VALVE BOUNCE

December 2023

Vale Phil Webster

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

GIPPSLAND CAR CLUB INCORPORATED
2023-24 BOARD OF DIRECTORS

CHAIRMAN	Rhys Yeomans rhysyeomans@gmail.com	0400 519490
DEPUTY CHAIRMAN	Scott Seddon seddo@seddo.me	0427 962733
SECRETARY	James Dyer james.dyer.90@gmail.com	0437 760019
TREASURER	John Bryant johnandcarolbryant@yahoo.com.au	0439 741473
COMPETITION SECRETARY	Rhys Yeomans rhysyeomans@gmail.com	0400 519490
KHANACROSS	Rob Duncan hxdude76@yahoo.com.au	0419 501394
PROPERTY	Bill Jennings niscap@aussiebroadband.com.au	0459 833431
MEMBERSHIP	Ken Neilson ken@streetwize.net.au	0409 427199
VALVE BOUNCE EDITOR	Jarrod Bryant jarrodbryant29@gmail.com	0499 732024
PUBLICITY AND MARKETING	James Dyer james.dyer.90@gmail.com	0437 760019
HEALTH AND SAFETY	James Dyer james.dyer.90@gmail.com	0437 760019
BUILDINGS	Phil Tullett phil.tullett@energyaustralia.com.au	5127 8915
TRACK	Richard Samson r.samson@bigpond.net.au	0408 176557
CLUB WEBSITE/FACEBOOK	Shane Reynolds shane@valid.com.au	0409 836830
CLUB PERMIT REGISTRAR	Ken Neilson P.O. Box 1377, Traralgon, 3844 ken@streetwize.net.au	0409 427199
CLUB POINTS SCORER	(enquiries to Rhys Yeomans)	
CLUB ASSET HIRE	John Bryant johnandcarolbryant@yahoo.com.au	0439 741473
GENERAL BOARD MEMBER	Jordan James jordan@yourservicesolutions.com.au	0438 930662
GENERAL BOARD MEMBER	Ian Maud icfm710@gmail.com	0414 580921
CAMS DELEGATE		

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

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

WEB PAGE: www.gippslandcarclub.com.au

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

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

2023 / 2024 Motorsport Calendar

CALENDAR 2023

DECEMBER	
Saturday 9	**GCC members Working Bee and Club Practice Day**
Tuesday 12	Board Meeting
Sunday 10	***GCC Khanacross at Bryant Park***
Saturday 16	Wodonga Track Days 0412 574010
Saturday 16	Private hire
Sunday 17	Private hire
Friday 22	Private hire

CALENDAR 2024

JANUARY	
Tuesday 9	Valve Bounce collation
Tuesday 16	Board Meeting, 7 pm Clubrooms
Sunday 21	Festival of Motoring at Cruden Farm
Sunday 21	VHCC Round 1 at Rob Roy (MGCC)
Sunday 21	Maffra Sale Motorcycle Club Swap Meet and Car and Bike Show, Sale Showgrounds
Friday 26	Tampered Motorsport Australia Day Track Day Sandown
Sunday 28	Tampered Motorsport Untimed Passenger Track Day Sandown
Sunday 28	Tampered Motorsport Budget Enduro Sandown
FEBRUARY	
Saturday to Sunday, 3/4	Heritage Vehicle & Machinery Display, Lardner Park
Sunday 4	MSCA Supersprint at Winton
Sunday 4	Shannon's Aussie Classic Car Show Cruise to Mornington
Sunday 4	***GCC Khanacross at Bryant Park***
Tuesday 6	Valve Bounce collation
Friday to Sunday, 9/11	R1 Shannons Superseries 2024, Sandown
Saturday to Sunday, 10/11	PIARC Supersprint and Karts, Phillip Island
Saturday 10	**ANNUAL GENERAL MEETING, ANNUAL PRESENTATION DAY**
Sunday 11	Picnic at Hanging Rock
Tuesday 13	Board Meeting, 7 pm Clubrooms
Friday to Sunday, 16/18	Bathurst 12 Hour Race
Sunday 18	British and European Motoring Show, Yarra Glen Racecourse
Saturday 17	**VHCC Round 2 (Twilight event) at Bryant Park (GCC)**
Friday to Sunday, 23/25	SBK World Superbikes at Phillip Island
Friday to Sunday 23/25	Repco V8 Supercars at Bathurst 500
Sunday 25	AROC Supersprint, Sandown
Sunday 25	*Porsche Club of Victoria track hire at Bryant Park*
MARCH	
Friday 1	Twilight Car Show, Raymond Island
Friday to Sunday,1/3	Variety Rally Around Victoria
Saturday to Sunday, 2/3	PIARC March Access, Phillip Island
Saturday to Sunday, 2/3	Rob Roy Revival
Sunday 3	*SAAB Club track hire at Bryant Park (half day)*
Tuesday 5	Valve Bounce collation

Friday to Sunday, 8/10	Phillip Island Classic
Saturday 9	Tampered Motorsport Untimed Passenger Track Day Sandown
Saturday 9	Tampered Motorsport Budget Enduro Sandown
Monday 11	Tampered Motorsport Labour Day Track Day Sandown
Tuesday 12	Board Meeting, 7 pm Clubrooms
Friday to Sunday, 15/17	Victorian Motor Race Championship Round 1 at Calder
Friday to Sunday, 15/17	Adelaide Motorsport Festival. Adelaide Parklands
Friday to Sunday, 15/17	R2 Shannons Superseries 2024 Race Tasmania
Sunday 17	MSCA Supersprint at Phillip Island
Sunday 17	**RACES East Sale Supersprint**
Saturday to Sunday, 16/17	VHCC Round 3 at MT Leura, Camperdown (BLCC)
Thursday to Sunday, 21/24	Australian Grand Prix at Albert Park (including Repco V8 Supercars)
Saturday 23	MSCA Sandown Sprint
Sunday 24	***GCC Khanacross at Bryant Park***
Sunday 24	Porsche Club of Victoria 6 Hour Relay at Sandown
Friday 29	Good Friday
Sunday 31	Easter Sunday

APRIL

Tuesday 2	Valve Bounce collation
Saturday 6	MSCA Supersprint at Sandown
Tuesday 9	Board Meeting, 7 pm Clubrooms
Friday to Sunday, 12/14	R3 Shannons Superseries 2024 Phillip Island
Saturday 13	Tampered Motorsport Track Day Sandown
Sunday 14	Tampered Motorsport Budget Enduro Sandown
Friday to Sunday, 19/21	Repco V8 Supercars at Taupo, NZ
Sunday 21	AROC Supersprint, Winton
Sunday 21	**VHCC Round 4 at Bryant Park (PIARC)**
Thursday 25	Anzac Day
Friday to Saturday, 26/27	MSCA Supersprint at The Bend
Sunday 28	***GCC Khanacross at Bryant Park (Vic Khanacross Championship Round)***

MAY

Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	Victorian Motor Race Championship Round 2 at Winton
Saturday 11	AROC Supersprint, Sandown
Sunday 12	MOTHER'S DAY
Sunday 12	VHCC Round 5 at Rob Roy (VMCI)
Tuesday 14	Board Meeting 7 pm Clubrooms
Friday to Sunday, 17/19	Repco V8 Supercars at Wanneroo, WA
Friday to Sunday, 17/19	State Race Series at Phillip Island
Saturday 18	Tampered Motorsport Budget Enduro Sandown
Saturday to Sunday, 18/19	*Terry Baker Motorsport Weekend at Bryant Park*
Sunday 19	Tampered Motorsport Track Day Sandown
Friday 31 to Sunday June 2	R4 Shannons Superseries 2024 The Bend
Sunday 26	**GCC Multiclub Hill Climb at Bryant Park**

JUNE

Tuesday 4	Valve Bounce collation
Friday to Sunday, 7/9	Victorian Motor Race Championship Round 3 at Calder
Sunday 9	***GCC Khanacross at Bryant Park***
Sunday 16	**RACES East Sale Supersprint**
Tuesday 11	Board Meeting 7 pm Clubrooms
Friday to Sunday, 14/16	Repco V8 Supercars at Hidden Valley, NT
Saturday to Sunday, 15/16	PIARC Supersprint and Karts, Phillip Island
Sunday 16	MSCA Supersprint at Sandown

Sunday 30	**GCC Multiclub Hill Climb at Bryant Park**
JULY	
Tuesday 2	Valve Bounce collation
Friday to Sunday, 5/7	Repco V8 Supercars at Townsville FNQ
Saturday 6	AROC Supersprint, Phillip Island
Saturday 6	Tampered Motorsport Track Day Sandown
Sunday 7	Tampered Motorsport Budget Enduro Sandown
Tuesday 8	Board Meeting 7 pm Clubrooms
Friday to Sunday 12/14	R5 Shannons Superseries 2024 Queensland Raceway
Friday to Sunday, 19/21	Repco V8 Supercars at Sydney Motorsport Park
Sunday 28	**GCC Multiclub Hill Climb at Bryant Park**

AUGUST	
Friday to Sunday, 2/4	Winton Festival of Speed
Friday to Sunday 2/4	R6 Shannons Superseries 2024 Queensland Raceway
Tuesday 6	Valve Bounce collation
Friday to Sunday, 9/11	ARC Gippsland Rally
Friday to Sunday, 9/11	Victorian Motor Race Championship Round 4 at Winton
Saturday 10	Tampered Motorsport Track Day Sandown
Saturday and Sunday, 10/11	VHCC Round 6 at One Tree Hill Ararat (ACC)
Tuesday 13	Board Meeting 7 pm Clubrooms
Friday to Sunday, 16/18	PIARC August Access at Phillip Island
Friday to Sunday, 16/18	Repco V8 Supercars at Symmons Plains, Tas
Sunday 18	MSCA Supersprint at Winton
Sunday 18	***GCC Khanacross at Bryant Park***
Friday Aug 30 to Sunday Sept 1	R7 Shannons Superseries 2024 TBC
DATE TBC	AROCA Supersprint, Broadford

SEPTEMBER	
Sunday 1	**GCC Multiclub Hill Climb at Bryant Park**
Tuesday 3	Valve Bounce collation
Tuesday 10	Board Meeting 7 pm Clubrooms
Friday to Sunday 20/22	Victorian Motor Race Championship Round 5 at Calder
Fridaqy to Sunday, 20/22	Victorian State Race Series at Phillip Island
Friday to Sunday, 20/22	V8 Supercars Sandown 500
Sunday 15	**RACES East Sale Supersprint**
Sunday 29	MSCA Supersprint at Phillip Island
Sunday 29	**GCC Multiclub Hill Climb at Bryant Park**

OCTOBER	
Tuesday 1	Valve Bounce collation
Sunday 6	*GCC Khanacross at Gippsland Park*
Tuesday 8	Board Meeting 7 pm Clubrooms
Thursday to Sunday, 10/13	V8 Supercars Bathurst 1000
Saturday to Sunday, 12/13	AROCA 10 Hour Relay, Winton
Friday to Sunday 18/20	R8 Shannons Superseries 2024 Sydney Motorsport Park
Friday to Sunday, 18/20	Australian Motorcycle GP, Phillip Island
Sunday 20	MSCA Supersprint at Calder
Thursday to Sunday, 24/27	Australian Hill Climb Championship at Bryant Park (TBC)
Friday to Sunday, 25/27	Repco V8 Supercars at the Gold Coast

NOVEMBER	
Friday to Sunday 1/3	R9 Shannons Superseries 2024 Sydney Motorsport Park
Friday to Sunday, 1/3	Victorian Motor Race Championship Round 6 at Winton

Sunday 3	***GCC Khanacross at Bryant Park***
Tuesday 5	Valve Bounce collation
Friday to Sunday 8/10	R10 Shannons Superseries 2024 Bathurst International
Friday to Sunday, 8/10	Trident Tyre Centre Legend of the Lakes hill climb, Mt Gambier, SA
Saturday to Sunday, 9/10	PIARC Supersprint and Karts, Phillip Island
Sunday 10	*BMW Drivers Club Melbourne track hire at Bryant Park*
Tuesday 12	Board Meeting 7 pm Clubrooms
Thursday to Sunday, 14/17	V8 Supercars Adelaide 500
Sunday 17	*Nuggett Nationals track hire at Bryant Park*
Friday to Sunday, 22/24	PIARC Island Magic, Phillip Island

DECEMBER

Sunday 1	AROCA Supersprint, Phillip Island
Sunday 1	**RACES East Sale Supersprint**
Tuesday 3	Valve Bounce collation
Sunday 8	***GCC Khanacross at Bryant Park***
Tuesday 10	Board Meeting
Saturday 14	**GCC Multiclub Twilight Hill Climb**

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 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 formembers 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.

It was great to have a good crowd stick around for the annual last Hillclimb BBQ dinner in the clubrooms, despite the weather.

Editorial Ponderings:

Welcome to the December edition of Valve Bounce.

It was very sad to hear of the passing of Phil Webster last month. Phil was a regular Sports Sedan competitor over the years, particularly at Gippsland Park. It seems this year we have lost a few of the regular competitors from the old Gippsland Park Hillclimb and I know they will all be missed. Our condolences to Phil's family and friends.

There a few good stories to read with a bit of history about them in this edition of Valve Bounce, one especially on Gordon Dobie who was a regular in his Datsun's at Morwell.

That spells the end of the motorsport year with our last Hillclimb just completed and by the time you read this probably our last Khanacross as well. The good news is that the 2024 Calendar is included in this edition in quite a bit of detail so get planning for next years events! Our first Hillclimb and Khanacross are both in February however if you are competing in the VHCC the 1st round at Rob Roy is in late Jan.

Finally I just wanted to wish everybody a happy and safe Xmas and holiday period. I hope you all get to spend much needed time with friends and family and please stay safe on the roads. I look forward to seeing everybody again next year for another big year of motorsport.

See you soon:

Jarrod Bryant

Chairmans Report – Rhys Yeomans. December 2024

Membership Renewal and Price Increases for 2024

A reminder to submit your membership renewal before 1st January 2024 to pay the current price rises, before the small increase for 2024.

We've seen numerous members renewing their memberships earlier than usual, which is great for the savings in your pocket and for (aiming!) to complete this task of membership renewals earlier than usual. Thank you to Ken Neilson for his efforts with membership over the years, amongst the many other (often unseen) tasks he covers for the club.

I have made some improvements to the online membership form, and it now can be completed online, much like the scrutineering forms we've all been accustomed to.

Canteen – we're back in business!

Julie Barker and I had a conversation about her taking over running of the canteen a few months ago, though no final decision was made, until we had a phone conversation two weeks ago for her to start at the December hillclimb. Julie completed an audit of the status of the canteen (equipment and stock levels) at last week's working bee, and a few spreadsheets and phone calls between us had her set up and running at yesterday's wet hillclimb. The wet weather kept some patrons away, with everyone who did buy something very happy to have the canteen back at our hillclimbs. I commend Julie for putting her hand up and contributing to the Club, it is greatly appreciated.

Also a special thank you to Lee Selwyn for responding to my 'volunteers required' email I sent earlier this week and offering her assistance in the canteen.

Canteen – we're back, but assistance is always required

If you can assist in the running of the canteen in any capacity, please reach out to myself. It could be as simple as helping with prep in the morning and cutting tomatoes, or helping with serving customers during the day. It does help. The two upcoming hillclimbs at Bryant Park are both State rounds, which bring many competitors and spectators, many hands make light work is true, especially in the canteen environment.

Thank you all for another great year at Gippsland Car Club

And being the last Valve Bounce for the year, I'd like to thank all Gippsland Car Club members for a fantastic year of Motorsport and Club activities. The running of a Club of our size is no small feat, and the support of both the Club members and Board make it both achievable and a (mostly!) rewarding experience. I hope you all are able to stop and enjoy a small break over the Christmas period, enjoy some time with family and friends, and we'll see you at Bryant Park in 2024!

BITS AND PIECES, INCLUDING FROM THE BOARD **John Bryant**

WHERE ARE WE AT WITH OUR NEW TOILETS AND SCRUTINY BUILDINGS? Many members are asking questions about when the new building will be open, expecting it to be ready to go five minutes after the building was delivered. Unfortunately, this is not the case. The delivery of the buildings was the easy part, with all of the connections and finishing work taking up much of the time since. At this point in time, the sewerage connections are in place, as are most of the electricals. The Fire Services tank is being delivered this week, and this then has to be connected to our water system (tanks that are already in place) and we then have to hope that it rains so that the three tanks are then full. In the past couple of weeks, the concrete pad for the Fire Services tank and a concrete path around the west and north side of the building have been installed, as have the supports for the guard rail which will be installed shortly on the western side of the building (see enclosed photographs). What is there still to go? More concrete on the southern and eastern side of the building, steps at the north western corner so that competitors can go and visit the scrutineers via the windows in their new office, and a ramp on the southern side of the building to provide access for disabled people to visit the toilets. Still a fair bit to go. The aim of the exercise is to have the official opening of the building at our first hill climb for 2024, that event being Round 2 of the 2024 Victorian Hill Climb Championship. Why an official opening (with a plaque on the wall)? The majority of the funding for the building came from the Victorian Government, and it is a requirement of the grant that an official opening be held.

SATURDAY, FEBRUARY 10, 2023

ANNUAL GENERAL MEETING

ANNUAL PRESENTATION DAY

Further details will be included in the January Valve Bounce.

BARRIERS As mentioned above, the supports for the guard rails in front of the new building have been installed. The guard rail might even be installed the next time you visit. The guard rail to be installed on the pit side of the timing building and the small spectator area will be installed early next year, after the new building has been completed. The plastic barriers for use in the khanacross events have been purchased, and will be delivered to the track in the near future.

CALENDAR 2024 – The Calendar included in this edition has far more in it than the Calendar in the November edition. We have included all of our hill climbs and all of our khanacrosses and the dates for East Sale as well as many other sprints at other tracks. We have four Rob Roy dates, but not all of their events – we do not have, apart from Victorian Hill Climb Championship dates, the dates for events at other hill climbs, particularly those in western Victoria. The hope is that dates for other events materialise within the next month so that they can be included in the January Valve Bounce. If you are aware of dates for any other events, can you please forward them to me?

AUSTRALIAN HILL CLIMB CHAMPIONSHIP 2024 You may notice in the Calendar on October 24,25,26 and 27 an item that states Australian Hill Climb Championship at Bryant Park (TBC). TBC means **TO BE CONFIRMED** – our Club is apparently the only Club in Victoria that has applied to conduct the 2024 AHCC, but as yet Motorsport Australia has not confirmed the allocation of the event. This normally occurs at a meeting of the Victorian State Council towards the end of a year but I believe that this has not happened, and this august body does now not meet until early next year. This is disappointing as we are unable to do any work in the sponsorship area until such time as confirmation is received. Jarrod Bryant has volunteered to lead the organising group for this event, but he is not able to do it all on his own. We have already asked for volunteers to assist Jarrod, but we are still waiting for these volunteers to materialise. Our Club has run eight previous AHCC events, and I have included below the list of winners from these previous events.

PREVIOUS AHCC EVENTS HELD BY GCC

1977	**Morwell**	**Ian Judd (Vic)**	**Cheetah Oldsmobile**
1989	**Gippsland Park**	**Alan Hamilton (Vic)**	**Lola T8750 Buick**
1999	**Gippsland Park**	**Peter Gumley (NSW)**	**SCV**
2004	**Gippsland Park**	**Gary West (WA)**	**Lola T8750 Buick**
2009	**Bryant Park**	**Brett Hayward (Vic)**	**Hayward 09**
2011	**Bryant Park**	**Brett Hayward (Vic)**	**Hayward 09**
2016	**Bryant Park**	**Malcolm Oastler (NSW)**	**Dallara**
2018	**Bryant Park**	**Malcolm Oastler (NSW)**	**OMS 28**

Event entry costs were much more suitable in the 1970's!

GIPPSLAND CAR CLUB

CLOSED HILLCLIMB ENTRY FORM

Entries to be posted to: GIPPSLAND CAR CLUB
P.O. BOX 493
MORWELL, 3840

ENTRANT _____

ADDRESS _____

_____ Postcode _____

DRIVER 1 _____

CLUB _____

MEMBERSHIP NO. _____ CAMS LICENCE NO. _____

DRIVER 2 _____

CLUB _____

MEMBERSHIP NO. _____ CAMS LICENCE NO. _____

NOTE If two drivers are nominated, two entry fees must be paid.

CAR _____ CAPACITY _____ COLOUR _____

CLASS NUMBER (refer to Supp Regs)

PREFERRED RACING NUMBER

ENTRY FEE IS ENCLOSED FOR $12.00 $15.50
(Please circle appropriate figure)

$12.00 is entry fee
$15.50 is entry fee plus optional CAMS Personal Accident Acc. Ins.

SIGNATURE _____ DATE _____

Where the entrant or any named driver is under 18 years of age, the following must be completed.

SIGNATURE OF PARENT/Guardian _____ DATE _____

SHANNONS

SHARE THE PASSION

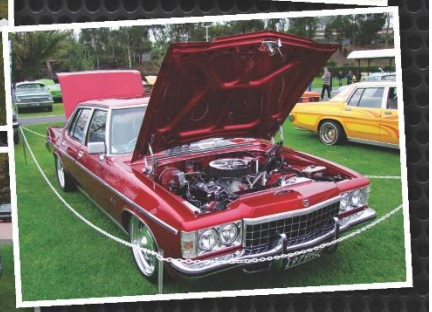
Aussie Classic Car Show

"Cruise to Mornington"

Sunday 4th February 2024

Mornington Racecourse, Racecourse Road, Mornington

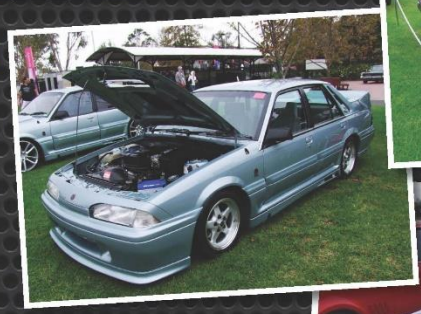
The show for all the great Aussie makes Holden, Falcon, Valiant BMC and those lesser known Aussie vehicles



Trophies for outstanding vehicles

Trophy for the best Aussie Muscle car

Club displays encouraged - The best display will receive an award.



Refreshments, kids entertainment, trade stalls!

SHANNONS

Enquiries 0473 832 277

aomc.asn.au/aussiecarshow

www.fb.com/infoaomc

ASSOCIATION OF MOTORING CLUBS INC

AOMC

Working for Motoring Enthusiasts

My Marvellous Motorsport Marathon – Ian Maud

I enjoy my motorsport: well, I must do! - it has taken a big chunk of my time and money over the past nearly (gulp!) 50 years! I've always kept myself busy with events, modifications and preparation and now that I'm (mostly) retired, I have the delightful luxury of being able to indulge my interest even further. I figure the way the world is going, and the speed at which I am ageing, I may not be able to enjoy this outlet for decades into the future, so I'm getting out to have a good time while I can!

Like many club-level competitors, I usually aim to do around one or two events each month on average, but in September/October I overstepped the mark quite badly, and found myself involved in four events in seven days. I mentioned this offhandedly in conversation to one club official and was gently but firmly encouraged/pressed/threatened into writing about it, hence this item to fill in five minutes of an otherwise quiet time in your life.

Sunday, 24th October: Victorian Hillclimb Championship (VHC) Round 7:

After a dreary winter with several events contested on tracks ranging from damp to drowned, this was a glorious fine day in Gippsland, at our world-class and technically-challenging hillclimb track, Bryant Park in Yallourn. Not only did we have the usual culprits present, but the MGCC was using this 'climb as a round of their club championship, so there was a sizeable field…most of it (39 entries!) in my class, as it turns out. We ran the clockwise figure eight layout which most of us are very familiar with and the day progressed smoothly so several runs were completed and were finished by a respectable time of day. For me, knowing what awaited in the days ahead, the goal was to go hard, but still have a driveable car at the end of the day. Fortune shone and this was achieved, with a third in class to boot, so the first box was ticked. Home to unload, attend to a couple of small matters, swap wheels, and load back up ready for:

Friday, September 29th: FCCV Practice motorkhana:

A major event I had been looking forward to all year is the FIAT Clubs of Australia National Challenge, to be held in late November in the Broadford and Bendigo areas. As I drive a FIAT, this had a significance like tackling Bathurst has for touring cars. A major event during this challenge is the FIAT of Italy Cup motorkhana, which all participating clubs take fairly seriously. (For some individuals, this is a vastly inadequate understatement!) An opportunity to practice the gazetted tests was scheduled for this day; a public holiday, when apparently non-benzene-addicted members of the public were amusing themselves watching well-paid elite athletes chasing a leather bag of air around a paddock. To each their own.

The event was to take place at the Geelong Motorsport Centre, which is at Avalon. For someone residing in Gippsland, this meant a quite early rise and a decent drive down the freeway, but after a resuscitating coffee and sausage roll, all was good. Well, it was meant to be. I've been doing motorkhanas since I first earned a licence, and I think I can correctly say this was one of my worst attempts ever. Not good, with the Nationals only weeks away. Maybe tiredness, perhaps a little dehydrated, possibly the wrong car setup – but I didn't have the level of concentration needed for the events, and made several mistakes. At least the longish drive home gave time to think and plan, then a re-stocking of the tow vehicle for the next two days' endeavours. I'd also given the car a hiding and had no problems with gearbox, clutch or diff, as I'd hoped, so box two had now been ticked.

Saturday, September 30th: private practice, Bryant Park:

While technically this was not a motorsport event I had entered, I was nonetheless required to be at the hillclimb track the day after my very ordinary attempts at Avalon, to oversee a private practice session. In a serendipitous arrangement, the track being used meant the pits were empty, providing an opportunity to fit some different wheels and tyres to the X1/9 to see if any were better for motorkhana-ing than what I had run the previous day. This done, the car was loaded and tow vehicle re-packed, and it was off to Sale for the next day, camping overnight at the showgrounds to avoid another very early start. The third box now ticked.

Sunday, 1st November: East Sale sprints:

If you can survive the sometimes remarkable weather, this is always a terrific event, with a pretty unique location and layout. Situated at the RAAF base at East Sale, this is the only event you're likely to take part in where you have to clear security to enter the site, and have both civil and military security keeping an eye on you during the day! That said, it's a pretty laid-back environment and a rewarding track for a small, well-handling car. A number of events conspired against us on this day: 1) a not-too-great sleep the night beforehand; b) daylight savings change-over meant a precious hour of sleep went AWOL; and c) the strong wind gusts forecast for later in the day arrived early. This produced the unusual situation of having to put the event on hold, as the track markers were blowing away! Basically, each time you ran the track, it was slightly different as the elements conspired to re-arrange the drums and cones used to define the track position and boundaries.

Lunch was an interesting affair as the unfortunate caterers not only couldn't erect their marquee, but anytime they put something down it would likely take off into the distance! How the coffee van didn't turn turtle I'll never understand. The morning was very slow as a result of all this, with just one run before lunch. Thankfully, conditions calmed enough to get back into stride and the RACES (the club running the event) hit their straps and did a formidable job, churning out runs to compensate for the morning's loss. Apart from the pesky wind, the day was quite good weather-wise and there was much enjoyment to be had tossing all variety of cars, configurations and capacities around the airfield circuit. Three others from the FCCV had made the trip down from Melbourne to tackle the track for the first time, and were quickly finding their way around, in between sleep-deprivation therapy naps in their tow cars. It felt a long day, but a successful one from my perspective, so I drove home that afternoon tired, sweaty, lathered in stale sun screen to which dust and various bugs had ingloriously adhered themselves, but very content with proceedings. The day had gone wonderfully well competition-wise, the fourth box was ticked, I still had a car in good condition for the FIAT Nationals, and it had certainly been well tested and proven!

So, I survived a big week of motorsport (for me), and had enjoyed most of it very much as usual – but I don't plan to repeat the exercise again in the near future. Time would have been very tight if I had had a problem with the car, but thankfully all went well and I added further to the long line of 'things learned' along the way.

DECEMBER 2, 2023 – WHAT A DAY!! **John Bryant pics by Kev Wilson**

One would normally assume that the weather on the second day of summer would be reasonable – not in 2023 at the Bryant Park hill climb. Gippsland has been inundated with rain for the past few days as it was sited underneath a massive east cast low, which brought heaps of rain and many floods to Gippsland, but not much to Bryant Park until December 2 – then it decided to rain nonstop all day, luckily without the flooding aspect, although there was a fair bit of water running over the track in places.

We had 47 entries for this event, but only 32 actually ran on the day – some of the missing 14 did not arrive at the track (at least one was flooded in) whilst a number of others were there but did not unload their cars. The decision prior to the event was that we would have 12 runs each, but this did not quite happen due to the weather – 8 was the maximum, and not all who were running actually completed the 8 – in fact, only 6 did complete the 8, and they were keen for more, but we knocked the event on the head at 3.45 and adjourned to the BBQ.

The combined brainpower of the group in the Timing building (Clerk of Course, Steward and timekeepers) made the decision that we would start with only one car on the track at a time rather than the usual two, just to see how things went – we did not change, and the whole event went with only one car on the track at a time for safety reasons. Just as a matter of interest, for those who wonder what the Clerk of Course and Steward do on the day of an event, safety is a bit part of their job – as well as knowing all of the rules and regulations. We kept a close eye on proceedings all day at the event yesterday, and are pleased to note that all drivers put on a brilliant performance in the conditions on the day, and only two, who shall remain nameless, even looked remotely as though they were about to leave the track and visit the scenery. If you have time during the upcoming holiday season, have a look at the Motorsport Australia Manual of Motorsport (online), and check out the roles of the various officials of an event. You never know, you might event be inspired to take on some of the roles!

The results on the day were somewhat different than might normally be the case, and there was little danger of any records being broken. Jordan James took full advantage of his four wheel drive in the Lancer Evo to take our fastest time of day, but not by a lot from Craig Armstrong-Fray in his soft top Mini (which he drove with the top down on one run!). James Dyer was next in the Suzuki, with the driver of the day, junior Charlie Pote in fourth in the Ford Fiesta. The flying roof rack of Karl Hess took out position number five. A closed look at the results will show that some people who are normally near the top of the list were near the end of the list on this occasion (slicks do not work all that well in the rain!). Scott Slater performed heroically on the day, driving the Noel Bull Elfin Formula Vee, and he was very wet at the end of the day. The problem with a low entry day is that many classes have very few entries – only three classes had more than three entries, they being Improved Production2001 and over, Production Sports Cars up to 2000, and Sports Sedans up to 2000.

An interesting day was had by all. May thanks to Darryl Hamilton, Rob Wilson, Rob Duncan and Jarrod Bryant for looking after the timing, to John Moss for looking after the event with me, and for Sei Valla, Ray Vella and Rhys Yeomans for looking after the start line (was there anyone else? – we had trouble looking through the timing building window). The scrutineers will be looking forward to occupying their new office at the next event after a trying day yesterday, particularly after actually scrutineering wet cars.

Results for the event are included in this Valve Bounce.

RACV

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Hello John & Jarrod. - From Lloyd Shaw

The Indianapolis page in the November Valve Bounce has prompted me to delve into my collection of gumf and produce something that may be of interest to you and others.

****

Years ago the English motoring magazine, ***The Autocar,*** published two folders containing twenty four prints of paintings of early 1900's racing cars under the heading **THE ENDLESS QUEST FOR SPEED.** Number 8 in that series refers to S. F. Edge driving the Napier for 24 hours.

Suggest = Picture here.

Mr S. F. Edge was borne in Sydney and eventually went to England. In *1901* he drove a 50hp Napier in the Bennett Cup race from Paris to Bordeaux. In 1907 the Brooklands purpose built circuit opened. *(Three years after the 1904 Sandown event).* Prior to the official opening S. F. Edge drove a six-cylinder Napier, single handed, for 24 hours and covered just over 1,581 miles to average 65mph, about a mile a minute. Two other Napiers driven by teams of works drivers chased him throughout the 24 hours. He was to become Napier's official works driver and therefore Australia's first international driver.
The S.F. Edge Napier was eventually imported into Australia by Mr Kellow, the local Rolls Royce agent, who allowed Harry James *(Co-founder of the RACV & Peter Brocks Great Uncle)* frequent usage including drives around the Western District where 60mph speeds were recorded. Harry also attempted a 70mph drive between Kilmore and the Pretty Sally Hill. 66mph was achieved. The ARGUS newspaper reporter passenger was warned "*Don't fall out"* as they dodged the dirt roads pot holes and puddles. Harry James is accepted as the father of Australian Motor Sports.

In 1907 S. F. Edge, driving the Napier single handed, succeeded in maintaining 60 m.p.h. for 24 hours, the first record on the new Brooklands track

From a painting for " The Autocar " by F. Gordon-Crosby

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Sunday 18th February 2024

Yarra Glen Racecourse Armstrong Grove, Yarra Glen

Hillclimb Results from Valve Bounce July 1968

HILLCLIMB RESULTS 2nd JUNE 1968

RACING CARS

Car No.	Driver	P.	1st	2nd	3rd	Place	Car
1.	G.Bird	D.N.S.					
2.	R. Wagner	45.7	45.2	44.4	44.1	2nd	Holden
3.	P. Needham	41.4	40.4	39.2	39.6	1st	H.R.D. Sp.
	LADIES CLASS						
7.	J. Sinclair	47.8	45.2	44.1	44.4	1st	Mini Del.
6.	Bev Greening	53.9	49.1	48.6	47.2	2nd	Holden
8.	R. Hendrickson	58.7	54.4	53.4	51.8	3rd	Mini Del.
	TOURING CARS 1100 - 1500 CC						
10.	N. Smith	41.6	40.3	40.4	40.0	1st	Copper S
11.	M. Robertson	48.7	45.1	44.5	43.6	E2nd	Fita 1500
18.	Bob Jarvis	47.2	45.1	45.1	43.6	E2nd	Cortina
14.	J. Moos	45.2	44.6	44.3	44.4	3rd	Fiat 1500
15.	D. Hogan	46.7	45.6	45.5	44.4	4th	Anglia
17.	F. Maloney	45.6	45.2	48.1		5th	Simca
16.	L. McColl	48.4	47.9	48.2	48.0	6th	Simca
12.	J. Forbes	53.4	52.0	52.1	53.1	7th	Lance
	TOURING CARS UP TO 1100 CC.						
21.	T. Megee	44.3				1st	Cooper
99.	G. Sennons	48.6	N.T.	46.6	45.2	2nd	Renault 75c
25.	D. Cuthbert	48.9	46.2	46.1	45.7	3rd	Hillman GT
27.	B. Hendrickson	49.5	47.7.	47.2	46.4	4th	Mini Del.
24.	G. Alderman	49.4	47.0	47.5	46.6	5th	Renault
23.	R. Hiern	49.0	47.5	47.4	46.8	6th	Morris 85C
	SPORTS CARS UP TO 2000CC						
30.	G. Ireland	43.8	43.3	43.4	43.8	1st	A. HealeyS
28.	J. Weymouth	46.4	44.3	45.7	45.9	2nd	Sunb. Al.
29.	I. Lockwood	Honda	46.7	46.0	46.3	3rd	Honda
31.	B. Jarvis	50.8				4th	Simca

TOURING CARS 1500 to 2000CC

33.	J. Walker	43.5	42.0	42.2	42.5	1st	Alfa
34.	H. Winters	43.8	43.6	44.5	51.1	2nd	Skyline GT
36.	B. Rowley	47.5	45.8.	46.1	48.7	3rd	Hillman
	SPORTS CARS 2001 and OVER						
40.	P.McLernon	42.6	41.7	41.4	42.5	1st	Volden
43.	J.Van Dyke	44.8	44.1	44.2	44.8	2nd	Holden
41.	J. Norden	46.0	45.7	47.0		3rd	"
46.	R. Hiern	48.6				4th	"
44.	R. Donkin	48.8	50.1			5th	"
45.	A. Jones	56.0	49.9	49.0		6th	"
	TOURING CARS 2001 and OVER						
48.	N.Smith	42.6	41.8	42.0	47.7	1st	FALCON GT
50.	G. Bird	44.1	42.5	42.9	45.6	2nd	Holden
55.	L. Walton	45.2	43.4	44.4	47.7	E3rd	Holden
61.	J. Wall	45.7	44.9	43.4	45.9	E3rd	"
60.	K. King	45.6	45.5	43.5	48.4	4th	"
54.	C. Ashby	44.2	45.8	43.8	46.9	5th	Mini Del.
52.	R. Harbridge	47.0	46.6	46.4	47.4	6th	Wolseley
53.	R. Warren	49.6	48.7	47.1	48.2	7th	Holden
6.	B. Greening	49.7	48.3	48.8	47.9	8th	"
51.	P. Reynolds	52.6	50.2	48.6	52.8	9th	Falcon GT
59.	K. Scriven	52.6	50.2	49.4	50.9	11th	Holden
56.	B. Ellis	52.2	50.1	49.1	49.7	10th	Holden


Gordon Dobie's
DATSUN
PERFORMANCE
CENTRE
54
BEACH Rd.
HAMPTON
Driver: Luke McAllister
DUNLOP

There is little doubt that if the Datsun Fairlady 1600 and 2000 sports cars of the late '60s had European badges on them, they would have been as pricey and famous as marques like Maserati, Porsche and Lotus.

The once-despised cars were one of the quickest on the road in their day and are now a keenly sought-after as a collector's item even though the race cars of that era mostly sported English and European names. At the time Japanese cars were looked upon in a most unfavourable fashion and generally not considered a threat to the more established thoroughbreds.

In the mid to late 60s the Japanese car industry was in it's infancy and struggling to capture a share of the market. They extended their marketing (as well as research and development) operations in Australia to include a small but serious involvement in racing activities.

One of the big successes to emerge from this programme were the Datsun Racing Team's two factory-backed sports cars that proved to be very consistent and reliable in the Production and Improved Production classes. In fact they literally blew everybody away with the invincibility of their engines which were only slightly modified from original.

They were referred to by their owners as "unbreakable toys" and could take anything that was dished up to them. While the knockers shunned them, Datsun versus Toyota duels became a feature of the Bathurst small-car classes for years with the Datsuns leading the way.

According to the owner, the first car raced here was a

1600 in 1966 with the 2000 coming out a year later from Japan with a spare race motor. The spare went into the 1600 while the new car won its class at the Surfers Paradise Enduro race in its debut year.

Gordon Dobie from Datsun Performance Centre (03 - 398 1406) in the Melbourne suburb of Hampton now owns the original Datsun 2000 and raced it for a long time after picking it up when it lost factory support. He had done a lot of engine preparation for the Datsuns in the 60s as well as many other race cars of the era before purchasing the cheap, reliable car and getting back behind the wheel he had abandoned to go wrenching.

Surfers Paradise's Enduro in 1969 was the last long distance sports car race on the east coast and opportunities for Datsun to demonstrate the durability of their production sports car dissipated. For a while it continued to run in Marque Sports races, again with success until AMI's Spitfire came out with an alloy body and showed everybody a clean pair of heels.

Even back then when the cars were racing every two weeks, they were usually only rebuilt once a year and later Gordon says that it wasn't uncommon to have 2000 engines from cars still going strong after 400,000 kms and 15 years of racing.

When Gordon bought his one he raced it in all sorts of competitions including sprints, 30-lap championship events, hill climbs and two six-hour races with regular success. The car was undefeated in hill climbing events for almost five years before he retired it to go open wheel racing.

Such was his affection for the car that when he gave the driving game away altogether in 1987 he got rid of all his open wheelers but just couldn't bring himself to part with the 2000 which he still dutifully maintains annually.

He recently offered one of his employees, Luke McAllister a race drive in the car that had fired it's first shots in anger over 25 years ago. The car retained its competitiveness and reliability by finishing seventh in a 24 hour race at it's return outing in 1992. Since then it has gained a string of third placings in a variety of events.

For over 15 years Gordon Dobie raced this car in everything from hill climbs to lap dashes and 24 hour races. The car undergoes an annual rebuild but is very much as it was when it first raced over 25 years ago and still carries the original gearbox.

The car is still fitted with all the factory options that made it so competitive on the track. Twin 50mm Solex carbies, a close ratio five-speed gearbox and an l.s.d. with a range of spare ratios were amongst the host of goodies that came standard with the car.

Basically it is a factory two litre race engine with forged pistons, steel counter-balanced crankshaft, billet cam, stainless valves and DPC racing springs and special

The Datsun's potential has never really been fully tested because it has always been so successful and reliable in reasonably stock form

head that was gas-flowed and ported at DPC. The sprint engine produces about 240 bhp at 8000 rpm while the powerplant used for the endurance races is good for approximately 165 bhp at 6750 revs per minute.

As well as the in-house racing springs, the suspension has been modified with the addition of a sway bar and specially-modified shock absorbers while the gearbox is the same unit that resided in the car back in 1967. The rear end uses a diff ' that is mounted on a factory clutch-type l.s.d. centre that varies between 5.1:1 and 3.7:1 in ratio depending on the application required.

The brakes are 285 mm discs at the front and alloy 230 mm finned drums at the rear which operate behind a set of Alloy Craft composite wheels that were also manufactured at DPC. Dunlop slicks fit under the flared guards which Sports Car racing regulations allow. Flares at the front were a factory option while the rear ones were hand-beaten by Gordon at his shop.

Signal Red paint now adorns the car, a colour that has sentimental value to the owner but which is slightly different to the Carnation Red that was its original race colours.

There is still a heap of room for development in the engine and handling of the car but Gordon has always been so successful with the car that he has never found the need to go overboard and apart from the annual engine freshening, race preparation involves simply checking the fuel and tyre pressures. That is a category that very few competitive cars fall into now or in the past.

For it's owner the car has certainly proven to be the unbreakable toy that the car has so often been referred to.

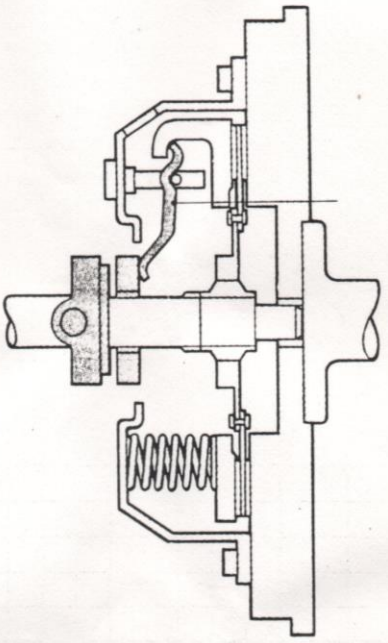
HOT FACTS

Gordon Dobie's Datsun 2000 Sports

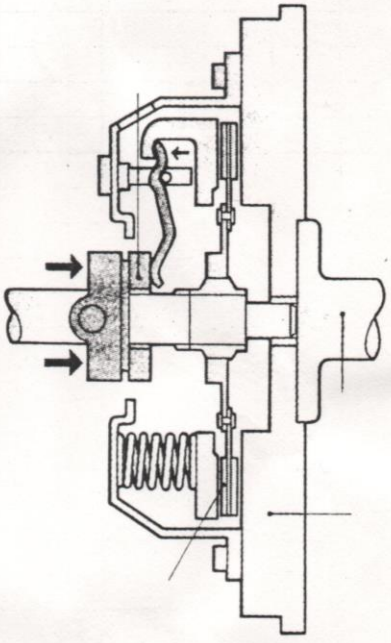
Engine:	*Factory racing two litre engine. Forged pistons, counter-balanced crank, billet cam, ported and gas flowed head with stainless steel valves.*
Induction:	*Twin 50mm Solex carburettors*
Transmission:	*Factory Racing five-speed with close ratios, original from 1967*
Differential:	*From 5.1:1 to 3.7:1, l.s.d. depending on application*
Suspension:	*DPC springs, sway bar and specially modified shock absorbers*
Wheels:	*DPC composite racing wheels*
Tyres:	*Dunlop circuit racing slicks*

TECHNICAL

COMING TO GRIPS WITH CLUTCHES



AMR+GT takes a look at the workings of the oft neglected clutch . . . another gripping technical feature!



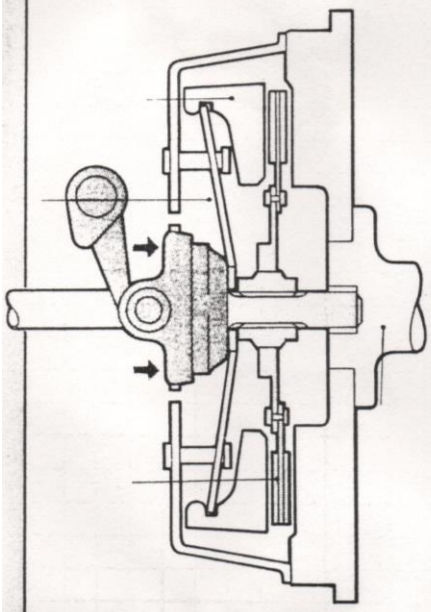
Unless you're driving a car with an automatic gearbox you're probably relying fairly heavily on the integrity of your clutch, and when you stop to think about it the humble clutch is something many motorists take decidedly for granted. In the course of even a relatively short drive the clutch is engaged and disengaged scores of times, and each time you depress that pedal and then slip it up again the clutch is subject to the enormous strain of transferring the engine's horsepower and torque to the gearbox — when you stop to think about it it's amazing that clutches are as reliable as they are, and last as long as they do.

Not, as we've said before, that many people bother to think about their clutch, so to rectify that *AMR+GT's* technical column this issue will endeavor to explain the workings of the various types of clutches, the benefits of each variety and how they may be improved upon for the performance driver.

Starting with the obvious, the basic purpose of the clutch is to provide a method of disengaging the engine from the driven road wheels: either to allow the engine to be started and achieve sufficient rpm to win forward motion, or to enable gears to be changed more smoothly. By definition the clutch must also transfer power from the engine to the road (via the gearbox, diff etc. etc.) and to do so the clutch employs the simple principal of friction transfer. One of the easiest methods of envisaging the workings of a clutch is to imagine a pair of power drills fitted with circular sanding discs facing each other: if one drill is turned on and brought into contact with the other the second sanding disc will gradually begin to revolve and as pressure is increased the two discs will be "locked" together by the pressure and friction both revolving at the same speed. In practice the clutch is somewhat more complicated but the basic principle remains the same.

The common automotive clutch consists

TECHNICAL



of four main components: the flywheel (not strictly speaking a part of the clutch assembly *per se*), the driven plate (more commonly, but less precisely referred to as the clutch plate), the pressure plate, and the clutch housing or cover. The flywheel is bolted to the engine's crankshaft and rotates with it (being represented in the power drill example by the rotating drill); the driven plate is splined to the gearbox input shaft so that they rotate together, but is capable of sliding along the length of the input shaft (corresponding to the stationary drill in the foregoing example); and the clutch housing and the pressure plate serve as the means of forcing the two friction components together.

When the pressure plate brings the driven plate into contact with the flywheel the engine's crankshaft and the gearbox input shaft rotate as one (assuming of course that there is no slippage) and the clutch is said to be engaged. When the clutch pedal is depressed the driven plate separates from the flywheel and the pressure plate, the crankshaft and input gearbox shaft are free to rotate independently and the clutch is said to be disengaged.

The basic driven plate consists of a centrally splined circular steel disc, the outer faces of which are covered with a friction material referred to, naturally enough, as the clutch lining. This lining possesses similarities to brake pad material in that it must be able to withstand enormous heat. Often the driven plate will be constructed in two sections, with the inner and outer parts connected by a series of springs such that a small amount of movement is allowed between the outside of the disc and the central splined hub: this sprung design of driven plate is used to ease clutch engagement, the springs acting as shock-absorbers and helping to prevent jerkiness in the driveline. Another commonly used method of cushioning the initial clamping effect between driven plate and pressure plate and flywheel is the use of a fluted disc on which the friction materials are mounted: in this case rather than a solid disc engineers employ a disc rather like a flattened ships propellor which allows a certain amount of flexibility, again cushioning the initial clutch take-up.

When the driven plate is clamped against the flywheel by the pressure plate the clamping load must be great enough to prevent slippage at the maximum torque delivered by the engine to the flywheel. This clamping force is generally provided by some form of spring, and it is the type of spring that defines the basic style of clutch: either the coil-spring clutch or the diaphragm clutch.

In the coil-spring clutch the pressure plate is backed by a number of coil springs and housed with them in the pressed steel clutch cover or clutch housing which is in turn bolted to the flywheel. The springs push against the clutch housing forcing the pressure plate towards the flywheel and into contact with the driven plate. Neither the driven plate not the pressure plate is rigidly connected to the flywheel, however, both can move either towards or away from it along the line of the crankshaft and gearbox input shaft.

When the clutch is engaged the springs push the pressure plate onto the driven plate forcing it against the flywheel thus causing the gearbox input shaft to rotate at the same speed as the crankshaft. When the clutch pedal is depressed to disengage the clutch, a thrust pad riding on the gearbox input shaft is forced towards the flywheel engaging levers engaged to the pressure plate. As the thrust pad moves forwards the levers progressively withdraw the pressure plate from contact with the driven plate, pulling it back against its springs, thus releasing the pressure on the driven plate, disconnecting the gearbox from the engine and allowing the gearbox input shaft and the engine crankshaft to rotate independantly.

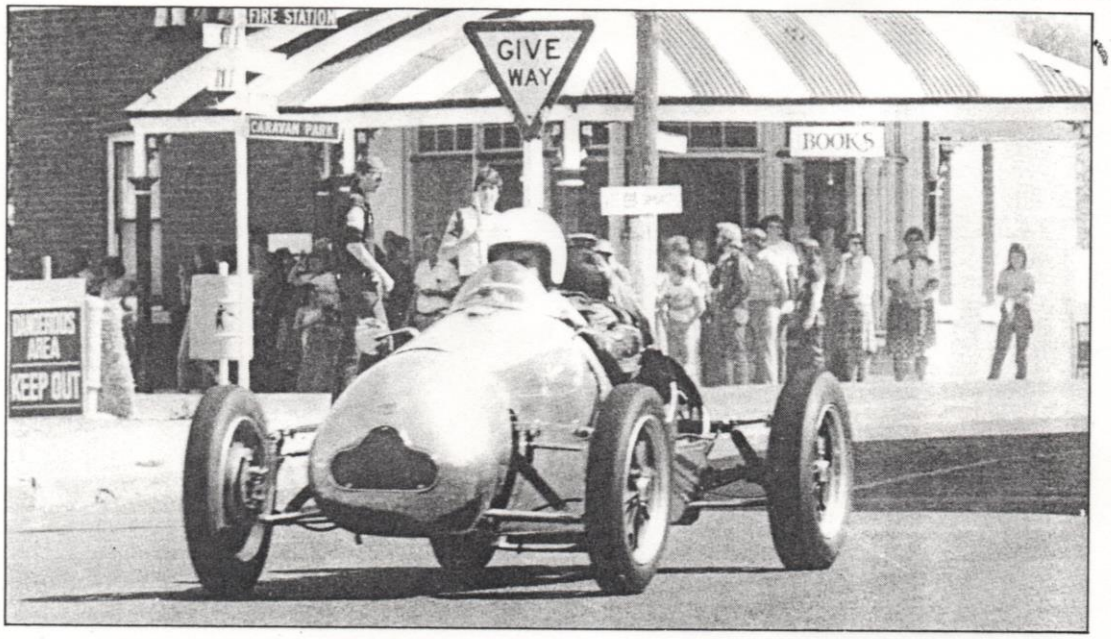
In today's cars the coil-spring clutch has been largely replaced by the diaphragm clutch which needs less pedal pressure. The diaphragm clutch contains a conical spring with radiating slots that is installed in the clutch housing so that when the clutch is engaged it takes on an almost flat profile. In trying to regain its conical shape the spring exerts an even pressure around all of its edges performing a similar, but more evenly distributed function to the conventional springs in the coil-spring clutch. Rather than employ a series of levers to transfer the motion of the thrust pad to the pressure plate springs, the diaghragm clutch sees the thrust pad acting immediately against the spring flexing it over centre to free the pressure plate.

Another alternative exists to the sprung clutches, the centrifugal clutch, but it is seldom used in today's vehicles other than as an adjunct to sprung clutches. The theory is relatively simple: weighted arms are used on the pressure plate, and as engine revs rise centrifugal force progressively clamps the pressure plate against the driven plate — the higher the engine revs the more force exerted to keep the pressure plate against the driven plate. The use of such a design enables relatively low spring pressures to be used to keep pedal effort down to acceptable levels while ensuring that clutch slip does not become evident as torque levels and rpm climb.

When it comes to high performance clutches there's very little you can do with your existing clutch short of taking it out and throwing it away. High performance clutches rely on three basic items: improved friction material, increased friction material area and harder "clamping" by the pressure plate (i.e. stiffer springing).

Twin-plate clutches are often used in high performance or heavy duty applications as a means of increasing the amount of available friction material without making the clutch diameter unduly large or substantially increasing the overall weight of the clutch. As the name suggests an extra friction plate is incorporated, doubling up with a steel floating disc between the two plates.

So, how do you know if you need a performance clutch? Well, any significant increase in engine horsepower will increase the strain on your clutch, as will a succession of hard standing starts such as encountered in drag racing. Such usage obviously requires uprated components. However if there's any doubt in your mind one thing you really ought to remember is that if your clutch blows you just aren't going to go anywhere!



THE CAPTIVATING COOPER

In the days before roll bars when you could see a driver's elbows rise and fall as he wrestled with the steering wheel the Cooper brothers' produced a 'mechanical mouse' which came close to being everyman's racing car. AMR+*GT* samples one of the breed . . .

Tales of old racing cars found languishing in barns are generally just that . . . tales . . . but for West Australian historic racing devotee Ian Boughton the myth became a reality when he discovered a 1950 Mark IV Cooper tucked away, virtually forgotten, in a crumbling outhouse. Initial inspection showed this forbear of the modern open-wheeler to be in a remarkably sound condition, so without too much ado Mr Boughton made his purchase and set the mechanical mouse on the restoration trail after discovering a little of its history.

The car was originally brought to Australia by Cooper importer, John Crouch. Specially built for Crouch it had factory-fitted long-range fuel tanks, mounted in the extreme nose, over the driver's knees and over the engine at the rear — one wonders what effect the nose-tank had on the handling, mounted as it was ahead of the front wheels.

Crouch raced the car at hillclimbs and circuits up and down the eastern seaboard. The Rob Roy hillclimb in January 1950 was won by a Cooper 1000, but that may have been an earlier car, as the Boughton car is a 1950 model.

In 1952, Crouch brought his Cooper to Western Australia for the Hillclimb Championship and for the Australian Grand Prix at Narrogin. He duly won the WA Hillclimb Championship but dropped out of the Grand Prix with a holed float bowl (which is among Ian Boughton's souvenirs).

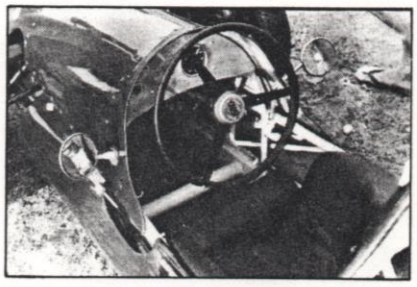
After the Narrogin race, George Best of Koorda purchased the car from Crouch. He used it for a couple of meetings at the old Mooliabeenie airstrip circuit and at some round-the-houses events before putting it into storage later in the year.

For almost 30 years, the little V-twin was "garaged" in a shed, appreciated only by a sizeable colony of spiders. It was from this "time capsule" that Ian Boughton rescued the Cooper in 1982. Apart from the tyres having become a little harder, the whole machine was in its 1952 state. The most difficult task in its preparation for a triumphant come-back was removing the spiders! Amazingly the purchase included a complete — though dismantled — spare engine. The condition of the Boughton Cooper is so good that the other Cooper owners are using it as a pattern for their restorations.

Not that there is a great deal of car to restore on the diminutive Coopers, for in keeping with brothers Charles and John's philosophy of making the cars light and nimble, they are remarkably simple.

The basic chassis for the Cooper of this era consisted of a hefty ladder section built from rectangular steel lengths joined by large diameter round tubing. This construction formed the main chassis, sporting off-growths of small diameter tubing to form the superstructure for the attachment of the suspension and body panels.

The suspension itself was simple but effective. Proprietary uprights were supported at the bottom by an A-arm, the upper linkage being the end of a transverse leaf spring. The engine and gearbox are



again proprietary parts from some of the myriad manufacturers who earnt a living producing components for motorised cars and bikes at the time. The most common engine found in Coopers destined for Australia was the JAP V-twin — either 996 or 1097cc — which transferred power to a Burman gear and hence to the rear axle via a chain.

The entire ensemble provided a lightweight, highly manoeuvrable, reliable racing car which instantly found acceptability and success the world over. So, what were these tiny racers like to drive? The best way to find out is to drive one, and this — by the kind invitation of Ian Boughton — we were able to do.

Duly ensconced in the cockpit — much more roomy than, say, a Formula Ford — we were briefed by the proud owner. The pedals — unlike those of many racers of the same era — are conventionally arranged with the brake and not the accelerator in the centre. The magneto switch is on the left side of the dash, the steering wheel springs from its centre and the gear-lever is outside the frame, but inside the body, on the right hand side.

That about sums up the controls — except that, because the Burman gear-box has motorcycle origins, the gear-shift is of the positive-stop type. The lever is pushed forward to shift up, pulled back to shift down — nothing could be easier — except that years of rowing back and forth through a normal car-type gear-shift sets up habits which are hard to break.

Starting is simple enough — magneto on, engage second gear, declutch and wait for a push. Once rolling, engage the clutch, let the engine turn over a couple of times then push the accelerator part-way down and (provided you remember to turn on the fuel before doing the above) you're off!

After a false start where neutral was selected instead of second the car literally comes alive. The steering wheel — unfashionably thin-rimmed and string-bound as an antislip measure — grows to about two or three times its static thickness with the unbelievable vibration. Hilton McGee remarked that the vibration in his car shakes the top plate of his dentures loose!

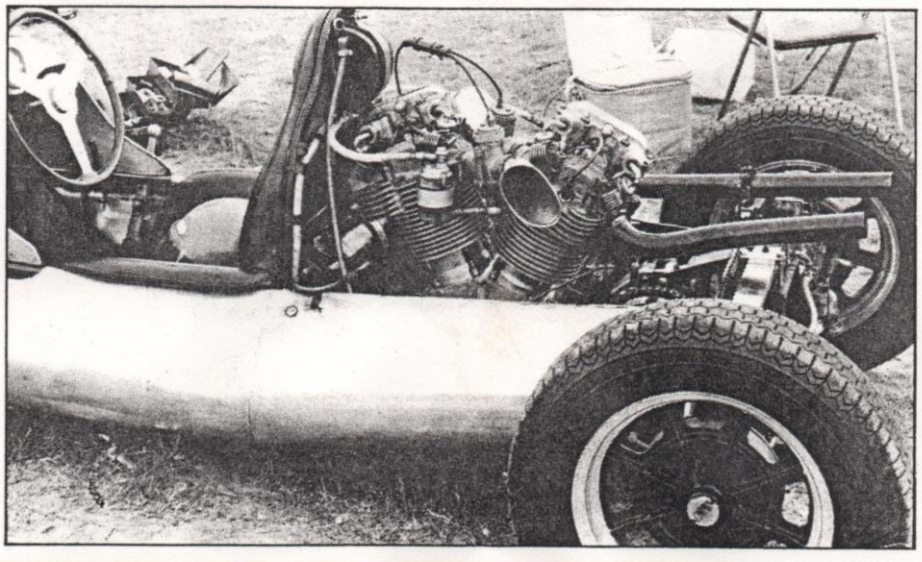
The whole experience of driving the Cooper can be summed up in one word — FUN. From swooping through Wanneroo Park's Unipart corner's 180 degrees at the limit of adhesion of the 30-year-old tyres to hammering down Readymix Straight with the big twin thumping away at the rev-limit of 5000 rev/min, it was a trip in a time machine.

All too soon it came to an end. The only "moment" being on the last turn before entering the pit access road. A too casual downshift saw me with a box full of neutrals. Forgetting the owner's instruction always to change up if that happened, the Cooper was shifted down — and locked the rear wheels. The tail snapped round — to be caught by a flick of the pin-sharp steering.

Having discovered the reason for Broughton's broad grin when he drives it, the Cooper was handed back to its owner.

The Cooper is nothing like a modern car built for the minor formulae. It is taller, roomier and has a charm about it which is missing in the functional efficiency of today's minor league cars. With about 90 bhp pushing only 600lb dry weight (67kW pushing 450kg in metric terms) there is no shortage of straight-line go, but tiny drum brakes and skinny tyres are outclassed by disc brakes and slick tyres. It is perhaps these very factors which allow a tyro like myself to climb into the Cooper and enjoy myself so much. Sliding down into the tight-fitting cocoon of an FF car and looking up at the front tyres is much more daunting to any novice than his first experience of the friendly older car.

Fun though it most certainly is, it is difficult to imagine extending one's stay in the Cooper to a 100 mile race. The driver would be shaking so much by the end of the race that he must almost have shaken himself out of bed that night.



GCC MULTICLUB HILL CLIMB

CLOCKWISE SHORT TRACK

Event Ranking

Rank	lumbe	Last Name	First Name	Club	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10	Run 11	Run 12	Time	Gap
1	89	**JAMES**	Jordan	GCC	Mitsubishi Evolution	Sports Sedans 4WD	45.08	45.32	45.16		46.05	46.71							**45.08**	
2	172	**ARMSTRONG-FR**	Craig	VMCI	Mini Cooper S	Improved Production 2001 and	48.00	46.46	46.93	45.79	45.76	46.07		46.64					**45.76**	0.68
3	45	**DYER**	James	GCC	Suzuki Ignis	Sports Sedans up to 2000	46.37	47.06	46.91	46.11	49.11	58.86	47.36						**46.11**	1.03
4	13	**POTE**	Charlie	PAC	Ford Fiesta	Junior	53.05	49.83	48.32	46.93	47.68	53.68	47.29	47.00					**46.93**	1.85
5	42	**HESS**	Karl	GCC	Honda Accord	Improved Production 2001 and	47.07	47.66	48.23	47.74	48.01	47.99	47.47	48.08					**47.07**	1.99
6	83	**RODWELL**	Peter	VMCI	Hyundai i30n	Improved Production 2001 and	49.93	48.64	48.61	47.99	47.60	47.53	47.52	47.24					**47.24**	2.16
7	16	**YEOMANS**	Rhys	GCC	Honda Civic	Improved Production up to 200	48.09	48.47	48.50	47.27	48.68	49.75							**47.27**	2.19
8	90	**AZZOPARDI**	Jai	GCC	Honda Civic	Sports Sedans up to 2000	49.01	47.50	47.83	48.10	48.70	50.85	48.59	47.55					**47.50**	2.42
9	18	**BARKER**	Dale	GCC	Toyota Corolla	Sports Sedans up to 2000	48.90	48.16	47.91	47.68	47.98	48.62	48.64						**47.68**	2.60
10	135	**TEMPLAR**	Joel	GCC	Subaru WRX	Sports Sedans 4WD	49.83	49.95	47.77	47.98	48.16	50.10							**47.77**	2.69
11	180	**BARKER**	Brett	GCC	Toyota Corolla	Sports Sedans up to 2000	48.82	48.79	48.59	48.18	47.89	48.91							**47.89**	2.81
12	158	**SLATER**	Scott	PIARC	Elfin Formula Vee	Formula Vee	49.50	48.52	48.02	47.90									**47.90**	2.82
13	14	**DUNCAN**	Robert	GCC	Holden Commodore	Sports Sedans 2001 and over	48.48	48.29	49.44	48.95	50.17	50.66	50.45						**48.29**	3.21
14	79	**LIYANAGE**	Lasith	GCC	Subaru BRZ	Production Sports Cars up to 2	49.06	49.27	48.44			51.37							**48.44**	3.36
15	141	**MAHY**	John	GCC	Holden Commodore	Sports Sedans 2001 and over	50.01	49.15	48.69	48.69	49.88	52.75	50.61						**48.69**	3.61
16	4	**COLLINS**	Tegan	GCC	Mazda RX-8	Production Sports Cars 2001 a	58.51	51.54	55.20	51.29	48.73	52.12	50.43	49.67					**48.73**	3.65
17	71	**HOMER**	Mark	GCC	Porsche Cayman	Production Sports Cars 2001 a	50.78			48.74									**48.74**	3.66
18	12	**WILLS**	Simon	Mazda MX5	Mazda MX-5	Production Sports Cars up to 2	50.76	48.84	49.55	49.02	50.27	50.67	53.44						**48.84**	3.76
19	5	**HASSAN**	Jeff	Drift Cadet	BMW 330i	Sports Sedans 2001 and over	49.23	49.10	49.68	50.44	50.81	48.92							**48.92**	3.84
20	383	**SPEIGHT**	Ian	GCC	Mazda MX-5	Production Sports Cars up to 2	50.03	53.18	49.81	49.28	53.61								**49.28**	4.20
21	17	**CAMPBELL**	Scott	GCC	Toyota 86	Production Sports Cars up to 2	50.91	50.75	51.60	50.32	51.86	51.17	49.63						**49.63**	4.55
22	38	**BINK**	Matthew	GCC	Hyundai Excel	Circuit Excel	51.63	50.47											**50.47**	5.39
23	34	**ROWLEY**	Craig	RACES	Nissan Skyline	Improved Production 2001 and	52.34	53.77	52.43	50.69	51.36								**50.69**	5.61
24	302	**SELWYN**	Terrence	GCC	Datsun 1600	Improved Production 2001 and	58.59		52.15	51.36	54.28	56.36							**51.36**	6.28
25	159	**BRYANT**	Jarrod	GCC	Toyota Corolla	Sports Sedans up to 2000	57.96	53.87	53.40	52.47	52.92	53.55	53.61	52.26					**52.26**	7.18
26	9	**AZZOPARDI**	Levi	GCC	Honda Civic	Junior	55.47	52.93	53.44	53.53		57.29							**52.93**	7.85
27	243	**VELLA**	Raymond	GCC	Mazda MX-5	Sports Cars up to 2000	56.69	55.43	54.92	53.47		56.78							**53.47**	8.39
28	33	**PARR**	David	GCC	Honda Integra	Sports Cars up to 2000	55.90	57.16	57.57	56.02	56.78	58.63							**55.90**	10.82
29	56	**NEWITT**	Colin	GCC	Mitsubishi Evolution	Improved Production 4WD		57.84											**57.84**	12.76
30	72	**MCIVOR**	Garry	GCC	Ford Escort	Sports Sedans up to 2000			59.68		58.66								**58.66**	13.58
31	3	**MCNIVEN**	Jim	GCC	Toyota Corolla	Sports Sedans up to 2000	60.63	59.46	59.53										**59.46**	14.38
32	146	**MAWHINNEY**	Ernest	GCC	Sunbeam	Sports Cars 2001 & Over				61.38									**61.38**	16.30

GCC MULTICLUB HILL CLIMB

CLOCKWISE SHORT TRACK

Event Ranking

Rank	lumbe	Last Name	First Name	Club	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10	Run 11	Run 12	Time	Gap
Circuit Excel																				
1	38	**BINK**	Matthew	GCC	Hyundai Excel	Circuit Excel	51.83	50.47											**50.47**	
Formula Vee																				
1	158	**SLATER**	Scott	PtARC	Elfin Formula Vee	Formula Vee	49.50	48.52	48.02	47.90									**47.90**	
Improved Production 2001 and over																				
1	172	**ARMSTRONG-FR**	Craig	VMCI	Mini Cooper S	Improved Production 2001 and	48.00	46.46	46.93	45.79	45.76	46.07		46.64					**45.76**	
2	42	**HESS**	Karl	GCC	Honda Accord	Improved Production 2001 and	47.07	47.66	48.23	47.74	48.01	47.99	47.47	48.08					**47.07**	1.31
3	83	**RODWELL**	Peter	VMCI	Hyundai i30n	Improved Production 2001 and	49.93	48.64	48.61	47.99	47.60	47.53	47.52	47.24					**47.24**	1.48
4	34	**ROWLEY**	Craig	RACES	Nissan Skyline	Improved Production 2001 and	52.34	53.77	52.43	50.69	51.36								**50.69**	4.93
5	302	**SELWYN**	Terrence	GCC	Datsun 1600	Improved Production 2001 and	58.59		52.15	51.36	54.28	56.36							**51.36**	5.60
Improved Production 4WD																				
1	56	**NEWITT**	Colin	GCC	Mitsubishi Evolution	Improved Production 4WD		57.84											**57.84**	
Improved Production up to 2000																				
1	16	**YEOMANS**	Rhys	GCC	Honda Civic	Improved Production up to 2000	48.09	48.47	48.50	47.27	48.68	49.75							**47.27**	
Junior																				
1	13	**POTE**	Charlie	PAC	Ford Fiesta	Junior	53.05	49.83	48.32	46.93	47.68	53.68	47.29	47.00					**46.93**	
2	9	**AZZOPARDI**	Levi	GCC	Honda Civic	Junior	55.47	52.93	53.44	53.53		57.29							**52.93**	6.00
Production Sports Cars 2001 and over																				
1	4	**COLLINS**	Tegan	GCC	Mazda RX-8	Production Sports Cars 2001 a	58.51	51.54	55.20	51.29	48.73	52.12	50.43	49.67					**48.73**	
2	71	**HOMER**	Mark	GCC	Porsche Cayman	Production Sports Cars 2001 a	50.78			48.74									**48.74**	0.01

Rank	lumbe	Last Name	First Name	Club	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10	Run 11	Run 12	Time	Gap
Production Sports Cars up to 2000																				
1	79	**LIYANAGE**	Lasith	GCC	Subaru BRZ	Production Sports Cars up to 2	49.06	49.27	48.44			51.37							**48.44**	
2	12	**WILLS**	Simon	Mazda MX5	Mazda MX-5	Production Sports Cars up to 2	50.76	48.84	49.55	49.02	50.27	50.67	53.44						**48.84**	0.40
3	383	**SPEIGHT**	Ian	GCC	Mazda MX-5	Production Sports Cars up to 2	50.03	53.18	49.81	49.28	53.61								**49.28**	0.84
4	17	**CAMPBELL**	Scott	GCC	Toyota 86	Production Sports Cars up to 2	50.91	50.75	51.60	50.32	51.86	51.17	49.63						**49.63**	1.19
Sports Cars 2001 & Over																				
1	146	**MAWHINNEY**	Ernest	GCC	Sunbeam	Sports Cars 2001 & Over				61.38									**61.38**	
Sports Cars up to 2000																				
1	243	**VELLA**	Raymond	GCC	Mazda MX-5	Sports Cars up to 2000	56.69	55.43	54.92	53.47		56.78							**53.47**	
2	33	**PARR**	David	GCC	Honda Integra	Sports Cars up to 2000	55.90	57.16	57.57	56.02	56.78	58.63							**55.90**	2.43
Sports Sedans 2001 and over																				
1	14	**DUNCAN**	Robert	GCC	Holden Commodore	Sports Sedans 2001 and over	48.48	48.29	49.44	48.95	50.17	50.66	50.45						**48.29**	
2	141	**MAHY**	John	GCC	Holden Commodore	Sports Sedans 2001 and over	50.01	49.15	48.69	48.69	49.88	52.75	50.61						**48.69**	0.40
3	5	**HASSAN**	Jeff	Drift Cadet	BMW 330i	Sports Sedans 2001 and over	49.23	49.10	49.68	50.44	50.81	48.92							**48.92**	0.63
Sports Sedans 4WD																				
1	89	**JAMES**	Jordan	GCC	Mitsubishi Evolution	Sports Sedans 4WD	45.08	45.32	45.16		46.05	46.71							**45.08**	
2	135	**TEMPLAR**	Joel	GCC	Subaru WRX	Sports Sedans 4WD	49.83	49.95	47.77	47.98	48.16	50.10							**47.77**	2.69
Sports Sedans up to 2000																				
1	45	**DYER**	James	GCC	Suzuki Ignis	Sports Sedans up to 2000	46.37	47.06	46.91	46.11	49.11	58.86	47.36						**46.11**	
2	90	**AZZOPARDI**	Jai	GCC	Honda Civic	Sports Sedans up to 2000	49.01	47.50	47.83	48.10	48.70	50.85	48.59	47.55					**47.50**	1.39
3	18	**BARKER**	Dale	GCC	Toyota Corolla	Sports Sedans up to 2000	48.90	48.16	47.91	47.68	47.98	48.62	48.64						**47.68**	1.57
4	180	**BARKER**	Brett	GCC	Toyota Corolla	Sports Sedans up to 2000	48.82	48.79	48.59	48.18	47.89	48.91							**47.89**	1.78
5	159	**BRYANT**	Jarrod	GCC	Toyota Corolla	Sports Sedans up to 2000	57.96	53.87	53.40	52.47	52.92	53.55	53.61	52.26					**52.26**	6.15
6	72	**MCIVOR**	Garry	GCC	Ford Escort	Sports Sedans up to 2000			59.68		58.66								**58.66**	12.55
7	3	**MCNIVEN**	Jim	GCC	Toyota Corolla	Sports Sedans up to 2000	60.63	59.46	59.53										**59.46**	13.35

SUPPORTERS AND ADVERTISERS INDEX

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- Closest motel to Bryant Park!
- 3.5 stars
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- Guest Laundry
- BBQ area
- Car and trailer parking
- Free wireless internet
- Solar heated pool
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Has anyone seen the Race Cars that belong to this crew? They certainly couldn't find them at the wet December 2nd event!

Gippsland Car Club

MEMBERSHIP APPLICATION/RENEWAL
TAX INVOICE ABN 76 691 013 424

I/We hereby make application to join/rejoin the Gippsland Car Club Incorporated as a Junior/Single/Family Membership. All Gippsland Car Club Membership's expire on the last day of calendar year.

I/We seek membership via (please tick one only)

- ☐ Standard Membership (Competitive, Club Permit)
- ☐ Associate membership (Non competitive, non voting)
- ☐ Interstate Membership (for members residing in states other than Victoria)

NAME _____

ADDRESS _____

_____ POSTCODE_____

TELEPHONE _____

OCCUPATION _____

EMAIL ADDRESS_____

NAME OF EACH PERSON COVERED BY THIS MEMBERSHIP
(Please write the date of birth for each junior member. A junior member is under 18 at January 1, 2024).

_____
_____
_____

I/We agree to abide by the rules, by-laws and constitution of the Gippsland Car Club Incorporated.

How would you like to receive Valve Bounce, Tick One MAIL : EMAIL:

SIGNATURE/S _____
_____

Memberships will take a minimum of one week to process, after receipt of completed membership application form and payment, before the card is posted to you.
Membership becomes effective on receipt of your Membership Card.

2024 Fees if joining or renewing before 1st January 2024(all fees include GST):

Standard Membership:	Senior $110, Family $140, Junior $50.
Associate Membership	Senior $66, Family $80, Junior $40
Interstate Members:	Senior $66, Family $80, Junior $40

2024 Fees if joining or renewing from 1st January 2024(all fees include GST):

Standard Membership:	Senior $125, Family $160, Junior $50.
Associate Membership	Senior $80, Family $100, Junior $40
Interstate Members:	Senior $80, Family $100, Junior $40

Please mail this form, together with payment, to Gippsland Car Club, P.O. Box 493, Morwell 3840, or email to membership@gippslandcarclub.com.au, and direct debit your subscription to the Club Account, Bendigo Bank, BSB 633 000, Gippsland Car Club Incorporated, Account Number 1574 73836.

Standard members are those who wish to compete in events, have an input into the Club decision making process, or have a vehicle or wish to have a vehicle on the Club Permit Scheme.
Associate members are those who do **NOT** wish to compete in events, do **NOT** wish to have an input into the Club decision making process, and do **NOT** have a vehicle or wish to have a vehicle on the Club Permit Scheme.
Interstate members are those members who reside in a state other than Victoria.
The term **JUNIOR** in the categories above relates to a single person under the age of 18 years at January 1, 2024.