



VALVE BOUNCE

September 2023



Vale Nick Zeeman

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

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

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

CALENDAR 2023

SEPTEMBER

September 12
 Friday to Sunday, 8/10
 Sunday 10
 Sunday 10
 Friday to Sunday, 15/17
 Friday to Sunday, 15/17
 Saturday to Sunday, 16/17
 Sunday 17
 Saturday 17
Sunday 17
Friday 22
 Friday to Sunday, 22/24
 Saturday 23
 Saturday 23
 Saturday to Sunday, 23/24
 Sunday 24
 Sunday 24
Sunday 24
 Saturday, September 30

Board Meeting, 7.00 p.m., Clubrooms
 MA Speedseries Round 7 at Sandown, includes Formula Open
 MotaFrenz Show and Shine, Como Park, South Yarra
 Shepparton Swap Meet, Shepparton Showgrounds
 Repco Supercars at Sandown, Vic
 Wangaratta Annual Spring Rally
 Victorian Motor Race Championship Round 4 at Winton
 M&DCC Boisdale Hill Climb Round 6 Short Track
 Wodonga Track Days 0412 574010
GCC Khanacross at Bryant Park
Driver Safety track hire at Bryant Park
 Victorian State Race Series Round 5 at Phillip Island
 Tampered Motorsport Budget Enduro at Sandown
GCC Club members and hill climb entrants practice day
 Drive Events Racing Morgan Park
 M&DCC Khanacross
 Tampered Motorsport Track Day at Sandown
GCC Multiclub Hill Climb at Bryant Park
 Australian Motorkhana Championship at Nirimba Education Precinct,
 Western Sydney

OCTOBER

Sunday 1

 Sunday 1
Sunday 1
 Tuesday 3
 Thursday to Sunday, 5/8
 Friday to Sunday, 6/8
 Saturday to Sunday, 7/8
Sunday 8
 Tuesday 10
 Friday to Sunday, 13/15
 Saturday 14
 Saturday to Sunday, 14/15
 Saturday to Sunday, 14/15
 Sunday 15
 Sunday 15
 Sunday 15
 Saturday 15
 Friday to Sunday, 20/22
 Sunday 22
 Sunday 22
Sunday 22
 Monday to Saturday, 23/28
 Thursday to Sunday, 26/29

 Friday to Sunday, 27/29
 Friday to Sunday, 27/29
 Sunday 29
 Saturday 28
Sunday 29

Australian Motorkhana Championship at Nirimba Education Precinct,
 Western Sydney
 MGCC Interclub Challenge Round 3 at Rob Roy
RACES East Sale Supersprint
 Valve Bounce collation
 Repco Supercars at Bathurst, NSW
 Drive Events Racing Symmons Plains
 Heritage Machinery Festival, Alexandra Museum
Drive Events track hire at Bryant Park
 Board Meeting, 7.00 p.m., Clubrooms
 MA Trophy Series at The Bend, SA
 Tampered Motorsport Track Day at Sandown
 VSCC Mt Tarrengower Hill Climb at Maldon
 Australian Supersprint Championship at Morgan Park, Queensland
 AROCA 12 Hour Relay at Winton
 AROCA 12 Hour Relay at Winton
 Lara Lions Classic Car Show, Pirra Homestead, Lara
 M&DCC Boisdale Hill Climb Round 7 Twilight Long Track
 Moto GP at Phillip Island
 Ford Flathead Festival, National Steam Centre, Scoresby
 Wodonga Track Days 0412 574010
GCC Khanacross at Bryant Park
 Targa Tasmania - **CANCELLED**
 Australian Hill Climb Championship at Ringwood Park Motor
 Complex, NSW
 Victorian State Race Series Round 6 at Calder
 Repco Supercars at Surfers Paradise, Qld
 M&DCC Motorkhana
GCC Club members and hill climb entrants practice day
GCC Multiclub Hill Climb at Bryant Park

NOVEMBER

Thursday to Saturday, 2/4	Drive Events Racing The Bend
<u>Monday 6</u>	<u>West Gippsland Car Club</u>
Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	MA Speedseries Round 8 at Bathurst (International)
Friday to Sunday, 10/12	MG Road Racing Championships
<u>Saturday or Sunday 11 or 12</u>	<u>SAAB Club track hire</u>
Saturday 11	M&DCC Noel Burley Memorial Hill Climb, Round 8 Twilight
Saturday to Sunday, 11/12	Bendigo National Swap Meet
Saturday to Sunday, 11/12	PIARC Supersprint Round 4 (including races) at Phillip Island
Tuesday 14	Board Meeting, 7.00 p.m., Clubrooms
Saturday to Sunday, 18/19	Victorian Motor Race Championship Round 5 at Winton
Sunday 19	31 st Historic and Classic Rob Roy
Sunday 19	Shannons American Motoring Show, Caribbean Park
Sunday 19	Wodonga Track Days 0412 574010
<u>Sunday 19</u>	<u>Nugget Nationals track hire at Bryant Park</u>
Thursday to Sunday, 23/26	Repco Supercars at Adelaide Parklands, SA
Friday to Sunday, 24/26	Geelong Revival
Thursday to Sunday, 23/26	Challenge Bathurst
Saturday to Sunday, 25/26	Island Magic at Phillip Island, includes Formula Open
Sunday 26	RACES East Sale Supersprint

DECEMBER

Friday 2	Tampered Motorsport Budget Enduro at Sandown
Saturday 3	GCC Multiclub Hill Climb at Bryant Park (Twilight Event)
Saturday 3	Tampered Motorsport Track Day at Sandown
Tuesday 5	Valve Bounce collation
Tuesday 12	Board Meeting
Sunday 10	GCC Khanacross at Bryant Park
Saturday 17	Wodonga Track Days 0412 574010

CALENDAR 2024

JANUARY

Sunday 21	Festival of Motoring at Cruden Farm
Sunday 21	VHCC Round 1 at Rob Roy (MGCC)

FEBRUARY

Sunday 4	GCC Khanacross at Bryant Park
Friday to Sunday, 16/18	Bathurst 12 Hour Race
Saturday 17	VHCC Round 2 (Twilight event) at Bryant Park (GCC)

MARCH

Friday to Sunday, 15/17	Adelaide Motorsport Festival. Adelaide Parklands
Saturday to Sunday, 16/17	VHCC Round 3 at MT Leura, Camperdown (BLCC)
<u>Sunday 17</u>	<u>Porsche Club of Victoria track hire at Bryant Park</u>
Thursday to Sunday, 21/24	Australian Grand Prix at Albert Park
Saturday 23	MSCA Sandown Sprint
Sunday 24	Porsche Club of Victoria 6 Hour Relay at Sandown

APRIL

Sunday 21	VHCC Round 4 at Bryant Park (PIARC)
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MAY

Sunday 10	VHCC Round 5 at Rob Roy (VMCI)
<u>Saturday to Sunday, 18/19</u>	<u>Terry Baker Motorsport Weekend at Bryant Park</u>

JUNE

JULY

AUGUST

Saturday and Sunday, 10/11 VHCC Round 6 at One Tree Hill Ararat (ACC)

DECEMBER

Saturday 1

Sunday 8

GCC Multiclub Twilight Hill Climb
GCC Khanacross at Bryant Park

NOTE: All dates shown above are subject to change - please check with the organisers of the events to confirm the dates. TBC alongside an event means date to be confirmed. 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.



Some of the crew from our recent working bee. A great turnout but unfortunately it was far too wet to do much outside. Regardless the clubrooms and toilets got a good clean up and some work was done on the PA system in prep for the VHCC round.

**FOWLERS
ASPHALTING**

PO Box 199 Trafalgar Vic 3824

Bryant Park track was asphalted by Fowlers Asphaltting
For domestic and industrial asphaltting services, please call 03 56332918

Editorial Ponderings:

Welcome to the September edition of Valve Bounce.

Shortly after we went to print on the August edition I found out that Nick Zeeman had also passed away. Nick was the Club Champion in 1992 and also the Victorian Hillclimb Champion in 1992-93 in his motorbike engines formula libre. Nick's car was probably the first of the modern generation of motorbike engine cars that I remember, and it had a fantastic sound as it screamed around Gippsland Park. On the cover shot you can see Nick in his signature flannelette shirt race suit!

In this edition we have part 2 of the Altona story by Lloyd Shaw. The first 3 pages ran in the August Valve Bounce and the final part will be in October.

The final round of the VHCC has been run and won during August so look out for a story in this edition also. I took the opportunity of this round to be assessed for an upgrade to my official's license. In this case I acquired my Bronze timekeeping accreditation which is important as the club needs to have accredited officials to run events.

If you don't have any accreditation I would encourage you to jump on to the Motorsport Australia site and go through the officials link to do some of the training. The General Officials accreditation can just be completed online and then it will be added to your license. You can then do the bronze upgrade modules online, before then needing to do an event assessment as a final sign off. For those with Bronze already maybe it's time to look at a silver upgrade!

See you soon:

Jarrold Bryant



Max Hooper over "Skyline" Gippsland Park

Chairmans Report – Rhys Yeomans September 2023

Canteen

Despite a couple of conversations, we're still no closer to having a canteen up and running again. We had Shelly's Snack Shack at the latest VHC round, and I'm in the middle of scheduling another food and/or coffee van for our September 24th event. If you or anyone else was interested in running the canteen, or you had a food/coffee van that you'd like to setup at our events, please don't hesitate to contact me.

Motorsport Australia Officials Training

All Officials at Motorsport Australia events are volunteers, who have donated their time both to training for the positions they hold, as well as completing these roles at events that both you and I compete in.

Motorsport Australia provide Officials training through their Online Portal, with different levels of training required for each Officials position, for example, Steward, Clerk of Course, Timing, Event Administration, Scrutineering etc.

A number of Board members have been completing further training this year to ensure we as a Club remain qualified to run the events we do, and also to provide some redundancy for those who usually complete these roles at events.

Recent Club members who have gained further training and accreditation are -

Gavin Porthouse – Bronze Steward

Scott Seddon – Bronze Clerk of Course

Jarrold Bryant – Bronze Timing (pending accreditation)

Rob Duncan – Bronze Timing (pending accreditation)

Rhys Yeomans – Bronze Event Administration, Bronze Steward (pending accreditation)

If becoming a Motorsport Australia Official or volunteer is of interest, please don't hesitate to contact the Club and volunteer your time at a future event, or look at the Motorsport Australia Officials webpage to see the options available to you -

<https://motorsport.org.au/officials>

2024 Australia Hillclimb Championship – Expressions of interest

This week we received an email asking for Expressions of Interest for the 2024 Australia Hillclimb Championship. Gippsland Car Club have hosted this event several times in the past, both at Gippsland Park and now at Bryant Park (2009, 2011, 2016 and 2018).

The Board has agreed to submit an EOI for this event in 2024, which has now been sent to Motorsport Australia. With the success of past AHC events at Bryant Park, along with the current successful State hillclimb (and khanacross!) rounds we hold, we're hopeful to be successful and bringing this event back to Bryant Park.

It might be a little early to call for volunteers, though if you are interested in being involved in the organising group for this event, please don't hesitate to make this known.

Lara Lions Classic
CAR SHOW
With Bikes

SUNDAY 2023
15th October

Pirra Homestead

108 Windermere Road Lara

\$10 Show Cars

Pirra Tours

\$2 Per Person Entry

Sausage Sizzle



John 0439 391 790
motorsatm@outlook.com



WHERE ARE WE AT WITH OUR NEW TOILETS AND SCRUTINY BUILDINGS? The buildings are on site, and they look as though they are finished and ready for use. If you thought that, you would be fooled as much more work remains to be done now that the buildings are on site. Ken Neilson has been working almost full time on the fitting out aspect of the buildings. Larger tasks to be undertaken include connecting both the power and the sewage systems so that the buildings can be used. The power requires connections to be made from the main power board on the outside of the Clubrooms to the new buildings, and this is to be underground. We have engaged a contractor to do this work – this is no mean task as the connections have to be bored underground, including under the track entrances. Connection of the sewage system is a little easier as the distances involved are not as great – we already have the septic tank installed. We also need to make the water connections from the tanks to the buildings – a lot of work remains for both plumbers and electricians to complete.

BARRIERS - Those of you who compete in our khanacross events will know that a number of the shorter tests conducted are in the pit area. We have been conducting khanacross events in this area ever since we moved to the track in 2008 – prior to that time we used ‘The Farm’ at Gippsland Park – that was a dirt/gravel/grass track, and, apart from trees, there was very little to hit and damage your car (or yourself for that matter). A number of Board members have been concerned that at the pit area we use for khanacrosses someone may hit the timing building in the first instance and now the new toilet/scrutiny buildings – the buildings both appear to be an accident looking for somewhere to happen but luckily this has never happened, which is not to say it won’t. As such, the Board discussed what type of barriers may be used between the buildings and the edge of the pit area to prevent any possible damage to the buildings- the types of barriers discussed were water barriers (the red and white barriers seen on new road construction areas) and steel guardrail as seen along most roads. At this point in time we have sought and received quotes for the water barriers and for the guardrail. The one type of barrier we have not considered is the rope barrier as seen along highways. A decision as to what type of barrier we will use will be made at the Board meeting on September 12 – it may even be that the decision is made to use both types of barriers in different locations. An interesting thing about the quotes received is that the steel guardrail appears to be cheaper than the water barriers, which is not what I would have personally thought.

DISCUSSED AT THE JULY AND AUGUST BOARD MEETINGS – SPEEDING IN PIT/Paddock AREA - This was still occurring at the hill climb on August 27 - we could hope that the guilty parties were members of other car clubs who had not seen our last Valve Bounce and that our members had taken notice and were driving slowly. **PLEASE SLOW DOWN, PARTICULARLY WHEN LEAVING THE TRACK, BEFORE AN ACCIDENT OCCURS.**

DANNY TRAVERSO - Well done Danny Traverso – second outright in the round of the Victorian Rally Championship held in the central Gippsland region a week ago – the rally was the first day of the Australian Rally Championship held over two days. It looks suspiciously as though Danny is driving his Lancer Evo 7 which used to be his hill climb and sprint car – the same car and driver still hold some records at our hill climb. The winner of the event was gun rally driver Brendan Reeves, and I notice that Justin Dowel was in fourth place, with Nick Seymour from Maffra in seventh position.

CALENDAR 2024 - It is time to start putting the Calendar for 2024 in place, and as such you will notice some 2024 dates already included. We have two of our hill climb and one khanacross date included. The dates for the 2024 VHCC are included, and you will notice that there are six rounds next year, with two at Bryant Park, two at Rob Roy and one each at Mt Leura and One Tree Hill. Our Calendar will consist of eight rounds for the hill climb aspect of the Club operations and eight rounds

for the khanacross aspect. The two rounds of the VHCC shown on our Calendar are two of the eight rounds for our hill climbs, and we will also feature a round of the Victorian Khanacross Championship at a date to be determined in addition to seven other dates, one of which is already included. It is to be hoped that the other dates are included in the October edition of Valve Bounce.

AUSTRALIAN HILL CLIMB CHAMPIONSHIP 2024 - The matter was raised at the recent Board meeting, but no answers were given. Chairman Rhys agreed to follow this topic – read what he has included in his report for the answer.

USE OF ELECTRIC/HYBRID VEHICLES IN VHCC EVENTS (and GCC events)- The use of such vehicles was allowed in the VHCC until recent times, and we have also had an electric vehicle running in the AHCC at our track. This matter was discussed at the Victorian Hill Climb Advisory Panel recently, with a paper presented to the Panel by John Elliott – an Executive Summary of his paper states that he cannot recommend the running of Electric or Hybrid vehicles until:

- All officials, trackside and in pits, are trained in the unique hazards these vehicles can pose
- Appropriate water baths are installed at all venues that allow competition
- Appropriate recovery equipment is available
- Contract Rescue and Medical personnel are aware of these unique hazards, and carry appropriate equipment.

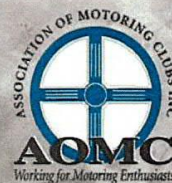
VOLUNTEERS - A copy of a paper that I wrote a few years ago about volunteers was included in the last Valve Bounce- it concluded by asking how we obtain volunteers for our events. Either no-one read the article or no one is really concerned about volunteering to run our events, as not one person has stepped forward. We will get to the situation in the not too distant future when we do not have volunteers and therefore we do not run events. It would be appreciated if some of our 5 to 6 hundred members decided to assist the Club in the conduct of our events – very few skills are required, particularly in khanacross events.

OLD HILL CLIMB TRACKS - When I was a boy (a very long time ago) my father used to take the family to motor sport events, some of which were hill climbs – Rob Roy and Templestowe were the closest to home (Essendon) and were conducted on a regular basis. Rob Roy is alive and well and has just been refurbished. Templestowe, however is long gone, but you can visit where it once was. If you are out on the proverbial Sunday drive go to the far north end of Blackburn Road, then just over the roundabout at the intersection of the Heidelberg-Warrandyte Road. You will find heritage signs in place to show you the way. Hepburn Springs was also a good hill climb in the day.





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Trophies,
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Entry Display cars from Ferntree
Gully Road - 100 metres north of
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Spectators entry via
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Display vehicles \$15
includes all occupants.
Spectators \$8.00
Children free



Enquires 0473 832 277
More details and site plans
aomc.asn.au/shannons-american-motoring-show

Sunday 19th November 2023

Event Central at Caribbean Park Scoresby

**VICTORIAN HILL CLIMB CHAMPIONSHIP ROUND 7, BRYANT PARK, SUNDAY AUGUST 27, 2023 –
CLOCK WISE SHORT TRACK** John Bryant was looking on at the action! – Pics by Kev Wilson

This event was the last round of the Victorian Hill Climb Championship for 2023, and attracted a very good field of 79 entrants, 76 of whom faced the starter's flag. The event was run by the Victorian Mini Club, and used the rarely used Clockwise Short Track. A few competitors were heard to complain about this layout (probably because they had not run on it before) but most appeared to be very happy with the layout. Competitors were offered six runs each on the day, and most of them took advantage of the offer.

From my point of view (being a purist who likes to see as many open wheel cars as possible in events such as this) I was very happy to see that the first seven finishers were indeed driving Formula Libre racing cars, and that they all belonged to the Gippsland Car Club. Occasional visitor Greg Ackland blew the field away to take out fastest time of Day by over 2 seconds from second placed Alan Foley – Greg also set a new track record for this configuration, taking away the Brett Hayward record which was set 12 years ago. Mike Barker finished in third place closely behind Alan, with current VHCC Champion Dave Mahon is fourth. Wim Janssen, Ewen Moile and Keith Wilson took out positions five, six and seven. Bradley DeLuca from SA in the rotary powered Anglia was the first tin top in eighth position, with Jordan James in ninth and Glenn Latter in tenth.



Something that I complain about on a regular basis is the number of classes with only one entry – I cannot complain too loudly this time as there was only one such class on this occasion, that being Sport Sedans 1601 to 2000, where Garry McIvor managed to take the win. There were a few classes with only two entrants, but as Ken Bright said to me once at Phillip Island, you only need two to make a race. Harold (Bill) Roberts and Ryan Nothard certainly proved this in the Formula Vee class, where Bill took the win over Ryan by 0.44 of a second. The Sports Cars Clubman class was not quite as close, with just over 2 seconds separating Colin Newitt and Gregory Sticker at the end of the day. Improved Production 4WD was another two entrant class, with Lasith Lyanage taking the win over James McCoy by 1.47 seconds, whilst Mark Pitman in the immaculate MG TC Special took out the Historic Other class from Alan Mead in the Elleton by just 1.27 seconds. The remaining two entrant class was the Improved Production 1601 to 2000 class, where Kevin Baptist won by the narrow margin of 0.54 of a second from Ayrton Williams.

Three cars and six drivers in the Sports Cars Open/Closed up to 2000 class – Sei Vella was first in the double entered Mazda MX5, whilst Jye Preston was second in the triple entered Mini Moke. Glenn Latter was first in the Sports Cars Open/Closed 3001 and over (four entrants) from Randal Maclurkin in the absolutely immaculate track racing rather than hill climbing Aston Martin Vantage V8. Mick Goossens was the winner of the Prod Sports 2B&2F up to 2000, with Ian Maud in second and Brody Goossens third in this seven car class. Jim McNiven took the win in the three car Sports Sedans up to 1600 class from David Cantwell, who managed just one run after taking out the distinction of being the only car damager on the day. There were eight entrants in the Sports Sedans 2001 and over class, which was taken out by the rotary engined Ford Anglia, from Steve Grinstead in the very well-presented Holden Commodore, from Adam Stoddart in third in the turbo Mini. Jordan James was a long way in front of the opposition in the Sports Sedans 4 WD class, taking the win from the Corluka/Corluka Subaru, who were only 0.26 seconds apart. Warren Heath and Rhys Yeomans continued their usual battle in the six car Improved Production up to 1600 class, with Warren first on this occasion by just 0.32 of a second from Rhys. The other four in the class were some distance behind. Improved Production 2001 to 3000 also had six starters, with John Pitman taking first from Henry McLeay.

Another class with six starters was the Improved Production 3001 and over class, taken out by Drew Widgerey in the very nice looking and sounding Holden SSV Commodore, from Craig Armstrong-Fray in the Mini Cooper S who was second just 0.35 seconds behind. The Non Log Booked class was the final class for the day, and this class featured five starters. GCC member Damien Pennycuick was a clear winner here, from Oscar Kline in second position. I must mention here that Angus Clark (just turned 14) participated in his first hill climb and performed extremely well.



That is the end of the Victorian Hill Climb Championship for 2023, and it finished with a very good field. I have not seen the final points score for the Championship, but I believe congratulations should be extended to Dave Mahon for taking out the Championship again. Thanks also go to Jarrod Bryant, Rob Duncan and Darryl Hamilton for running the timing system all day. I can tell you from experience that doing the timing when using the Short Track is not easy, when you have a car leaving the start line every 20 to 30 seconds, and the timer is watching two cars at the same time. For the second event in a row we had a number of re-runs for competitors, none of which at either meeting

were caused by the timekeepers or by the equipment. At the previous event, we had a number of blackouts caused by people changing power points for equipment they were using. At this event it was caused by the senior timekeeper (who didn't actually do any timekeeping at this event) setting up all of the timing gear and forgetting to plug the computer into the power – the computer only runs for so long on batteries and in this case it was not long enough!!



The results for the event are included in this edition of Valve Bounce. This event was also a round of the GCC Club Championship for 2023, and current points are also included in this edition of Valve Bounce. Entries are now open for the next GCC Multiclub Hill Climb on September 24, which I believe is using the Clockwise Figure 8 Track.



Making the Best of a Bad Lot – Ian Maud

Sometimes you have a good day, and sometimes you wonder why you got out of bed. Here's a tale of how matters unfolded to surprisingly make the best of what could easily have been a nasty event.

I was travelling home recently from an enjoyable day competing with my FIAT in a sprint event at Broadford: I'd decided not to take the same route home to Gippsland - down the Hume Highway - and instead set off to wander through the hills to Yarra Glen and then on to home. I was feeling pretty relaxed from the day's competition and so was just taking it easy, in no particular hurry, travelling at about 80 kph on a selection of back roads, winding through lovely forest along mostly empty roads.

Upon arrival at Kinglake West, I turned in to a petrol station (the days of being *service* stations seem to have long passed!) only to find they had run out of the diesel needed for my tow car. This was only a small annoyance at this stage, as I still had some remaining in the tank. This complacency lasted until the chap parked near me said "What's up with that?" and pointed to my trailer. I thought at first that he meant the FIAT straps had become loose or something practical such as that, but when I did a lap of the car trailer I discovered a) one wheel was smoking; b) there was a spray of liquified grease across the wheel; and c) the axle was no longer in the centre of the wheel hub, as you grow accustomed to expecting it to be! Quick conclusion: a wheel bearing had collapsed. Poo, and other less charming thoughts crossed my mind at this stage. Generally, after a challenging and full-adrenalin day of competition one just likes to relax and cruise home, but clearly this was not to be the case tonight. I was stranded in the non-bustling centre of Kinglake West, surrounded by little more than forest, with a frosty night starting to settle, and was clearly not going to make it home that night. Double Poo.

My first bit of good luck was that this was a nearly-new petrol station with a vast concrete apron. I arranged with the lady running the console to park over on one side, out of the way of enthusiastic 4WD-ers and locals in a hurry, and used the last vestiges of daylight to strip the offending hub and axle assembly to find what was needed to repair it. It soon became evident that where there should have been a pair of tapered roller wheel bearings there were now only blued cones, with what little remained of the rollers and seals reduced to a blackened sticky paste mixed with occasional small lumpy bits: not encouraging. It also became apparent that the only thing stopping the errant hub from disconnecting with the axle, and very likely taking the attached wheel for a one-way and high-speed journey through the local scrub was simply just the washer behind the castellated hub nut. In my own defence, I will add here that, surprisingly, there had been no sparks, fires or loud screeching, and the trailer was tracking perfectly well!

Now, at this stage, you could be forgiven for a decent bout of self-indulged despondency. It's getting late; you're marooned out in the sticks with little apparent help available, and home is a long way away – if you leave the trailer and head home, you'll still need to come back, so it's going to be a long trip(s) and burn up a lot of hours. But...as things turned out: there were more positives than negatives, so the evening improved! I realised:

- Had I taken the Hume Highway route, I probably wouldn't have stopped at this early stage, and would have been travelling at a heat-generating 110kph instead of just 80.
- Even up to just five minutes prior to stopping, I was winding along forestry roads with little, if any, place to pull over, let alone stop for the night.
- Having been to the sprint meeting, I had all the tools, jack, degreaser, gloves and other bits I needed for a repair

- As I'd camped in the tow van the night previously, I had most of what I needed to stay another night and withstand the anticipated frosty night (and yes, it was!) The petrol station was a large premise with a mini-supermarket inside, which supplied the essential Weet-Bix for the next day's brekky.
- In fact, as seems to be the norm nowadays, when they built this servo there were a couple of other small businesses also included. As I looked behind me, I became aware there was in fact the petrol station, with mini-supermarket; a toilet block; an Italian pizzeria and restaurant; and a bakery! With the exception of oxygen and wheel bearings, this place in the middle of almost nowhere had everything I needed for the moment – what an exceptional place to break down! If you had to have an enforced stop anywhere, then this was a brilliant choice.
- Furthermore, I am still getting my head around the realization I am (mostly) retired. Why was I fretting about rushing home? There was actually no hurry – I had nothing irreversibly booked for the next day.
- I was about ¾ of an hour's drive from Campbellfield and the northern Melbourne suburbs, where I knew there were multiple trailer manufacturers and repairers, from which I could find replacements for the damaged parts. Life was slowly beginning to look pretty sweet.
-



So, having determined what was needed to effect a repair the next day, and having made the inevitable phone call home to assure the Good Wife there was a valid reason for me not making it home tonight, and no, I was not chasing some floozy around the wilds of Kinglake, I decided to capitalise on my good fortune. I stripped off the overalls and gloves (even I have *some* standards!) and paid a visit to the restaurant, where – as my increasing good fortune would have it – I enjoyed a delicious pasta meal, Chinotto, cappuccino and the best tiramisu I have ever tasted! I was on a roll now – it's remarkable what a good meal and a coffee can do for you. I returned to the van, bedded down and awaited the dawn.

The story doesn't just end there, though. The next morning, despite the frost and a distinct layer of ice upon the vehicles just to enhance it, I disconnected the trailer and headed off down the road. I found a cheerful café open in nearby Whittlesea, where I scored both caffeine and brekky Mk II, then discovered the local car parts store around the corner had everything I needed to repair the trailer – no need to journey further to Melbourne. By late morning I had everything repaired, cleaned up, trailer attached, and was on my way home again. And...now with a new set of trailer bearings rattling around in the spares collection I take to meetings: once bitten, twice prepared!

And so, it eventuated that what could have been a medium disaster with wheels flying off amongst traffic on the highway; a trailer skewing to one side at high speed; and being marooned without hope of recovery in the near future, turned into a mere small inconvenience and an almost pleasant, if enforced, stay overnight in Kinglake. I'm just hoping good luck isn't like money and you only have so much of it: if so, I reckon I'm in overdraft for the time being!

-Ian Maud

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Well before the Haunted Hills Hillclimb at Bryant Park we test drove a Haunted Hills Circuit. Below is the track license for the one and only running of this circuit.



TRACK LICENCE

Form 12-3-2

No. **VT97/20**

This licence is granted to **GIPPSLAND CAR CLUB INC**

for the Track at **HAUNTED HILLS - YALLOURN**

and is valid ~~from 29th March 1997 to 29th March 1997 only~~ **29th March 1997 only** on the undermentioned conditions:

1. - This Licence is only in effect when activities are conducted under a CAMS Organising Permit.
2. - That all competitors are subject to the National Competition Rules of CAMS.
3. - That the requirements of CAMS in respect of the organisation of race meetings and speed events are complied with.
4. - That any special track rules specified below and any other requirements of CAMS are observed.
5. - The Track Licence will be temporarily suspended if at any time the approved safety standards are not complied with.
6. - That no event subject to permit is of higher status than **CATEGORY C**

Special Track Rules.....
.....
.....
.....
.....

This Licence granted at **Melbourne** the **27th** day of **March** 19 **97**

on behalf of the National Council of CAMS

Blank

CAMS Limited A.C.N. 069 045 665

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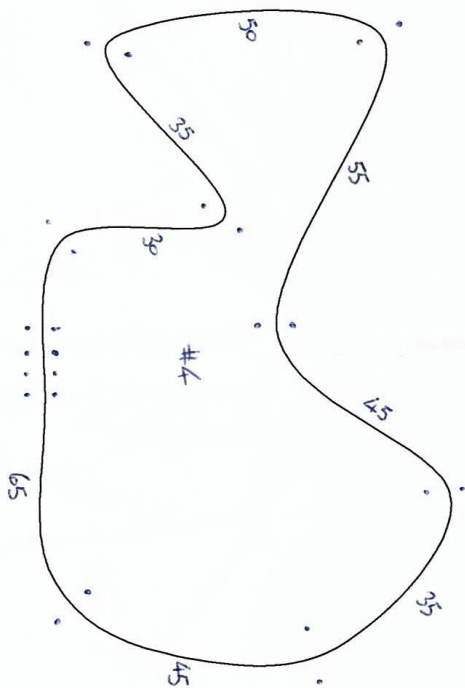
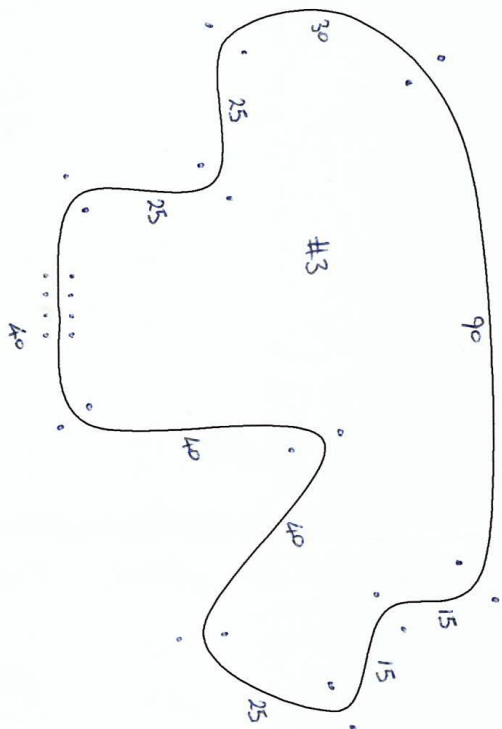
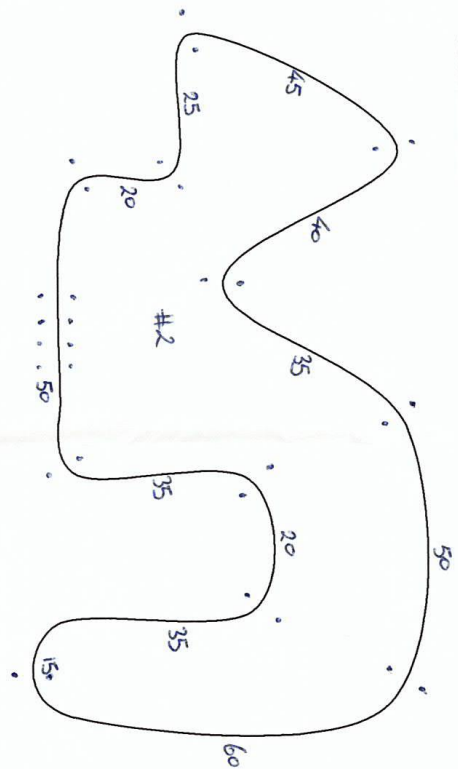
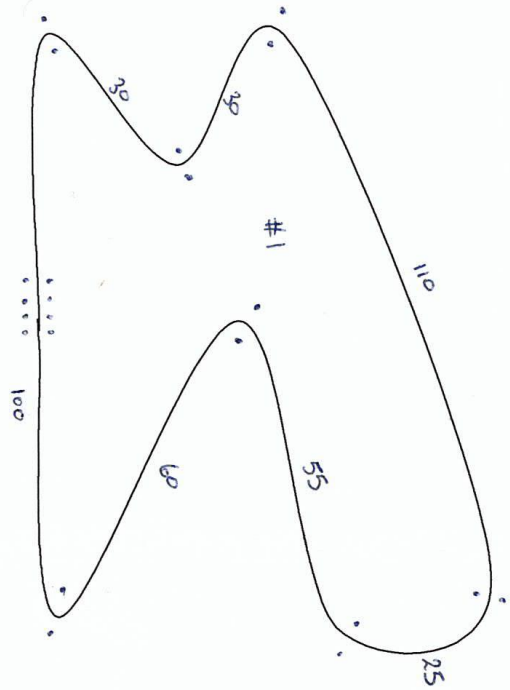
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GCC Khanacross Layouts from "The Farm" at Gippsland Park

Gippsland Car Club Khanacross



1961 Jaguar Mark II 3.4 Litre

3.4 litre manual overdrive with rare factory power steering, built 1961 Australian delivered and sold by Bryson Industries Melbourne.



Mechanically restored in 2010 with original numbers matching 3.4L 210 HP engine and painted in Golden Sand. Interior upgraded with new red leather XJ40 power seats, retractable seat belts, interior walnut panelling restored.

Rust free body, XJS front discs, 15 x 6 Minilite wheels and Pirelli P5000 tires. Many period "Coombs" modifications such as louvered bonnet, Coombs rear wheel arches, cold air intake, 19mm sway bar and Nolathane bushes, boot mounted battery. \$47,000 with RWC.

Gary Tate, Newborough Vic

Phone: 0407 505935



Part 2 of the Altona story by Lloyd Shaw

Did the Harley Club's meeting at Altona actually happen? Records have been found that read - "Altona was completed on time, the first meeting, for bikes, was opened by former Australian Olympic cyclist, Federal Parliamentarian, Sir Herbert Opperman on 21st February 1954."

February's **AMS** (Australian Motor Sports) had recorded the following announcement. - It suggested that the **ACU** had approved multiple metropolitan meetings on February 21st. Six clubs will combine for a charity scramble at Moorabbin. **Same day** six clubs will race at Altona. **Same day** St Kilda will hold a scramble at Fisherman's Bend. Then in the March **AMS** the following report appears. - Owing to a misprint in the motor cycling news of a Melbourne paper. I wrongly accused the **ACU** of allowing three closed meetings to be conducted in the metropolitan area on February 21st etc etc. On the next two pages a detailed report covers the February 28th St. Kilda's Open Scramble at Fisherman's Bend. There was **no** mention of the previous weeks Harley Club's Altona event.

The next five pages cover the **VSCC's** March 8th **ALTONA CAR RACES** wherein it mentions. "*the surface is rather loose in places, having been sealed only a few days previously*".

If the track wasn't sealed on the 21st the event could not happen. To add to the confusion a very poor photocopy of cover of the Harley Club's February 21st Altona programme didn't help research. Maybe it was only early draft proposal. Who knows? It was, after all, only 70 years ago.

Also in February's **AMS** under the NEW ALTONA CIRCUIT heading it reads - The inaugural car meeting at the new Altona race circuit is on March 8th. Ten events will be conducted by the Victorian Sporting Car Club for a total prize money of 500 pounds.

On Easter Saturday there will be another car meeting at Altona, but at the time of going to press no details are available.

On Monday, March 8th the first of the **VSCC's** six car race meetings happened.

An extensive 30 page program cost one shilling and covered the many relevant areas associated with a "first time" event. Authorised by **CAMS** and listed the 25 administering officials. Included M. Monk, (1 of the 3 CAMS stewards) - N.K. Charge (1 of the 2 Clerks of Course) - and Dr P. Crooke, (1 of the 2 Doctors). Dr Crooke was to become the CAMS Medical adviser throughout the 1960s and 70s. The dangers of motor sport are shown together with confirmation that all drivers held **AAA** licenses.

In another section it records how Altona has been created with a great deal of labour, energy and money, and although not first class, a start has been made. Track surfaces are mentioned for future improvements.

There was no list of entrants but did record the meetings who's who and the cars they will be driving. Also mentioned are the Charge Brothers, both Directors of Altona Racing Circuit, will be seen driving their MG Special an Austin Healey. Neal Charge is an untiring worker for motor sport in general, and is Secretary of the Victorian Sporting Car Club.

Apart from the locally built specials there were Coopers, MGs, a Maserati and Lex Davison's Jaguar powered HWM. There were only two interstate entries, Jack Brabham had brought the Cooper Bristol down from Sydney and Andy Mills trailered his super charged Renault from Hay. There were 10 events, one was 4 laps, the feature event was 15 laps and limited to 21 starters (There were 6 hopefuls in reserve) and the remaining eight events were 8 laps. Prize money varied for each category type event. Ken Wylie, the Publisher of **AMS** was driving his Javelin Special and therefore well placed for reporting the meetings happenings.

During Saturdays practice the new loose surface and enthusiasm allowed Clarrie Head to roll his MG special. The gravel rashed driver and fully repaired car were back for Monday's races. Throughout race one it's winner, Jack Brabham's Cooper Bristol threw up enough gravel to prevent the Stan Jones driven Cooper 1100 getting within 50 yards. Retirements allowed Ted Gray (Ford Alta) and Cec

Warren (Maserati) places. The second event had ten starters and excitement. Leaving the start D. Swanton (Cooper Jap) overdid it and hit a trackside marker, and nearly rolled having damaged the front suspension. Then, A. Menzies (Jap motored special) swerved to miss Swanton and rolled nearly twice but escaped uninjured. Doug Whiteford (Black Bess – Ford v8 special) beat P. Harrison (Dodge Special) home.

The third event saw the circuits first fatality. By lap six things had pretty much settled down with L. Murphy (Q-type) ahead of N. Charge (MG-TC) and C. Head (MG-TC) had just exited the esses and passing Jack Lanham's (Lombard) who left the track and struck rocks before rolling twice. Jack was unfortunately and fatally thrown from the car. The race was stopped.

When entrants for event four were called only five of the entrants started. The duel between Harry Firth (s/c MG TC) and the Charge Brothers Austin Healey was interesting. G. Hoinville finished third in his MG-TC. The Altona circuits first handicap event followed. One of the first away, Doug Whiteford had only the loose surface to worry about. Jack Brabham from scratch did pass everyone but Stan Jones. The second handicap followed and appeared uneventful. The program listed 16 starters, many didn't. By lap two L. Murphy (Q type MG) led C. Head (s/c TC MG) followed by V. Thompson (Lycoming) Only three finished and in that order.

The programme now presents the feature event listed as. - **VICTORIAN SPORTING CAR CLUB PURSE** for **FORMULEA LIBRE** over 15 laps. First Prize was 50 pounds and 6th paid 2 pounds 10 shillings. All of the 21 starters were Victorians except for Jack Brabham. The make and types of vehicle varied to mention. This event saw a duel between Jack Brabham and Stan Jones as they quickly left the field behind. By mid distance the third car was half a lap behind with several other, virtually in a different race. On the last lap Brabham's car was retired with a broken magneto drive allowing the finishing order to be Stan Jones (Cooper 1100) then Doug Whiteford (Black Bess Ford Special) and Tom Hawkes (Allard) third.

The Sports Car Handicap followed with only 5 starters. Hoinville led initially but was passed by Firth. R. Davis (MG TC) made a stop to remove a mudguard, and the Charge's Austin Healey ran out of fuel. The finishing order being Firth, Hoinville and Davis. The day's second last race is confusing as the Programme and the **AMS** report don't align. Apparently only 5 started for the 4 lap event. Starters were Harrison (Dodge Special), Hoinville (MG), Whiteford (Ford), Firth (MG), and Thompson (HRG). They apparently, eventually finished in that order.

The last 8 lap race was the Invitation Handicap with no list of starters. The limit car was Edgerton's little Austin A30 with 1 & ½ lap start on the scratch car of Stan Jones (Cooper) Jack Brabham was driving Jack O'Dae's Cooper 1000 but retired with a punctured float bowl. Other retirements were Firth and Whiteford allowing the final placings to Stan Jones, P. Harrison and Tom Hawkes.

Additional Stories reveal incidents arising during the meeting but the events are not stated and therefore difficult to identify. They read. - Nearly airborne, but not quite. B. Walton had a close call when his Walton 500 hit the stones on the edge of the track. He damaged the front suspension and retired. It was that incident that caused A. Menzies, a few seconds later, to roll his Menzies 500 trying to avoid the car following Waltons.

The other one suggests - Jim Gullan's MG K3 was another car to strike trouble whilst leaving the "esses". An instant later Gullans car left the track just missing the boundary fence.

THE **VSCC** Committee and Consortium have plenty to think about for the ALTONA facility has a future.

On page 34 of the March **AMS** another notice of interest is shown, it reads -- ALTONA EASTER MEETING CANCELLED. The two-day car race meeting at Altona over the Easter week-end has been

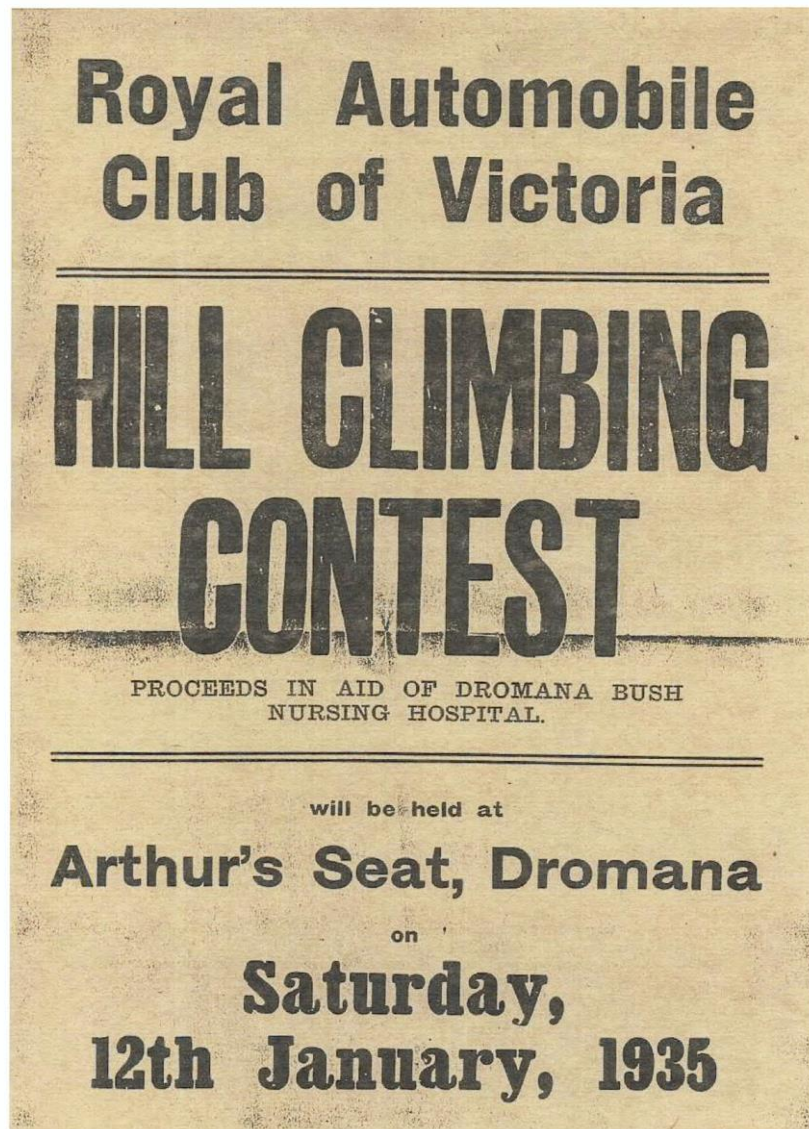
cancelled and is now proposed to run the next meeting at this circuit on May 2. Providing a permit can be obtained from CAMS for that date.

The CAMS Permit was approved and The Victorian Sporting Car Club held their second ALTONA races on May 2nd.

Since the last meeting when the track broke up badly another 5000 pounds has been spent on renewed foundations and resealing with "pre-mix". The races are reduced to six laps and include an event for closed cars. Entries are down due to the number of events held over the Easter weekend. The feature race, the 12 lap REDeX TROPHY, is restricted to 21 starters, with a good mix of vehicle types. Lex Davison is not there but his wife, Diana, is driving her MG. She has also entered race three.

It had been a successful day. Lap times were down, due to the new improved surface. Stan Jones had wins in the Maybach and Cooper. Bruce Walton won two in his Walton Jap and the Charge Brothers MG had three wins and a second. Their Vauxhall Velox had a fourth and a fifth.

"Bet they'd had heaps of private practice whilst testing the improved track surfaces".



The original plan for the next step was to get the twin cam engine and gearbox into the race car as soon as possible and then transplant the rest of what's needed. Despite this I had a bit of an about face and decided to go the other way round, getting the wiring and everything else into the race car and dropping in the engine and gearbox last.

So the next step became getting the engine bay loom and fuse/relay box out of the donor car. This turned out to be a lengthy task with access to some of the connectors extremely challenging. It was a classic case of 80% of it taking no time at all and 20% taking ages. In particular getting the loom past the fuel rail, fuel lines and injectors was a challenge, and who knew that I'd have to remove the starter motor just to be able to access the wiring as it was nicely hidden between a heat shield and the block. After some very careful labelling of all of the different connectors I finally got it out, the next step being the install into the race car. Thankfully this turned out to be pretty simple, courtesy of an empty engine bay, and it was pretty satisfying to get it installed and actually plug in some things like the indicators and headlights.



The Twin Cam EFI loom finally installed into the Race Car

There was an unexpected additional fun step in this process when I went to mount the EFI fuse/relay block into the engine bay. It turns out the air intake hidden in the front guard that connects to the airbox is completely different between the single cam and twin cam to allow for the additional size of the fuse box. That meant tearing apart the inner guard of the donor car to access and remove the intake so it could be installed into the race car. Once this was done I was able to bolt in the fuse box without and extra dramas.

The next task that turned out to be pretty simple was shifting the ECU from the donor car and mounting it up into the race car. This was again a pretty satisfying moment when I was able to plug the engine bay loom into the ECU, feeling like I was achieving something. The shine did come off pretty quickly however when I realised that the entire under dash wiring loom (x2) and driver and passenger footwell fuse blocks would also need to be shifted into the race car.

This turned out to be the most annoying of jobs so far with most of the dash, the heater, heater controls and all of the ducting needing to be removed from under the dash to access the loom. This took me probably 6 hours by the time I got everything removed, carefully removed the loom and fuse boxes as well as removing the twin cam dash.

I'm glad to say however that, thanks to the race car having nothing under the dash, the whole thing was installed in under an hour, including the twin cam dash. I then went about removing the rear loom (which contains the wiring for the fuel pump and sender etc) and installing that into the race car. In the end I have basically installed all of the wiring front to back from the donor car into the race car, with a few minor modifications to accommodate the different tail lights.

Next stop fuel system. Due to the in tank pump setup for the EFI on the Twin Cam the entire fuel system had to be moved across from one car to the other. Getting the fuel tank out is a relatively straight forward step with the exception of convincing the 40 year old fuel hoses it's time to let go of the pipes. Removing the actual fuel lines front to rear was a little more challenging. After a lot of crawling under the car, twisting of fuel lines to manoeuvre them out, and one or two expletives, the old fuel system was out, along with about 30kg of rocks and dust sitting on top of the tank.

Replicating this exercise on the donor car was a little harder given the increased diameter of the fuel lines. Getting everything unbolted was simple enough, but getting the actual fuel lines out required unbolting the exhaust, removing a sway bar and a lot of negotiation to lever them out of the engine bay without damaging them.

Fitting them up to the race car was a little easier but still took some time, the hardest part is getting the fuel tank back in. I am now happy to say that the entire EFI fuel system is installed into the race car and with electricals also completed I'm ready for the engine and gearbox to go in.



IMPORTANT CHANGES FOR NATIONAL RALLY LICENCE HOLDERS & TARMAC RALLY COMPETITORS

Tuesday 04 July, 2023



Motorsport Australia has confirmed a new licence structure and requirements for those with a National Rally Licence.

Following the recent review into Targa style tarmac rallying, Motorsport Australia has confirmed a new licence structure and requirements for those with a National Rally Licence and competitors wishing to compete in tarmac events.

From 1 August 2023, Motorsport Australia will implement mandatory biennial (every two years) medical examinations for all **new** National Rally Licence applicants.

From 1 January 2024, all **renewing** National Rally Licence holders **aged 45 and over** will also be required to complete medical examinations every two years. This change mirrors the requirement for National Circuit Licence holders.

A new **Tarmac Rally Licence** structure will also be implemented, in line with the recommendations from the recent Targa Review Panel recommendations. This structure has been approved by the Australian Rally Commission (ARCom). The following licence requirements will now apply only for those wishing to compete in Targa style tarmac rally events, which includes the completion of an [Australian Driving Institute \(ADI\)](#) approved driving course, tailored to tarmac rally competitors:

Category C Driver – 130km/h

National Rally Licence required (\$280)
Medical required in line with the National Rally Licence criteria
Completion of ADI Driving Course

Category B Driver – 165km/h

FIA International Rally D Licence required (\$800)
Completion of ADI Driving Course
Pre-licence conditions: Completion of five Motorsport Australia rally events

(including 130km/h speed limited events)

Category A Driver – 200km/h

FIA International Rally C Licence required (\$1200)

Completion of ADI Driving Course

Pre-licence conditions: If holding a National Rally Licence, completion of 10 Motorsport Australia Rally events. If holding an ITR-D, completion of five Motorsport Australia National or International Rally events

Licences will be subject to vehicle eligibility.

“We are working hard on implementing all recommendations from the Targa Review Panel and I am pleased to say that we have made great progress in recent weeks and months,” Smith said.

“Work on all 94 recommendations is well underway, with the majority now in place, and that will allow the return of Targa style tarmac rally events in 2023.

“These changes to the licence structure are a significant part of the ‘hard reset’ of tarmac rallying here in Australia and an important part of ensuring the safety of all competitors, officials and spectators.

“The introduction of a medical for National Rally Licence holders is also a logical step. This requirement is the same for the large number of Australian motorsport competitors who hold a circuit licence.

“While the focus of the medical is to ensure safety when competing, there have been many reported cases of the Motorsport Australia medical actually saving lives having caught other medical matters that might have otherwise been missed. It’s a small price to pay for safety and wellbeing both on and off the track.”

All 94 Targa Review Panel recommendations can be [viewed here](#).

Anyone wishing to book in to their local Australian Driving Institute Course can email info@motorsportacademy.com.au to find out more.

FAQ:

Why are you making all new and existing Rally Licence holders aged 45 and over complete medicals, not just Targa competitors?

This change brings rallying into line with circuit racing and is an important step in making sure competitors are safe while competing. Medicals have also been very beneficial for competitors in catching other medical issues early, an outcome that has saved lives.

How do I apply for a National Rally Licence?

Head to motorsport.org.au/licence/rally and complete the forms online. Alternatively, you can apply through the Motorsport Australia Member Portal.

How do I apply for an International Rally Licence?

Head to motorsport.org.au/licence/rally and look for the International Licence application. This form will allow you to choose the appropriate International Licence that meets your licence level.

I am an existing National Rally Licence holder, do I need to do a medical when I renew my licence after 1 August?

Existing National Rally Licence holders aged 16-44 will not need to complete a medical until they turn 45.

Existing National Rally Licence holders aged 45 and over will need to complete a medical ahead of renewing their licence next year (when they renew their licence in 2024 for a licence with a 2025 expiry).

I am planning to apply for a National Rally Licence for the first time, do I need to complete a medical?

Yes, as of 1 August, ALL new National Rally Licence applicants will be required to complete the medical, regardless of age.

How do I complete enough events to progress through the licence system to become a Category A Tarmac Rally Driver?

Many drivers that would compete at this level will already qualify for the Category A requirements. For those who don't, there are many events around the country that will allow you to build the experience to then apply for Category A. Motorsport Australia's membership team will be able to assist you in finding suitable events. Gravel rally events are also acceptable.

I am an experienced competitor with many years of competition, do I still need to complete the ADI Driving Course?

Yes, it is a condition of the new licence structure that all tarmac rally competitors complete an ADI Driving Course if they need a category A or B licence. Even as an experienced driver, there will be valuable information learnt during this course.

This course is not required for gravel rally competitors.

Where do I complete the ADI Driving Course that is now required?

This can be done by contacting the Australian Driving Institute, with course locations around Australia.

The direct contact to book and find more about the course is info@motorsportacademy.com.au.

What are the costs and time requirements of the ADI Driving Course?

The course consists of some pre-course online learning, along with three days of practical training.

The costs are available from the Australian Driving Institute, with an expected cost of approximately \$800 per day.

Do co-drivers need to complete the ADI Driving Course?

Yes. If you are a tarmac rally competitor and have a regular co-driver, you will need to do this together. Co-drivers can also complete a modified course on their own. Contact the ADI for more information: info@motorsportacademy.com.au.

TECHNICAL

INSIDE THE ROTARY

AMR+GT takes a look at the ins and outs of tuning rotary engines.

The Mazda RX-7's phenomenal success both on and off the race track has done much to improve public acceptance of the rotary engine, and in most minds the days when a rotary meant excessive oil consumption and highly dubious reliability are little more than a dim, distant memory. Indeed today's image of the rotary engine is a performance-oriented one, with the increasing use of the rotary in motorsport applications it is an image that is likely to stick for some time.

The transition of the rotary engine from potential boat anchor to reliable powerplant was merely a function of development and advancing technology, but its use in motor racing is directly attributable to the fact that modern rotaries are not only easily modified, but dollar-for-dollar can be made to produce more, reliable horsepower than their reciprocating contemporaries.

Most of us are familiar with the procedures used to extract more horsepower from the piston engine, but dragging more ponies out of a rotary involves terms and techniques sometimes alien to conventional tuning methods. In the next few issues *AMR+GT* will be looking at some hot rotary-powered street and circuit cars, and we hope that this technical piece will form the basis for a better understanding of some of the modifications the cars' owners have had performed on the engine.

In the following pages we will be explaining oft heard but sometimes misunderstood terms like *bridge-ported* and *peripheral port*, but before we do it is perhaps wise to refresh your memory on how the rotary engine goes about the task of converting fuel and air into mechanical motion.

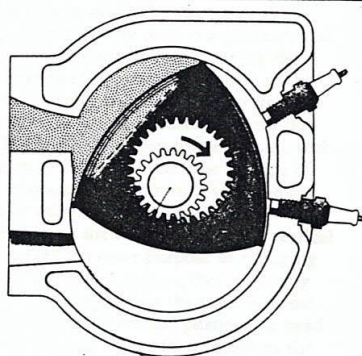
Originally developed by the German inventor Wankel, the great advantage of the rotary engine compared to the reciprocating engine is that it has fewer moving parts, does not need to translate linear motion into circular motion, is more compact, lighter and even cheaper to produce.

In essence the rotary engine consists of three components: a fixed block or casing with the internal shape of a wide-waisted figure of eight, a near triangular moving rotor, and a central gear which serves the purpose of the crankshaft in a normal engine. The rotor revolves within the casing eccentrically, in such a way that the three tips are in continual contact with the internal surface of the casing, either side of the rotor being 'blanked off' by a flat plane incorporated in the housing. Between the three sides of the rotor and the inside of the casing are three separate chambers which alternately expand and contract in size as the rotor revolves, and it is within these chambers that the incoming charge of gas

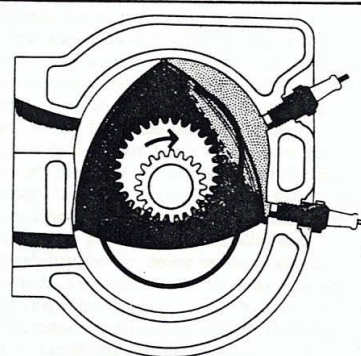
undergoes compression ignition and exhaust as the rotor circulates within the chambers. Early rotaries suffered problems sealing these chambers adequately: the rotor carries seals on either side, bearing against the flat planes of the housing, and seals on each apex of the triangular rotor — improvements in the materials used in these

seals and their method of location have all but obviated the early problems.

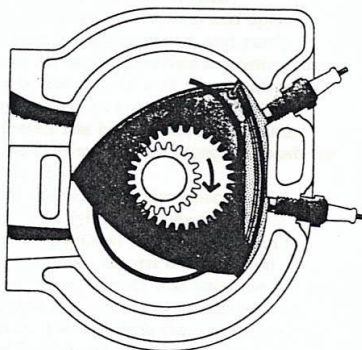
The casing is provided with facilities for spark plugs and inlet and exhaust ports which are uncovered in sequence as the rotor revolves. During each revolution of the rotor a four-phase operating cycle, corresponding to the four-stroke cycle of



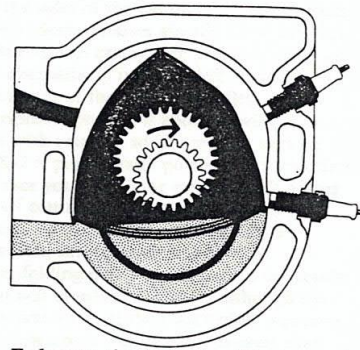
Induction: As the apex of the rotor passes the inlet port the petrol/air mixture enters the following chamber which increases in size due to the rotor's eccentric orbit.



Compression: As the rotor continues to revolve the mixture is compressed as the size of the chamber decreases.



Power: The plugs fire and the mixture burns and expands causing the rotor to revolve.



Exhaust: As the leading lobe passes the exhaust port gasses begin to flow outwards. Meanwhile gas is flowing into the preceding chamber and being compressed in the trailing chamber — the cycle does on in all chambers simultaneously.

TECHNICAL

the piston engine, takes place within each chamber of the rotor. Since there are three spaces between the rotor and the housing there are three power 'strokes' per rotor revolution. The motion thus created is transferred to the central gear shaft (and hence to the clutch and gearbox) by planetary gearing.

Although immeasurably simpler than the workings of a reciprocating engine the rotary's method of operation can often be difficult to visualise. Following the induction/compression/power/exhaust cycle in one chamber through one revolution of the rotor does much to simplify things though, and with the aid of the appropriate diagrams the concept is not a particularly hard one to grasp.

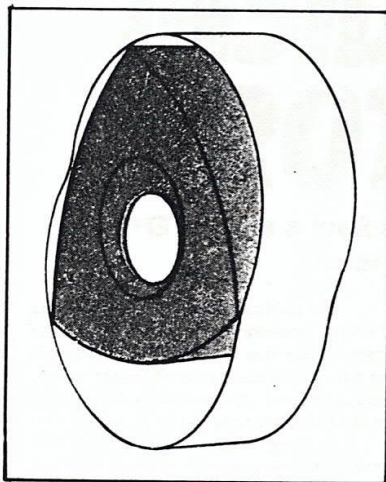
Induction starts as the leading tip of a particular chamber passes the inlet port allowing the petrol/air mixture to start flowing into the chamber. Because of the shape of the casing the volume of the chamber increases as the rotor revolves in much the same way that the available space expands as the piston descends in a conventional engine. As the rotor continues on its 'orbit' around the central gear the trailing tip of the chamber passes over the inlet port closing off the flow of the gas while at the same time the chamber containing the gas has decreased in size thanks to the figure-of-eight shaped casing and the rotors eccentric orbit effectively compressing the gas.

As the rotor continues to orbit the theoretical point of maximum compression is reached and the mixture is ignited: the shape of the housing, the chamber and the relative position of the rotor forcing further rotation as the burning mixture expands imparting its energy. This is the rotary equivalent of the piston engine's power stroke. Finally as the leading lobe of the rotor passes the exhaust port opening the expanding gases are allowed to escape until the port is closed off by the trailing edge by which time the next induction stroke has already commenced.

An amazingly simple process — funny you never thought of it yourself really? Or perhaps we're all lucky Herr Wankel got there before us.

Either way you will have noticed a distinct lack of valves and camshafts in the foregoing passages, and while their absence must do much to distress the likes of Mr Waggott and Mr Crane, it does little to deter the actual functioning of the engine since the shape and placement of the port itself determines the timing of the gas flow, the tips of the rotor effectively operating as the 'valves' that open and close the port.

Thus by altering the dimensions of the port in the plane of travel of the rotor it is



possible to alter the timing and duration of the gas flow in much the same way as changing cam timing does in a conventional engine. In the rotary's case lowering the leading edge of the port (in relation to the path of the rotor tip) allows gas to start flowing in earlier while raising the trailing edge keeps the port open longer. Thus, with a little help from a grinder, the passage of gases into and out of the rotary engine can be easily tailored to suit your needs.

If enlarging the rotary's ports in a vertical plane serves the same purpose as changing the cam in a piston engine, then widening the ports laterally serves the same purpose as fitting larger valves and porting the head in a conventional motor ie. it increases the amount of space available for gas to flow through.

On a cost-per-horsepower basis the rotary works out considerably cheaper, partly because high performance components such as the cam and uprated valve train are not required, and partly because the labour involved in porting the rotary is comparable with that involved in an average job on a conventional head. Incidentals like high performance seals, uprated bearings and oil pumps do push the price up though.

That then explains the basic principals behind modifying rotary engines for improved gas flow, but we still haven't mentioned bridge ports or peripheral porting, so to alleviate that situation lets get stuck into the concept of bridge-porting.

Given that widening the port allows more gas to flow, depending upon the usage of the engine the wider the port the better. Besides the obvious restrictions of oil and water passages the biggest factor in determining the maximum width of the port is the ability of the seal in the tip of the rotor to negotiate it without catching on any

of the openings. At high rpm it is possible for the seal to distort slightly, especially when not in contact with the face of the housing — widening the port increases this possibility with an inherent risk of engine failure. The tuner has two alternatives — to restrict the size of the port or provide some means of supporting the seal as it passes across the opening. This is in effect what the bridge-port achieves: rather than just opening out the port to the desired width the tuner creates an opening alongside the existing port, leaving a thin 'bridge' of metal between the two spaces to ensure the rotor seal remains in place.

The bridge itself does nothing to improve performance, only to increase reliability, the improvement rather comes from the fact that port areas can be considerably larger than in un-bridged openings — hence when someone tells you their rotary is bridge-ported they are in fact saying its got openings the size of drainpipes!

That leaves us with peripheral porting and the embarrassing situation that we have been slightly misleading you when we've been talking about the positioning of the ports so far. In actual fact most rotary engines incorporate ports which flow gas through the sides of the casing not directly through the area contacted by the apex seals at the tips of the rotors. They are designed this way for purposes of reliability and driveability, but in doing so the available port area is decreased and the length of the inlet and exhaust ports is increased. In high performance applications where reliability can be sacrificed the quickest and easiest way to move large quantities of gas into and out of the chambers is to simply carve large holes in the sides of the casing at the appropriate spots. Some rotaries already come like this, while special casings are available for others — alternatively it can be left to the creativity of the tuners. Needless to say peripheral porting is about as wild as you get with rotaries, so if some guy says his RX-7 is peripherally ported and then offers to race your RX-3 for money don't bother.

Of course tuning rotaries doesn't end there. As in conventional engines the ignition, carburettion and exhaust manifold play a major part in the results you will eventually achieve, although the characteristics of the rotary place a greater emphasis on a free-flowing exhaust than piston engines do. In summation the rotary engine is readily tuneable, relatively inexpensive to modify and capable of producing some sound reliable power. Overcome any old prejudices and you might well decide an engine that goes 'mmmmm' instead of 'boing' suits your sporting aspirations very well.

	VHCC Rd 7			27-August-2023			
	Clockwise Short Track		TRACK RECORD	32.22			
			New Class Record				
Club Rank	Run Time	Class	Class Record	SCORE	CLASS POSITION	Club Ch'ship Points	
1	Gregory ACKLAND	31.81	Formula Libre 1301 to 2000	32.22	0.987	1	20
2	Damien PENNYCUICK	39.21	Improved Production 2001 and over	39.56	0.991	1	6
3	Ian MAUD	41.07	Production Sports Cars up to 2000	40.63	1.011	1	
4	James MCNIVEN	39.45	Sports Sedans up to 2000	39.01	1.011	1	5
5	Jordan JAMES	38.55	Sports Sedans 4WD	38.03	1.014	1	8
6	Warren HEATH	39.18	Improved Production up to 2000	38.52	1.017	1	7
7	Sei VELLA	40.85	Sports Cars up to 2000	40.06	1.020	1	
8	Ian SPEIGHT	41.51	Production Sports Cars up to 2000	40.63	1.022	2	
9	Rhys YEOMANS	39.50	Improved Production up to 2000	38.52	1.025	2	4
10	David MAHON	34.54	Formula Libre up to 1300	33.51	1.031	1	13
11	Lasith LIYANAGE	39.71	Sports Sedans 4WD	38.03	1.044	2	3
12	Kevin BAPTIST	40.24	Improved Production up to 2000	38.52	1.045	3	2
13	Alan FOLEY	33.85	Formula Libre 1301 to 2000	32.22	1.051	2	17
14	Colin NEWITT	40.65	Clubman Sports Cars up to 1600	38.58	1.054	1	1
15	Mike BARKER	33.95	Formula Libre 1301 to 2000	32.22	1.054	3	15
16	Ewen MOILE	35.37	Formula Libre up to 1300	33.51	1.056	2	10
17	Henry MCLEAY	42.14	Improved Production 2001 and over	39.56	1.065	2	
18	Karl HESS	42.25	Improved Production 2001 and over	39.56	1.068	3	
19	Raymond VELLA	43.22	Sports Cars up to 2000	40.06	1.079	2	
20	Garry MCIVOR	42.39	Sports Sedans up to 2000	39.01	1.087	2	
21	Wim JANSSEN	35.10	Formula Libre 1301 to 2000	32.22	1.089	4	11
22	David CANTWELL	43.14	Sports Sedans up to 2000	39.01	1.106	3	
	Keith WILSON	37.45	Formula Libre up to 1300	33.51	1.118	3	9
23	Raymond DORE	44.29	Improved Production 2001 and over	39.56	1.120	4	
24	Gavin LANGMUIR	45.11	Sports Sedans 2001 and over	39.87	1.131	1	
25	Arron DANIEL	45.19	Sports Sedans 2001 and over	39.87	1.133	2	
26	John TROLOVE	42.29	Sports Cars 2001 and over	36.70	1.152	1	
27	David PARR	51.72	Sports Cars up to 2000	40.06	1.291	3	
28	Angus CLARK	52.69	Junior	38.52	1.368	1	
29	Noel LINDSAY	44.20	Formula Libre 1301 to 2000	32.22	1.372	5	



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2023 VICTORIAN HILL CLIMB CHAMPIONSHIP ROUND 7
CLOCKWISE SHORT TRACK
Event Ranking

Rank	Number	Last Name	First Name	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10	Time	Gap
1	999	ACKLAND	Gregory	Ninja GA8	A 4 Formula Libre 1301 to 2000	33.97	35.79	32.36	31.81							31.81	
2	250	FOLEY	Alan	RPOLEY Formula Libre	A 4 Formula Libre 1301 to 2000	37.00	34.74	33.96	33.85							33.85	2.04
3	3	BARKER	Mike	Hayward 06	A 4 Formula Libre 1301 to 2000	36.05	34.96	34.52	34.63	33.95						33.95	2.14
4	99	MAHON	David	Dallara Hayabusa F394	A 3 Formula Libre up to 1300	35.64	35.69	34.54	36.42							34.54	2.73
5	77	JANSSEN	Wim	Wimp 003	A 4 Formula Libre 1301 to 2000	36.81	35.87	35.10	35.75	35.55	38.52					35.10	3.29
6	70	MOILE	Ewen	Ramblerbee Mk8	A 3 Formula Libre up to 1300	36.51	36.19	35.61	35.37	35.54						35.37	3.56
7	444	WILSON	Kelith	Ninja BH1	A 3 Formula Libre up to 1300	39.20	37.93	37.45	37.61							37.45	5.64
8	98	DeLuca	Bradley	Ford Anglia	C 3 Sports Sedan - 2WD 2001 and over	40.44	39.19	38.72	38.44							38.44	6.63
9	89	JAMES	Jordan	Mitsubishi Evo 4	C 4 Sports Sedan - 4WD All	39.51	38.55	38.72	38.62	38.75						38.55	6.74
10	19	LATTER	Glenn	Mazda RX-7	B 4 Sports Cars 2WD Open/Closed - 2001	42.05	41.63	39.88	39.76	39.29	38.82					38.82	7.01
11	771	HEATH	Warren	Ford Laser Sport	C 4 Improved Production - 2WD up to 1600	39.53	39.63	39.46	39.53	39.57	39.18					39.18	7.37
12	327	PENNYCUICK	Damien	Nissan Skyline	F 1 Non Logged Booked cars (non-Champ	40.93	40.20	39.21	39.66	39.69	39.78					39.21	7.40
13	113	MCHIVEN	James	Toyota Corolla	C 1 Sports Sedan - 2WD up to 1600	41.66	40.37	40.35	40.53	40.03	39.45					39.45	7.64
14	16	YEOMANS	Rhys	Honda Civic	C 1 Improved Production - 2WD up to 1600	40.16	40.06	39.99	39.74	39.50	39.57					39.50	7.69
15	79	LIYANAGE	Lasilth	Ford Focus RS	C10 Improved Production - 4WD All	40.74	40.36	39.71								39.71	7.90
16	441	BAPTIST	Kevin	Ford Laser	C 7 Improved Production - 2WD 1601 to 2	42.43	41.13	40.78	40.24							40.24	8.43
17	55	GOOSSENS	Michael	Toyota MR2	B 5 Prod Sports 20 & 2F - up to 2000	42.13	42.44	41.96	40.60	40.85	41.31					40.60	8.79
18	18	GRINSTEAD	Steve	Holden VL Commodore	C 3 Sports Sedan - 2WD 2001 and over	42.82	42.45	41.29	40.64	41.37	40.73					40.64	8.83
19	56	NEWITT	Colin	Locost Clubman	B 1 Sports Cars 2WD Closed up to 1600	43.29	42.35	41.97	40.85	40.73	40.85					40.65	8.84
20	143	VELLA	Sei	Renault Clio	C 7 Improved Production - 2WD 1601 to 2	42.14	41.66	41.27	41.23	41.24	40.78					40.78	8.97
21	112	MAUD	Ian	Mazda MX-5	B 5 Prod Sports 20 & 2F - up to 2000	45.35	42.50	42.74	41.62	41.29	40.85					40.85	9.04
22	112	MAUD	Ian	Fiat X1/9	B 5 Prod Sports 20 & 2F - up to 2000	43.11	42.11	41.83	41.18	41.15	41.07					41.07	9.26
23	100	WYNNE-WILSON	Steven	Morris Cooper S	D 2 Historic - Group N - up to 2000	42.01	41.77	41.08								41.08	9.27
24	35	STODDART	Adam	Mini Clubman GT Turbo	C 1 Sports Sedan - 2WD 2001 and over	43.51	42.22	41.46	41.11	41.27	42.13					41.11	9.30
25	25	MCCOY	James	Subaru WRX	C10 Improved Production - 4WD All	42.25	42.19	41.98	41.18	41.84						41.18	9.37
26	22	WIDGERY	Drew	Holden HSV Commodore	C 8 Improved Production - 2WD 2001 and	42.49	41.25	41.64	42.07	42.28						41.25	9.44
27	555	GOOSSENS	Brody	Toyota MR2	B 5 Prod Sports 20 & 2F - up to 2000	46.72	43.31	41.36	42.49	41.36	41.30					41.30	9.49
28	383	SPEIGHT	Ian	Mazda MX5	B 5 Prod Sports 20 & 2F - up to 2000	54.44	42.24	41.84	41.51	42.11	41.72					41.51	9.70
29	72	ANASTROMOS-PRAY	Craig	Mini Cooper S	C 8 Improved Production - 2WD 2001 and	43.54		42.62	42.37	41.95	41.60					41.60	9.79
30	801	MORRIS	Glenn	Suzuki Swift	C 8 Improved Production - 2WD up to 1600	43.24	42.28	41.91	41.64	42.48	42.78					41.64	9.83
31	75	PITMAN	John	Mini JCW GP	C 8 Improved Production - 2WD 2001 to 2	44.82	44.18	43.53	42.37	41.81	42.70					41.81	10.00
32	375	PRESTON	Jye	Leyland Moke	B 2 Sports Cars 2WD Open/Closed up to 1	43.20	42.86	42.35	42.09	42.42						42.09	10.28
33	142	MCLEAY	Henry	Toyota Corona	C 8 Improved Production - 2WD 2001 to 2	46.32	43.13	42.51	42.21	42.14	42.24					42.14	10.33
34	66	MACLURKIN	Ronald	Aston Martin Vanlage V8	B 4 Sports Cars 2WD Open/Closed - 2001	53.51	47.44	44.20	42.15							42.15	10.34
35	44	HESS	Karl	Honda Accord Euro	C 8 Improved Production - 2WD 2001 to 2	45.82	43.58	42.69	42.25	42.59	42.49					42.25	10.44
36	175	MARKBY	Scott	Leyland Moke	B 2 Sports Cars 2WD Open/Closed up to 1	49.72	43.56	42.91	42.26	42.50	42.51					42.26	10.45
37	172	TROLOVE	John	Nissan 350z	B 4 Sports Cars 2WD Open/Closed - 2001	45.05	42.75	42.35	42.81	42.75	42.29					42.29	10.48
38	122	MCIVOR	Garry	Escort Mk 1	C 3 Sports Sedan - 2WD 1601 to 2000	43.50	42.45	42.68	42.39	42.92						42.39	10.58
39	5	KLINE	Oscar	Ford Fiesta	F 1 Non Logged Booked cars (non-Champ	46.57	42.65	42.61	42.78	42.64						42.61	10.80
40	48	HARWOOD	Christopher	Mini R50 Cooper S	C 3 Sports Sedan - 2WD 2001 and over	43.76	43.32	43.45	43.33	42.67						42.67	10.86
41	31	STICKER	Gregory	Westfield Clubman SE	B 1 Sports Cars 2WD Closed up to 1600	55.28	45.09	42.72	48.95							42.72	10.91
42	299	CORLUKA	Philip	Subaru WRX	C 4 Sports Sedan - 4WD All	65.38	45.34	44.41	42.91	43.89						42.91	11.10
43	199	CORLIKA	William	Subaru Impreza	C 4 Sports Sedan - 4WD All	46.72	45.32	64.13	44.85	43.11						43.11	11.30
44	13	CANTWELL	David	Honda Civic EG	C 1 Sports Sedan - 2WD up to 1600	43.14										43.14	11.33
45	24	DEXTER	Curtis	BMW E46 330ci	C 3 Improved Production - 2WD 2001 and	46.83	46.94	44.05	43.68	43.41	43.14					43.14	11.33
46	81	ROBERTS	Harold	Talbot/Talbot Formula Vee	A 1 Formula Vee	45.84	45.36	45.14	44.96	43.18						43.18	11.37

Rank	Number	Last Name	First Name	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10	Time	Gap
47	130	DARE	Aidan	BMW 130i	C 8 Improved Production - 2WD 2001 to 2	45.70	45.25	44.99	43.47	43.22	43.20					43.20	11.39
48	243	VELLA	Raymond	Mazda MX5	B 2 Sports Cars 2WD Open/Closed up to 1	46.33	44.55	44.62	44.23	43.35	43.22					43.22	11.41
49	21	COLLINS	Tegan	Mazda RX8	B 4 Sports Cars 2WD Open/Closed - 2001	43.43	43.29	44.58	44.46	43.99	43.79					43.29	11.48
50	27	SHEPHERD	Paul	Morris Mini	F 1 Non Logged Booked cars (non-Champ	43.77	45.15	44.44	43.34							43.34	11.53
51	33	KENWORTHY	Tom	Mazda MX5	B 5 Prot Sports 28 & 29* - up to 2000	47.20	44.21	43.38	43.74	43.38						43.38	11.57
52	38	MCKENZIE	Russell	Nissan EXA	C 3 Sports Sedans - 2WD 2001 and over	44.91	43.80	43.46	43.47							43.46	11.65
53	17	NOTHARD	Ryan	Zedee Formula Vee 1200	A 1 Formula Vee	44.78	43.89	43.62	43.84							43.62	11.81
54	59	PITMAN	Mark	M.G. TC	D 1 Historic - Other (All other groups)	45.64	44.24	44.04	44.29	43.77						43.77	11.96
55	83	RODWELL	Peter	Hyundai i30N	C 9 Improved Production - 2WD 2001 and	53.04		47.21	45.01	44.08	44.20					44.08	12.27
56	442	LINDSAY	Noel	IRWIN	A 4 Formula Libre 1301 to 2000	47.60	46.48	44.78	44.20							44.20	12.39
57	6	DORE	Raymond	Holden Commodore	C 9 Improved Production - 2WD 2001 and	45.86	45.30	44.60	44.29							44.29	12.48
58	52	ARNOLD	Riley	Mini Cooper S RS3	C 8 Improved Production - 2WD 2001 to 2	47.68	47.25	44.80	45.01	44.78	44.35					44.35	12.54
59	37	BRADLEY	Francis	Mini R56 Turbo	C 8 Improved Production - 2WD 2001 to 2	45.52	45.11	46.17	44.81	45.06	44.50					44.50	12.69
60	152	ROBERTSON	Trent	Honda Jazz	C 6 Improved Production - 2WD up to/009	47.03	45.06	44.53	79.79	45.52	44.74					44.53	12.72
61	47	MCLEOD	Neville	Toyota Solara	C 9 Improved Production - 2WD 2001 and	46.96	45.27	44.64	45.29	45.39						44.64	12.83
62	275	PRESTON	Andy	Leyland Moke	B 2 Sports Cars 2WD Open/Closed up to 1	48.53	44.98	45.41	44.99	44.82						44.82	13.01
63	162	MEAD	Allan	Ellelon-BMC	D 1 Historic - Other (All other groups)	45.04	47.23	52.67	45.46							45.04	13.23
64	54	LANGMUIR	Gavin	Nissan Pulsar	C 3 Sports Sedans - 2WD 2001 and over	48.27	47.17	45.11	52.38							45.11	13.30
65	78	DANIEL	Arron	Holden UC Torana	C 3 Sports Sedans - 2WD 2001 and over	46.82	45.19	47.05	57.43	45.75						46.19	13.38
66	222	BIRT	Gary	Mazda MX5 NC1	B 5 Prot Sports 28 & 29* - up to 2000	47.54	47.57	46.92	47.28	47.05						46.92	15.11
67	357	SPERANDIO	Clara	Alfa Spider	F 1 Non Logged Booked cars (non-Champ	48.84	47.42	47.77	47.59	48.80	50.30					47.42	15.61
68	193	PATERSON	Laurence	Leyland Mini	C 6 Improved Production - 2WD up to/009	48.02	50.57	49.42	48.46							48.02	16.21
69	41	MILLER	Timothy	Morris Cooper S	D 2 Historic - Group N - up to 2000	50.69	51.05	50.03	50.23	48.53	49.14					48.53	16.72
70	808	MORRIS	Megan	Suzuki Swift	C 6 Improved Production - 2WD up to/009	52.41	50.49	49.95	51.12	48.81						48.81	17.00
71	43	ROFFEY	Wayne	Mazda MX5 NA	B 5 Prot Sports 28 & 29* - up to 2000	51.70	49.86	49.14	60.67	54.90						49.14	17.33
72	411	PUGH	Robert	Morris Cooper S	D 2 Historic - Group N - up to 2000	53.84	53.55	52.06	51.38	49.58	51.10					49.58	17.77
73	331	PARR	David	Honda Integra	B 2 Sports Cars 2WD Open/Closed up to 1	51.72		53.11	54.19	53.18						51.72	19.91
74	123	CLARK	Angus	Ford Fiesta	F 1 Non Logged Booked cars (non-Champ	55.59	53.40	52.69	54.75	54.11	54.59					52.69	20.88
75	8	HARWOOD	Cheryl	Mini R50 Cooper S	C 3 Sports Sedans - 2WD 2001 and over	60.41	55.92	55.13	55.64	53.15						53.15	21.34
76	62	ENGLAND	Richard	Morris Mini Sedan	C 1 Sports Sedans - 2WD up to 1000	62.45	61.54	58.41	55.59	55.92						55.27	23.46

GCC HILLCLIMB CHAMPIONSHIP - 2023								
	# GCC Entrants	46	35	27	31	29		
PLACE		GCC Multiclub Hillclimb 18-Feb-23	VHCC Round 4 23-Apr-23	GCC Multiclub Hillclimb 04-Jun-23	GCC Multiclub Hillclimb 16-Jul-23	VHCC Rd7 27-Aug-23	Rounds Counted	CHAMPIONSHIP @ 29-Aug-23
1	James MCNIVEN	1.028	0.983	0.980	0.906	1.011	5	4.907
2	Sei Vella	1.044	1.028	0.935	0.961	1.020	5	4.987
3	Rhys Yeomans	1.004	0.999	1.009	0.969	1.025	5	5.006
4	Ian Speight	1.064	1.007	0.987	1.009	1.022	5	5.089
5	Wim Janssen	1.132	0.938	0.982	1.073	1.089	5	5.216
6	Raymond Vella	1.104	1.083	0.956	0.996	1.079	5	5.218
7	Garry Mcivor	1.074	1.031	1.054	1.036	1.087	5	5.281
8	Colin Newitt	1.036	1.005	1.078		1.054	4	4.173
9	Lex Thorbecke	1.228	1.209	1.048	1.058		4	4.543
10	Jordan James	1.051	0.990			1.014	3	3.055
11	David MAHON	1.027	1.001			1.031	3	3.058
12	Warren Heath	1.028	1.016			1.017	3	3.062
13	John Trolove			0.990	0.945	1.152	3	3.087
14	Ewen Moile			0.970	1.063	1.056	3	3.089
15	Frank Penrose	1.060		1.020	1.025		3	3.105
16	Dale Hocking	1.068	1.025	1.025			3	3.118
17	Kevin Baptist	1.089	1.064			1.045	3	3.198
18	Bruce Minahan	1.082	1.068		1.058		3	3.208
19	Peter Minahan	1.052	1.101		1.059		3	3.211
20	David Cantwell	1.091	1.026			1.106	3	3.223
21	David FRENCH		1.082	1.079	1.074		3	3.235
22	Karl Hess			1.105	1.073	1.068	3	3.246
23	Dennis Orr	1.124	1.154	1.000			3	3.278
24	Ian Mayze	1.177		1.091	1.115		3	3.383
25	Aileen FRENCH		1.144	1.124	1.160		3	3.428
26	Keith Wilson	1.162	1.160			1.118	3	3.439
27	David Casey	1.209	1.205	1.076			3	3.489
28	Arron Daniel	1.214		1.312		1.133	3	3.660
29	David Parr	1.236	1.272			1.291	3	3.800
30	Noel Lindsay	1.551	1.209			1.372	3	4.133
31	Damien Pennycuick				1.008	0.991	2	1.999
32	Thomas Inkster	1.010	1.000				2	2.010
33	Stuart Haverkort	1.053	0.967				2	2.020
34	Gregory ACKLAND	1.034				0.987	2	2.022
35	Lasith LIYANAGE		0.980			1.044	2	2.025
36	John Mahy			1.028	1.001		2	2.029
37	Robert Duncan			1.025	1.011		2	2.035
38	James Dyer	1.076	0.982				2	2.058
39	Ian Maud	1.117				1.011	2	2.128
40	Wesley Inkster	1.097	1.082				2	2.179
41	Patrick Malanaphy	1.106	1.088				2	2.194

GCC HILLCLIMB CHAMPIONSHIP - 2023								
	# GCC Entrants	46	35	27	31	29		
PLACE		GCC Multiclub Hillclimb 18-Feb-23	VHCC Round 4 23-Apr-23	GCC Multiclub Hillclimb 04-Jun-23	GCC Multiclub Hillclimb 16-Jul-23	VHCC Rd7 27-Aug-23	Rounds Counted	CHAMPIONSHIP @ 29-Aug-23
42	Mike Barker	1.148				1.054	2	2.202
43	Geoff Bower	1.082	1.132				2	2.214
44	Raymond DORE		1.141			1.120	2	2.260
46	Scott Campbell			1.137	1.133		2	2.271
47	Euan Murphy	1.144	1.148				2	2.292
48	Les Morrall	1.194	1.102				2	2.296
49	Terry Selwyn	1.121	1.218				2	2.339
50	Alan Foley	1.349				1.051	2	2.400
51	Benjamin Selwyn	1.164	1.251				2	2.415
52	Robert Dyer			0.988			1	0.988
53	Brett Matheson				1.000		1	1.000
54	James Lambert				1.000		1	1.000
55	Tim Boyd			1.020			1	1.020
56	Jai Azzopardi			1.022			1	1.022
57	Steven Buffinton	1.053					1	1.053
58	Henry MCLEAY					1.065	1	1.065
59	Mark Newton	1.078					1	1.078
60	Joseph Gagola				1.094		1	1.094
61	Byron Townsend				1.096		1	1.096
62	Curtis Dexter				1.101		1	1.101
63	Les Dole	1.10					1	1.102
64	Dmitri Djulai				1.102		1	1.102
65	William Morgan				1.104		1	1.104
66	Dale Barker				1.106		1	1.106
67	Mark Samson	1.111					1	1.111
68	Brett Barker				1.119		1	1.119
69	Geoff Cooling	1.125					1	1.125
70	Mitchell Newton	1.128					1	1.128
71	Cameron Hughes				1.128		1	1.128
72	Gavin LANGMUIR					1.131	1	1.131
73	Eric Irvine	1.133					1	1.133
74	Ernest Mawhinney			1.142			1	1.142
75	Ernie Corry	1.151					1	1.151
76	Levi Azzopardi			1.172			1	1.172
77	Thomas Foley	1.174					1	1.174
78	Jarrold Bryant	1.216					1	1.216
79	Bobby Tuit	1.217					1	1.217
80	Richard Samson	1.25					1	1.248
81	Angus CLARK					1.368	1	1.368

GCC CLUB CHAMPIONSHIP 2023

PLACE	GCC Multiclub Hilclimb 18-Feb-23	Khanacross 26-Feb-23	RACES 1 19-Mar-23	Khanacross VKC2 16-Apr-23	VHCC Rd 4 23-Apr-23	Khanacross 28-May-23	GCC Multiclub Hilclimb 04-Jun-23	RACES 2 11-Jun-23	Khanacross 02-Jul-23	GCC Multiclub Hilclimb 16-Jul-23	Khanacross 30-Jul-23	VHCC Rd7 27-Aug-23	Rounds Counted	CHAMPIONSHIP @ 29-Aug-23
1	Matthew Paulet	17	9	20		20		5	20				6	91
2	Wim Janssen	13			17		20			20		11	5	81
3	Bruce Minahan	11	17		15			17		17			5	77
4	David French	10		17		9			15	2	20		6	73
5	Peter Minahan	15	15		11			15		15			5	71
6	Scott Seddon		15			17			13		13		4	58
7	Aileen French		9	13		13			11		11		5	57
8	Dean Evans		11			11			17		17		4	56
9	David MAHON	17			20							13	3	50
10	Rhys Yeomans	2			8		11	8		10		4	6	43
11	Patrick Malanaphy	9	20		13								3	42
12	James Dyer		20	7	2		17	13					4	42
13	Ewen Moile									13		10	3	40
14	Gregory ACKLAND	20										20	2	40
15	Damien Pennycuik			11				9		11		6	4	37
16	Peter Ferguson		8			15					10		3	33
17	James MCNIVEN	3			1		15			8		5	5	32
18	Frank Penrose		8				8	6		9			4	31
19	Raymond Vella		5	9		7	4		5				5	30
20	Blake Coady				15						15		2	30
21	David Casey	5					3	20					3	28
22	Keith Wilson	8			10							9	3	27
23	Mike Barker	10										15	2	25
24	Mark Newton		13			6			6				3	25
25	Jordan James	1			3			11				8	4	23
26	Mark Homer		13					10					2	23
27	Andrew Evans		6						10		7		3	23
28	Colin Newitt	7			6		6					1	4	20
29	Angus Clark			11		4			1		3		4	19
30	Rick Dathan		7			10							2	17
31	Alan Foley											17	1	17
32	Thomas Instler	6			9								2	15
33	Ian Speight						9			6			2	15
34	Alyssa Perks		1			8					6		3	15
35	Sel Vella		2				7			5			3	14
36	Dale Hocking						13						1	13
37	Sam Gillson			10		3							2	13
38	Jarrold Bryant		3						9				2	12

GCC CLUB CHAMPIONSHIP 2023

PLACE	GCC Multiclub Hilclimb 18-Feb-23	Khanacross 26-Feb-23	RACES 1 19-Mar-23	Khanacross VKC2 16-Apr-23	VHCC Rd 4 23-Apr-23	Khanacross 28-May-23	GCC Multiclub Hilclimb 04-Jun-23	RACES 2 11-Jun-23	Khanacross 02-Jul-23	GCC Multiclub Hilclimb 16-Jul-23	Khanacross 30-Jul-23	VHCC Rd7 27-Aug-23	Rounds Counted	CHAMPIONSHIP @ 29-Aug-23
39	Warren Heath				4							7	2	11
40	Garry McIvor		6				5						2	11
41	James McCoy		4					7					2	11
42	Sarah Seddon			7		2					2		3	11
43	Marco Timperio		10										1	10
44	Jai Azzopardi						10						1	10
46	Caitlin Seddon			8		1					1		3	10
47	Mitchell Newton					5			4				2	9
48	Dale Barker										9		1	9
49	Lasith LIYANAGE				5							3	2	8
50	Gregory Brown										8		1	8
51	Stuart Haverkort				7								1	7
52	Peter Roufaeil								7.000				1	7
53	Brett Matheson									7			1	7
54	Isla Clark			6									1	6
55	Bobby Tuit		3						3				2	6
56	Gavin Langmuir		5										1	5
57	John Trolove								2		3		2	5
58	Byron Townsend										5		1	5
59	Steven Buffinton	4											1	4
60	Scott Campbell										4		1	4
61	Steve Baird							4					1	4
62	William Morgan	4											1	4
63	Karl Hess									4.000			1	4
64	Nicholas Spackman								3				1	3
65	Kevin Baptist												1	2
66	Hamish Murphy	2										2	1	2
67	Tim Boyd						2						1	2
68	John Mahy								1		1		2	2
69	Ernie Corry		1										1	1
70	Robert Duncan						1.000						1	1

MOE PARKLANDS MOTEL



- Closest motel to Bryant Park!
- 3.5 stars
- Family restaurant next door
- Guest Laundry
- BBQ area

- Car and trailer parking
- Free wireless internet
- Solar heated pool
- At the Moe Parklands Motel, we invite you to picnic or use the guest barbeque in our delightful gardens.
- For your evening meal, Rookies Bar and Restaurant is next door.
- A dip in our solar-heated pool will relax you at the end of a day enjoying all that Moe and surrounds has to offer.

RECEPTION HOURS : 7.30 am to 9.30 pm

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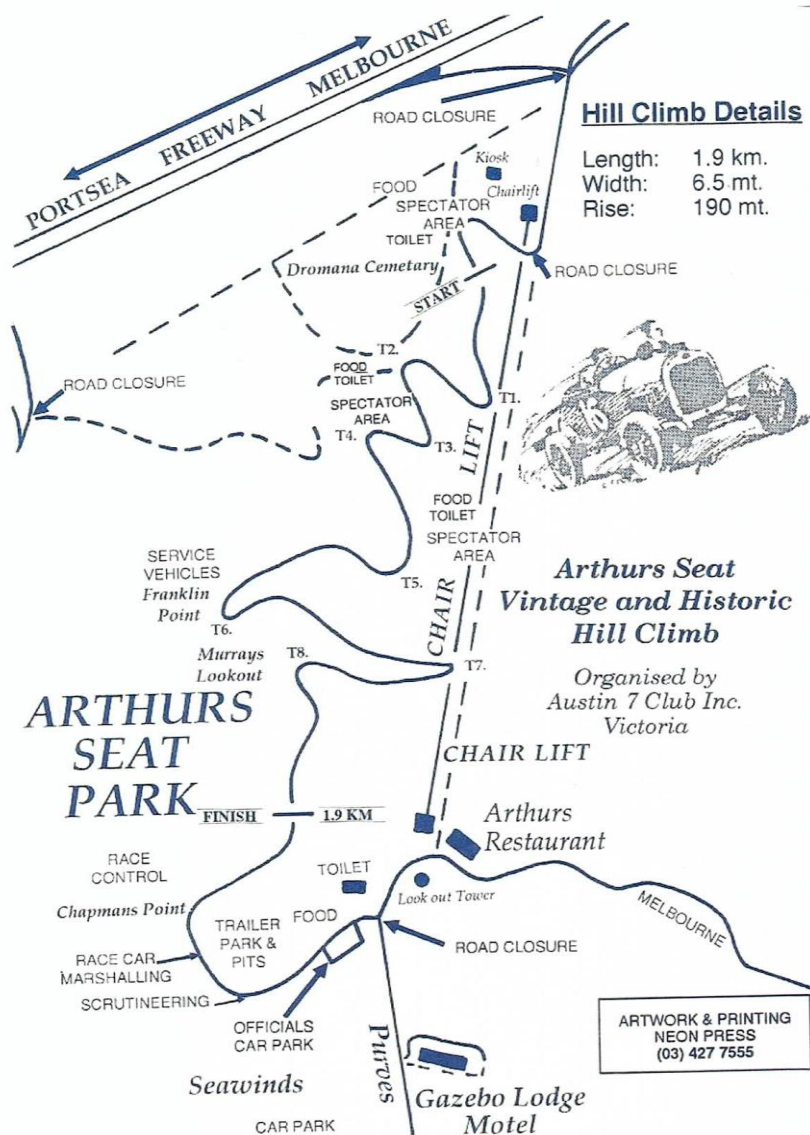
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EMAIL: stay@moeparklandsmotel.com.au
WEBSITE: www.moeparklandsmotel.com

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Arrow Linemarking	Linemarking	0458 882 353 arrowlinemarking@y7mail.com
O'Connell's tyres	Suspension, front end, brakes, shocks	03 5126 2822 Facebook presence https://oconnellstyres.weebly.com/
Capaldo Automotive Repairs	Mechanical, alignment and MX 5 specialist	5134 4328 Ask for Steve



Australian National Show & Shine Euroa

Product supported by
Strathbogie SHIRE COUNCIL

Show Vehicles \$10 including Driver
Show Bikes \$5 including Rider
General Public \$5 Kids Free

This year's event thanks to
The 1960s Fashion Parade
models the 1960s period costumes
for both men and women

SUNDAY OCTOBER 1st. 2023 8am to 3.30pm
MUCH MORE THAN JUST ANOTHER CAR AND BIKE SHOW!

Over 40 trophies • Unique and exceptional cars from all eras • Bikes • Tractors
Live Music | Food Stalls | Craft Market
Children's Entertainment
Special Screening "Wide Open Road"

Trophy Presentation at 1.30pm
PLASTIC BOTTLE FREE EVENT
www.1960sFashionParade.com

Pre Purchase Tickets

BD NORTH EAST ELECTRICS, MOTHERS, AUTOBARN SHEPPARTON, DONLEN & CO, EUROA GAZETTE, EUROA PRINTERS
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Ian Langlands 0415 783 978 | euroashowandshine@outlook.com | www.australiannationalshowandshine.com.au



70th Anniversary

An event celebrating the 70th Anniversary of the
Riley Pathfinder

will be held at
10am-3pm, on the

8th of October, 2023

Venue: The Pétanque Club Pavilion at
Hanging Rock.

For further information contact:

chromed_off@hotmail.com

Bendigo National Swap Meet

Featuring:

- 4 Wheel Drive Display
- Barn Finds & Survivor Car Display
- Die-cast Models & Toys
- Over 1700 Sites

11th & 12th November 2023

Entry Prices

Saturday Only \$15
Sunday Only \$5
Children 15 and under Free
(if accompanied by an adult)

Gates Open to the Public

Saturday 6am
Sunday 7am
Sheds Open 7am

www.bendigowap.com.au
Site Bookings 0427 446 660
General Enquiries 0434 730 822
info@bendigowap.com.au

Federation Victoria
RESERVE

ALEXANDRA MUSEUM

HERITAGE MACHINERY FESTIVAL

SATURDAY 7 OCTOBER 2023
SUNDAY 8 OCTOBER 2023

STEAM TRAIN RIDES | WORKING STATIONARY ENGINES
VINTAGE CARS | BLACKSMITH | HISTORIC DISPLAYS
MUSEUM | KIDS ACTIVITIES | BBQ | FOOD TRUCKS

9:00AM-3:30PM

ADULTS \$10
KIDS \$5
FAMILIES \$25

7 STATION STREET, ALEXANDRA VIC 3714
(1HR 45MINS NORTH EAST OF MELBOURNE)


EXHIBITOR DINNER ON SATURDAY NIGHT
EXHIBITOR CAMPING SITES AVAILABLE (BOOKING REQUIRED)

FOR MORE INFORMATION CONTACT PETER ON 0479 065 281 OR AT ALEXANDRA.RALLY@YAHOO.COM
ATTN SAFETY GUIDELINES APPLY

MOTAFRENZ
 YOU'RE INVITED TO
**Motafrenz
 Show & Shine
 2023**

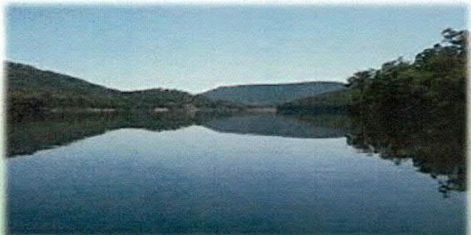
Sunday 10th September
 10am to 3pm
 Como Park, South Yarra Williams
 Rd N & Alexandra Avenue, South
 Yarra, Victoria

RSVP VIA
MOTAFRENZ.ONLINE/PUBLIC/SCHEDULE/EVENTS

 Veteran, Vintage &
 Classic Vehicle Club
 of WANGARATTA Inc.

proudly presents the
52nd ANNUAL SPRING RALLY
 15th to 17th SEPTEMBER 2023

Lake William Hovell



Highlights will include:
 Sumptuous Meals at the Historic Vine Hotel.
 Touring through the picturesque King Valley.
 Novelty games pre lunch and the opportunity to sample the
 finest wines of the region.

 **SHEPPARTON
 SWAP MEET**

Sunday Sept 10, 2023

**SHEPPARTON SHOWGROUNDS,
 HIGH ST, SHEPPARTON
 (MIDLAND HWY A300)**

6m x 6m OUTDOOR SITES \$20

ENTRY \$5 (Children under 14 free)

Gates open at 6.30am for stall holders.
 General public 7.30am.
 No alcohol. No camping. No dogs allowed.
 Lunch and refreshments available.
 Parts Pick-up service available.

DIRECT DEPOSIT: to BSB 633-000, Acct 1366-25076, Acct name: GVMVDC
 Reference to be "swap" and your name. Please advise Kris by phone.
 MAIL: Send stamped self-addressed envelope and booking fee to:
 Shepparton Swap Meet, P.O. Box 1206, Shepparton. 3632.
 CHEQUE: Please make cheques payable to G.V.M.V.D.C. Inc.

www.gvmvdc.com.au/GVMswp.html

For further information contact:
 Lloyd or Kristine Healey on 0438-294 351
 Member of the Association of Motoring Clubs Inc and
 The Federation of Veteran, Vintage & Classic Vehicle Clubs, Vic

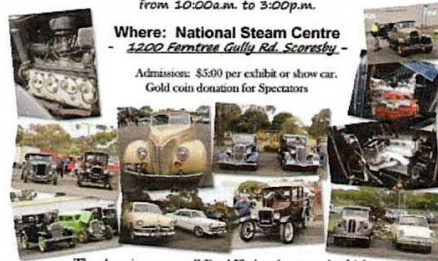


With some 150 vehicles on display last year, the 2023 festival is set to be something really special with even more cars expected to participate.

When: Sunday 22nd October 2023
 from 10:00a.m. to 3:00p.m.

Where: National Steam Centre
 - 2200 Ferntree Gully Rd. Scoresby -

Admission: \$5.00 per exhibit or show car.
 Gold coin donation for Spectators



The show is open to all Ford Flathead powered vehicles
 originally built from 1903 to the end of the Flathead era,
 including Ford Flathead powered Hot Rods & Race Cars.

On site parking for non Ford Flathead and OHV powered chromed bumper classic vehicles

A large range of food and drinks available on site or BYO



Model T Ford Club - Dave Weatherhead 0407 339 601
 Model A Ford Club - Rob Turner 0423 646 916
 Early Ford V8 Club - Ian Lighthowler 0428 356 456
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