.84	61.55	75.94			57.84				355.86
18	Wattalage Fernando	FFCC	Toyota 86	C	12	34.19	34.52	41.38	41.66	53.69	67.59	82.97	T		53.69				356.00
19	Clint Groenmeyer	MXSVT	Mazda MX-5	C	13	WD	WD	44.81	43.72	51.05	60.72	70.53			51.05				360.12
20	David French	GCC	Toyota Corona	C	14	36.72	37.80	46.74	43.47	59.03	65.82	72.48			59.03				362.06
21	Terrence Selwyn	GCC	Hyundai Accent	C	15	35.31	39.71	48.66	40.33	51.76	67.57	79.31			51.76	X			362.65
22	David Elson	MXSVT	Mazda MX-5	C	16	34.10	33.88	43.65	43.66	51.55	66.89	89.17			51.55				362.90
23	Jack Greatorex	MXSVT	Mazda MX-5	J	1	40.03	F	50.92	F	42.11	49.59	79.74			49.59				363.07
24	Mark Newton	GCC	Holden Commodore	D	5	42.13	X	34.43	36.16	50.34	67.72	DNS			50.34				367.77
25	Simon Wills	MXSVT	Mazda MX-5	C	17	37.29	F	WD	41.52	48.24	61.29	77.19			48.24				370.51
26	Aileen French	GCC	Toyota Corona	C	18	38.37	38.84	50.76	48.90	54.29	70.37	89.47			54.29				391.00
27	James Ware (J)	PAC	Subaru WRX	J	2	38.89	WD	50.75	41.56	WD	69.81	76.78	T		WD				391.89
28	Declan Wills	MXSVT	Mazda MX-5	J	3	36.62	39.86	58.82	54.62	55.45	77.14	77.59			55.45				400.10
29	Mitchell Newton	GCC	Holden Commodore	D	6	42.81	T	48.74	F T	58.71	70.72	85.29			WD	T X			406.82
30	Emily Newton	GCC	Holden Barina	C	19	38.37	35.36	76.71	52.79	F	70.72	85.29			58.71				417.95
31	Angus Clark	GCC	Ford Fiesta	J	4	52.96	F X	56.51	53.56	60.13	79.62	95.50			60.13				439.16
32	Alicia Reid	PAC	Volkswagen Polo	J	5	49.35	43.97	54.32	57.01	WD	81.00	WD			WD	T			459.87
33	Rocco Spinley	MXSVT	Mazda MX-5	J	6	WD	43.22	F	58.01	58.50	81.22	114.09	F T		WD	2F			474.52

Penalties noted in TIME column have Slowest Time + Penalty Applied

Slowest Time Used	38.37	40.92	66.58
Slowest Time Junior	49.35	43.97	58.82

Penalties Legend			
F	Strike course flag/cone	Time + 5 secs per marker	
T	Leaving Track bounds	Time + 5 secs per incident	
X	Finishing with part of vehicle outside garage	Time + 5 secs	
FS	Failure to Stop in Garage	ST + 5 secs	
WD	Wrong Direction	ST + 5 secs	
FC	Failure to Complete the Test	ST + 5 secs	
DNS	Did not attempt test	ST + 10 secs	

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

HIGHLIGHTED TIME INDICATES FASTEST TIME OF RUN (Including any penalty)

NEXT GCC KHANACROSS:

March 26, 2022

...and a couple of parting shots:



HAS ANYONE SEEN MY CAR?

On 28th August 1949 there was a race meeting around the Blandford Army Camp in Dorset. Captain Peter Baird raced his 500cc car in the new Formula Three race.

Unfortunately, he lost control and the car ended up on the guardroom roof! It remained there until retrieved at the end of the day. Capt. Baird was unhurt!

Photographer unknown.

Source:
HistoricRacingNews.com (via Facebook)

Prepping the brick banking of the North Corner at Avus. It measured 43 degrees. By comparison, Daytona International Speedway is 31 degrees.

Photographer unknown.

Source: Facebook: *The Roaring Season*





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