



VALVE BOUNCE

MAY,
2022



Gary West from WA (LolaT87/50 Buick V6) crosses the finish line sideways to claim FTD at the 2004 Australian Hillclimb Championship held at Gippsland Park. The story of running this event has been written by John Bryant, and appears in this edition of Valve Bounce.

In this edition: coming events; the 2004 AHC; changes to Championships; Sandown regularity Relay; VHC Rd 4 at Bryant Park; vale Steve Schmidt; event results.

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- Website: gippslandcarclub.com.au
- Track: Bryant Park, Bill Schulz Drive, Yallourn, 3852.
- All contents © Gippsland Car Club 2020

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

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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.

VALE: Steve Schmidt

This may be one of the hardest items I've had to write for Valve Bounce: the sudden death of my best mate, brother-in-law, work colleague, travelling buddy, fellow car enthusiast, competitor, mentor and reliable helper, Steve.

While he was not currently a financial member of the GCC, Steve Schmidt was known to many as a regular competitor at our hillclimbs and in years past was one of the volunteers who helped build the Bryant Park clubrooms. His immaculately-prepared Morris Cooper 'S' was always a front-

runner in class, and at times he held the class record. Steve could drive the mini superbly and was not adverse to adopting some enthusiastic angles, still with boot hard in to it.

An impressive number of comments have come through this week from those who knew Steve, and it is clear his influence spread far and wide. A Gippsland local, he was always prepared to slide under a car, put his head under a bonnet or offer wise advice if it helped someone with their vehicle.

People have mentioned his easy manner, friendliness and approachability: he was certainly not one to push into the limelight, but at club meetings would always be quietly keeping things going, getting on and starting things he could see needed to be done, while others were still talking about it. He was a Founding and Life Member of the GSCCR, and could be seen at nearly every gathering, photographing, greeting and welcoming people, taking an interest in them and their cars and generously donating his time and knowledge. Those who met Steve refer to him as a gentleman; helpful, genuine, warm, respectful, and always with a relaxed smile and ready laugh. A meticulous person and a fine communicator, he edited the 'Idle Chatter' magazine for the Sporting Register since its inception, and was the person in the background taking photos of club members, and sending out e-mails and bulletins to keep the club alive.

I first met Steve when he began dating my older sister back when I was 16 or 17. He turned up one day in his much-modified Cooper, Camino Gold in colour in those days, so lowered it barely cleared the grass down the centre of our driveway. I was already keen on cars, but he showed me a pathway into club motorsport that continues to this day. Steve and I became very good friends, owning similar cars, attending the same events, and usually travelling and bunking together. We worked at the same school, and of course shared family connections. We were often around at each other's garages, helping or just taking an interest in what each was doing. I could always hear Steve as he heel-and-toed down through the gears before coming down our driveway – I still wait optimistically to hear that sound even now: if only. We would always catch up soon after an event to hear how whichever one of us 'went.' Just a couple of days ago at Targa Tasmania I took a photo of a mini and was about to send it to him – when I

remembered. Steve was a reassuringly consistent element in my life for decades, and I feel it will take a long time to re-adjust to not being able to share with him any longer. We have all been shaken by his unexpected and sudden passing, which serves as a reminder to value those we hold dear. The GCC has lost a passionate competitor, stalwart and fine person. He has departed far too early, with much left to offer. Somewhere, he's still lining up for one more run.
-Ian Maud





CALENDAR 2022

MAY

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 14	Tampered Motorsport Budget Enduro Sandown
Saturday to Sunday, 14/15	Victorian State Race Series Round 3 at Phillip Island
<u>Saturday to Sunday, 14/15</u>	<u>Terry Baker Motorsport Weekend track hire at Bryant Park</u>
Sunday 15	VHCC Round 5 at Wodonga TAFE Logic Centre
Sunday 15	Tampered Motorsport Track Day at Sandown
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

Saturday 4	Working Bee and Club Practice Day
Sunday 5	AROCA Sprints at Winton
Sunday 5	GCC Khanacross at Bryant Park
Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	Australian Motor Racing Series at Winton
Saturday to Sunday, 11/12	VHCC Round at One Tree Hill, Ararat
Sunday 12	MSCA Sprint at The Bend (SA)
Sunday 12	RACES East Sale Sprint
Tuesday 14	Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 17/19	Repco Supercars at Hidden Valley, NT
Saturday 18	MADCC Boisdale Twilight Hill Climb short track
Saturday 18	Tampered Motorsport Track Day at Sandown
Sunday 19	GCC Multiclub Hill Climb at Bryant Park
Saturday to Sunday, 25/26	Shannon's 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	Shannon's 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

Sunday 4

Tuesday 6

Saturday to Sunday, 10/11

Saturday to Sunday, 10/11

Sunday 11

Sunday 11

Sunday 11

Tuesday 13

Friday to Sunday, 16/18

Sunday 18

Friday to Sunday, 23/25

Sunday 25

AROCA Sprints at Sandown

RACES East Sale Sprint

Valve Bounce collation

Repco Supercars at Pukekohe, NZ

Australian Khanacross Championship, Mid Murray Complex

Victorian Super Sprint Championship Round 3 at Phillip Island

MADCC Boisdale Hill Climb short track

GCC Khanacross at Bryant Park

Board Meeting, Clubrooms, 7.00 p.m.

Shannon's Motorsport Australia Championships at Sandown

MSCA Sprint at Phillip Island

Victorian State Race Series Round 5 at Phillip Island

GCC Multiclub Hill Climb at Bryant Park

OCTOBER

Saturday to Sunday, 1/2

Saturday to Sunday, 1/2

Sunday 2

Tuesday 4

Thursday to Sunday, 6/9

Tuesday 11

Friday to Sunday, 14/16

Saturday to Saturday, 15/23

Saturday to Sunday, 15/16

Sunday 16

Sunday 16

Sunday 16

Thursday to Sunday, 20/23

Friday to Sunday, 21/23

Saturday 22

Sunday 23

Sunday 23

Saturday to Sunday, 28/30

Saturday 29

Sunday 30

AROCA 12 Hour Relay at Winton

Australian Motorkhana Championship, Willowbank, QLD

MG Car Club Interclub Round 3 at Rob Roy

Valve Bounce collation

Repco Supercars Bathurst 1000

Board Meeting, Clubrooms, 7.00 p.m.

MotoGP at Phillip Island

RACV Alpine Trial Centenary

Mt Tarrengower, Maldon, Historic Hill Climb

Australian Supersprint Championship, Sydney Motorsport Park

MASDCC Boisdale Hill Climb short track

BMW Drivers Club Melbourne track hire at Bryant Park

Australian Hill Climb Championship, Mt Cotton, QLD

Shannon's Motorsport Australia Championships at The Bend

MG Car Club track hire at Bryant Park

GCC Khanacross at Bryant Park

MSCA Sprints at Sandown

Repco Supercars at Surfers Paradise

AROCA Sprints at Winton

GCC Multiclub Hill Climb at Bryant Park

NOVEMBER

Tuesday 1

Saturday to Sunday 5/6

Tuesday 8

Friday to Sunday, 11/13

Saturday 12

Saturday 12

Saturday to Sunday, 12/13

Friday to Sunday, 18/20

Friday to Sunday, 18/20

Sunday 20

Thursday to Sunday, 24/27

Sunday 27

Valve Bounce collation

Kyneton Car Club track hire at Bryant Park

Board Meeting, Clubrooms. 7.00 p.m.

Bathurst International

MADCC Boisdale Hill Climb, Noel Burley Memorial, short track

Nugget Nationals track hire at Bryant Park

MG Car Club Rob Roy Revival

Repco Supercars at Sydney Motorsport Park

Australian Motor Racing Series at Winton

CCRMIT track hire at Bryant Park

Challenge Bathurst

RACES East Sale Sprint

DECEMBER

Saturday 3

Saturday 3

Tuesday 6

Sunday 4

Sunday 11

Tuesday 13

GCC Multiclub Twilight Hill Climb at Bryant Park

MSCA Come and Try Day at Phillip Island

Valve Bounce collation

AROCA Sprints at Phillip Island

GCC Khanacross at Bryant Park

Board Meeting

NOTE:

- All dates shown above are subject to change - please check with the organisers of the events to confirm the dates.
- Events shown as **Bold** are rounds of the Gippsland Car Club Club Championship (some of these dates may be changed)
- Events shown as **Bold Italics** are rounds of the Gippsland Car Club Khanacross Championship.
- GCC Practice Days are for members and associate members only, and will run from 1.00 pm until 4.00 pm.
- If you believe that any of the dates listed are incorrect, please contact John Bryant and they will be amended.

Editorial Ponderings:

Imagine if you severed your spinal cord. Your body wouldn't operate at all well, as messages couldn't travel between key organs.

Imagine if the undersea cable connecting Fiji's communications to the rest of the world was cut again, as happened earlier in the year: chaos resulted.

Where would you be without your TV news? The local paper? Electronic media? The result would be the same.

Yet many of you are apparently going to allow this same outcome in our marvellous club! I've explained here before about the importance of Valve Bounce as the core means of communication between members, advertisers, sponsors, guests and the Board: I'm stepping down after the June edition (it was a bit rough to have someone appointed during the AGM at the end of May, then be told the next edition was due in four days!!), and I'd like to leave this excellent publication in good hands – but so far there has been near silence! A large number of our members COULD be capable editors: you only need to decide you will actually make the effort to support your club for a year or more. Not that hard, really – just make the decision!

I have some fantastic news to share! If you fossick back through your dog-eared edition of Valve Bounce from December of last year (how do you have a dog-eared electronic copy? – just pondering), you will find the details of a grant we applied for from the Victorian State Government via the DJPR: in our case, we applied for funding for two new buildings at Bryant Park. Well....

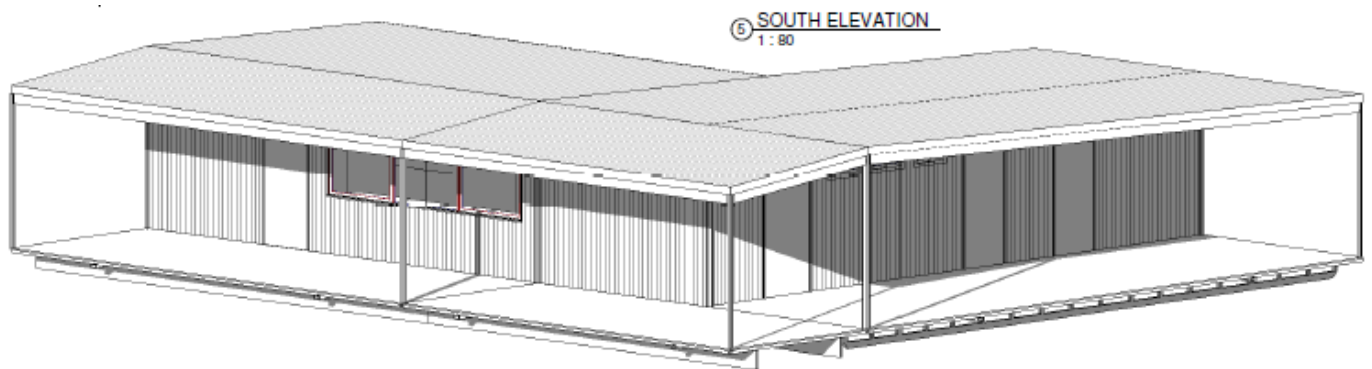


WE GOT IT!!!



Yes, that's right! I received notification from the DJPR earlier this month that our application has been successful: with what the club is required to contribute to the project, this represents an allocation of nearly **\$366,000!** The project is to provide a multi-purpose building where, for example, track hire groups and training groups can meet out of the weather and noise to have discussions. Female competitors can use it as a meeting and mentoring room, and so forth. The second building is a much-needed amenities block that will provide male and female toilets; female change room, and disabled toilets. The design also allows for a raised walkway, access ramps, and a large under-cover area around the buildings that will help protect our members and guests from the unpredictable and often harsh Gippsland weather elements – supporting a reduction in skin cancer exposure during summer, and so forth. Overall, this will be a fantastic improvement to our site, attract even more competitors to motorsport, and allow for a multitude of uses. How good is that?!!!

Board member Ken Neilson has accepted the position of Project Manager, and it is hoped progress will begin soon – there are still permits to be formally sought, contractors hired, earthworks to complete, and so forth. Bryant Park is about to get even better!



-IM. The Ed.



The Facebook site: 'Old Motor Racing Photographs – Australia' recently asked people to send in photos of their transporters from years previous. Here's one I thought was a top choice!

Chairman/Competition Secretary Report

– Rhys Yeomans

Board Nominations 2022/2023

Within this issue of Valve Bounce will be the Board Nomination form for the next financial year. If you plan to nominate for the Board, please submit this form by the date listed on the form. While we have a small number of volunteers who nominate for the Board each year, we are always looking for new people to join. If you are interested in steering the direction of your club and are unsure of how you can contribute, please don't hesitate to contact me to discuss options. We've created Board positions for specific people and tasks previously and I'd have no issues doing it again. Many hands, light work etc etc!

If there are tasks under a Board position that might be putting you off nominating, once again, please don't hesitate to contact me to discuss. There are certain tasks that cannot be completed by everyone, due to family, work or even where they live, and we can usually accommodate these scenarios!

And just to repeat myself one more time, call or email me if you have any questions or requests regarding the Board!

Cars and Coffee, Annual General Meeting

The Annual General Meeting for Gippsland Car Club will be held on Sunday 29th May with a cars and coffee event to be held beforehand. This is a great opportunity to bring your pride and joy to Bryant Park and enjoy a morning of socialising before the AGM.

Gates will open at 8:00am and coffee will be provided by Single Shot Double Shot!

The Annual General Meeting will start at 10:30am, which will also include Board Nominations and 2021 Trophy Presentations.

A flyer for the Cars and Coffee and AGM will be included in this issue of Valve Bounce, pass it onto your friends who might be interested in visiting Bryant Park and seeing the facilities Gippsland Car Club has on offer, or just interested in bringing their car along for the morning

RACES EAST SALE SPRINTS

I mentioned last month that I was waiting on a response for the next RACES East Sale Sprint and some updates to the event to improve on their event earlier this year. The below response was received, which highlights that the 12th June event will be cancelled and the day used to test a new circuit and multiple cars layout.

"In response to the Sprint event we held on 20 March this year, RACES have decided to cancel the next event (scheduled for 12 June) and instead run a trial event on that day to test out a completely new track that will see a return to a circuit and multiple cars on the track at a time. The approval process required for the new layout is lengthy so it would be unrealistic to aim for June to run the maiden event. Our new aim is to run the next Sprint on Sunday 04 September after a trial has been conducted and all necessary approvals have been obtained. It was obvious after the 20th March event that a single-car Sprint isn't viable."

On the back of this decision by RACES, we will be cancelling the 2022 GCC Sprint Championship and will work to reinstate this Championship in 2023.

GIPPSLAND CAR CLUB BRYANT PARK CARS & COFFEE

**ANNUAL GENERAL MEETING
& 2021 CLUB CHAMPIONSHIP
PRESENTATION**

SUNDAY 29TH MAY

BILL SCHULTZ DRIVE, YALLOURN

ALL WELCOME

**CARS & COFFEE 8:00AM, AGM
10:30**

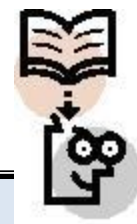
COFFEE BY SINGLE SHOT DOUBLE SHOT



GIPPSLANDCARCLUB.COM.AU INFO@GIPPSLANDCARCLUB.COM.AU

What do you need to know now?

➤ CLUB CHAMPIONSHIP 2022:



Sunday, June 19th

➤ **Next GCC HILLCLIMB:**
GCC multiclub event

-GCC Championship

➤ **Next GCC KHANACROSS:**

○ Sunday, May 1st

VKC Rd 2 and GCC Championship

➤ **VICTORIAN HILLCLIMB CHAMPIONSHIP 2022 - next round:**

➤ Sunday, April 24th

VHC Round 5 at Logic Centre, Wodonga



Black 1999 Supercharged NB MX5, with full history from purchase in 2018 as a standard MX5, lady owner, country car. I have fitted a Fast Forward supercharger kit at 10 psi. 20 psi pulley kit is available, Flyin Miata stainless chassis rails with butterfly brace, Paco motorsport bulk head braces & diff housing brace. Brown Davis approved cage, Yellow speed coil overs. Plus lots & lots more. Both hard & soft top with all removed parts to return to standard if desired. Will be a great car for Hillclimbs, Sprints, etc. Selling due to health issues. Currently registered Price \$15000.00 neg
Contact Chris Kaye 0458 661 295. Please leave a message & I will return your call





NOTE: *change of date!*

(due to schedule clash)



Next GCC WORKING BEE

Upcoming Working Bee and Club practice – **Saturday, 4th June**

These are great opportunities for us to complete some of the major projects we've had running at Bryant Park in 2022, such as the timing building.

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

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

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

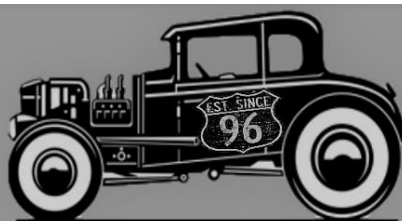
Wednesday working bees

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

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

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

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



O'CONNELL'S TYRES
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(03) 5126 2822

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GENERAL REPAIRS

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!



45th HISTORIC WINTON

28th and 29th May 2022



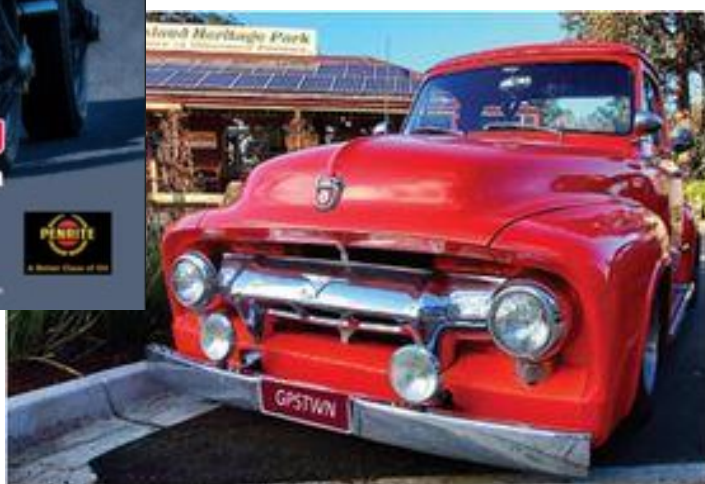
www.historicwinton.org
Winton Motor raceway, Benalla, Victoria







Austin Seven Club Inc A5002790N | Car Photo - Robert Cutting | Bike Photo - Paul Stevenson



Revs & Rubber

Car Show

AT OLD GIPPSTOWN

SATURDAY, 25 JUNE 2022
211 LLOYD STREET, MOE

ENTRY:
SHOW VEHICLES \$10
ADULTS \$10
CHILDREN \$5

PROUDLY SPONSORED BY:



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ROB ROY

Venue of the first Victorian and Australian Hillclimb Championship 1935
Clintons Road, Christmas Hills Melway ref 265 AB



Instigated in 1996 to promote friendly rivalry, at a club level, between the local sporting car clubs.

Over the years, many clubs have supported this event, with several including the series as rounds of their own club championship.

Classes cater for all types of vehicles from road registered to hill climb specials.

DATES MAY BE SUBJECT TO CHANGE, PLEASE CHECK ROBROYHILLCLIMB.COM.AU

ROUND 1 20 MARCH
ROUND 2 22 MAY
ROUND 3 31 OCTOBER

PLACINGS - 1st 10 points • 2nd 8 points • 3rd 6 points • 4th 5 points

ATTENDANCE - 1 point per competitor

promoted by the

M.G. CAR CLUB VICTORIA

Entry Forms robroyhillclimb.com.au

Event Enquiries Wayne Rushton 0412 339 934

Entry Enquiries John Kelso 0417 398 606

ADMISSION: SINGLE ENTRY \$10 OR \$20 PER CAR
OFFICIAL TIMED RUNS COMMENCE 9AM

SUBJECT TO COVID RESTRICTIONS,
FULL CATERING MAY BE AVAILABLE AT EVENTS
Please check robroyhillclimb.com.au

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

VICTORIAN HILL CLIMB CHAMPIONSHIP, ROUND 4, SUNDAY, APRIL 24, 2022: Round 4 of the 2022 VHCC was held at our track recently – this was a track hire by the PIARC, which meant that they actually organised and ran the event, and all we had to do was to make sure that the place was opened, looked after, and that the timing was operational. Thanks go to Bill Jennings, Darryl Hamilton, John Moss, Scott Seddon, Rob Duncan and Rob Wilson for opening the track on Saturday in Billy's case, and to the others for making sure that the timing was in spot on condition for Sunday.

The event attracted 96 entrants, of which 85 recorded a time for the event. An interesting thing about the event is that slightly over half of the competitors were GCC members. Paul Murphy was the one unlucky person who started his first run but did not complete it, as his car tripped and fell at Classic Corner, and Paul obviously could not complete his run – Paul was fine, but the car looked a little second-hand after the adventure – it will return in the future.

The event used the Clockwise Figure 8 Track, with many good times for the four runs allowed for each competitor. A number of records were broken on the day, they being by Steve Buffinton (Clubman Sports Cars up to 1600), Pun Hy (Improved Production 4WD), and Brenton Byfield (Time Attack). A number of other competitors came very close to the records in their respective classes.

Fastest Time of Day was taken out by SA competitor and current Victorian Champion David Mahon. In second place was Wim Janssen, followed by Mike Barker in third. The first seven cars were open-wheelers, which is good to see as many of our events feature only a minimum number of such vehicles. The Minahan brothers, Pete and Bruce, fought out fourth and fifth position, with Bruce taking the cake by 0.11 of a second! Ewen Moile and David Casey were close in their tussle for sixth and seventh place, with Jordan James in the first sedan car following along in eighth position. Steve Buffinton and Colin Newitt were close in ninth and tenth position, being the fastest sports cars on the day.

Very few classes on the day featured only one competitor, which is excellent as there was plenty of competition in most classes. The Formula Libre and Sports Car classes have been mentioned above – fastest Production Sports was Hugh Feggans in his Porsche, fastest Sports Sedan was Jordan James, not far in front of Jim McNiven, running in the smallest capacity class in his Corolla Sprinter; Warren Heath was the fastest Improved Production car, also running in the smallest capacity class, whilst quickest of all of the Historic vehicles was Larry Kogge. The Non-Log-Booked Class was the largest on the day with 17 starters (actually 18 but Paul Murphy did not make it to the finish line) – it is a bit hard to work out who was the star of this class, as they all belong to different classes normally. Damien Pennycuik was convincingly the fastest, followed by Sei Valla and Adam Hunt – is it time for some of these competitors to get a Log Book for their car? Ask the scrutineers if you are interested.

Results for this event can be found elsewhere in this edition of Valve Bounce. The next round of the 2022 Victorian Hill Climb Championship will be held at the TAFE Logic Centre in Wodonga on May 15, whilst there will be a further round at our track on August 28, to be run by the Victorian Mini Club.

CALENDAR The Calendar has changed little since the last magazine – the most significant change has been that the East Sale Sprint scheduled for June 21 has been CANCELLED. RACES is investigating a new track on the East Sale Base – more news in the near future. If you want to compete in a sprint meeting at any of Phillip Island, Sandown or Winton circuits, check our Calendar to find events which are being held at these tracks – it is then a simple matter to contact the Club organizing the meeting to see if you can obtain an entry. Check out the Benalla Auto Club on line to see when they run their sprints, and do the same for the Marque Sports Car Association and AROCA

(Alfa Romeo Owners' Club of Australia) – it is usually relatively easy to get an entry to any of these meetings. The Victorian 6-Hour Regularity Relay has been confirmed for Phillip Island for the weekend of July 30/31 – check the website for details. Remember our Annual General Meeting for Sunday, May 29 – further details are in this magazine, as are details for the next working bee/practice day on June 4.

OTHER EVENTS AT OUR TRACK We have a number of events at our track which we call track hires – this is when another club hires our track to run their own event – our members are invited to run in some of these meetings. A couple coming up in the near future, are the Nugget Nationals on May 8, and the FFCC/TCCV event on the weekend of May 14/15 – this event will feature a run from Melbourne, a khanacross/motorkhana on the Saturday, and a hill climb on the Sunday.

VICTORIAN KHANACROSS CHAMPIONSHIP ROUND 2, 2022 The second Victorian Championship event at our track in two weekends, this time a khanacross. We held our first ever Victorian Khanacross round last year, and had sixty entries. A bit disappointing on this occasion however with only 27 entries, one of whom failed to reach the start. What is even more disappointing is that there were only five GCC members competing - Matt Paulet, David French, Aileen French, Sarah Seddon and Edward Lewis. Matt continued on his winning way, recording 381.45 seconds for his eight tests to take out the victory on the day. Eddie Lewis recorded 389.99 to take second position, David French was in position 20 with 471.36 seconds, Aileen French recorded 469.94 seconds in position 18, whilst Sarah Seddon, competing in the Junior Class, recorded 554.65 seconds to finish in position 25. Our next multiclub khanacross is to be held on Sunday, June 5 – keep your eyes open for the entries on the Motorsport Australia webpage.

WORKING BEE/CLUB PRACTICE DAY. The date of this event has changed from the last edition of Valve Bounce – Saturday, June 4 is now the day.



Just to give an idea of scale: Bluebird Proteus CN7 and Elfin Catalina Ford at Lake Eyre in 1963 (S Dalton Collection)

Source:
primotipo.com

GIPPSLAND CAR CLUB INCORPORATED

BOARD OF MANAGEMENT ROLES AND RESPONSIBILITIES

CHAIRMAN

The Chairman is the public face of the Board and, as such, should represent the Club in appropriate forums. In addition, the Chairman is responsible for the conduct of monthly Board meetings, and for such other meetings or Club Nights as the Club may hold. The Chairman is also the person who distributes trophies at the conclusion of Club events.

The Chairman's duties at a Board meeting are to ensure that:

- the meeting is properly convened in accordance with the Constitution of the Club. Proper notice of a meeting must be given, and a quorum must be present before the meeting is able to proceed;
- the Club rules are strictly observed;
- the agenda is prepared and circulated, setting out the items of business to be considered;
- adequate opportunity is given to members who wish to speak at a meeting;
- control of the meeting is maintained;
- he/she acts impartially and that his/her discretionary powers are used in the best interests of members; and
- the meeting is closed only after the business on hand has been properly concluded.

It is the Chairman's responsibility, therefore, to ensure that the objectives of a meeting are achieved. To do this he must preserve order and regulate the proceedings so as to give all persons a reasonable opportunity of participating in the meeting, and voting on motions.

DEPUTY CHAIRMAN

The Deputy Chairman shall deputise for the Chairman when the Chairman is unable to be present at Club functions. This will include the chairmanship of committee meetings, trophy presentations following events, and such public functions that the Chairman would normally attend in his/her role.

TREASURER

The treasurer is responsible for

- the collection and banking of all monies received by the Club;
- the payment of accounts incurred by the Club;
- the presentation of a monthly financial statement to the Board;
- the preparation of annual financial reports for presentation to the nominated Club Auditor;
- the presentation of the annual financial reports to the Annual General Meeting of the Club; and
- the forwarding of appropriate annual reports to the Office of Corporate Affairs.

SECRETARY

The Secretary is responsible for the general administration of the Club, personnel administration (if necessary) and secretarial work of the Club. The Secretary has the following responsibilities which are directly concerned with Board meetings of the Club:

- planning for Board meetings;
- issuing notice of the meeting;
- preparing the agenda for the meeting – this should be circulated to members with the notice of the meeting;
- keeping the minutes of the Board meetings (unless a separate Minutes Secretary is appointed);

- maintaining Club records where appropriate – these could include registers of members, and any other records required by statutory authorities;
- to assist and inform the Chairman where necessary;
- carrying out the decisions of the Board meetings when instructed to do so;
- acting as the Public Officer for the Club;
- collection and distribution of all mail received by the Club, including presenting a record of all correspondence received to the monthly Board meetings;
- oversee advertising and sponsorship contracts;
- safekeeping of Club records.

COMPETITION SECRETARY

The Competition Secretary has the following responsibilities in regard to the organisation of motor sporting events carried out by the Club:

- preparation of appropriate paperwork to be forwarded to Motorsport Australia for the issue of a permit for the proposed event;
- forwarding of Supplementary Regulations to prospective entrants for an event;
- organisation of appropriate ambulances and safety vehicles for events;
- preparation of a competition calendar for the Club, with such calendar to be included in each edition of Valve Bounce;
- collation of results for an event, and forwarding of such results to Motorsport Australia and event competitors;
- advising the Board on all matters concerned with competition;
- report to the Board on a monthly basis.

PROPERTY MANAGER

- responsible for the maintenance of the grounds, not including the track;
- call working bees to carry out the required maintenance;
- liaise with outside contractors where necessary;
- responsible for the safe keeping of club property (e.g safety vehicles, mowers), and advise the Board of new assets required to ensure the ongoing maintenance of the property;
- maintain an inventory of Club equipment;
- responsible for the maintenance of the Club radios;
- report to the Board on a monthly basis.

PUBLICITY AND MARKETING

- responsible for publicity of all events conducted by the Club in as many areas of the media as possible – this will include local newspapers, radio and television, and, where appropriate, the national motoring media. Following the event, results of the event should be forwarded to all areas of the media; and
- report to the Board on a monthly basis.

MEMBERSHIP SECRETARY

- responsible for the maintenance of Club membership records;
- forwarding of membership cards and other relevant information to members as they pay their annual membership subscription, or, for new members, as they join the Club;
- forwarding the names of people applying to join the Club to the Secretary for inclusion on the Agenda for the next Board meeting;
- making recommendations to the Board as to the level of annual membership subscriptions; and
- forwarding appropriate membership information to CAMS if required.

VALVE BOUNCE EDITOR

- responsible for the production of the monthly magazine;
- encourage contributions to the magazine by Club members;
- report to the Board on a monthly basis.

HEALTH AND SAFETY OFFICER

- advise the Board on relevant Health and Safety issues;
- attend appropriate OH&S workshops
- check for OH&S issues at all events, and advise competitors who are in breach of OH&S guidelines, e.g. faulty equipment, unsafe practices, etc..
- check GCC assets on a regular basis and advise of any problems:
- report to the Board on a monthly basis

KHANACROSS

- preparation of appropriate paperwork to be forwarded to Motorsport Australia for the issue of a permit for the proposed event;
- forwarding of Supplementary Regulations to prospective entrants for an event;
- organisation of appropriate ambulances for events (if necessary);
- organisation of trophies for events (if necessary);
- preparation of a khanacross competition calendar for the Club, with such calendar to be included in the each edition of Valve Bounce;
- collation of results for an event, and forwarding of such results to Motorsport Australia and event competitors and to the Valve Bounce editor;
- organise the conduct of khanacross events; and
- report to the Board on a monthly basis

BRYANT PARK BUILDINGS

- responsible for the buildings situated within Bryant Park;
- responsible for the assets contained within the buildings;
- advise the Board of works etc. that need to be carried out to retain the buildings in peak condition;
- liaise with outside contractors required for building works;
- call working bees where necessary to carry out work on the buildings;
- report to the Committee on a monthly basis on matters relating to buildings.

BRYANT PARK TRACK

- responsible for the racing circuit;
- advise the Board of works etc. that need to be carried out to retain the track in peak condition;
- liaise with outside contractors required for track works;
- call working bees where necessary to carry out track works;
- report to the Board on a monthly basis.

CLUB POINTS SCORER

- maintenance of points scores for the various championships conducted by the Club, and inclusion of up to date points scores in Valve Bounce on a monthly basis;
- maintenance of track records
- regular update of Club perpetual trophies;
- report to the Board on a monthly basis

TRACK HIRE

- responsibility for booking of track hires, and for forwarding appropriate paperwork to hiring clubs;
- responsibility for booking clubroom hires;
- report to the Board on a monthly basis

CLUB WEBSITE/FACEBOOK PAGE

- responsible for the administration of the GCC website;
- responsible for the oversight of the GCC Facebook page;
- encourage GCC members to contribute information for the GCC website; and
- report to the Board on a monthly basis

SOCIAL DIRECTOR

- organisation of social activities including club barbeques, including working bee barbeques, annual general meeting, annual presentation day/evening;
- organisation of social activities such as visits to places of interest, the organisation of social motoring events such as Treasure Hunts, Observed Section trials, etc.;
- prepare articles for Valve Bounce to promote social events; and
- report to the Board on a monthly basis

CLUB PERMIT REGISTRAR

- responsible for all matters pertaining to Club Permit Registration;
- maintain a record of all Club Permit holders in the Club;
- liaison when necessary with Club Permit holders;
- report to the Board on a monthly basis

All of the above personnel are at liberty to recruit other club members to assist with the carrying out of their role, eg. there may be a property sub-committee, a khangcross sub-committee, an assistant secretary, an assistant Valve Bounce editor, an assistant treasurer – in this way, more people will be involved in the management of the Club without increasing the size of the Committee to unmanageable proportions.

Members can nominate and be elected to carry out more than one position on the Board.

PROPOSED 2023 GCC CHAMPIONSHIPS

Ed: the introduction below in italics is from Board member Scott Seddon, who has put forward this proposal for changes to the way GCC championships are scored and awarded:

After the comments at last year's AGM about the club championship it got me thinking. Currently the club runs 8 khanacross rounds and 6-7 Hill Climbs (8 are used for the championship but the club doesn't run them all). So we are in a position where most of the events the club runs are not included in the club championship. Last year a club member won almost twice as many khanacross events as the club champion won in hill climbs. I don't see how its fair that club members that compete in over half of the events run at the club aren't eligible for the club championship.

When you look at it as a whole, the hill climb points are worked out as a percentage of the track record and khanacross is worked out with overall times. The only way I can see us being able to join the events is to make the club champion based on overall places at both events: like motor sport the fastest wins the overall race and not categories. So my idea would be to keep the hill climb system for the Hill Climb Champion and then use points calculated from the overall placings for the club championship.

These changes should see people who only run hill climbs or khanacross try the other event to get extra points if they want to win the club championship. That means more member participation which means the club benefits.

See the document below for the actual changes.

Hill Climb Championship (no change to scoring method but individual championship)

For hill climb events, a competitor's best time for the day will be divided by the appropriate class record at the beginning of competition for the day, with the resultant figure being the points scored by the competitor for the day, e.g. Bill Black recorded a best time of 38.11 for the day in Formula Vee, and the class record at the beginning of the day was 36.99: Black's score for the day is thus $38.11 \div 36.99 = 1.03$.

A competitor scoring 1 point for the day will have equalled the class record; a competitor scoring less than 1 point will have beaten the class record, whilst a competitor scoring more than 1 point will have been slower than the class record. Points for the Hill Climb Championship will be counted for all GCC hill climb events designated as rounds of the Club Championship.

Sprint Championship (no change to scoring method but individual championship)

Classes contested at Sprint events conducted by Clubs other than our own will be different to those conducted by the GCC. For the purposes of our GCC Club Championship, GCC competitors will be placed in our own Club Championship classes for the purposes of points scoring.

The fastest member in each class will be awarded 1.00 points, with each other competitor in the class being compared to the fastest in the class, e.g. Yolanda Yellow records a time of 73.00 seconds to win the class, whilst Zoe Zentura records a best time of 74.72 seconds to be second in the class. Zoe will thus score 74.72 seconds divided by 73.00 seconds, which gives Zoe a score of 1.02 points. This calculation will be carried out for each competitor in each class. Points for the Sprint Championship will be counted in all sprint events designated as rounds of the Club Championship

Khanacross Championship (No Change)

Khanacross Championship points will be scored in the following categories:

- a. Production 2WD up to 2000
- b. Production 2WD 2001 and over
- c. Production 4WD
- d. Specials (as defined in the Supplementary Regulations for an event)
- e. Juniors

Points will be allocated for the first 15 places in each category of the Khanacross as follows: 20, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1.

The Khanacross Championship will be awarded to the competitor who scores the HIGHEST number of points from $(n - 1)$ rounds of the Khanacross Championship (where n is the number of rounds conducted)

CHRIS MURPHY MEMORIAL TROPHY (No Change)

Points will be allocated to Gippsland Car Club member drivers of open wheeler racing cars at each GCC hill climb conducted during 2020. Points will be scored as follows: 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2 and 15th 1. The competitor with the HIGHEST points score at the end of the year will be awarded the Chris Murphy Memorial Trophy for 2022.

REG COLDWELL MEMORIAL TROPHY (No Change)

Points will be allocated to Gippsland Car Club member drivers of sports sedans at each GCC hill climb conducted during 2020. Points will be scored as follows: 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2 and 15th 1. The competitor with the HIGHEST points score at the end of the year will be awarded the Reg Coldwell Memorial Trophy for 2022.

2020 WINTER CUP HILL CLIMB CHAMPIONSHIP (No Change)

A Winter Cup Hillclimb Championship will be conducted during 2020, with points scored in the same manner as for hill climbs designated as rounds of the 2022 Hill Climb Championship. The Winter Cup will be held at one designated event in the winter months. Points scored in the Winter Cup will also be awarded for the outright Club Championship and the Hill Climb Championship. The competitor scoring the LOWEST number of points in the Winter Cup event will be awarded the 2022 Winter Cup

Club Championship (NEW METHOD)

The club Championship will be made up of Hill Climb, Sprint & Khanacross rounds. Points scored in $n - 1$ rounds (where n is the total number of rounds contested for the year) for each of the 3 events will be used to calculate final points for the Outright Championship. Where there are 8 Hill Climbs, 4 Sprints and 8 Khanacross events the scores will be taken from the best 7 Hill Climbs, 3 Sprints and 7 Khanacross events. Points will be allocated to the top 15 outright places in each event as follows: 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2 and 15th 1. The winner of the club championship will be the person with the MOST points.

Club Official of the Year (NEW)

As you know events can't be run without volunteers. 1 point per day is given to an official for assistance with running a race meeting, half a point if they are there less than a full day. The official with the MOST points is awarded GCC Official of the Year.

NOTES:

I would like to see Junior or Lady club championships added where possible. The more of them that attend events the healthier the club will be going forward.

Porsche Club Sandown 360 Regularity Relay

– Allan Richards

I think I should have had a stand down from Sandown. Suffice to say it was not one of my better motorsport weekends. In all the years I have been involved in club level motor sport I have never had the opportunity to compete at Sandown, so when John Moss offered me the opportunity to join Team Top Gear Junkies for this year's Porsche Club 6-hour relay, I jumped at the chance.

My biggest mistake was in assuming my tyres were still ok!!! How wrong was I???

Team Top Gear Junkies comprised: John Moss BMW E30; Bruce Lamont R33 Skyline GT; Tony Costa Renault Megane Trophy RS; Joe Gagolla Volvo S40; Terry Selwyn Hyundai Excel; and yours truly in a Datsun 120Y.

The first practice session was Saturday afternoon: unfortunately, a wet track sealed my fate, being unable to get any heat in my tyres the car was suffering terminal understeer, and entering the front straight on about my third lap the car had other ideas as to which direction it wanted to go, understeered off the track and dealt the tyre wall a glancing blow with the front right guard.

"BUGGER" I said as I waited in the car for the recovery crew to arrive. "Just a flat tow back to the pits will be fine" I said. "You obviously haven't seen the front of the car" said the official.

"Double BUGGER" I said as I inspected the damage, and if you believe that's all I said, then I guess you believe in Santa as well. I honestly believed that was the end of my weekend, as the car looked decidedly second hand. "I might as well load it on the trailer and take it home." "No" said John, "That's only panel damage, we can fix that"

and within about two hours four of our team had stripped the car and straightened the front guard into a shape that from a distance looked quite acceptable.

Sunday morning practice was dry, and the car felt good, staying on all the black bits, so after seven or eight practice laps I pitted and parked the car looking forward to my first stint. But alas the



gremlins hadn't finished with me yet; as I entered the back straight on my first timed lap the exhaust system decided to part company with the car. Being unable to locate a welder, and with the car now emitting probably 110 decibels, continuing was out of the question so the car was loaded onto the trailer and banished to the back of the pits.

Well, my weekend is definitely over now I thought, but thanks to Joe Gagola, who offered me a drive in the S40 Volvo my weekend wasn't a total loss. I must admit I was a little nervous as I drove out onto a once-again wet track that I still didn't know very well, in a strange car that was also front-wheel drive. For a stock-standard car the 2.4 litre turbo was actually a lot of fun to drive and for the next approximately 40 minutes I had a ball. Thank you so much Joe: I thoroughly enjoyed it.

Team Top Gear Junkies showed early promise, running as high as 4th place. However, unfortunately a couple of drivers who shall remain nameless, and having nominated wet times, found it difficult to keep their cars slow enough as the track dried out again, breaking out a number of times and dropping us to 12th place at the finish.

A big 'thank you' to my team mates for their amazing panel beating efforts. Now starts the job of repairing the car properly and of course high on the list of priorities is a set of new sticky tyres.

Lastly, but by no means least, a very big thank you to our wives: Marlene; Kirsten; Sue and Lorraine, who kept us fed and watered all day. Thankyou girls: we certainly didn't go hungry.



- Tilt trailer: 14' x 6', double axle, electric brakes, excellent condition. \$7,000
 - 2 X Hans Devices: Hans 111, size XL, as new. \$35
 - 2 Helmets, open face: Bell, white, XLG: and open face: Snell, white, XL. We would like \$350.00 for each helmet.
- ➔ Robert Webster 0419 440152.

Ed: another group visiting Bryant Park and attracting the interest of several GCC members on the day was the Targa Florio Tribute – here is Bill Freame’s account of the event, from the perspective of a harassed service crew! Photos taken at Bryant Park by Ian Maud.

Targa Florio Australia

- as experienced by Bill Freame.

Unlike the usual Targa events that I service at, Targa Florio Australia is set at a lower level of car and crew preparation than a Targa Tasmania requires, and that is a very good thing. There is certainly room in the calendar for both types of events and some competitors will be quite prepared to accept the unique challenge of either event. The Targa Florio style of event doesn’t require the super grippy tyres, massive brakes, a roll cage, helmets, harnesses and driving suits because the event stays well within the legal road speeds at all times when on public roads. The 2022 Targa Florio comprised of some very classy classic vehicles, being exercised instead of just appearing at car displays. Therefore, many of the crews were married couples, a welcome attraction to truly test the relationship under the pressure of the tests they would encounter during the four days of the event.

Like many activities, this Targa Florio had been previously postponed by the interference of COVID in our lives. New to this type of Targa rally, Jack Waldron had entered his well-seasoned FIAT Abarth 750GT, a veteran of 25 Targa Tasmanias as well as many other similar events. This car is the Abarth development of the venerable FIAT 600 of 1958, with further development and improvements by Jack, over the time of his ownership. This Abarth retired from those active Targas a few years ago, when the speeds required to be competitive were becoming more than the then 60-year-old car could be expected to safely maintain. A less-stressful Targa Florio event would be well within the capability of the vehicle and so it was brought out of its retirement, to further justify its existence to continue in the Waldron collection.



Jack Waldron’s FIAT Abarth 750GT

Preparation of the Abarth was minimal as Jack has always kept it ‘Battle Ready’ since its retirement. Jack and his friend John would take the opportunity to further develop their PAVAS system that Jack has been using very successfully in the high-speed Targa events (*Ed: this system includes a highly-accurate measurement of a vehicle’s road speed, with an audible warning given in the driver’s helmet as they approach a pre-set number such as 130kph, allowing the driver to continuously run close to, but not unwittingly exceed the selected speed*). For a few weeks before the Targa Florio event, the organisers run training courses where the competitors can learn the skills required to compete on an equal level amongst them all. Jack and John threw themselves into learning all they could, in the Abarth, not only doing the training courses, but several test scenarios they had designed themselves. Jack has set up four triggers on a driveshaft coupling to activate the PAVAS system installed in the cabin. The reliability of the Abarth was never in doubt for this level of Targa competition, but a service crew was still deemed desirable, if only to carry their luggage and a few spares and tools. All was going to plan until a few days before the event when the service crew were

unable to participate due to a COVID issue. Fortunately, Bill (me) was available to step in at short notice to provide the service coverage that was required: additionally, I speak fluent FIAT 600!

With more than 100 entries in the event, many of them were serious classics. Jack and John had us staying with a friend at Safety Beach on Sunday night and again on Monday night, although the event would start from Pt Leo late on Monday. On the leisurely cruise on the freeways, before we got to Safety Beach the Abarth started pumping out the cooling water and getting hot. A quick emergency top-up of water had us on our way again but we were perplexed as to why the well-proven cooling system would start to play up. A late morning drive across to the winery start at Pt Leo had the problem resurface, causing us to stop to investigate further. Fearing that we had blown the head gasket, Jack made the decision that we needed to replace it (we had one spare with us) and so we set to on a level area at the front of a property, on the side of the road. Fortunately, it was spitting a little rain, so we didn't have too much of a dust problem. There would be no opportunities



A Tucker: one of very few on the road in the world! Rear-engined, flat V8 and amazingly different in many ways to its fellow American iron of the period:
(Have you seen the movie?)

to retorque the head during the event. However, as the block was 'O' ringed when I built it about 25 years ago, plus with the generous addition of sealant around all the water galleries, we decided we might just get away without a retorque. Fortunately, we did!!!! Later inspection of the gasket failed to show any problems with it, but changing it before the event was the correct decision!

John advised the event organisers by mobile phone that we were running a little late with a minor mechanical issue, but we were definitely coming. With the gasket

replaced and the top of the engine re-assembled, we continued on to the start location for scrutineering and lunch. Now, an event like Targa Florio is not expecting any service crews to be present, so my appearance in the red Falcon ute was a surprise to many, including our fellow FIAT club members that were entered. Therefore, there were no service crew instructions available to me: I would have to rely on whatever route information that John would supply to me. Initially, on the first day, I just followed the Abarth along the various roads that were used, without risking throwing the ute into the scenery trying to keep up. That just worked for me on the first day, but was totally unworkable on the second day when we eventually transferred to overnight in Inverloch and because of traffic, I lost the Abarth very early and so I made the decision to (hopefully) leap ahead and wait for them to travel through Tooradin.

But getting back to the Monday evening, the decision was taken to not enjoy the evening meal on the west coast of the Mornington peninsula, but instead we would grab some fish and chips at Dromana while we pondered whether we had solved the overheating issue that caused us to change the head gasket to eliminate the problem. Being close to Arthurs Seat, Jack decided that driving up that climb would prove to us that we could continue in the event. Therefore, the Abarth was driven up and down a few times in both directions, followed at a distance by the ute. Jack didn't thrash the Abarth, he just drove it like any other car would attempt the climb and proved to his satisfaction that the Abarth was behaving normally. Thus, we decided to remain in the event and we went to bed (in Safety Beach) satisfied that the issue of overheating had been eliminated. Another unexpected

problem to solve was that the driver's door lock broke internally, and being suicide doors, the decision was made by Jack to tie the door (with cable ties) to the aluminium roll bar: thereafter John would need to vacate the cabin before Jack could climb out that side. And all that happened on Day 1!



Unrestored 1950s (?) Porsche, followed by newer models.

An early departure to get across to the start of Day 2 in Pt Leo had us arrive with time in hand to ensure we were ready for the competition to step-up to the next level. Having to mix with workday traffic presented me with a few problems of having to give way at roundabouts, missing traffic lights or getting stuck behind slow moving trucks: thus, it was easy to fall off the rear of the Abarth. I grabbed a very early lunch in Tooradin while I waited

for the Targa Florio cars to travel past. I knew where the cars were all going to be on display in Inverloch and despite many intersections being labelled with a red arrow to show the crews which direction they should take, they were not on every major tee intersection and frequently I chose the wrong way for a few kms before turning around and picking up the correct roads a few times. By now I had discovered that I couldn't keep up with the Abarth, or the Bartold X1-9 on the many winding roads! The fragility of some of the classic cars was starting to show through. The Judd FIAT Dino Coupe had a leaking radiator that could be repaired in nearby Wonthaggi, hopefully before day's end. David and Rob drove it over to begin that repair and I was on stand-by to collect them if it couldn't be done that evening. Fortunately, the repair was done in time and David and Rob reinstalled the radiator so that they were mobile again. Frank Marinelli, also in a FIAT Dino had the brake light switch stop working, so was putting the parking lights on every time in traffic to indicate he was stopping!



FIAT Dino spyder

That night I advised Jack that our situation needed to change for me to effectively service/ support the Abarth. While Jack and John went off to the evening meal at the RACV retreat, I had decided to just grab a more low-key meal at the local pub, in easy walking distance to the motel. I also took advantage of the no-cost phone box to make a few free phone calls instead of using my mobile. In discussion with Paul (*Ed: Paul is Bill's son*) about the servicing problem I was enduring, he offered to text me all the major locations that the cars would be tested on the following (Wednesday) so I could plot my way around the state and be where I would be useful. Six separate texts were then transferred into my A4 note book later that night and I was able to plan my route through Leongatha to catch the field at Mirboo North. While traversing through Leongatha, I stopped and purchased a simple push switch, insulated connectors and some heavy gauge wire to ease Frank's brake light problem. I assembled the switch and wire into a 'plug and play' swap that we could install at Bryant

Park where lunch would be supplied. Ian Maud was present and, as the Abarth was about to leave just after the Dino arrived at the venue, I was able to have him install the hand-operated switch on to the gear lever. Frank was surprised and delighted that I had provided a means of him having brake lights again. That's what service crews do: find solutions to problems. *(Ed: I found out later from Frank that some other folk who had stuck their heads into his Dino's cabin had asked if he was running nitrous injection!)*

I leap-frogged another test area at Willow Grove, instead planning to be ahead of the Abarth at the Noojee Heritage Centre. There I had a 20-litre fuel churn ready, just in case the Abarth needed to grab some fuel on the way to the RACV Healesville retreat. I dipped the tank and Jack was confident that there was enough left for him to get through to Healesville. At the RACV retreat, they wanted all the Targa Florio cars to remain on site overnight, thus we squeezed the three of us into the ute cabin to find our accommodation nearby and then come back for the evening meal in the large dining room. We tried very hard to not have a very late night, as the final day would have the cars going to Yarra Glen, Yea, Seymour, Romsey and finally to do some display driving at the Albert Park GP track. Paul sent another five texts through to me that night, so I could plan my travels with ease and be wherever I may be needed.



Ferrari ___?

I bypassed Yarra Glen, instead heading straight out to Yea, where I was able to buy some foam as the Vin Gregory-sized navigator seat was a little bit tight on John's hips and posterior, with still half a day to go. The foam was cut and shaped to adjust the seat and then we all headed to Seymour for some further tests and then morning tea. I was again able to cut and run to arrive at Romsey ahead of the Abarth, whereupon the

Bartolds advised me that the Judd Dino Coupe was seen stopped on the side of the road. A quick phone call to David advised me that they were just finishing up fixing a blocked fuel filter and so wouldn't need my assistance. David actually initially answered my phone call thus: "Too bloody late," before laughing and advising that they had made the repair and would be on their way soon. I think they all probably appreciated that my help was available should they need it, but fortunately, most of our members didn't. With all the Targa Florio cars heading to Albert Park GP track, my mission was over and so I headed to Dandenong to swap vehicles and get my life back. As I knew Jack would be quite tired by the time the festivities at the GP were completed and he had battled traffic to get back to Dandenong, I made sure that the (dedicated LPG) gas tank was filled up before parking it at his property in Dandenong where he collected it later.

The troublesome FIAT Dino Coupe of Deb and Rob Judd finished third; the Robin and David Judd FIAT Dino Spider finished fifth; and the Lyn and Peter Bartold X1-9 also finished well, with the three crews winning the teams prize for our club! Jack and John finished despite all the totally unexpected little dramas with the Abarth. The Marinelli's FIAT Dino also finished, as did the Toni and Tony Romeo FIAT 500 Abarth.

This is a style of event that any car can participate in. There is no special type of preparation required, thus it seems an ideal event for even the very desirable classics to be involved in, with very little probability of them being damaged. Owners just need to remember that with any club-plated cars, the permit book needs to be filled in at the start of every day. We visited three of the RACV retreats over the course of the event and despite the RACV being the largest car club in Victoria I couldn't find any car race tracks at their venues, instead they all have golf courses. Why?

For an event that had been hardly on my radar, I enjoyed the experience of driving around on more of the fabulous touring roads in this state. Rarely were we more than three hours from Melbourne. I was glad to be of assistance to keep the Abarth in the event and right now I'm currently preparing to service with Ian Maud, for Jack and Vin and their Mitsubishi Stigma at Targa Tasmania at the end of April. This is an event that we all look forward to each year.



FIAT 500/695 replica, all the way from NSW for the event



Ed: the following article is a report on yet another group visiting Bryant Park last month.

GIPPSLAND GALLOP 2022 – an observation run

- Bill Revill and Keith Atherton



“What sound emanates from Melaleuca Park moneymakers?”

*“What road has money on fire?” **

These and many other questions were answered by a good field of Gippsland Gallopers who enjoyed a beautiful autumn day for a drive through the scenic Gippsland hills. The run included a visit to the monthly Warragul classic car show (*Ed: the GSCCR Breakfast Club*), some drive time around the excellent Bryant Park hillclimb track, (the scene of the Australian Hillclimb Championships in 2018) and ended in Mirboo North at the Grand Ridge Brewery.



All of the Triumphs were immaculate and sparkled in the morning sun. Sidescreens included those of Mike Daley, John Johnson, Bernard & Poppy Dougherty (Gippsland locals) and Geoff Bowman with his 12-year-old grandson, Rohan. TSOA provided a mouth-watering range of cars, with TR6s of Dave & Jenny Ferguson (who came complete with watchdog), Peter Lane and Peter Blackman. Mike Bindon and Philip Johnson were in Mike's beautiful dark blue TR5 with the throbbing big six sounding wonderful. Wedges were represented by Michael and Ineke Kip and Stu Smith. The TR 4s all had a story – the

very rare 'Dove' GT of Keith Atherton looked and sounded great. But a late entry and a big surprise was welcomed by all. Dave Mc Dermott recently purchased a TR 4 and displayed it at this morning's Warragul monthly car show. The TSOA members who visited the show fell on the car like vultures and immediately invited him to take part in the run, thus providing Dave with an excellent introduction to TSOA! Welcome in Dave!

The route commenced with a run through busy Warragul followed by pleasant scenic roads towards the hamlet of Willow Grove, with competitors allowed plenty of time to enjoy the Gippsland scenery whilst busily answering questions to test their powers of observation. The route visited several lookouts which showed the giant coal mines in the area before arriving at Bryant Park.

At Bryant Park, the cars lined up for photographs and then did three laps of the track at low speeds escorted by a pace car. All participants were amazed at the panoramic views, the wonderful track, clubrooms and facilities of Bryant Park and were impressed by the excellent condition of the area with the grass neatly mown and all buildings and garages in good repair, clean and painted. All drivers and passengers found the track to be both thrilling and challenging, even at low speeds, and several drivers expressed interest in participating in either khanacross or hillclimb events in the future.



Then it was back to the road and the question sheets. Perhaps the most spectacular part of the drive is the 'Gippsland Stelvio,' not quite as entertaining as the great Stelvio alpine pass in Italy, but it still boasts 14 consecutive bends – quite a set of esses!

The finish at the Grand Ridge brewery was a welcome sight, with a wonderful selection of beers which we all tested, (the Hatlifter Stout is my favourite!) especially enjoyed by the passengers who weren't driving! The Grand Ridge was great – a vast range of beers and local wines, good food and remarkably quick service considering the whole place was jammed with the Sunday lunch crowd. AND of course, the prizegiving! Results were a tie with Geoff Bowman and Stu Smith, but Rohan, Geoff's young navigator, provided a set of historical notes to fill out one of the questions (On Governor Latrobe); a good effort for a junior!! Geoff and Rohan were awarded the first prize and well deserved, too!

Soon time was called to saddle up and head for home, most people in time to get home and to tune in to the Australian Grand Prix if they chose to. Poor Geoff and Rohan paid for their pleasure on the

way home, a blown welsh plug dropping their coolant and delaying their trip. But everyone seemed to enjoy themselves and the 'Gippsland Gallop' trophy is perpetual, so get ready for another gallop next year! Thanks to the Gippsland Car Club for the use of their track and Nina Revill, Bill Revill, Geoff Bowman and others for the photos.

* Melaleuca Park is a dairy farm = cows make the money = and they make a cow sound = moooooo! And we have a "Dollarburn Road" near Warragul



2004 Australian Hillclimb Championship, Gippsland Park – some musings from John Bryant

The 2004 Australian Hill Climb Championship was held at Gippsland Park from October 29 to October 31, with Thursday, October 28 being a practice day for any competitor who felt inclined to use the day for practice.

This was the fourth time that the GCC had conducted the AHCC, and, as it turned out, the last time that we conducted the event at Gippsland Park. The first event in 1977 (which I have written about previously) was held on the original track with the hump, whereas the 1989 event (won by Alan Hamilton in the Lola T87/50 Buick V6) and the 1999 event (won by Peter Gumley in the SCV) were held after the hump had been removed. The 2004 event was the third time this configuration had been used.

As is usual for an event of this magnitude, we started out early to find sponsorship for the event. We tried the usual automotive-related places but had no luck – where to now? It was suggested at a Board meeting that we contact Tru Energy (Energy Australia now) to see if they were interested. We also thought that we might have a discussion with them about resurfacing the track, which was by this time starting to get a little second-hand (it was previously resurfaced in 1989, just prior to the 1989 AHCC). The discussion with Tru Energy revealed to us that they were contemplating taking over our track to expand the coal mine – this was news to us at the time and we had no inkling that this might occur. They did suggest to us that any resurfacing of the track would be a complete waste of money, as we would probably not be there much longer. That knocked the wind out of our sails, but the shock was tempered a little when they agreed to sponsor the 2004 AHCC. What happened between that time and the opening of the new track in 2008 provides the material for a whole new story, which I might write one day.

With the major sponsor in hand, the next task was to find a large number of class and special award sponsors (32 in all) which we were able to do: many from the local area, but some from Melbourne and others from as far afield as Shepparton – this meant that we were able to offer other prizes as well as class prizes. Excellent – ready to go! Entries were opened and came in thick and fast – well over 100, with 110 recording a time during the event.

The next piece of organisation was to organise a 40th Anniversary (of the Club) dinner for the Saturday evening of the event, and find a guest speaker who would entertain us at this dinner as well as compete in the hill climb and draw some spectators. We had Peter Brock at the 1977 AHCC and looked around for a similar personality – Norm Beechey was the man, and he fitted the bill perfectly. Norm brought the big 409 Chev Impala to run in the event, and he was also a very entertaining guest speaker at the dinner, held at the Italian Australian Club in Morwell.

All in place – practice went off well, and everyone lived to fight on the next day. Saturday dawned fine and dry – the big dread when running a two-day event is that the first day is fine but the second day is wet. The outright favourite for the event was Peter Gumley, who had won the previous 6 titles in his SCV. GCC member Andrew Howell was certainly a title contender in his purpose-built Pilbeam hillclimb vehicle, whilst Gary West from WA, driving the Lola T87/50 Buick that won the event at Gippsland Park in 1989, was a dark horse for the win. Others who were in with a chance included Alan O'Connell from Queensland, Ashley Cutchie in the larger engine Swift Formula Ford owned by Andrew Howell, Rod Moody, Alan Foley and Garry Kent, whilst 'new boys' to the AHCC in with a chance of doing well included Brett Hayward and Greg Ackland.

The track record at the time was under 30 seconds – a feat at that time achieved only by Peter Gumley, and it was anticipated that an under-30 second run would be needed to win the event – who could achieve that? The aim of the exercise for the two days was to have seven runs each – four on Saturday and three on Sunday.



Peter Gumley (SCV)



Norm Beechey (409 Chev Impala)



Gary West (Lola T87/50 Buick V6)



Andrew Howell (Pilbeam)

Day One. The Saturday runs commenced spot-on time at 9.00 a.m., with an estimated finish time for the day off around 3.30 p.m., which gave those going to the dinner plenty of time to get organised, and those wishing to play with their cars plenty of time to do that.

Run 1. All except Tom Donovan in his Zip Honda (Ewen Moile??) recorded a time. The front runner after the first run was Andrew Howell in the Pilbeam with a run of 30.93 seconds, from Alan O'Connell in the Van Dieman with 30.98 and, probably a surprise, Brett Hayward in third with a time of 31.09. Peter Gumley was half a second back, whilst Gary West was two seconds off the pace, trailing Garry Kent in the GAK 04. Terry Dowel was the fastest historic car whilst Norm Beechey

managed to wrestle the boat sized Chev Impala around in under 40 seconds. Andrew Mitchell in the Farrell was the fastest sports car with a time of 33.39, Wayne Burden in the Gemini was the fastest sports sedan (just) with a time of 34.05, whilst Stephen Kent in the Sigma was the fastest improved production vehicle with a time of 35.92.

Run 2. Gary West found his two seconds and recorded a time of 30.42, with Brett Hayward recording a 30.65 to move into second overall. Andrew Howell slipped a little but still managed to retain third, from Peter Gumley in fourth who improved to 30.98. Alan O'Connell was slower, whilst Rod Moody recorded a time of 31.80 to move up the field. Terry Dowel improved almost two seconds to still be the fastest historic vehicle, whilst Norm Beechey recorded another sub-40 second time. Andrew Mitchell was a little slower this time, but was still the fastest sports car. Wayne Burden was almost two seconds faster than any other sports sedan, whilst James Atkinson in the Gemini and Wim Janssen in the Honda Civic both recorded times in the low 36 second-bracket in the improved production class, but still behind Stephen Kent

Run 3. Early afternoon, with the weather still fine and dry. Gary West put the cat amongst the pigeons by laying down a time of 29.99 seconds – second fastest run ever at the track. Would that be enough to take the weekend? Perter Gumley had a slight mishap and lost six seconds, Alan O'Connell had a slight off and lost ten seconds, Andrew Howell recorded his best for the day so far with a time of 30.76, but he was slightly slower than Brett Hayward with an excellent time of 30.71. Ashley Cutchie improved a little to 31.37, Rod Moody was a little slower with 32.03, whilst Garry Kent improved to 32.05, but not fast enough to worry the front runners. Terry Dowel had a big off in the Mustang, and recorded a run 40 seconds slower than his best!! Norm Beechey had the afternoon off to go and visit a local winery with his wife Margaret! Wayne Burden continued to dominate all of the sports sedans, with consistent times in the 32-second bracket – Allan Hunt recorded the only other sub-34 second run by a sports sedan during the event with a 33.51 in his Torana. Meanwhile, James Atkinson improved to 35.98 to almost catch Stephen Kent as the fastest improved production vehicle.

Run 4. Last run for the first day. Peter Gumley put in his fastest run for the day with 30.81, fractionally faster than Brett Hayward with 30.82, but Gary West was still the fastest on this run with a 30.32. Andrew Howell had a lose in the Loop (see photograph above) and recorded a very slow 71.52, whilst all other contenders were a little slower than their previous runs. Terry Dowel

continued at the head of the historic field, Andrew Mitchell did the same with sports cars, and Wayne Burden continued on his merry way in sports sedans. James Atkinson snuck in a time of 35.81 to take over as the fastest improved production car, from Stephen Kent and Wim Janssen.

Day One over, with a 40th Anniversary Dinner to attend. We decided that as some people were remaining at the track, we would leave the timing equipment in place overnight (famous last decision as they would say in the classics!). Excellent dinner, Norm Beechey was an excellent speaker, and Carol and myself had the privilege of sitting with Norm (and Margaret), one of my boyhood heroes, for the night.

Day Two. Excellent weather for what promised to be an exciting day of hill climbing – all competitors were still keen and eager to proceed, but as it turned out, the organisers were not. We left the computer in place on Saturday night, and the area experienced some electrical problems overnight, such that all of the times for the event had been wiped out – an excellent start to the day, especially for me as I was the Clerk of Course and had to explain to all and sundry what had

happened, as well as work out what we were going to be able to do to continue on with the event. We had the hard copy of results from Day 1, so Ben Jennings and Jason Bryant gave me a good talking to relieve my panic, and offered to enter all times into the computer again – a task that would take up about the time of one run. I called a drivers' briefing and explained to all what had happened. The plan was to have an untimed practice run, and follow this with three timed runs for the rest of the day. All competitors were very understanding, no-one attempted to lynch me, and on we went – in fact, I think that many of them were secretly happy that they could have a practice run before the real runs for the day.

Run 5. Brett Hayward recorded his fastest time for the weekend, 30.54 – not enough to win the event. Alan O'Connell recorded his fastest with 30.48 – not fast enough. Ashley Cutchie put in his fastest – 30.98 – not enough. Gary West recorded a 30.15 – not as fast as the previous day, but still very fast. Peter Gumley came out and did a 29.72, fastest for the event so far and that certainly had people thinking – was that the AHCC winning run? Andrew Howell put in a slow run, Rod Moody improved, but not enough. Terry Dowel put in his fastest run for the weekend in a time of 36.42, and promptly retired for the day to watch everyone else try to catch him (which they did not). Andrew Mitchell continued at the head of all of the sports cars, still almost two seconds in front of the next fastest. Wayne Burden did the same in sports sedans, although not as far in front of the others. Wim Janssen took over as the fastest improved production vehicle with a time of 35.86, from James Atkinson with 35.97. Kevin Mackrell, driving the 4WD Datsun in the Performance/Evo class continued on with one of his many 32-second runs.

Run 6. Could Peter Gumley be caught? Not by Brett Hayward, who was marginally slower with 30.82, nor Alan O'Connell who was also slightly slower with 30.59, nor Ashley Cutchie who was faster than previously with 30.86 (still not enough), or Gary West who recorded his second sub 30 time with 29.88, or Andrew Howell who was slightly slower with 30.60, or Rod Moody who put in his best for the weekend with 30.96, or Garry Kent who also put in his best for the weekend with 31.56. Greg Ackland snuck in on this run and put in a time of 31.15, which placed him in for eighth overall for the event. Terry Dowel was not headed in historic, nor was Andrew Mitchell in sports cars, or Wayne Burden in sports sedans. James Atkinson went faster on this run, and now headed the improved production field by almost half a second, from Wim Janssen and Stephen Kent.

Run 7. Was this the Championship run, or had the Championship already been decided?? We run our events with Formula Libre cars first, with cars running in numerical order in class order – small engine classes thus first. In the up to 1300 class, contender Brett Hayward recorded a 30.71 – not his fastest for the weekend, so no championship for him. In the 1301 to 2000 class Alan O'Connell decided not to run, so he missed out on the championship. Ashley Cutchie recorded his fastest time of the weekend at 30.81, but unfortunately not fast enough. All eyes were on the top 3 in the larger engine class. Peter Gumley ran first, and recorded a 30.21, not his fastest for the weekend, but he was still in front. Gary West took centre stage – could he beat the Gumley time?? Gary went over the finish line sideways, recording his third under 30 second run for the weekend, and on this occasion – 29.66!! Was the Championship his by a mere 0.06 seconds or would Andrew Howell record a faster time? Andrew recorded his fastest time for the weekend of 30.21, so the Championship belonged to Gary West (his first of three as it transpired). The rest of the runs were really an anticlimax, with none of the leaders in each category being beaten on this run.

There were some excellent performances on the day, with some very close results in classes- these included Formula Ford, where Paul Zsidy (34.22) won from Wesley Inkster (34.39) and Barry Gibbons (34.76). Tom Donovan (33.06) won the FL up to 750 from Allan Foster with a best time of 33.12, Hamish Rhodes won the Historic Group N up to 2000 with a best of 37.24 from the rarely beaten Lindsay Siebler with 37.30. Norm Beechey returned to the competition and recorded three 39 second runs – excellent times for such a big car. Eleven new records were set on the day, many of which will remain in posterity. An excellent weekend was had by all!!

The top 11 results (sub-32 seconds) were:

Gary West (WA)	Lola T87/50	29.66
Peter Gumley (NSW)	SCV	29.72
Andrew Howell	Pilbeam MP82	30.21
Alan McConnell (Qld)	Van Dieman	30.48
Brett Hayward	Suzuki	30.54
Ashley Cutchie	Swift	30.81
Rod Moody	Cheetah	30.98
Greg Ackland	Ninja	31.15
Simon Lake (Qld)	Axtell Suzuki	31.36
Garry Kent	GAK 04	31.58
Alan Foley	Talbot RF	31.69

Peter Gumley returned to the winner's circle in 2005 and 2007, whilst Gary West took the honours in 2006 and 2008. Brett Hayward broke the Gumley/West dominance by taking the title in 2009.



Terry Dowel (Mustang)



Keith Linnell (Cortina V8)



Gary Downes in the 'Pink Pig' Falcon

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...and a couple of parting shots:



It seems MK 1 Lotus Cortinas are renown for lifting wheels.

← Here is Bob Jane at Sandown, date and source unknown.

→ Not to be outdone, from the helmet I'd suggest this is one Jim Clarke, keeping his Formula 1 skills honed by filling in some quiet moments in Touring Cars – as apparently several leading drivers would do in those days.

Again, date and source unknown.



← And I know almost nothing about the story behind this photo, but it looked to me to be the ultimate in the "What the hell happened?" category. A good way to devalue what was, until 30 seconds ago, probably a quick and very expensive car.

And yet again, date and source unknown.



2022 VICTORIAN HILL CLIMB CHAMPIONSHIP, ROUND 4

CLOCKWISE FIGURE 8 TRACK

Event Ranking

Rank	Time	Last Name	First Name	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Time	Gap
1	99	MAHON	David	Dallara Hayabusa	Formula Libre up to 1300	56.49	53.84	54.00	52.62			52.62	
2	77	JANSSEN	Wim	Wimp 003	Formula Libre 1301 to 2000	59.20	57.05	57.04	55.29			55.29	2.67
3	3	BARKER	Mike	Hayward	Formula Libre 1301 to 2000	59.44	56.54	56.21	56.05			56.05	3.43
4	150	MINAHAN	Bruce	Hayward	Formula Libre up to 1300	59.90	58.12	57.30	56.76			56.76	4.14
5	50	MINAHAN	Peter	Hayward	Formula Libre up to 1300	60.35	58.39	56.87	57.39			56.87	4.25
6	70	MOILE	Ewen	Ramblebee	Formula Libre up to 1300	60.41	58.43	57.17	57.52			57.17	4.55
7	151	CASEY	David	Casey	Formula Libre up to 1300	64.17	60.92	66.11				60.92	8.30
8	89	JAMES	Jordan	Mitsubishi	Sports Sedans 4WD	62.35	61.49	67.54	61.64			61.49	8.87
9	171	BUFFINTON	Steven	Westfield	Sports Cars Clubman up to 1600	64.09	61.50	62.24	62.95			61.50	8.88
10	56	NEWITT	Colin	Locost	Sports Cars Clubman up to 1600	65.05	61.80	62.19	78.82			61.80	9.18
11	177	FEGGANS	Hugh	Porsche	Production Sports 2B/2F 3001 and over	64.68	62.83	62.09	62.40			62.09	9.47
12	113	MCNIVEN	James	Toyota	Sports Sedans up to 1600	64.43	63.81	62.88	62.86			62.86	10.24
13	771	HEATH	Warren	Ford	Improved Production up to 1600cc	67.05	64.11	63.57	63.02			63.02	10.40
14	52	HOCKING	Dale	Dalrick	Sports Cars Clubman up to 1600	65.31	63.03	63.71	63.86			63.03	10.41
15	327	PENNYCUICK	Damien	Nissan	Non Log Booked Cars	64.67	63.09	63.34	64.67			63.09	10.47
16	39	CHESTER	Nicholas	Toyota	Sports Cars Open/Closed up to 2000	64.93	75.30	64.25	64.79			64.25	11.63
17	721	KOGGE	Larry	Holden	Historic Group N 2001 and over	64.39	64.30	64.27	64.48			64.27	11.65
18	95	BYFIELD	Brenton	Subaru	Time Attack	66.24	67.07	64.54				64.54	11.92
19	241	HAVERKORT	Stuart	Honda	Sports Sedans 1601 to 2000	66.05	64.88	64.60	64.85			64.60	11.98
20	19	INKSTER	Thomas	IDS	Historic Other	66.77	65.31	64.97	65.25			64.97	12.35
21	83	SPEIGHT	Ian	Mazda	Production Sports 2B/2F up to 2000	66.20	65.33	65.20	66.49			65.20	12.58
22	93	PATERSON	Luke	Morris	Historic Group N up to 2000		66.25	65.97	65.41			65.41	12.79
23	861	HUNTER	Col	Subaru	Sports Sedans 4WD	67.96	65.98	66.05	65.51			65.51	12.89
24	55	GOOSSENS	Michael	Toyota	Production Sports 2B/2F up to 2000	67.54	67.06	67.12	65.66			65.66	13.04
25	100	WEYMOUTH-WILSON	Steven	Morris	Historic Group N up to 2000	88.92	68.69	65.69	65.87			65.69	13.07
26	25	WEBB	Damian	Nissan	Improved Production 3001 and over	68.05	65.78	66.01	65.84			65.78	13.16
27	18	GRINSTEAD	Steve	Holden	Sports Sedans 2001 and over	69.90	67.34	68.08	65.90			65.90	13.28
28	109	LI	Sze Yuen Nelson	Subaru	Sports Cars Open/Closed 3001 and over	67.27	66.16	66.29	66.06			66.06	13.44
29	143	VELLA	Sei	Mazda	Non Log Booked Cars	67.20	66.55	66.11	68.67			66.11	13.49
30	34	KENWORTHY	Tom	Mazda	Production Sports 2B/2F up to 2000	71.62	67.64	66.50	66.44			66.44	13.82
31	111	HY	Pun	Volkswagen	Improved Production 4WD	68.63	67.78	68.05	66.51			66.51	13.89
32	555	GOOSSENS	Brody	Toyota	Production Sports 2B/2F up to 2000	69.00	69.92	68.21	66.83			66.83	14.21
33	71	ROBERTS	Harold	Elfin Formula Vee	Formula Vee	71.04	81.59	67.70	66.89			66.89	14.27
34	38	MCKENZIE	Russell	Nissan	Sports Sedans 4WD	68.35	68.86	67.86	66.91			66.91	14.29
35	13	CANTWELL	David	Honda	Sports Sedans up to 1600	70.02	67.25		67.11			67.11	14.49
36	700	WILD	Brett	Isuzu	Sports Sedans 1601 to 2000	69.34	67.84	67.82	67.39			67.39	14.77
37	36	CHARMAN	Keith	GD	Historic Other	72.96	68.86	69.60	67.59			67.59	14.97
38	217	WILSON	Robert	Peregrine	Historic Other	70.74	81.59	67.61				67.61	14.99
39	6	DORE	Raymond	Chevrolet	Improved Production 3001 and over	68.95	67.70	68.56	69.07			67.70	15.08
40	441	BAPTIST	Kevin	Ford	Improved Production 1601 to 2000	71.41	68.53	67.77	68.01			67.77	15.15
41	72	MCIVOR	Garry	Escort	Sports Sedans 1601 to 2000	70.57	68.00	68.23	67.90			67.90	15.28
42	22	WIDGERY	Drew	Holden	Improved Production 3001 and over	72.31	69.05	69.77	68.18			68.18	15.56
43	991	CORLUKA	Philip	Subaru	Sports Sedans 4WD	73.32	68.99	68.88	69.79			68.88	16.26
44	42	SCHMIDT	Stephen	Morris	Historic Group N up to 2000	69.29	69.72	69.47	69.74			69.29	16.67
45	12	HUNT	Adam	Subaru	Non Log Booked Cars	71.30	69.93	69.79	69.40			69.40	16.78
46	17	NOTHARD	Ryan	Zedvee	Formula Vee	72.87	71.57	70.30	69.58			69.58	16.96
47	147	COOLING	Geoff	Ford	Improved Production 3001 and over	96.96	71.92	70.10	69.91			69.91	17.29
48	48	HARWOOD	Christopher	Holden	Sports Sedans 2001 and over	73.11	70.31	70.70	70.37			70.31	17.69
49	37	BRADLEY	Francis	Mini R56	Improved Production 2001 to 3000	71.61	70.59	70.52	70.38			70.38	17.76
50	9	INKSTER	Wesley	IDS	Historic Other	85.66	72.68	86.89	70.44			70.44	17.82
51	88	ATKINSON	Mark	Falkenberg	Formula Libre up to 1300	78.55	73.20	70.67				70.67	18.05
52	220	WONG	Siu Lun	Renault	Improved Production 2001 to 3000	73.87	71.98	72.08	70.77			70.77	18.15
53	20	MORRALL	Les	Ford	Sports Sedans 1601 to 2000	73.47	72.31	70.82				70.82	18.20
54	271	PRESTON	Jye	Leyland	Sports Cars Open/Closed up to 2000	76.53	72.15	71.80	70.89			70.89	18.27
55	211	LEITNER	Daniel	Holden	Non Log Booked Cars	73.55	72.94	71.75	70.92			70.92	18.30
56	138	VAN BERKEL	Joshua	Subaru	Non Log Booked Cars	73.48	71.87	71.11	71.46			71.11	18.49
57	801	MORRIS	Glenn	Suzuki	Improved Production up to 1600	74.28	71.92	71.12	71.26			71.12	18.50
58	23	O'CONNELL	Gerard	Ford	Non Log Booked Cars	80.87	77.16	71.33	71.12			71.12	18.50
59	26	SCHLIEFERT	Mark	Subaru	Improved Production 4WD	76.11	71.38	71.18	72.84			71.18	18.56
60	162	MEAD	Alan	Elleton- BMC	Historic Other	71.70	74.27	71.36	72.98			71.36	18.74
61	442	LINDSAY	Noel	Irwin	Formula Libre 1301 to 2000	73.06	76.87	71.45				71.45	18.83
62	175	MARKBY	Scott	Leyland Mini Moke	Sports Cars Open/Closed up to 2000	72.65	75.43	71.46	71.64			71.46	18.84
63	243	VELLA	Raymond	Mazda	Non Log Booked Cars	72.37	73.45	71.88	71.84			71.84	19.22
64	98	CORLUKA	William	Subaru	Sports Sedans 4WD	74.23	72.22	73.68	71.97			71.97	19.35
65	24	SMITS	Derek	Toyota	Non Log Booked Cars	74.44	72.02	72.14	72.50			72.02	19.40
66	314	DE SANTIS	Mark	Subaru	Non Log Booked Cars	78.42	74.68	74.58	72.34			72.34	19.72
67	311	MARTIN	Richard	Toyota	Non Log Booked Cars	77.75	73.09	72.51	73.34			72.51	19.89
68	74	MAYZE	Ian	MGB	Non Log Booked Cars	74.27	72.79	72.58	74.28			72.58	19.96
69	86	BOWER	Geoffrey	Toyota	Non Log Booked Cars	75.24	73.40	73.51	72.88			72.88	20.26
70	21	BECK	John	Subaru	Improved Production 4WD	77.19	73.25	72.91	73.75			72.91	20.29
71	191	GREY	Dylan	Proton	Improved Production 1601 to 2000	79.72	78.01	74.21	73.62			73.62	21.00
72	161	GREY	Paul	Proton	Improved Production 1601 to 2000	82.25	76.49	77.35	73.96			73.96	21.34
73	15	HUNT	Thomas	Subaru	Non Log Booked Cars	77.46	74.56	74.17	105.62			74.17	21.55

Rank	Numbe	Last Name	First Name	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Time	Gap
74	275	PRESTON	Andy	Leyland	Sports Cars Open/Closed up to 2000	79.81	76.84	76.24	74.84			74.84	22.22
75	193	PATERSON	Laurence	Leyland	Improved Production up to 1600	78.77	76.90	75.14	78.05			75.14	22.52
76	142	POLO	Christopher	Ford	Improved Production 2001 and over	80.73	76.41	76.85	76.01			76.01	23.39
77	222	BIRT	Gary	Mazda	Production Sports 2B/2F up to 2000	78.60	78.08	77.13	76.41			76.41	23.79
78	170	THORBECKE	Alexander	Toyota	Sports Cars Open/Closed 2001 to 3000	77.69	77.71	76.52	77.39			76.52	23.90
79	28	GANGEMI	Marisa	Fiat	Improved Production 2001 to 3000	82.91	76.97	77.80	76.56			76.56	23.94
80	10	KRONK	Stacey	Mitsubishi	Non Log Booked Cars	80.27	79.44	77.65	77.74			77.65	25.03
81	112	JOHNSON	John	Hyundai	Improved Production 2001 to 3000	81.78	79.28	79.17	79.07			79.07	26.45
82	14	MCLEOD	Neville	Hillman	Non Log Booked Cars	81.71	80.44	81.22	79.46			79.46	26.84
83	33	PARR	David	Honda	Non Log Booked Cars	82.37	83.60	81.95	84.80			81.95	29.33
84	8	HARWOOD	Cheryl	Holden	Sports Sedans 2001 and over	87.92	85.44	82.20	83.33			82.20	29.58
85	31	VANDERSLUYS	Peter	Mazda	Non Log Booked Cars	84.13	89.71	84.13				84.13	31.51

SUPPORTERS AND ADVERTISERS INDEX

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

Name	Product	Contact Details
Moe Parklands Motel	Accommodation	03 5127 3344 stay@moeparklandsmotel.com.au
BTR Machining and Cylinder heads	Dyno tuning, engine rebuilds, race prep, general repairs	03 5134 4023 simon@btrmorwell.com.au
Penrite Oils	Oils and lubricants	www.penritetopclass.com.au
Fowlers Asphalting	Roadmaking	03 5633 2918 admin@fowlersasphalting.com.au
Arrow Linemarking	Linemarking	0458 882 353 arrowlinemarking@y7mail.com
Alfa Motorsport Fibreglass	Automotive repairs	info@alfamotorsportfibreglass.com.au
O'Connell's tyres	Suspension, front end, brakes, shocks	03 5126 2822 Facebook presence https://oconnellstyres.weebly.com/
James Lambert	Photography	James Lambert @SJLambert6
SPIN Media	Photography and video	ncardwell@spinmelbourne.com
Trafalgar Auto Elec	Auto Electrics	56332062
Capaldo Automotive Repairs	Mechanical, alignment and MX 5 specialist	5134 4328 Ask for Steve
Peter Weaver Msport Photography	Photography	0438 109 027 peter.weaver@speedway.net.au

**GIPPSLAND CAR CLUB INCORPORATED
P.O. BOX 493
MORWELL, 3840**

NOMINATION FOR BOARD OF MANAGEMENT, 2022/2023
Position Descriptions can be found in April Issue of Valve Bounce:
<https://gippslandcarclub.com.au/valvebounce/>

We, the undersigned, being financial members of the Gippsland Car Club Incorporated, hereby nominate

for the position of

CHAIRMAN
DEPUTY CHAIRMAN
SECRETARY
COMPETITION SECRETARY
BRYANT PARK PROPERTY
BRYANT PARK BUILDINGS
BRYANT PARK TRACK
KHANACROSS
TREASURER
HEALTH AND SAFETY
MEMBERSHIP
CLUB PERMIT REGISTRAR
PUBLICITY AND MARKETING
SOCIAL
VALVE BOUNCE
CLUB CHAMPIONSHIP POINTS SCORER
CLUB ASSET HIRE
CLUB WEBSITE/FACEBOOK

for the Board of the Gippsland Car Club Incorporated for 2022/2023. Please circle the appropriate position

SIGNATURE OF MOVER _____

SIGNATURE OF SECONDER _____

I accept the above nomination to the Committee

SIGNATURE OF NOMINEE _____

DATE _____

This nomination should be forwarded to the Secretary (info@gippslandcarclub.com.au) by Monday 23rd May 2022. The AGM will be held at Bryant Park at 10:30am on Sunday 29th May 2022.