



VALVE BOUNCE

August 2022



A fantastic shot of Bryant Park from Mark Walker

theracetorque.com

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Bryant Park, Bill Schulz Drive, Yallourn, 3852

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MAGAZINE CONTRIBUTIONS Forward by email to jarrodbryant29@gmail.com Contributions should be forwarded by the third Friday in the month.

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

WEB PAGE: www.gippslandcarclub.com.au

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

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

2022 Event Calendar

AUGUST

| | |
|---------------------------|---|
| <u>Friday 5</u> | <u>CarSales.com track hire</u> |
| Friday to Sunday, 5/7 | Shannons Motorsport Australia Championships At Queensland Raceway |
| Saturday to Sunday, 6/7 | Winton Festival of Speed |
| <u>Saturday 6</u> | <u>Woniu track hire at Bryant Park</u> |
| <u>Sunday 7</u> | <u>Woniu track hire at Bryant Park</u> |
| 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 |
| Saturday 20 | Working Bee and Club Practice Day |
| Sunday 21 | Victorian Super Sprint Championship Round 1 at Winton |
| Saturday to Sunday, 27/28 | Australian Rally Championship, Gippsland Rally |
| <u>Sunday 28</u> | <u>VHCC Round 7 at Bryant Park (VMCI Track Hire)</u> |

SEPTEMBER

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

OCTOBER

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|-----------------------------|---|
| Saturday to Sunday, 1/2 | AROCA 12 Hour Relay at Winton |
| Saturday to Sunday, 1/2 | Australian Motorkhana Championship, Willowbank, QLD |
| Sunday 2 | MG Car Club Interclub Round 3 at Rob Roy |
| Sunday 2 | Euroa Show and Shine |
| Tuesday 4 | Valve Bounce collation |
| Thursday to Sunday, 6/9 | Repco Supercars Bathurst 1000 |
| Tuesday 11 | Board Meeting, Clubrooms, 7.00 p.m. |
| Friday to Sunday, 14/16 | MotoGP at Phillip Island |
| Saturday to Saturday, 15/23 | RACV Alpine Trial Centenary |
| Saturday to Sunday, 15/16 | Mt Tarrengower, Maldon, Historic Hill Climb |
| Sunday 16 | Australian Supersprint Championship, Sydney Motorsport Park |
| Sunday 16 | MADCC Boisdale Hill Climb short track |
| <u>Sunday 16</u> | <u>BMW Drivers Club Melbourne track hire at Bryant Park</u> |
| Thursday to Sunday, 20/23 | Australian Hill Climb Championship, Mt Cotton, QLD |
| Friday to Sunday, 21/23 | Shannons Motorsport Australia Championships at The Bend |
| <u>Saturday 22</u> | <u>MG Car Club track hire at Bryant Park</u> |
| Sunday 23 | Shannons American Motoring Show, Caribbean Park |
| Sunday 23 | GCC Khanacross at Bryant Park |
| Sunday 23 | MSCA Sprints at Sandown |
| Saturday to Sunday, 28/30 | Repco Supercars at Surfers Paradise |
| Saturday 29 | AROCA Sprints at Winton |
| Sunday 30 | GCC Multiclub Hill Climb at Bryant Park |

NOVEMBER

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|-------------------------------|--|
| Tuesday 1 | Valve Bounce collation |
| <u>Saturday to Sunday 5/6</u> | <u>Kyneton Car Club track hire at Bryant Park</u> |
| Tuesday 8 | Board Meeting, Clubrooms. 7.00 p.m. |
| Friday to Sunday, 11/13 | Bathurst International |
| Saturday 12 | MADCC Boisdale Hill Climb, Noel Burley Memorial, short track |
| <u>Saturday 12</u> | <u>Nugget Nationals track hire at Bryant Park</u> |
| Saturday to Sunday, 12/13 | MG Car Club Rob Roy Revival |
| Friday to Sunday, 18/20 | Repco Supercars at Sydney Motorsport Park |
| Friday to Sunday, 18/20 | Australian Motor Racing Series at Winton |
| <u>Sunday 20</u> | <u>CCRMIT track hire at Bryant Park</u> |
| Thursday to Sunday, 24/27 | Challenge Bathurst |
| Sunday 27 | RACES East Sale Sprint |

DECEMBER

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|----------------------|---|
| Thursday to Sunday 4 | Adelaide Supercars 500 in the Adelaide Parklands |
| Saturday 3 | GCC Multiclub Twilight Hill Climb at Bryant Park |
| Saturday 3 | MSCA Come and Try Day at Phillip Island |
| Tuesday 6 | Valve Bounce collation |
| Sunday 4 | AROCA Sprints at Phillip Island |
| Sunday 11 | GCC Khanacross at Bryant Park |
| Tuesday 13 | Board Meeting |

2023

MARCH

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|-----------------|---|
| <u>Sunday 5</u> | <u>Porsche Club of Victoria track hire at Bryant Park</u> |
| Sunday 19 | Porsche Club Victoria Mobil Sandown 360 Regularity |

MAY

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|-----------------------------------|---|
| <u>Saturday and Sunday, 20/21</u> | <u>Terry Baker Motorsport Weekend track hire at Bryant Park</u> |
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NOTE: All dates shown above are subject to change - please check with the organisers of the events to confirm the dates. Events shown as **Bold** are rounds of the Gippsland Car Club Championship (some of these dates may be changed); events shown as **Bold Italics** are rounds of the Gippsland Car Club Khanacross Championship. GCC Practice Days are for members and associate members only, and will run from 1.00 p.m. until 4.00 p.m.. If you believe that any of the dates listed are incorrect, please contact John Bryant and they will be amended.



Editorial Ponderings:

Well it seems I was just finishing my first edition in July and August has already rolled around!

I write this after getting home from the July 24th GCC Hill Climb at Bryant Park. What an amazing facility we have, and we are certainly spoilt by having so many different track configurations we can run for events. This was my first time on the Out and Back Reverse Loop and the first time it has been used in 5 years. It certainly produced a fresh new challenge and completely changed your perspective on corners you thought you knew how to drive around. Lookout for the event report in this edition.

We were also lucky to have Mark Walker from theracetoque.com drop in to the July 24th event and write a fantastic report on the day and the sport of Hill Climbing in general. If you haven't seen his work check it out on Facebook or at his website address. Mark took some fantastic shots on the day and was more than happy for us to use them in Valve Bounce.

It's great to see a number of members sending me in reports, information and articles to include in the magazine, please keep them coming. Also good to see a number of "for sale" posts being sent in.

See you soon....Jarrod Bryant

Pic by Kev Wilson



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| Next GCC Hillclimb |
| Sunday September 25 th at Bryant Park |
| Next GCC Khanacross |
| Sunday September 11 th at Bryant Park |
| Next GCC Working Bee & Club Practice |
| Saturday August 20 th at Bryant Park – 9am start with lunch provided. Practice from 1pm |
| Next VHCC Round 7 (VMCI) |
| Saturday August 27 th (Practice) & Sunday August 28 th (Competition) at Bryant Park |

Chairman's Report August 2022 – Rhys Yeomans

Working Bee – Saturday 20th August 2022

The next working bee will be held on Saturday 20th August to prepare Bryant Park for the following week's Round 7 of Victorian Hillclimb Championship

The working bee will start at 9am, with a BBQ lunch from 12 to 1pm and then hillclimb practice until 4pm. We will be cutting grass, weeding, cleaning, sorting tyres for additional tyre barriers, amongst other tasks.

There is an expectation that if you are attending hillclimb practice in the afternoon, that you have contributed to the working bee. If you are unable to attend in the morning and want to attend hillclimb practice, please give me a call or send me an email.

RACES EAST SALE SPRINTS (4th September Cancelled)

I received an email from Paul Lummis at RAAF Auto Club East Sale (RACES) who advised their 4th September Sprint has been cancelled, though they do plan to test run the new circuit layout on Saturday 6th August. If successful, RACES plan to run this layout for their 27th November Sprint.

Paul is confident this is a vast improvement of their earlier single car sprint and I look forward to hearing how their trial event goes. Hopefully by the time you read this, we will have more details which I'll provide as I receive them.

A quote from Paul regarding the new layout – "We're pretty excited about the new track – it looks very good on paper and looks very good at 40km/h from a Hilux. The trial should reveal how it looks at speed."

ROUND 7 VICTORIAN HILLCLIMB CHAMPIONSHIP – Hosted by VMCI

The final round of the Victorian Hillclimb Championship will take place at Bryant Park on Sunday 28th August. There are still several classes to be decided, so it should be quite an exciting event. Entries are open via the Motorsport Australia Portal.

Sunday 28th August – Round 7 Victorian Hillclimb Championship hosted by Victorian Mini Club

Date – Sunday 28th August

Cost – \$120 (\$60 for Juniors)

Layout – Figure 8 plus additional loop

Licence Requirements – Motorsport Australia Junior Speed or Higher

Entries now open via Motorsport Australia Portal

Supplementary Regulations and Scrutineering Forms

Entries close Monday 22nd August

This event is run by Victorian Mini Club who can be contacted via email – hillclimb@mini.org.au

BITS AND PIECES, INCLUDING FROM THE BOARD John Bryant

KEYS I have mentioned previously that we were going to change the keys for the track and all buildings. I am pleased to report that the job has been done. Phil Tullett has changed them all within the past couple of weeks. What this all means is that the previous black keys that were “lost” or not returned are now no longer of any use. If you have one of the black keys, you can return it to the Club, or you can sell it on ebay, or you can do whatever you like with it – it will not open anything within the Club. The only exception is the keys for the garages – a number of which are missing. If you have a key to any of the garages, please return it the next time you are at the track.

CONCRETE BARRIERS AND PLASTIC BARRIERS Most members will probably be of the opinion that we have completed all of the works that were ever required at the track – they would be wrong as we still have barriers in a number of areas to complete. Our current barriers are a mixture of concrete, plastic and large earth moving tyres – our ultimate aim is to have concrete barriers wherever barriers are needed, with bundles of tyres on the leading edge of the barriers. It would be good to see the earth moving tyres disappear – not easy to do. We need barriers to protect both drivers and spectators. Prior to the installation of some of our concrete barriers, we had a number of incidents where cars actually either entered or went very close to entering the spectator area – not good for either the driver, the car or the spectators. We are currently on the search for some more concrete barriers – we would find it hard to be able to afford new barriers as they cost up to \$5000 per barrier, so second hand barriers with the odd chip or two would be satisfactory. We are having trouble contacting our regular suppliers, so this is a plea to the membership to let us know if you know of any second hand concrete barriers that may be available. The barriers can be of the flat side variety as our concrete barriers are at the moment, or New Jersey type barriers, which are used on highway works – they must go somewhere when road works are complete! If we are not able to find concrete barriers, plastic barriers as we currently have on the north side of the crossover are satisfactory. We also need some of the barriers to contain earth slippage on the inside of the last corner prior to the finish line. If you know of the whereabouts of any of these types of barriers, please let James Dyer or myself know.

ROADWORKS At long last, roadworks have commenced at the corner of Bill Schulz Drive and Haunted Hills Road – the corner immediately to the south of the track, or the one you come across when you turn left out of the track when you go home. When going to the track from the Morwell direction, this is a diabolical corner, particularly when towing a trailer. The Club asked the relevant authorities to do something about this corner some years ago, as it was an accident looking for a place to happen! We were told as was the rest of the community, that work would commence about three years ago, but nothing happened. **It has now happened** – last week work commenced – did it have anything to do with the new mountain bike track that has been built about 500 metres from the corner, the entrance to which is also in a very dangerous position. Whatever the reason, it can only lead to a much safer corner and piece of road than we currently have in this location – do not be surprised to see Haunted Hills Road closed for some periods of time.

INSURANCES The Club has a large number of insurance policies that cover all aspects of the operations of the Club and also cover the competition side of the Club. Motorsport Australia recently held a workshop on their National Insurance Program. Deputy Chairman Scott Seddon participated in this workshop on behalf of the Club to see that we were covered for everything that we need to be. One aspect that may need attention is the use of the track for non-competition, i.e. when a member is at the track doing some car testing. We will know the outcome of this aspect of our operations in the very near future.

COMMUNITY MOTORSPORT PROGRAM – INFRASTRUCTURE FUNDING. I mentioned last month that this project is up and running, with Ken Neilson at the helm. Progress has slowed a little as Ken is laying low with Covid – caught on family holiday in Cairns!!

Club Working Bee and Practice Day – July 16th

Phil Tullett

The car club board would like to thank all those members who were able to attend our last working bee.

A smaller than normal team turned out on a reasonable winters day to carry out the usual tasks that help to maintain our club and grounds to a standard envied by many.

We had a crew attack some of the back sections of the track with brushcutters and a swarm of mowers keeping the surrounds looking pristine, as well as a team spraying roundup around the entire perimeter of the track.

We had some electrical work carried out in the timing building as well as a spruce up of the club rooms.

Jim carried out a chainsaw massacre on some of our trees with his new mini chain saw & the often forgotten scrutineering bay got a good blast from the gennie crew.

As I write this this thank you after the running 24th of July hillclimb, it was good to hear the positive feedback today from some of first time Melbourne visitors about the presentation of the facilities we have.

This is in no small way due to the dedication and work that our members carry out to help maintain this race track and grounds.

Once again thank you on behalf of the gippsland car club.



Bryant Park looking spectacular at the recent July 24th Hill Climb. Image courtesy of Mark Walker from theracetorque.com

Would the khanacross happen or would it not? After a night of howling gales and pouring rain, the keen and eager arrived at the track bright eyed and bushy tailed to tackle a wet khanacross – not to mention a freezing cold wind to accompany the rain. The brains trust contemplated which tracks we should use, trying to make sure that the danger element was minimised with a wet and slippery track.



We had 33 entrants after a couple of withdrawals, with only 7 of those being GCC entries – very disappointing. If it was not for Mazda MX5 Club members, we would have had eight tests and gone home almost before we started. – 16 of the entrants were Mazda MX5 mounted, as were a couple of the GCC members. Three officials were also provided by the Mazda Club – most appreciated as we were a little thin on the ground for officials. We started off with the non Mazda entrants tackling two tests in the car park, whilst the Mazda MX5 entrants tackled two tests on the bottom loop. At the completion of which they swapped around to do the opposite tests. The car park tests were very wet at the start, but dried out reasonably quickly as the tests progressed – there were a couple of half spins but everyone managed to go basically the correct way around these tests.

By this time most had completed four tests, and it was a short lunch break as we waited for both groups to complete their morning tests. The track was, by now, DRY, so the decision was made to run the north and south side out and back tracks. Run 5 on the north track ran like a charm, with all completing their runs without any dramas – track still dry. We did have a drama on the south side, however, with one of the Seddon girls, and I am not sure which one, had an off in the multi-coloured VW Golf, and smacked a concrete barrier with a fair bit of force, resulting in a car that will probably never go again, but luckily without any personal injuries – the concrete barrier was not too happy either as it was moved back from where it should have been. Back to business – the two groups swapped sides and tackled the opposite side of the track. Still almost DRY, but the sky was looking very menacing, as was the BOM website. A number of competitors asked whether or not we should pack up – after a short consultation we did. Thanks goodness, as it absolutely belted a short time

thereafter. All had completed six runs for the day, and most managed to pack up before the rain arrived.



So, how did the small GCC contingent perform? James Dyer was looking good to take out the fastest time on the day as the Toyota Yaris is very suited to these events, but a Wrong Direction on the first run saw him finish in 7th position outright – he probably would have won but for the WD. Dean Evans was the second GCC competitor in his Commodore, only five seconds behind James and was in tenth position. Peter Ferguson was not far away in third GCC position, followed by Byron Townsend in the grouse Austin 1800 ute, then came Alyssa Perks, Sarah Seddon and Caitlin Seddon.

The normal chief of GCC khanacross events, Rob Duncan, decided to stay home with Covid – picked a good day for it too. Thanks to Scott Seddon, Bill Jennings and Cliff Whitehead who spent most of the day in the biting cold, whilst Gordon Douthwaite and myself took in the sights from the comfort of the Timing building. If I could remember the names of the MX5 Club persons who officiated, I would include them as well - maybe Peter Ferguson can thank them on our behalf.

Results for the day, and the current GCC Khanacross Championship points, are include elsewhere in this Valve Bounce,



JULY 24 MULTICLUB HILL CLIMB

John Bryant – Pics Grant McKillop

At long last we have used a track configuration that started in the reverse direction – the track that we used is officially called the OUT AND BACK WITH ANTICLOCKWISE LOOP (originally called the There and Back to see how far it is!).

As is usual in the middle of winter (particularly the winter we have been having) we were a little light on for entrants and also for officials. Covid and rallies cost us some people, so much so that I had to do the timing myself with some help from Jarrod Bryant in between his competition runs – as usual the ever reliable Darryl Hamilton was present working the green light and keeping me on my toes. There were 36 entrants on this occasion, two of whom stayed home and the 34 who competed all had the opportunity of six runs each – less than normal but this is a longer track. This was the first time this configuration has been used since September 24, 2017 – it is to be hoped that it will not be another five years before it is used again!



The track was very wet for practice and the first couple of runs, even though it was not raining and the sun was breaking through. By about Run 3 the track was basically dry and faster runs were being recorded. Given the low number of entrants, it was a feature again that a number of classes had only one entrant, which is disappointing, but it gives the entrant a record to aim for. At most hill climbs there are usually one or two records broken – on this occasion nine!! This was probably to be expected given the length of time since this track was last used. Wim Janssen, David Casey. Steve Buffinton, Ian Speight, David Turnbull, Jim McNiven, James Dyer and Warren Heath now have their names in the list of record holders for this track. The large majority of entrants had not used this track before, so were advised to take it easy for the first run or two, particularly given the wet track. We had a couple of spinners early on, and John Read and Larry Kogge visited the scenery with a very small amount of damage to John's car, and a bit more to the Larry Kogge Torana – new mudguard or a big hammer and a couple of other assorted bits required. This track also features yet another blind crest which almost caught some others out apart from the two mentioned previously.

The top 10 at the end of the day were all GCC members, which is good – Wim Janssen took out a convincing fastest time of day by almost six seconds from Steve Buffinton in second, with David Casey another second or so further back in third. James Dyer was the first tin top home in fourth, followed by Dale Hocking, Warren Heath, Rhys Yeomans, Jim McNiven, Damian Pennycuick and in tenth Greg Blackwood in the extremely easy on the ears Lexus. Steve Buffinton and Dale Hocking had a close tussle in Clubman Sports, whilst Ian Speight and David Turnbull were easy winners in the up to and over 2000 Production Sports Cars. There were not many sports sedans this time – Jim McNiven in racing version Toyota Corolla just snuck in from Jarrod Bryant in the stock standard Toyota Corolla in the up to 2000 class, there were no 2001 and over SS competitors, and James Dyer was first by a fair margin in the SS 4WD class.



Almost half of the field were in the two Improved Production classes – eight in the up to 2000 class and seven in the 2001 and over class. Warren Heath fell in in the up to 2000 class by 0.11 of a second from Rhys Yeomans – these two were convincingly in front of the rest of the class competitors. Damian Pennycuick took out the 2001 and over class from Greg Blackwood, who just beat the third placed Mini Cabriolet. Thomas Hunt took the Junior class from Levi Azzopardi, both juniors driving well on the day. Wim Janssen, David Casey Larry Kogge and Craig Webb all had the fortune (or is it misfortune) to compete against themselves in their respective classes – I guess they only have to record a time to win a trophy but I am sure that they would all rather be competing against other drivers in their class.

The results for this event can be found elsewhere in this edition of Valve Bounce, as can the current Club Championship points scores. Our next event is the final round of the 2022 Victorian Hill Climb Championship to be held on Sunday, August 28 (this is a round of our Club Championship, and it is exactly the same as our multiclub events) – I believe that the Clockwise Figure 8 track is being used for this event, and I also believe that there will be a new food van present at this event. Entries are now open for this event on the Motorsport Australia website.



One thing of interest in regard to our events in recent times is the number of photographers present, and the amount of publicity we are receiving on social media – all such publicity is good for our Club and for the event that we conduct.





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Shannons American Motoring Show



AOMC
THE ASSOCIATION OF
MOTORING CLUBS



The show for all Classic & Historic
vehicles manufactured in North America.

Featuring the Annual Mustang Roundup

Display vehicles
\$15.00 includes all
occupants
Spectators \$8.00
Children free

Sunday 23rd October 2022

Event Central at Caribbean Park

Entry from Ferntree Gully Road 100 metres North of Eastlink

Gates open for display vehicles from 9.00am spectators 10.00 am

See fifties fabulous fins, sixties muscle, classic convertibles, independents milestone
models and much much more!

Children's entertainment, Trophies, Vendors, Club displays

Event Enquiries 0473 832 277. For site plan and more information
<https://www.aomc.asn.au/shannons-american-motoring-show>

Proudly promoted and organised by the Association of Motoring Clubs representing the
interests of the classic and historic motoring movement in Victoria since 1976.



An Article on Insurance from Peter Ferguson

A BETTER INSURANCE DEAL FOR CLUB PLATE CARS

As a member of the MX-5 Club, Gippsland Historic Register and the Gippsland Car Club, I thought I should bring a recent (good) insurance experience to the attention of these car club members.

In addition to a 2010 MX-5 on "normal" reg, I have 2 MX-5s on club plates – an 89 model NA and a 90 model NA.

Both have been insured with AAMI for 3 rd Party Property Damage, with the 90 model also insured for fire and theft. AAMI could not offer fire and theft on the 89 model – "computer says no...." For some reason, the 89-model year did not show up on their computer so the usual non flexibility ensued!

In addition, the fire and theft cover was for \$5000 max as once again, the computer said "that's it". Clearly the computer has not been watching the market prices go crazy in recent years with NA's fetching high numbers – some sellers are asking between \$18-30k for them – this does not mean they are achieving these numbers, but they are certainly getting more than \$5k for decent cars!

So, I let my fingers do the walking and first tried Shannons where the answer was not much better - \$5000 agreed value, but ever so slightly cheaper!! (No surprise as I believe that Shannons and AAMI now have the same ownership, though they still operate entirely independently)

Next was RACV and after speaking to the "normal" part of RACV Auto Insurance (who also hold many of our other policies), was offered 3 rd Party Fire and Theft for \$82.26 with car value up to \$10k – already a HUGE improvement over AAMI. Double the cover for half the cost!

I was then referred to their specialist Veteran, Vintage and Classic Car Vehicle Insurance section. What a breath of fresh air! I spoke with an enthusiast who understood my needs and after asking a lot of questions, and having me send in several photos to establish the car was in the condition I said it was, I was offered an excellent product which I immediately took up.

The policy I have is a FULL COMPREHENSIVE policy based on a car that receives limited use (my plates are for 45 days a year – last year I used 35 days) and values the car at an agreed value of \$15k.

Below is what I have:

- ☑ Full comprehensive cover with agreed value \$15k
- ☑ First option on wreck in case of total write off
- ☑ Choice of repairer
- ☑ Excess \$1000
- ☑ Based on car being kept at my address most of time (obviously not when away on trips)
- ☑ Based on car being kept under hard roof most of time
- ☑ Total premium cost \$115.60 This includes some discounts I received due to multi policy holdings and length of membership.
- ☑ By comparison, my AAMI 3 rd party, fire and theft renewal was to be \$182.08 and Shannons was \$176.29, while RACV for similar 3 rd party fire and theft was \$82.26 with up to 2 times value on car!!

In addition, the policy includes the RACV Total Care package which includes the following:

- ☑ Unlimited service callouts
- ☑ Caravan and trailer assistance
- ☑ Towing to your destination of choice (metro) 60km
- ☑ Free fuel

☐ Taxi fares

☐ Locksmith up to \$300

☐ Benefits if you break down over 100k from home, up to \$1400

To date, I have not had to make a claim to see how RACV are to deal with, but am comforted by the fact that:

☐ From what I hear from friends, RACV are reasonable to deal with


☐ Any claim will be administered by people who understand “classic” cars

So, from my own current experience, I recommend you look at RACV Veteran, Vintage and Classic Car Vehicle Insurance next time you renew insurance on your club plate car – you may also be pleasantly surprised!

Their direct phone No is 1800 646605, 8 to 8, 7 days / wk.

OLD GIPPSTOWN'S
REVS & RUBBER
Father's Day Car Show

WHEN: 4TH SEPTEMBER, 9AM - 4PM
WHERE: 211 LLOYD STREET, MOE
ENTRY: \$5 ADULTS, KIDS FREE
TRADERS INVITED



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**MOTOR RACING—IS
IT DANGEROUS?: P.4**

**Home Maintenance: Care
For Your Volkswagen: P.48**

MARCH

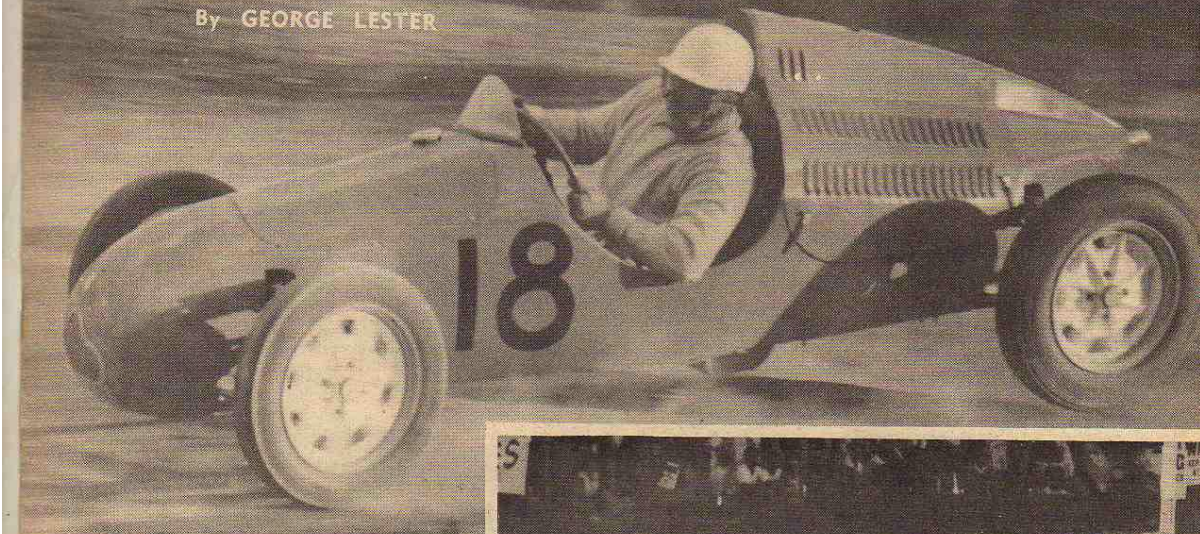
2/-



Nightfall during a 12-hour sports-car race at Sebring, Florida

IS MOTOR RACING DANGEROUS?

By GEORGE LESTER



● ABOVE: STAN JONES hits a bump during a crack at the Templestowe Hill. Jones is a most polished driver at all times, including hill-climbs, which makes a picture like this a pretty rare shot.

EVERY time the red sports car swung into the sharp left-hander, snaking as the brakes were applied, and then went screaming around the bend to clip the hay bales with its rear mudguard, the crowd sat up expectantly while flag marshals and photographers dived for cover.

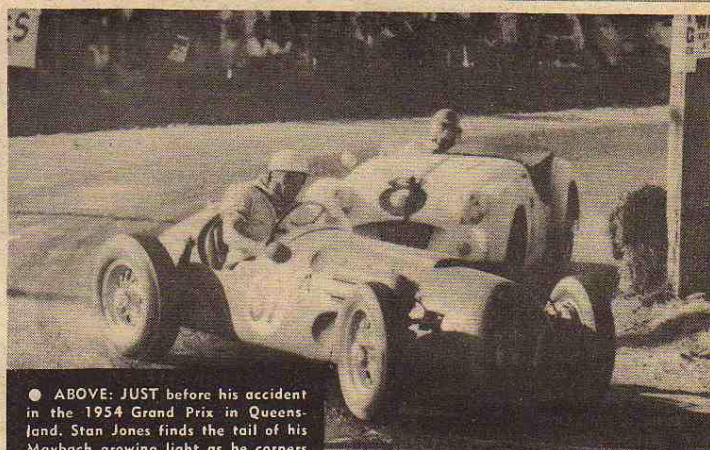
Excellent for the newspapers, no doubt, but poor for the sport. The bulk of the publicity motor sport receives in Australia is in the form of dramatic, spectacular shots, now and then, in papers and magazines. Too rarely is there a picture of a fine car running a well-driven race.

For three laps the red car hit this same corner too fast. Fourth time round, the driver failed to control it. The car slid broadside on to the bales, the tail kicked high into the air, and the driver spilled out, head first on to the bitumen.

Luckily the driver was not badly hurt and his skull was saved by the tough crash hat all competitors in motor sport are forced to wear in Australia.

This accident was caused by a "new-chum" to the sport taking his first race far too fast and with the inevitable result. The newspaper photographers all snapped their shutters at the most dramatic moment and hurried off.

Not so very long ago on the German Grenzlandring road circuit, a well-known driver lost control of his machine while rounding a curve at over 100 m.p.h. The



● ABOVE: JUST before his accident in the 1954 Grand Prix in Queensland. Stan Jones finds the tail of his Maybach growing light as he corners in front of the fast Triumph TR2 driven by Aldred Norman of S.A.

cause was a rare high-speed tyre burst; the outcome was nine spectators killed and some 30 injured. European papers gave this sad occurrence exactly two-and-a-half lines at the end of a column reporting the race.

Had such a thing happened in this country, the press would have blared forth the news in two-inch banner headlines and devoted nine-tenths of the race report to the accident, using probably the last two-and-a-half lines for the results.

Therein lies the difference between European and Australian attitudes toward the sport of road racing. Prejudice of our daily press toward automotive subjects stems largely from ignorance of a sport which once flourished with terrific enthusiasm in the pre-war days of Phillip Island. This imposes a serious handicap on attempts to consolidate road racing today.

Nobody in Australia races for a profit simply because there is no profit to be had. The built-up "specials", the imported racing cars, sports cars from Aston Martins to M.G.'s and even the family saloon cars cost their owners a packet in tyres and maintenance. Attendances at the meetings are not

big enough for the drivers to be paid starting money and the prizes are either a cup or cash prizes too small even to pay for the tyres burnt out on the course.

Many race meetings have nearly all of their profits donated to charity and consequently there is nothing left for the driver except the honor of winning.

Publicity with the accent on drama has too often prompted the influx of the morbid-minded spectator. We sometimes wonder how many true blue enthusiasts there would be if the former were ruled out.

Motor racing does have its element of danger, just as every other active sport claims its occasional death, and its annual crop of injuries. Why, even cricket these days is claiming its quota of cripples.

Unfortunately, a popular belief has grown that this is the most dangerous of sports; many cautious officials are reluctant to allow road racing, so popular on the Continent, in America, and in Australia. They say that the element of danger for spectators is too great.

The bodies conducting the motor racing events in this country take every precaution to safeguard the public. They go to tremendous trouble marking out prohibited areas and placing hay bales at the strategic positions.

CARS, March 1955

★ The clearly-demonstrated prejudice of some sections of the community to this exhilarating sport stems largely from ignorance.

Any danger that exists cannot be fully obviated, however, until the organisers find out just why spectators will insist on running across the course while a race is in progress.

At a recent meeting the writer saw several people cheat death by inches as they ran in front of a car coming down the straight at 120 m.p.h. At this speed few of us can appreciate just how quickly a car will cover the ground. It's no good relying on judgment to estimate if you can reach the other side of the road before the car is upon you. When he's travelling at more than 100 m.p.h. a driver cannot swerve without getting into real trouble.

Often spectators wait until the final race of the day before making a move and it is usually at this time that the suicide squad of "track-crossers" get under way. Voluntary officials come into a great deal of abuse from spectators when they make any serious attempt at crowd control and in many ways their job becomes most unpleasant.

Then, there are the prohibited areas, fenced-off sections where cars might get out of control — not necessarily crash. Because these prohibited areas are usually in places where the spectacular is likely to occur, spectators are annoyed that they are kept out.

Hay-bales, escape roads and prohibited areas are there for the protection of spectators and of the competing drivers. Few sports take greater pains over the maximum safety precautions. If someone is injured at a motor race meeting it is unusual if he is not personally responsible. Above all, spectators should keep well back from the track. How often at race meetings have you heard announcers pleading over the address system: "Please, keep back off the track," or "Please, don't cross the track while the race is in progress." It never seems to register fully, though.

Talking to a racing motorist the other day we asked him if his wife worried about his

frequent participation in races. He replied she was used to it now, and he went on to point out that he felt safer at the wheel of his racer than driving around the metropolitan area where anything could happen—and often did!

In a race a driver is comparatively safe if he is experienced, and, more important, drives within his own limitations. Once a racing driver starts to frighten himself going into corners he is really asking for trouble.

He knows, on the other hand, that all cars are going in the same direction and providing the driver in front is reasonably skilled, nothing short of a severe tyre failure is going to cause his undue strife. Don't

think, however, that we claim that drivers get into difficulties through inexperience only.

In the really fast cars an error of judgment through over-confidence or a miscalculation, or through being baulked by a slower car can bring about some tricky circumstances.

There was the time that Stan Jones crashed at the 1954 Grand Prix in Queensland. In the heat of the race he did not allow for an increasing lightness in the tail of the Maybach as the many gallons of fuel were used up through the long race. Taking a corner at over 100 m.p.h. he miscalculated the drift of the car. Stan was lucky and managed to escape with only a cut chin—but as for his car! You know about that.

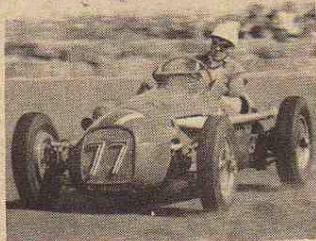
Some time ago another experienced driver, Lex Davison, had his Alfa Romeo turn over when it blew a rear tyre at well over 100.

These accidents do happen, but when one considers the number of times our few top line racing men take the wheel over a year, the element of danger is not as great as it might seem at first.

Many drivers appearing on the track have been involved in more accidents on the highways, and seldom has negligence been proved against them.

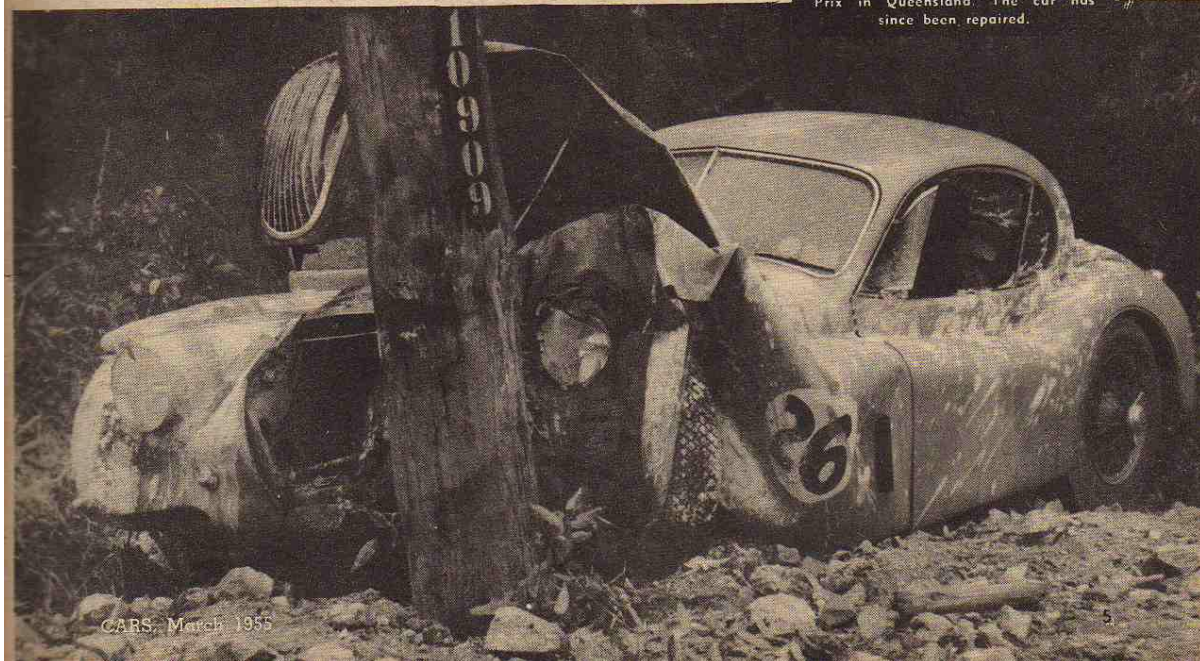
Think about this, Mr. Average Motorist. A racing driver is in the company of skilled colleagues who are capable of judging the control of their car down to the finest limits. You, on the other hand, are surrounded by a pack of, for the most part, relatively unskilled drivers who, statistics show, have one of the worst accident rates in the world per capita.

Continued on Page 6



● ABOVE: THIS lively action shot illustrates exactly how a skilled driver drifts his car around a fast bend, a type of good driving that as a rule gets little acclaim from the average spectator, who so often prefers the more spectacular sliding, lifting-wheel driver. It's Lex Davison at the helm of his Grand Prix winner.

● BELOW: MRS. C. ANDERSON, one of the few women competitors in motor sport did this to her XK120 "hard-top" during the 1954 Grand Prix in Queensland. The car has since been repaired.



IS MOTOR RACING DANGEROUS?

CONTINUED FROM PAGE 5



● ABOVE: WHAT-HO she bumps! At Altana, Victoria, Bruce Walten finds the rocks at the edge of the circuit unkind to his "500 Special's" rear suspension. This otherwise safe track was rather dangerous at one stage because of these same rocks edging the track.

Racing drivers are kept under close scrutiny by the governing body here, C.A.M.S. Should any driver appear a danger to others, either by reckless driving or lack of understanding of his machine, his competition licence is liable to suspension.

An event such as the Redex Trial can be more dangerous than ordinary road racing, particularly when you're trying to make time on a "horror" section at night, with visibility reduced to almost nil through dust from the car ahead.

In America one journalist once stated that he covered many forms of alleged sport and that road racing was a Sunday school picnic compared with the many forms of legalised mayhem he had witnessed. He went on to say that seven years of viewing sports in the New York area thoroughly conditioned him for World War II with its cheery programme of bloodletting, bombing and violence.

Let's face it. Some people like to think motor racing is dangerous so that they can get the maximum thrill out of every moment. This type of spectator revels in "hell driving" shows where stunt drivers hurl themselves and their cars into almost impossible contortions.

Over the last two years there have been about 50,000 miles of racing in Australia and in this time there have been no spectator fatalities; only two drivers have lost their lives. In one case, a bad section of the course overturned the car and the driver was unfortunate enough to suffer head injuries. The track organisers set to, and at considerable expense eliminated the offending hazard.

Better—even some—manners on the part of spectators, plus a little old-fashioned common sense would help immeasurably. C.A.M.S. and the organising bodies are doing their utmost to make the sport safe for the competitors by strict policing of both drivers and cars.

A generation ago, the man in the street was probably ten times as automobile conscious as he is today. That was an era when real, colorful and distinctive automobiles flourished. But it cannot be said that he was any more dangerous when attending road races. The seventh Vanderbilt Cup of 1910,

viewed by half a million people, was a clear indication of this. Totally ineffective police control allowed thousands of people to overrun the roads in the path of speeding monsters. In their eagerness, these enthusiasts almost threw themselves under the wheels of cars. The toll was four spectators and two mechanics killed and 22 spectators injured. Yet these casualties were accepted philosophically.

Adequate spectator safety measures are not guaranteed to put an end to ALL racing accidents. But they will tend to eliminate situations which otherwise would prove fatal to the onlookers. Proper spectator location and marshalling will guard against fatalities even if the driver makes a bad mistake. But neglect of such precaution is guaranteed to invite crowd disasters, no matter how skilful the driver may be.

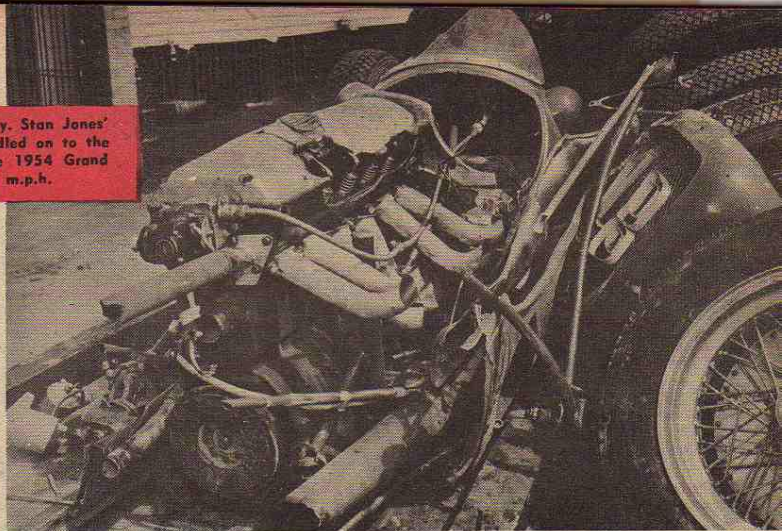
What should be done to ensure maximum spectator and driver safety at all road racing events? First, for the driver:

● The ability and experience of any given driver should be assessed against the type of car he proposes to drive in a race, and his



● BELOW: HERE'S an example of the way in which spectators crowd on to a circuit, so creating a real hazard for drivers. A Holden "Special" is spinning off the road as a Triumph TR2 brakes and slips through on the inside of the corner. It happened during the last Grand Prix.

● RIGHT: SAD end to an exciting story. Stan Jones' Maybach looked like this as it was bundled on to the back of a truck after the crash in the 1954 Grand Prix. Jones left the road at 100 m.p.h.



entry accepted or rejected on that basis during the practice period. Taking a hypothetical case, it does not follow that because a driver has shown up satisfactorily with an M.G. during two previous races, he is necessarily qualified to handle a Masirati or a Ferrari on this third outing.

● The subject of "No Passing" zones on turns or on difficult portions of a road circuit such as a narrow, humped bridge, presents a knotty problem. Some drivers favor "No Passing" zones, while others feel they are a hindrance and a possible danger. Without any doubt, at some spots along certain road courses "No Passing" zones appear to be a must. But if they are to be used at all, it is vital that the sign be clearly visible to all drivers. Why not, therefore, use a couple of red light bulbs on a pole, or paint the sign across the road, directly in the path of oncoming cars? It must be made absolutely clear at all drivers' meetings and in the book that there can be no such thing as "committed to pass" and that responsibility rests solely with the driver behind. Then, "No Passing" zones will have a definite constructive value as a safety measure.

● Suitably spaced markers indicating the distance from a corner should be provided by the sponsoring club at all races whether on the road or on an airfield. As drivers barrel around the circuit, they tend to fall into a certain rhythm or groove, and to stick to the most suitable repetitive pattern in handling their cars. It is therefore extremely useful to know that if you are hitting 120 m.p.h. at No. 4 marker, you can safely shift into third gear between No. 3 and No. 2 and into second at No. 1 marker, and still negotiate the corner quite safely, with full control of the car.

● Practice periods of adequate length and time should be mandatory on any race course. To expect drivers to do exactly the right thing at all times on a dangerous circuit after a couple of perfunctory practice laps is the height of folly and a gross injustice to participants.

If a locality is either unwilling or unable to give drivers proper practice facilities on its circuit, then it is no place for road racing and the sponsoring club has no business allowing its drivers on it.

Now, again, for spectator safety:

● On no account and in no circumstances should any spectator be permitted to stand closer than 30 feet from speeding cars any-

where along the course. While this precaution is self-explanatory on the outside of turns, a mistaken idea is prevalent that it is unimportant on straights or on the inside of corners. That such a view is wrong can be demonstrated by dozens of photos where a driver has over-corrected an incipient spin only to find himself nosing across the road at an alarming speed, toward the inside of the turn.

● Escape roads at all turns should be kept absolutely clear of spectators, instead of being a convenient location for hay-bales which are frequently used as grandstands by onlookers. Block an escape road and the driver of a gyrating car has nowhere — but nowhere to go, except smack into the hay-bales or into the crowd.



● ABOVE: SOME people believe that the bodyless "Special" is dangerous, but Wal Gillespie drives his Plymouth with both speed and safety at Templestowe, Victoria.

● The police should know and spectators should be informed via the loudspeaker system that while hay-bales serve a useful purpose on both sides of turns, they are not intended as bulwarks to protect the crowd from spinning cars. The primary purpose of hay-bales is to serve as buffers to cushion the shock of impact between the car and any object liable to wreck the machine and injure the driver.

Driver safety is the responsibility of the sponsoring club and of the drivers themselves. Spectator safety should be the responsibility of the civic authorities in the locality involved and, through them, of the police. If spectator and driver safety measures do not prevail to the complete satisfaction of civic or club officials before the start of a road race, they should refuse to let the race start. What's more, if at any time during an event, officials should discover that spectator safety measures have anywhere been relaxed, the race should be stopped until such time as crowd control is restored and complete safety is assured.

If sponsoring clubs have the courage to take this attitude, the local civic and police authorities will quickly follow suit. It must be understood that in the sport of amateur road racing, lives always come before pounds.

To ignore these safety measures would amount to sabotaging the sport. Road racing can grow in Australia. But the time has come to fight for improvements that will insure its future as an exhilarating sport, with safety for all ●

● HAY-BALES save many a serious crack-up. Here an M.G. Special keeps the photographers busy during the Grand Prix of 1953 at Albert Park, Victoria.

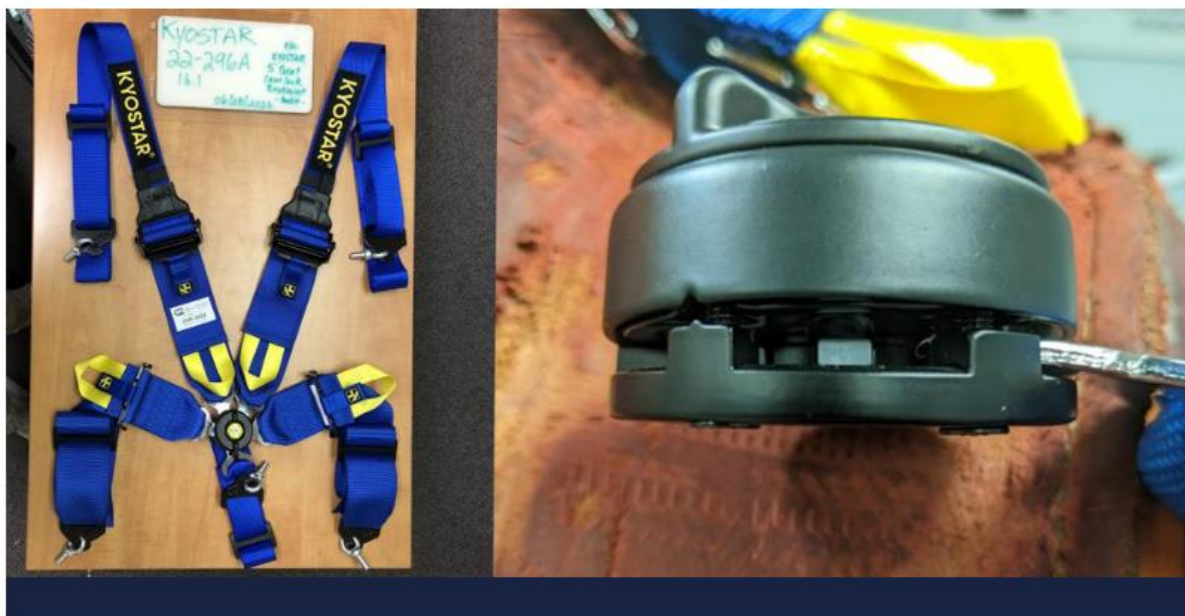


CARS, March 1955

Article from Cars Magazine – March 1955 courtesy of Bill Revill

KYOSTAR HARNESS WARNING

Friday 08 July, 2022



Motorsport Australia has received advice from the SFI Foundation regarding the non-compliance of a Safety Harness that is being sold on popular online sales platforms, claiming to be manufactured in compliance with the SFI 16.1 Standard.

[Click here to read the SFI Notice regarding the KYOSTAR Brand Safety Harness.](#)

Motorsport Australia is aware that this Safety Harness is also on Australian online sales platforms and issues a caution to all competitors regarding the purchase of any safety equipment.

Any competitor who is not sure if a safety item is compliant should seek advice from Motorsport Australia by contacting technical@motorsport.org.au.

Don't miss this

CHALLENGE BATHURST 2022
SUPERSPRINT NOV 24 & 25
REGULARITY NOV 26 & 27



INVITATIONS EMAILED
FROM JULY 1

CONQUER THE MOUNTAIN

IF YOU DON'T TRUST YOUR CAR OR YOURSELF DRIVE SOMEWHERE ELSE

Hillclimbs of the world – Trento-Bondone - Italy



63rd Trento-Bondone

ROUND 7

EVENT DATE: 6-7 JULY 2013

LOCATION: TRENTO

TRACK LENGTH: 17.300KM

GRADIENT: MAX. 33%
AVERAGE 8.88%

EVENT HISTORY: 1st EDITION IN 1925

TRACK RECORD: 9'23"19 (110.6KPH)
S. FAGGIOLI (2011)

FIA
EUROPEAN
HILL CLIMB
CHAMPIONSHIP



Trento-Bondone is a 17.3km Hill Climb circuit that is part of the European Hill Climb Championship and is run by the Automobile Club D'Italia. The 71st running of the Trento-Bondone event took place on July 3rd with 54 entries.



The top 5 drivers managed to finish in under 10 minutes with an average speed of around 110km/h.

The fastest driver was Christian in the Osella FA 30 with a time of 9:24.627 who currently leads the championship after taking the maximum points at all of the first 5 rounds.





GIPPSLAND CAR CLUB
KHANACROSS

July 17, 2022

RESULTS

| Outright Place | NAME | CLUB | VEHICLE | Rank | RUN 1 | | RUN 2 | | RUN 3 | | RUN 4 | | RUN 5 | | RUN 6 | |
|-------------------|---------------------|--------|------------------|------|-------|---------|-------|---------|-------|---------|-------|---------|---------|---------|---------|---------|
| | | | | | Top A | | Top B | | BCW | | BACW | | T&B Nth | | T&B Sth | |
| | | | | | Time | Penalty | Time | Penalty | Time | Penalty | Time | Penalty | Time | Penalty | Time | Penalty |
| 1 | William Roder | MX5VT | Mazda MX5 | C 1 | 30.18 | | 29.24 | | 37.80 | | 37.31 | | 42.80 | | 48.78 | |
| 2 | Steven Cassar | MX5VT | Mazda MX5 | D 1 | 31.32 | | 32.28 | | 38.28 | | 37.00 | | 42.68 | | 48.82 | |
| 3 | David Mackrell | MX5VT | Mazda MX5 | C 2 | 31.62 | | 31.10 | | 38.09 | | 37.15 | | 43.75 | | 50.80 | |
| 4 | Andrew Tate | MX5VT | Mazda MX5 | D 2 | 32.60 | | 41.32 | | 38.60 | | 35.40 | | 42.12 | | 48.20 | |
| 5 | Angus Cooke | FPVOCV | Hyundai i30 | D 3 | 33.16 | | 32.67 | | 35.09 | | 35.05 | | 44.77 | | 55.62 | |
| 6 | Ross Read | PCV | Mazda MX5 | D 4 | 33.16 | | 32.35 | | 38.70 | | 37.50 | | 43.06 | | 51.75 | |
| 7 | James Dyer | GCC | GR Yaris | D 5 | WD | | 32.38 | | 32.80 | | 36.68 | | 42.70 | | 45.40 | |
| 8 | Simon Willis | MX5VT | Mazda MX5 | C 3 | 32.75 | | 30.74 | | 40.15 | | 37.91 | | 45.04 | | 54.74 | |
| 9 | James Ware Sr | PAC | BMW M235i | D 6 | 35.80 | | 34.77 | | 38.33 | | 38.70 | | 45.80 | | 52.00 | |
| 10 | Dean Evans | GCC | Holden Commodore | D 7 | 35.08 | | 34.66 | | 34.72 | | 36.42 | | 51.00 | T | 51.10 | |
| 11 | Andrew Boyce | MX5VT | Mazda MX5 | C 4 | 33.05 | | 30.81 | | 40.25 | | 39.63 | | 47.96 | | 52.62 | |
| 12 | Peter Ferguson | GCC | Mazda MX5 | C 5 | 33.25 | | 31.73 | | 39.85 | | 37.70 | | 45.13 | | 57.42 | |
| 13 | Timothy Groen | HGCV | Holden Gemini | C 6 | 35.66 | | 33.74 | | 38.80 | | 38.55 | | 46.54 | | 53.43 | |
| 14 | Roderick Macnab | MX5VT | Mazda MX5 | C 7 | 40.00 | F | 31.57 | | 40.20 | | 43.20 | F | 44.30 | | 51.17 | |
| 15 | David Saller | MX5VT | Mazda MX5 | C 8 | 34.16 | | 32.27 | | 41.55 | | 39.75 | | 45.31 | | 57.43 | |
| 16 | Rocco Spinley | MX5VT | Mazda MX5 | J 1 | 33.80 | | 33.22 | | 43.10 | | 39.40 | | 44.24 | | 57.60 | F |
| 17 | Robert De Bont | MX5VT | Mazda MX5 | C 9 | 31.53 | | 30.62 | | 41.30 | | 39.90 | | WD | | 55.73 | |
| 18 | Darren Groatorex | MX5VT | Mazda MX5 | C 10 | 34.36 | | 32.00 | | 45.10 | | 42.80 | | 47.56 | | 57.90 | |
| 19 | Jeffrey Cameron | HRA | Datsun 160j | D 8 | WD | | 37.88 | | 39.65 | | 37.84 | | 47.04 | | 55.15 | |
| 20 | Jeffrey Marsh | MX5VT | Mazda MX5 | C 11 | 33.72 | | 33.48 | | 41.80 | | 40.93 | | WD | | 55.40 | |
| 21 | James Ware Jr | PAC | BMW M235i | J 2 | 42.23 | | 39.11 | | 43.51 | | 40.31 | | 47.79 | | 54.30 | |
| 22 | Robert Krygsman | MX5VT | Mazda MX5 | C 12 | 37.64 | | 35.68 | | 47.80 | | 45.50 | | 50.07 | | 57.32 | |
| 23 | Declan Willis | MX5VT | Mazda MX5 | C 13 | 35.68 | | 34.90 | | 46.00 | | 42.55 | | 50.71 | | 57.16 | |
| 24 | Sze Yuen Neilson Li | CC | Subaru BRZ | C 14 | 37.27 | | WD | | 41.70 | F | WD | | 45.84 | | 64.72 | F |
| 25 | Elizabeth Balanica | PAC | Subaru Impreza | J 3 | 34.68 | | 38.76 | F | 45.31 | F | 38.55 | | 55.68 | | 55.30 | F |
| 26 | Byron Townsend | GCC | Austin 1800 | F 1 | 43.08 | | 38.00 | | 44.06 | | 41.65 | | 53.07 | | 61.10 | |
| 27 | Jack Groatorex | MX5VT | Mazda MX5 | J 4 | 36.32 | | 36.44 | | 49.50 | | 50.60 | | 51.06 | | 57.87 | |
| 28 | George Mitropoulos | MX5VT | Mazda MX5 | C 15 | WD | | 34.08 | | 45.55 | | 48.02 | F | 49.47 | | 82.20 | F |
| 29 | Alyssa Perks | GCC | Mazda MX5 | J 5 | 35.64 | | 34.68 | | 51.00 | | 48.30 | | 53.90 | | 64.09 | |
| 30 | Sarah Seddon | GCC | Volkswagen Golf | J 6 | 37.44 | | 37.00 | | 43.45 | | 44.20 | | DNS | | 80.40 | |
| 31 | Jackson Clark | VDC | Mazda MX5 | J 7 | 36.16 | | 35.88 | | 49.15 | | 46.70 | | 57.64 | T | 63.65 | |
| 32 | Wai Chuen Sun | CC | Honda S2000 | C 16 | WD | | WD | | WD | | 42.50 | F | 55.34 | | 60.20 | T |
| 33 | Caitlin Seddon | GCC | Volkswagen Golf | J 8 | 48.72 | | 49.39 | | 60.77 | | 55.51 | | DNS | | DNS | |

Penalties noted in TIME column have Slowest Time + Penalty Applied

| | | | | |
|---------------------|----------------------------|-------|-------|-------|
| Slowest Time Used | (slowest or twice fastest) | 43.08 | 41.32 | 47.80 |
| Slowest Time Junior | (slowest or twice fastest) | 49.72 | 49.39 | 80.77 |

Penalties Legend

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

CLASSES

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

HIGHLIGHTED TIME INDICATES FASTEST TIME OF RUN (including any)

NEXT GCC KHANACROSS:

September 11, 2022

2022 GCC KHANACROSS CHAMPIONSHIP

| | | R1 27-Feb | R2 28-Mar | R3 1-May | R4 6-Jun | R6 17-Jul | R8 11-Sep | R7 23-Oct | R8 11-Dec | Total |
|----------|-----------------|--------------|--------------|-------------|-------------|--------------|--------------|--------------|--------------|-------|
| OUTRIGHT | | | | | | | | | | |
| 1 | Matthew Paulet | 20 | 20 | 20 | 20 | | | | | 80 |
| 2 | Dean Evans | 17 | 15 | | 17 | 17 | | | | 66 |
| 3 | Peter Ferguson | 15 | 13 | | 15 | 15 | | | | 58 |
| 4 | David French | 10 | 7 | 13 | 10 | | | | | 40 |
| 5 | Aileen French | 7 | 6 | 15 | 8 | | | | | 36 |
| 6 | Sarah Seddon | | | 11 | 4 | 10 | | | | 25 |
| 7 | Frank Penrose | 13 | 11 | | | | | | | 24 |
| 8 | Alyssa Perks | | 5 | | 7 | 11 | | | | 23 |
| 9 | James Dyer | | | | | 20 | | | | 20 |
| 10 | Mark Homer | | 17 | | | | | | | 17 |
| 11 | Edward Lewis | | | 17 | | | | | | 17 |
| 12 | Andrew Evans | | 9 | | 6 | | | | | 15 |
| 13 | Sei Vella | | | | 13 | | | | | 13 |
| 14 | Byron Townsend | | | | | 13 | | | | 13 |
| 15 | Morgan William | 11 | | | | | | | | 11 |
| 16 | Scott Seddon | | | | 11 | | | | | 11 |
| 17 | Nell Roshier | | 10 | | | | | | | 10 |
| 18 | Terrence Selwyn | 9 | | | | | | | | 9 |
| 19 | Angus Clark | 4 | | | 5 | | | | | 9 |
| 20 | Raymond Vella | | | | 9 | | | | | 9 |
| 21 | Caitlin Seddon | | | | | 9 | | | | 9 |
| 22 | Mark Newton | 8 | | | | | | | | 8 |
| 23 | William Roshier | | 8 | | | | | | | 8 |
| 24 | Mitchell Newton | 6 | | | | | | | | 6 |
| 25 | Emily Newton | 5 | | | | | | | | 5 |

Production 2WD up to 2000 capacity

| | | R1 | R2 | R3 | R4 | R6 | R8 | R7 | R8 | Total |
|------|-----------------|----|----|----|----|----|----|----|----|-------|
| NAME | | | | | | | | | | |
| 1 | Peter Ferguson | 20 | 20 | | 20 | 20 | | | | 80 |
| 2 | Morgan William | 17 | | | | | | | | 17 |
| 3 | Nell Roshier | | 17 | | | | | | | 17 |
| 4 | Sei Vella | | | | 17 | | | | | 17 |
| 5 | William Roshier | | 15 | | | | | | | 15 |
| 6 | Raymond Vella | | | | 15 | | | | | 15 |
| 7 | Terrence Selwyn | 15 | | | | | | | | 15 |
| 8 | Emily Newton | 13 | | | | | | | | 13 |

Production 2WD 2001 and over

| | | | | | | | | | | |
|----|-----------------|----|----|----|----|----|--|--|--|----|
| 1 | Dean Evans | 20 | 17 | | 20 | 17 | | | | 74 |
| 2 | David French | 15 | 11 | 17 | 15 | | | | | 58 |
| 3 | Aileen French | 11 | 10 | 20 | 13 | | | | | 54 |
| 4 | Frank Penrose | 17 | 15 | | | | | | | 32 |
| 5 | Andrew Evans | | 13 | | 11 | | | | | 24 |
| 6 | Mark Homer | | 20 | | | | | | | 20 |
| 7 | James Dyer | | | | | 20 | | | | 20 |
| 8 | Scott Seddon | | | | 17 | | | | | 17 |
| 9 | Mark Newton | 13 | | | | | | | | 13 |
| 10 | Mitchell Newton | 10 | | | | | | | | 10 |

SPECIAL

| | | | | | | | | | | |
|---|----------------|----|----|----|----|--|--|--|--|----|
| 1 | Matthew Paulet | 20 | 20 | 20 | 20 | | | | | 80 |
| 2 | Byron Townsend | | | | 20 | | | | | 20 |
| 3 | Edward Lewis | | | 17 | | | | | | 17 |

JUNIOR

| | | | | | | | | | | |
|---|----------------|----|----|----|----|----|--|--|--|----|
| 1 | Alyssa Perks | | 20 | | 20 | 20 | | | | 60 |
| 2 | Sarah Seddon | | | 20 | 15 | 17 | | | | 52 |
| 3 | Angus Clark | 20 | | | 17 | | | | | 37 |
| 4 | Caitlin Seddon | | | | | 15 | | | | 15 |

GCC MULTICLUB HILL CLIMB

Event Ranking

| Rank | Last Name | First Name | Club | Vehicle | Class | Run 1 | Run 2 | Run 3 | Run 4 | Run 5 | Run 6 | Run 7 | Run 8 | Time | Gas |
|------|----------------|------------|-------|-------------------|--------------------------------------|--------|--------|--------|-------|-------|-------|-------|-------|--------|-------|
| 1 | JANSSEN | Wim | GCC | Wimp 003 | Formula Libre 1301 to 2000 | 83.09 | 72.83 | 70.51 | 70.81 | 70.87 | | | | 70.51 | |
| 2 | BUFFINTON | Steven | GCC | Westfield Clubman | Clubman Sports Cars up to 1600 | 94.76 | 85.67 | 78.15 | 76.14 | 77.17 | 77.38 | | | 76.14 | 5.63 |
| 3 | CASEY | David | GCC | Casey CR1 | Formula Libre up to 1300 | 88.60 | 105.12 | 80.83 | 79.41 | 77.24 | | | | 77.24 | 6.73 |
| 4 | DYER | James | GCC | GR Yaris | Sports Sedans 4WD | 85.56 | 93.14 | 77.90 | 77.25 | 77.45 | 87.71 | | | 77.25 | 6.74 |
| 5 | HOCKING | Dale | GCC | Dalnok Clubman | Clubman Sports Cars up to 1600 | | 96.82 | 81.79 | 78.15 | 78.00 | 79.55 | | | 78.00 | 7.49 |
| 6 | HEATH | Warren | GCC | Ford Laser | Improved Production up to 2000 | 86.76 | 80.69 | 79.46 | 78.40 | 78.06 | | | | 78.06 | 7.55 |
| 7 | YEOMANS | Rhys | GCC | Honda Civic | Improved Production up to 2000 | 88.05 | 82.82 | 80.30 | 78.25 | 78.17 | 78.38 | | | 78.17 | 7.68 |
| 8 | MCNIVEN | Jim | GCC | Toyota Corolla | Sports Sedans up to 2000 | 85.76 | 111.74 | 80.03 | 79.41 | 78.41 | | | | 78.41 | 7.80 |
| 9 | PENNYCUICK | Damien | GCC | Nissan Skyline | Improved Production 2001 and over | 93.56 | 84.63 | 80.35 | 79.37 | 79.69 | 79.83 | | | 79.37 | 8.86 |
| 10 | BLACKWOOD | Greg | GCC | Lexus ISF | Improved Production 2001 and over | 101.50 | 92.79 | 100.59 | 81.63 | 84.15 | 82.27 | | | 81.63 | 11.12 |
| 11 | ARMSTRONG-FRAY | Craig | VMCI | Mini Cooper S | Improved Production 2001 and over | 94.59 | 88.17 | 83.65 | 82.03 | 81.70 | 89.96 | | | 81.70 | 11.19 |
| 12 | SPEIGHT | Ian | GCC | Mazda MX5 | Production Sports Cars up to 2000 | 95.82 | 87.36 | 83.02 | 82.22 | 81.93 | 84.05 | | | 81.93 | 11.42 |
| 13 | KOGGE | Larry | GCC | Holden Torana | Historic Group N 2001 and over | 98.71 | 83.20 | | | | | | | 83.20 | 12.69 |
| 14 | AZZOPARDI | Jai | GCC | Honda Civic | Improved Production up to 2000 | 100.12 | 87.24 | 84.69 | 84.29 | 83.75 | 83.67 | | | 83.67 | 13.16 |
| 15 | HUNT | Adam | M&DCC | Subaru Impreza | Sports Sedans 4WD | 97.21 | 86.83 | 87.21 | 86.73 | 84.99 | 84.26 | | | 84.26 | 13.75 |
| 16 | READ | John | MX5 | Mazda MX5 | Production Sports Cars up to 2000 | 92.80 | 90.58 | 85.58 | 85.18 | 85.55 | | | | 85.18 | 14.67 |
| 17 | PENROSE | Frank | GCC | Datsun 180b | Improved Production 2001 and over | 104.53 | 92.99 | 88.68 | 85.22 | 85.30 | 85.20 | | | 85.20 | 14.69 |
| 18 | MORRIS | Glenn | GMSC | Suzuki Swift | Improved Production up to 2000 | 97.36 | 88.76 | 86.60 | 86.54 | | | | | 86.54 | 18.03 |
| 19 | MORGAN | Matthew | GCC | Honda Civic | Improved Production up to 2000 | 94.95 | 89.07 | 88.85 | 87.51 | 87.50 | 88.99 | | | 86.99 | 18.48 |
| 20 | HUNT | Thomas | M&DCC | Subaru Impreza | Junior | 94.92 | 92.60 | 89.35 | 88.05 | 87.15 | 88.42 | | | 87.15 | 16.64 |
| 21 | FRENCH | David | GCC | Toyota Corolla | Improved Production 2001 and over | 104.29 | 93.69 | 88.27 | 87.83 | 87.64 | 87.15 | | | 87.15 | 16.84 |
| 22 | MURPHY | Shane | M&DCC | Toyota Celica | Sports Sedans 4WD | 101.47 | 94.47 | 92.89 | 90.21 | 88.61 | 87.72 | | | 87.72 | 17.21 |
| 23 | TURNBULL | David | GCC | Toyota MR2 | Production Sports Cars 2001 and over | 120.30 | 98.71 | 92.84 | 89.79 | 90.10 | 88.59 | | | 88.59 | 18.08 |
| 24 | HUNTER | Connor | GCC | Toyota Altezza | Improved Production up to 2000 | 97.62 | 92.26 | 89.40 | 89.28 | 89.68 | 91.64 | | | 89.28 | 18.77 |
| 25 | FRENCH | Aileen | GCC | Toyota Corolla | Improved Production 2001 and over | 101.81 | 95.62 | 92.71 | 90.99 | 90.63 | 89.40 | | | 89.40 | 18.89 |
| 26 | MAYZE | Ian | GCC | MGB Roadster | Production Sports Cars up to 2000 | 103.93 | 96.74 | 91.49 | 89.88 | 90.07 | 93.04 | | | 89.68 | 19.17 |
| 27 | CAMPBELL | Scott | GCC | Holden Commodore | Improved Production 2001 and over | 100.60 | 93.83 | 93.28 | 92.76 | 90.06 | 89.85 | | | 89.85 | 19.34 |
| 28 | CHAMBERS | Andrew | TCCA | Toyota Yaris | Improved Production up to 2000 | 102.77 | 98.96 | 92.85 | 91.21 | 90.08 | 91.14 | | | 90.08 | 19.57 |
| 29 | BRYANT | Jarrod | GCC | Toyota Corolla | Sports Sedans up to 2000 | 104.61 | 98.65 | 93.65 | 93.03 | 93.34 | 90.83 | | | 90.83 | 20.32 |
| 30 | THORBECKE | Lex | GCC | Toyota Celica | Production Sports Cars 2001 and over | 105.85 | 100.33 | 95.43 | 93.13 | 92.54 | | | | 92.54 | 22.03 |
| 31 | TURNBULL | Henry | M&DCC | Toyota Corolla | Improved Production up to 2000 | 109.15 | 100.56 | 93.87 | 93.99 | 92.67 | 92.68 | | | 92.67 | 22.16 |
| 32 | AZZOPARDI | Levi | GCC | Honda Civic | Junior | 126.17 | 103.92 | 100.21 | 95.91 | 95.01 | 94.56 | | | 94.56 | 24.05 |
| 33 | MAWHINNEY | Ernest | GCC | Sunbeam | Production Sports Cars 2001 and over | 106.15 | 101.44 | 97.46 | 97.09 | 96.77 | | | | 96.77 | 26.26 |
| 34 | WEBB | Craig | GCC | Key-Bee Honda | Historic Other | 105.76 | 100.81 | | | | | | | 100.91 | 30.40 |

GCC Multiclub Hillclimb

Out & Back Anticlockwise Loop

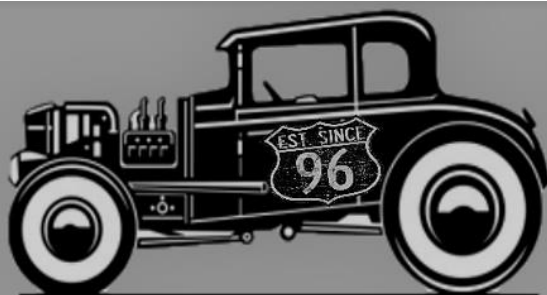
24-July-2022

TRACK RECORD

74.30

New Class Record

| Club Rank | Run Time | Class | Class Record | SCORE | CLASS POSITION |
|---------------------|----------|--------------------------------------|--------------|-------|----------------|
| 1 James DYER | 77.25 | Sports Sedans 4WD | 88.22 | 0.876 | 1 |
| 2 Steven BUFFINTON | 76.14 | Clubman Sports Cars up to 1600 | 83.50 | 0.912 | 1 |
| 3 Dale HOCKING | 78.00 | Clubman Sports Cars up to 1600 | 83.50 | 0.934 | 2 |
| 4 Jim MCNIVEN | 78.41 | Sports Sedans up to 2000 | 83.61 | 0.938 | 1 |
| 5 Warren HEATH | 78.06 | Improved Production up to 2000 | 81.44 | 0.958 | 1 |
| 6 Rhys YEOMANS | 78.17 | Improved Production up to 2000 | 81.44 | 0.960 | 2 |
| 7 Damien PENNYCUICK | 79.37 | Improved Production 2001 and over | 81.72 | 0.971 | 1 |
| 8 Wim JANSSEN | 70.51 | Formula Libre 1301 to 2000 | 70.51 | 1.000 | 1 |
| 9 David CASEY | 77.24 | Formula Libre up to 1300 | 77.24 | 1.000 | 1 |
| 10 Ian SPEIGHT | 81.93 | Production Sports Cars up to 2000 | 81.93 | 1.000 | 1 |
| 11 Larry KOGGE | 83.20 | Historic Group N 2001 and over | 83.20 | 1.000 | 1 |
| 12 Craig WEBB | 100.91 | Historic Other | 100.91 | 1.000 | 1 |
| 13 Jai AZZOPARDI | 83.67 | Improved Production up to 2000 | 81.44 | 1.027 | 3 |
| 14 Frank PENROSE | 85.20 | Improved Production 2001 and over | 81.72 | 1.043 | 2 |
| 15 Lex THORBECKE | 92.54 | Production Sports Cars 2001 and over | 88.59 | 1.045 | 1 |
| 16 David FRENCH | 87.15 | Improved Production 2001 and over | 81.72 | 1.066 | 3 |
| 17 Matthew MORGAN | 86.99 | Improved Production up to 2000 | 81.44 | 1.068 | 4 |
| 18 Jarrod BRYANT | 90.83 | Sports Sedans up to 2000 | 83.61 | 1.086 | 2 |
| 19 Ernest MAWHINNEY | 96.77 | Production Sports Cars 2001 and over | 88.59 | 1.092 | 2 |
| 20 Aileen FRENCH | 89.40 | Improved Production 2001 and over | 81.72 | 1.094 | 4 |
| 21 Ian MAYZE | 89.68 | Production Sports Cars up to 2000 | 81.93 | 1.095 | 2 |
| 22 Connor HUNTER | 89.28 | Improved Production up to 2000 | 81.44 | 1.096 | 5 |
| 23 Scott CAMPBELL | 89.85 | Improved Production 2001 and over | 81.72 | 1.099 | 5 |
| 24 Levi AZZOPARDI | 94.56 | Junior | 81.44 | 1.161 | 1 |



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MECHANICAL INVESTIGATION

GCC CLUB CHAMPIONSHIP - 2022

| PLACE | | GCC Multiclub Hillclimb 19-Feb-22 | VHCC4 18-Apr-21 | GCC Multiclub Hillclimb 19-Jun-22 | GCC Multiclub Hillclimb 24-Jul-22 | CHAMPIONSHIP @ 28-Jul-22 |
|-------|------------------|---|--------------------|---|---|-----------------------------|
| 1 | Damien Pennycuik | 1.017 | 0.999 | 0.977 | 0.971 | 3.964 |
| 2 | Steven Buffinton | 1.051 | 0.998 | 1.013 | 0.912 | 3.975 |
| 3 | Larry Kogge | 1.011 | 1.007 | 0.999 | 1.000 | 4.017 |
| 4 | Ian Speight | 1.058 | 1.011 | 0.954 | 1.000 | 4.023 |
| 5 | Wim Janssen | 1.181 | 1.096 | 0.985 | 1.000 | 4.261 |
| 6 | Lex Thorbecke | 1.208 | 1.219 | 1.206 | 1.045 | 4.678 |
| 7 | Rhys Yeomans | 0.980 | | 0.990 | 0.960 | 2.930 |
| 8 | Jim McNiven | 1.041 | 1.038 | | 0.938 | 3.017 |
| 9 | Dale Hocking | 1.066 | 1.023 | | 0.934 | 3.024 |
| 10 | Sei Vella | 1.059 | 1.053 | 0.947 | | 3.059 |
| 11 | Colin Newitt | 1.042 | 1.003 | 1.028 | | 3.073 |
| 12 | Kevin Baptist | 1.075 | 1.078 | 1.075 | | 3.229 |
| 13 | Garry McIvor | 1.095 | 1.121 | 1.036 | | 3.252 |
| 14 | Ian MAYZE | | 1.125 | 1.071 | 1.095 | 3.290 |
| 15 | David Casey | 1.211 | 1.144 | | 1.000 | 3.355 |
| 16 | Geoffrey Bower | 1.097 | 1.160 | 1.101 | | 3.358 |
| 17 | Raymond Vella | 1.161 | 1.144 | 1.070 | | 3.375 |
| 18 | Warren HEATH | | 1.003 | | 0.958 | 1.961 |
| 19 | Ian Maud | 1.092 | | 0.981 | | 2.073 |
| 20 | Frank PENROSE | | | 1.046 | 1.043 | 2.088 |
| 21 | Michael Goossens | 1.094 | 1.018 | | | 2.112 |
| 22 | Brody Goossens | 1.092 | 1.036 | | | 2.128 |
| 23 | Stuart Haverkort | 1.072 | 1.066 | | | 2.139 |
| 24 | Thomas Inkster | 1.081 | 1.059 | | | 2.139 |
| 25 | Mitchell Newton | 1.100 | | 1.045 | | 2.146 |
| 26 | Raymond Dore | 1.090 | 1.072 | | | 2.162 |
| 27 | Ewen Moile | 1.094 | 1.073 | | | 2.167 |
| 28 | Matthew Morgan | 1.111 | | | 1.068 | 2.180 |
| 29 | David Cantwell | 1.082 | 1.108 | | | 2.189 |
| 30 | David FRENCH | | | 1.134 | 1.066 | 2.201 |
| 31 | Brett Wild | 1.092 | 1.112 | | | 2.204 |
| 32 | Geoff Cooling | 1.101 | 1.107 | | | 2.208 |
| 33 | Keith Charman | 1.141 | 1.102 | | | 2.242 |
| 34 | Wesley Inkster | 1.107 | 1.148 | | | 2.255 |
| 35 | Aileen FRENCH | | | 1.200 | 1.094 | 2.294 |
| 36 | Paul Grey | 1.164 | 1.177 | | | 2.341 |
| 37 | Levi AZZOPARDI | | | 1.200 | 1.161 | 2.361 |
| 38 | Dylan Grey | 1.209 | 1.172 | | | 2.381 |
| 39 | Laurie JOHNSON | | 1.252 | 1.166 | | 2.418 |
| 40 | James DYER | | | | 0.876 | 0.876 |
| 41 | Travis Selwyn | 0.997 | | | | 0.997 |

GCC CLUB CHAMPIONSHIP - 2022

| PLACE | GCC Multiclub Hillclimb 19-Feb-22 | VHCC4 18-Apr-21 | GCC Multiclub Hillclimb 19-Jun-22 | GCC Multiclub Hillclimb 24-Jul-22 | CHAMPIONSHIP @ 28-Jul-22 |
|-------|---|--------------------|---|---|-----------------------------|
| 42 | Craig WEBB | | | 1.000 | 1.000 |
| 43 | Terrence Selwyn 1.014 | | | | 1.014 |
| 44 | Stephen BANKS | | 1.023 | | 1.023 |
| 45 | Jai AZZOPARDI | | | 1.027 | 1.027 |
| 46 | Jordan JAMES | 1.028 | | | 1.028 |
| 47 | James Jordan 1.041 | | | | 1.041 |
| 48 | Tim Boyd 1.050 | | | | 1.050 |
| 49 | Robert DUNCAN | | 1.054 | | 1.054 |
| 50 | John MAHY | | 1.062 | | 1.062 |
| 51 | Mark Newton 1.062 | | | | 1.062 |
| 52 | Alan Foley 1.062 | | | | 1.062 |
| 53 | Bruce MINAHAN | 1.066 | | | 1.066 |
| 54 | Peter MINAHAN | 1.068 | | | 1.068 |
| 55 | Gregory Ackland 1.071 | | | | 1.071 |
| 56 | Barry Gibbons 1.080 | | | | 1.080 |
| 57 | Jarrod BRYANT | | | 1.086 | 1.086 |
| 58 | Ernest MAWHINNEY | | | 1.092 | 1.092 |
| 59 | Col HUNTER | 1.095 | | | 1.095 |
| 60 | Connor HUNTER | | | 1.096 | 1.096 |
| 61 | Scott CAMPBELL | | | 1.099 | 1.099 |
| 62 | Mike BARKER | 1.111 | | | 1.111 |
| 63 | Allan Boyd 1.143 | | | | 1.143 |
| 64 | Paul Murphy 1.143 | | | | 1.143 |
| 65 | Benjamin Selwyn 1.162 | | | | 1.162 |
| 66 | Euan MURPHY | | 1.200 | | 1.200 |
| 67 | Robert Cowman 1.201 | | | | 1.201 |
| 68 | Stacey Kronk 1.221 | | | | 1.221 |
| 69 | Emily Newtown 1.251 | | | | 1.251 |
| 70 | David PARR | 1.270 | | | 1.270 |
| 71 | Mark ATKINSON | 1.327 | | | 1.327 |
| 72 | Svasdivong SVASDIKUL NA AYUTTHYA | | 1.392 | | 1.392 |
| 73 | Noel LINDSAY | 1.416 | | | 1.416 |
| 74 | Keith Wilson 1.454 | | | | 1.454 |

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