



VALVE BOUNCE

February 2025



Ian Maud getting away from the start line at Rob Roy VHCC Rd1

Gippsland Car Club Inc PO Box 493, Morwell, 3840

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

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

WEB PAGE: www.gippslandcarclub.com.au

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

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

WORKING BEE

ANNUAL TROPHY PRESENTATION DAY

ANNUAL GENERAL MEETING

MEMBERS PRACTICE DAY

SAUSAGE SIZZLE LUNCH

SATURDAY, FEBRUARY 15, 2025

9am Working Bee – The rest will follow with lunch around 12:30pm



2025 Motorsport Calendar

FEBRUARY

<i>Saturday 8</i>	<i>Boost2Drive Track Hire at Bryant Park</i>
Sunday 9	MG Car Club Inter-Club Challenge Rob Roy, Round 1
Sunday 9	Lang Lang Show and Shine and Swap Meet, Lang Lang
Sunday 9	Picnic at Hanging Rock Classic Car Show
<i>Sunday 9</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>
Tuesday 11	Board Meeting, 7 p.m., Clubrooms
Friday to Sunday, 14/16	VSCRC Round 1 at Sandown
Saturday 15	Birregurra Motor Show, 2025, Main Street.
Saturday 15	Annual Trophy Presentation, Annual General Meeting, Working Bee, Club Practice Day
Sunday 16	RACV British and European Motoring Show, 2025 – Yarra Glen Racecourse
Sunday 16	All American Car Display & Swap Meet, Gembrook Recreation Reserve
Sunday 16	Victorian 4WD Show, Lardner Park
Sunday 16	Ballan's Great Vintage Rally, Old Ballan Racecourse
Sunday 16	Wandin Custom Car & Bike Show, Wandin East Recreation Reserve
Friday to Sunday, 21/23	Repco V8 Supercars at Sydney Motorsport Park
<i>Saturday 22</i>	<i>VHCC Round 2, Bryant Park</i>
Sunday 23	Shannons American Motoring Show 2025 – Mornington Racecourse
Sunday 23	11 th Anniversary Custom, Classic Car and Bike Show, Apex Park, Altona
Sunday 23	AROCA Supersprint at Sandown

MARCH

Saturday 1	Ballan Vintage Swap Meet, Old Ballan Racecourse
Sunday 2	MSCA Super Sprint Championship Round 2 at Winton
Sunday 2	RACES East Sale Supersprint CANCELLED
Tuesday 4	Valve Bounce collation
Friday to Sunday, 6/8	Phillip Island Classic
Saturday to Sunday, 8/9	Adelaide Motorsport Festival
Sunday 9	Clunes Historic Truck Show, Clunes Showgrounds
Sunday 9	The 2025 Morris Finance – MG Car Club Geelong Car Display, Eastern Beach, Geelong
Monday to Sunday, 10/16	Corowa Swim In and Military Vehicle Gathering
Tuesday 11	Board Meeting, 7 p.m., Clubrooms
Thursday 13	Back to Wangaratta – 50 th Anniversary of the Vauxhall Owners Club of Australia, Wangaratta
Thursday to Sunday 13/16	Australian Grand Prix, Albert Park
Thursday to Sunday, 13/16	20 th Falcon Nationals, Shepparton
Saturday 15	Working Bee and Club Members Practice Day
Sunday 16	Mercedes Benz Club of Victoria Concours, Cruden Farm
Sunday 16	Leongatha Show N Shine and Swap Meet, Recreation Reserve
Saturday 22	MSCA Super Sprint Championship Round 3 at Sandown
Saturday to Sunday, 22/23	VHCC Round 3, Mt Leura, Camperdown
Sunday 23	Porsche Club Vic 5 Hour Regularity Sandown
Sunday 23	American Breed Car Show, Manhattan Hotel, Ringwood
Sunday 23	Shepparton Motor Show, Market Day & Swap Meet, Shepparton Showgrounds
Friday to Sunday, 28/30	AOMC/RACV Florence Thomson Tour
Saturday 29	Eddington Sprints
Saturday to Sunday, 29/30	Rob Roy Revival
Sunday 30	AOMC Aussie Classic Car Show, Manhattan Hotel, Ringwood
Sunday 30	Chiltern Cancer Cruise- Car & Bike Show, Chiltern Park Recreation Reserve
<i>Sunday 30</i>	<i>Alfa Romeo Owners Club of Australia track hire at Bryant Park</i>

APRIL

Tuesday 1	Valve Bounce collation
Saturday to Sunday, 5/6	Melbourne Motor Show
Saturday 5	Melbourne to MOVE, Museum of Vehicle Evolution, Kialla
<i>Sunday 6</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>
Tuesday 8	Board Meeting, 7. p.m., Clubrooms
Friday to Sunday, 11/13	Repco V8 Supercars at Taupo, NZ
<i>Sunday 13</i>	<i>Nugget Nationals track hire at Bryant Park</i>
Saturday 19	Working Bee and Club Members Practice Day
Saturday 26	MSCA Super Sprint Championship Round 4 at The Bend
Sunday 27	VHCC Round 4, Bryant Park (PIARC Track Hire)

MAY

Sunday 4	VHRR Historic Rob Roy
<i>Sunday 4</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>
Tuesday 6	Valve Bounce collation
Friday to Sunday, 9/11	Repco V8 Supercars at Symmons Plains, Tas
Saturday 10	AROCA Supersprint at Sandown
Sunday 11	Mother's Day
Tuesday 13	Board Meeting, 7 p.m. , Clubrooms
<i>Saturday to Sunday, 17/18</i>	<i>Terry Baker Motorsport Weekend at Bryant Park</i>
Sunday 18	AOMC/RACV National Motoring Heritage Day
Friday 23	Benalla Historic Vehicle Tour, Benalla Gliding Club
Saturday 24	Working Bee and Club Members Practice Day
Saturday to Sunday, 24/25	Historic Winton

JUNE

Sunday 1	GCC Multiclub Hill Climb at Bryant Park
Tuesday 3	Valve Bounce collation
Friday to Sunday, 6/8	Repco V8 Supercars at Perth, WA
Sunday 8	Rob Roy Interclub Challenge Round 2
Tuesday 10	Board Meeting, 7 p.m., Clubrooms
Sunday 15	RACES East Sale Supersprint
Friday to Sunday, 20/22	Repco V8 Supercars at Hidden Valley, NT
<i>Sunday 22</i>	<i>Victorian Khanacross Championship Round at Bryant Park</i>
Saturday 28	Working Bee and Club Members Practice Day
Sunday 29	VHCC Round 5 at Rob Roy (MCV)
Sunday 29	MSCA Super Sprint Championship Round 5 at Sandown

JULY

Tuesday 1	Valve Bounce collation
Sunday 6	AROCA Supersprint at Phillip Island
Tuesday 8	Board Meeting, 7.p.m., Clubrooms
Friday to Sunday, 11/13	Repco Supercars at Townsville, FNQ
Saturday 19	Working Bee and Club Members Practice Day
Sunday 27	GCC Multiclub Hill Climb at Bryant Park

AUGUST

<i>Sunday 3</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>
Tuesday 5	Valve Bounce collation
Friday to Sunday, 8/10	Repco V8 Supercars at Queensland Raceway
Saturday to Sunday, 9/10	VHCC Round 6, One Tree Hill, Ararat
Tuesday 12	Board Meeting, 7 p.m., Clubrooms
Saturday 16	MSCA All British Day at Winton
Saturday 16	Working Bee and Club Members Practice Day
Sunday 17	MSCA Supersprint Championship Round 6 at Winton
Friday to Sunday, 22/24	TCR Race Winton
Sunday 24	GCC Multiclub Hill Climb at Bryant Park
Sunday 31	AROCA Supersprint at Broadford

SEPTEMBER

Tuesday 2

September 7

Sunday 7

Tuesday 9

Friday to Sunday, 12/14

Sunday 14

Sunday 14

Sunday 21

Sunday 21

Valve Bounce collation

Father's Day

RACES East Sale Supersprint

Board Meeting, 7.p.m, Clubrooms

Repco V8 Supercars at The Bend, SA

GCC Multiclub Khanacross at Bryant Park

VSCC Vintage Rob Roy

MSCA Supersprint Championship Round 7 at Phillip Island

GCC Multiclub Hill Climb at Bryant Park

OCTOBER

Saturday to Sunday, 4/5

Sunday 5

Tuesday 7

Thursday to Sunday, 9/12

Saturday to Sunday, 11/12

Saturday 11

Sunday 12

Tuesday 14

Saturday to Sunday, 18/19

Sunday 19

Friday to Sunday, 24/26

Sunday 26

AROCA 10 Hour Relay at Winton

Rob Roy Interclub Challenge, Round 3

Valve Bounce collation

Repco Bathurst 1000

2025 Australian Hill Climb Championship, The Bend, SA

Working Bee and Club Members Practice Day

MSCA Supersprint Championship Round 8 at Calder Park

Board Meeting, 7.p.m., Clubrooms

Mt Tarrengower Hill Climb

GCC Multiclub Hill Climb at Bryant Park

V8 Supercars at the Gold Coast

GCC Multiclub Khanacross at Bryant Park

NOVEMBER

Saturday to Sunday, 1/2

Tuesday 4

Tuesday 11

Friday to Sunday, 14/16

Sunday 16

Sunday 16

Sunday 16

Saturday 22

Thursday to Sunday, 26/30

Saturday 29

Sunday 30

Sunday 30

Australian Khanacross Championship at Bendigo

Valve Bounce collation

Board Meeting, 7 p.m., Clubrooms

Repco V8 Supercars at Sandown

RACES East Sale Supersprint

33rd Historic and Classic Hill Climb, Rob Roy

Nugget Nationals track hire at Bryant Park

Working Bee and Club Members Practice Day

Repco V8 Supercars in the Adelaide Parklands, SA

GCC Multiclub Twilight Hill Climb at Bryant Park

MSCA Come and Try Day at Phillip Island

AROCA Supersprint at Phillip Island

DECEMBER

Tuesday 2

Sunday 7

Tuesday 10

Valve Bounce collation

GCC Multiclub Khanacross at Bryant Park

Board Meeting

NOTE: All dates shown above are subject to change - please check with the organisers of the events to confirm the dates. 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.

Editorial Ponderings:

Welcome to the February 2025 edition of Valve Bounce.

The VHCC is already in full swing with round one run and won at Rob Roy in January and round two coming up soon at Bryant Park in late February. It was good to get back out there but I must say it almost felt like we hadn't had a break. I love driving at other tracks but I must say it's a very long day when you arrive at Rob Roy at 7:30am and leave after 4pm only to have had 3 runs all day.

Our annual presentation day is coming up on Feb 15th which also includes the club AGM. Now is the time to get more involved in the club if you feel that way inclined. You don't need to have any previous experience as there is a very experienced team there to guide you and we are always looking for fresh faces. After 3 years I would love to hand over the monthly production of Valve Bounce to someone new which would allow me to take on other roles and help keep the club magazine fresh. It's not a massive task each month as contributions come from multiple sources and you just need to pull it all together for print.

It's disappointing to hear that the first RACES sprint is cancelled but it does remind you how lucky we are to have our own track and facilities to be able to use whenever we want. Sales will be back but it just goes to show some of the complexities of running an event on an active Air Force Base.

See you soon

Jarrold Bryant



Very Important decisions being made while waiting for a run at Rob Roy!

Chairmans Report – Rhys Yeomans. February 2025

2025 Membership Renewal

Thank you to those who have renewed their memberships for 2025.

A copy of the membership renewal form can be found in the back of this issue or on our website.

Another reminder that if you have a Club Permit vehicle or Motorsport Australia licence, you are required to be a financial member of an affiliated club.

Proposed Club Championship Changes for 2025

Within this copy of Valve Bounce you will see a proposed change to the Club Championship that I'd like to table and move at February's AGM. Following some feedback, I've revised the wording of the Club Championship details. It remains the same, though now reads much clearer.

EAST SALE SUPERSPRINT – Cancelled for March 2025

Earlier this week I received an email from Paul Lummis regarding the cancellation of East Sale Supersprints, previously scheduled for 2nd March.

There have been some security policy changes for base entry and identification, which RACES are working to develop a security plan to integrate these changes. They felt it was better to cancel March's event and ensure that all plans are in place for the June event. I will keep you posted on any updates I receive.

Club Presentation – email invitation

An invitation to the AGM and Club Presentation was sent to all club members who are receiving a Club Championship trophy or other award. It would be great to have as many club members attend to celebrate the successes of 2024. John tells me he is doing a full page spread on page 3 about the day, flick back to page 3 if you missed it!



Internet delivered *differently*

GIPPSLAND CAR CLUB CHAMPIONSHIP 2025 – PROPOSED RULES

Hill Climb Championship (No change for 2025) For hill climb events, a competitor's best time for the day will be divided by the appropriate class record at the beginning of competition for the day, with the resultant figure being the points scored by the competitor for the day, e.g. Bill Black recorded a best time of 38.11 for the day in Formula Vee, and the class record at the beginning of the day was 36.99 – Black's score for the day is thus $38.11 \div 36.99 = 1.03$. A competitor scoring 1 point for the day will have equalled the class record; a competitor scoring less than 1 point will have beaten the class record, whilst a competitor scoring more than 1 point will have been slower than the class record. Points for the Hill Climb Championship will be counted in (n-1) GCC hill climb events. If a competitor competes in more than (n-1) GCC hillclimb events, their 'worst' rounds over (n-1) will be dropped from their overall score for the year.
N = total number of nominated GCC Hill Climb events.

Sprint Championship (No change for 2025) Classes contested at Sprint events conducted by Clubs other than our own will be different to those conducted by the GCC. For our GCC Sprint Championship, GCC competitors will be placed in our own Club Championship classes for the purposes of points scoring. For sprint events, a competitor's best time for the day will be divided by the appropriate class record at the beginning of competition for the day, with the resultant figure being the points scored by the competitor for the day, e.g. Bill Black recorded a best time of 38.11 for the day in Formula Vee, and the class record at the beginning of the day was 36.99 – Black's score for the day is thus $38.11 \div 36.99 = 1.03$. A competitor scoring 1 point for the day will have equalled the class record; a competitor scoring less than 1 point will have beaten the class record, whilst a competitor scoring more than 1 point will have been slower than the class record. Points for the Sprint Championship will be counted in (n – 1) sprint events. If a competitor competes in more than (n-1) sprint events, their 'worst' rounds over (N-1) will be dropped from their overall score for the year.
N = total number of nominated GCC Sprint events.

Khanacross Championship Khanacross Championship points will be scored in the following categories:

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

For khanacross events, a competitor's best time for each layout of the day will be divided by the appropriate class record at the beginning of competition for the day for that layout, with the total resultant figure being the sum of all layout points scored by the competitor for the day, **which is then divided by the total number of runs on the day** e.g. Bill Black is very consistent and recorded a best time of 38.11 in his Production 2WD up to 2000 classed vehicle in 6 of the layouts offered, and the class record at the beginning of the day for each of these 6 layouts was 36.99 – Black's score for the day is thus $38.11 \div 36.99 = 1.03$ for each of the 6 layouts offered, **giving him a preliminary score of 6.18. As there were 6 runs on the day, his score of 6.18 is divided by 6, resulting in a final score of 1.03** A competitor scoring 1 point for the day on a layout will have equalled the class record; a competitor scoring less than 1 point will have beaten the class record for a layout, whilst a competitor scoring more than 1 point will have been slower than the class record of the layout. Points for the Khanacross Championship will be counted in (n – 1) khanacross events. If a competitor competes in more than (n-1) khanacross events, their 'worst' rounds over (N-1) will be dropped from their overall score for the year.

N = total number of nominated GCC Khanacross events. Trophies for class championships will be awarded to the 1st, 2nd and 3rd place competitors overall and for classes. Competitors are to compete in more than 50% of total championship rounds to be eligible for a trophy. For example, if a total of 8 hill climb championship rounds are offered, competitors are to compete in at least 5 of these 8 rounds to be eligible for an outright or class trophy.

Trophies for club championship are to be awarded for outright 1st, 2nd and 3rd place competitors. There is not a minimum of events required for competitors to be eligible for 1st, 2nd and 3rd place trophies.

CHRIS MURPHY MEMORIAL TROPHY Points will be allocated to Gippsland Car Club member drivers of open wheeler racing cars at each GCC hill climb conducted during 2023. Points will be scored as follows: 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2 and 15th 1. The competitor with the highest points score at the end of the year will be awarded the Chris Murphy Memorial Trophy for 2023.

REG COLDWELL MEMORIAL TROPHY Points will be allocated to Gippsland Car Club member drivers of sports sedans at each GCC hill climb conducted during 2023. Points will be scored as follows: 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2 and 15th 1. The competitor with the highest points score at the end of the year will be awarded the Reg Coldwell Memorial Trophy for 2023.

CLUB CHAMPIONSHIP The club Championship will be made up of Hill Climb, Sprint and Khanacross rounds. Where there are 8 Hill Climbs, 4 Sprints and 8 Khanacross events in 2025, the scores will be taken from each competitor's best 4 Hill Climbs, 2 Sprints and 4 Khanacross events (50% of each discipline). Points will be allocated in line with the individual discipline championship scoring detailed above. The Club Champion will be determined by the competitor who has the lowest score from completing the nominated Club Championship rounds. If a Club Member does not complete all nominated Club Championship rounds, the winner will be determined as the Club Member who completed the most rounds and scored the lowest number of points.

WINTER CUP HILLCLIMB CHAMPIONSHIP

A Winter Cup Hillclimb Championship will be conducted over the Multiclub hillclimbs scheduled on 1st June, 27th July and 24th August, with points scored in the same manner as for hill climbs designated as rounds of the Hillclimb Championship and open to all competitors. The competitor who completes the three rounds and has the lowest total points will be the winner of the Winter Cup. Points scored during the Winter Cup by Gippsland Car Club Members will count towards the Hillclimb and Club Championship.

Victorian Hill Climb Championship Round 2 **February 22nd**

BRYANT PARK
ANTICLOCKWISE FIGURE 8



Brett Hayward - Hayward
Photo by Kevin Wilson

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BITS AND PIECES, INCLUDING FROM THE BOARD

John Bryant

MEMBERSHIP SUBSCRIPTIONS FOR 2025 This is the final time a Membership Form will be included in Valve Bounce. Please remember that if you wish to compete in any events you must be a financial member of the Club to do so.

MEMBER PRACTICE – WHEN CAN I HAVE FREE PRACTICE AT THE TRACK? Club members are eligible to practice at the track on Working Bee days (provided they have done some work in the mornings) and also on the Saturday prior to competition days on Sundays. When a competition day is on a Saturday, there is no opportunity for member practice. At this point in time, days when practice can be undertaken are as follows:

Saturday, February 15
Saturday, March 15
Saturday, April 19
Saturday, May 24
Saturday, May 31
Saturday, June 28
Saturday, July 19
Saturday, July 26
Saturday, August 16
Saturday, August 23
Saturday, September 29
Saturday, October 11
Saturday, October 18

CALENDAR Included in this edition of Valve Bounce is what I had hoped is the final Calendar for 2025 – there are eight hill climbs listed, eight khanacross and four East Sale Sprints. All events are included in the 2025 Club Championship, and all are at Bryant Park unless otherwise noted. However, one of the East Sale events has been cancelled and will be rescheduled – the new date for this meeting will be included when determined. The events are as follows:

Sunday, February 9	Khanacross
Saturday, February 22	VHCC Round 1
Sunday, March 2	East Sale Supersprint - CANCELLED
Sunday, April 6	Khanacross
Sunday, April 27	VHCC Round 4
Sunday, May 4	Khanacross
Sunday, June 1	Hill Climb
Sunday, June 15	East Sale Supersprint
Sunday, June 22	Khanacross (this is also a round of the Victorian Khanacross Championship)
Sunday, July 27	Hill Climb
Sunday, August 3	Khanacross
Sunday, August 24	Hill Climb
Sunday, September 7	East Sale Supersprint
Sunday, September 14	Khanacross
Sunday, September 21	Hill Climb
Sat to Sunday, Oct 11/12	Australian Hill Climb Championship, The Bend, SA
Sunday, October 19	Hill Climb
Sunday, October 26	Khanacross

Sunday, November 16
Sunday, November 29
Sunday, December 7

East Sale Supersprint
Hill Climb
Khanacross

If there are any changes to this Calendar, they will be notified as soon as possible prior to the amended date.

COMING EVENTS AT BRYANT PARK Our first Khanacross for the year is on February 9, to be followed by our first Hill Climb on February 22. At the time of writing (a very hot Sunday, February 2) the khanacross had a very healthy 40 entries, and the hill climb (which is Round 2 of the 2025 Victorian Hill Climb Championship) had 50 entries, with entries open for another week. A very good number of Formula Libre vehicles have already entered the hill climb, including past Australian Champions Greg Ackland and Dean Tighe, Dean coming from Queensland for the event, and the very fast South Australian Dave Mahon, who has won both the Victorian and South Australian Hill Climb Championships. Also entered is current Victorian Champion Mike Barker. I notice that speedy tin top driver Warren Heath is entered to drive the RFoley open wheeler. Both should be very good events, and both will need your assistance as an officials for the event.

EAST SALE By now you will have heard that the East Sale sprint meeting that was to have been held on March 2 has been cancelled. RACES has stated that they still intend to run four sprint meetings for this year.

NO MORE CHEQUES - THIS IS THE LAST TIME I WILL INCLUDE THIS REMINDER Our Club bank, the Bendigo, will no longer accept cheques to be paid into our account. What this means is that if I receive any cheques, I will have to post them back to the sender. The way you have to pay now is electronically, or by going to the bank and depositing cash into our account. Under no circumstances should you put cash in an envelope that you are sending to the Club to pay for membership or an entry fee, or whatever else you may pay money to the Club.

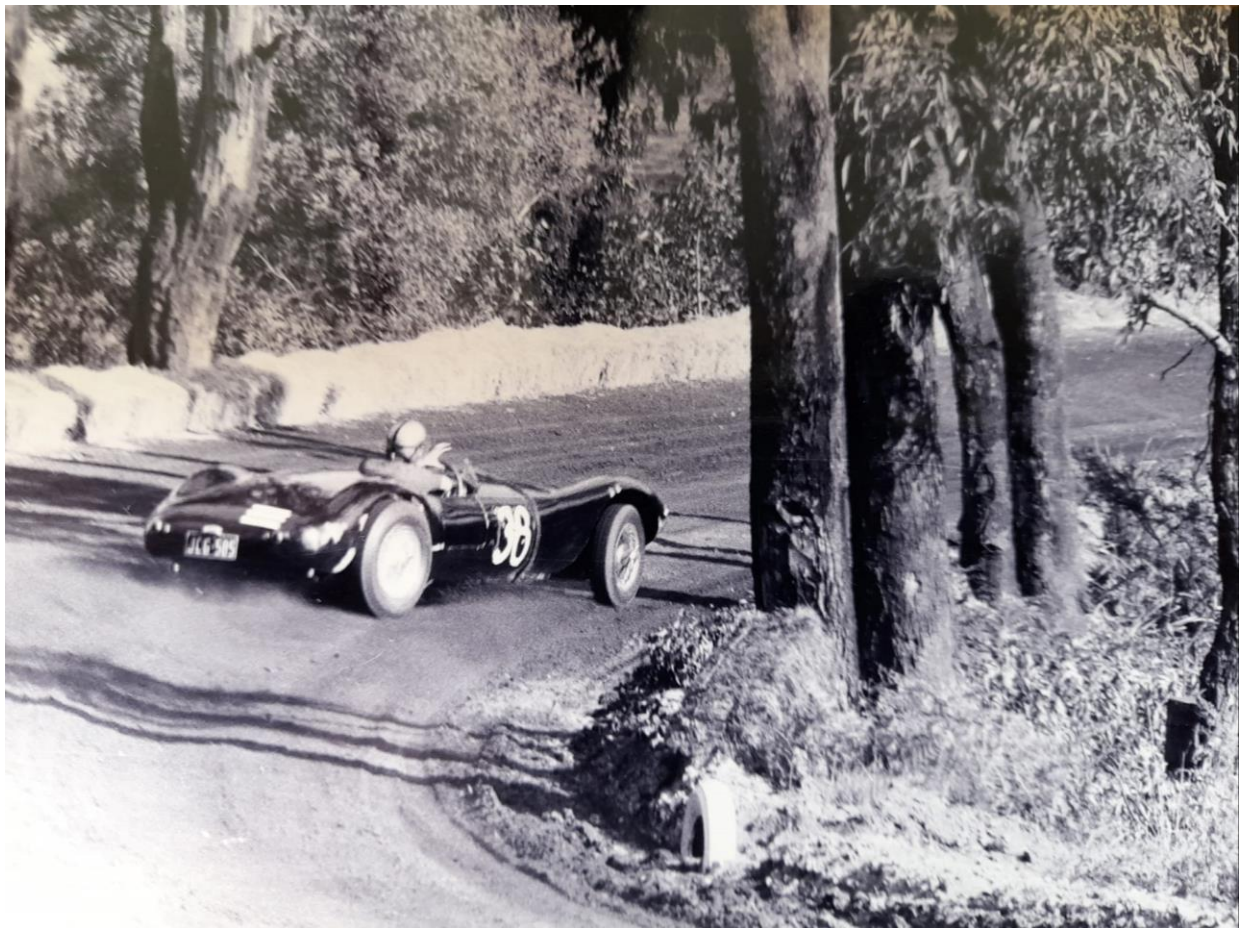
ARTICLES FROM THE PAST This month I have retrieved from the past a further article I wrote about Track Configurations at Morwell Hill Climb/Gippsland Park and Bryant Park. This time the article is about what I perceive to be similarities between our old track at Gippsland Park and our current track. I know that a large number of you did not compete or spectate at Gippsland Park, or may not have even heard of it, but I know also that many did both compete and spectate – will you be surprised to realise that there are many similarities between the two tracks?

PAUL HAWKINS Have you ever heard of Paul Hawkins, an Australian racing driver who did most of his racing overseas? I have, and I have seen him race a variety of cars, the most notable of which was a Lola T70, but he also drove in Formula 1. Ian Maud inserted an article in Valve Bounce some years ago and I have reprinted the article for your interest.

FEBRUARY 15 – A BUSY DAY You will see references to February 15 all over this edition of Valve Bounce – Working Bee, Annual Presentation, Annual General Meeting and Members Practice. I will only mention the Working Bee and the Members Practice – there is a lot of grass around the property, however the Working Bee will not proceed, nor will the Members Practice, if it is a day of Total Fire Ban in the West and South Gippsland Fire District.

DO YOU LIKE READING? I certainly do, and as well as many fiction and non-fiction novels, I have a very large number of motorsport magazines which I am prepared to give away at bargain basement price, i.e. free to a good home. I can guarantee that all are in excellent condition, having been read from cover to cover once only. As I am getting old (or am I already there?) it is time to clean the

place up a bit so it is either the recycle bin over many weeks, or, as I would prefer. giving them away. I have approximately 80 copies of Muscle Car magazine, and four only copies of Motor Sport Legends, which was published for a short period of time some years ago and was an excellent magazine. Another outstanding magazine, of which I have about ten copies, is the English magazine Vintage Race car, from around 2008 or thereabouts - these magazines featured a number of articles about Australian events, and a number of photographs, including some by our past member, the late Jack Jones What about motor rake programs from years gone by?. Racing Car News, Wheels – I have heaps of them, all stored out of the dirt and dust in plastic tubs. I do not want to see all of these magazines go to the shredder, I would rather they went to a good home. If you want any of them, you have to come and visit me to make your selection, or maybe I could bring them to the track on the day of an event.



Terry Morris on the first iteration of the old Morwell Hill Climb when the surface was still dirt.

PHILLIP ISLAND *Classic*

FESTIVAL OF MOTORSPORT

MARCH 7-9TH 2025

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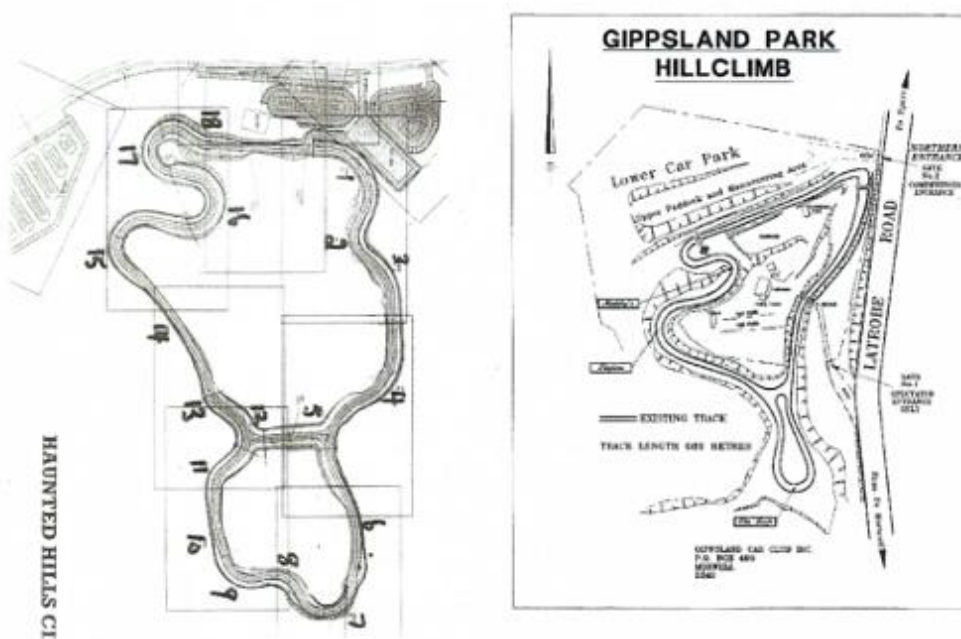
ARTIST JOHN KETCHELL ~ LEGENDARY PORSCHE 917-30 ~ OWNER PETER HARBURG



SOME MORE RAMBLINGS ABOUT OUR TRACKS

-John Bryant

I have had some interesting feedback from my article last month about the similarities between our old Gippsland Park track and our new Bryant Park track. Some can see the similarity, but others believe that I may be hallucinating – I am not!! I have inserted a plan of the old track alongside a plan of the new track – surely you can see the similarities. I did not say they were the same – I said they were similar!



Now try and tell me that there are not similarities between the two! The new track is basically double the length of the old track, is much wider, but the topography of the land is much different. The physical location of the two tracks is also different – the Bryant Park track faces west at the top of plan, whilst the Gippsland Park track faces north.

Last month I talked about the changes made to the Gippsland Park track over a period of years – this time I will talk about the safety aspects of the Gippsland Park track. Jarrod Bryant conducts a Facebook page entitled Gippsland Park Morwell Hillclimb 1960s-2008 – this page contains a huge number of photographs of the old tracks (gravel and asphalt) so if you want to see what I am talking about, check out the Facebook page.

As I have stated previously, I did not see the old gravel track in action, although it was basically all there until the whole place closed in 2008 – the best way to summarise the safety features of the track is that there were very few, but this was not a whole lot different to other hill climbs and tracks in Victoria. I attended many meetings at Rob Roy, Templestowe and Hepburn Springs when I was a boy, and there was not much at either place to protect the drivers or the spectators. It is easy to find photographs of all of these hill climbs as they were in the "old" days, providing of course that you use the internet. The dam wall at Rob Roy had absolutely no protection, and I have seen drivers disappear into the dam and over the wall, and it is only in recent times that there is guardrail protection to the right hand side of the start line between the track and the pit area. Fisherman's Bend circuit had two rows of hay bales down the centre of the track, and the spectators were behind basically a rope fence not very far from the edge of the track. Ballarat airstrip was basically the

same. The old Albert Park was not a lot better, whilst the short lived Altona track had very little in the safety area – bales of hay were the in thing in the 1950s! Bathurst and Orange were similar – farm fences were about all that was used to keep spectators at bay, and the safety for drivers was rudimentary. Have a good look at the photos of meetings held at these places in the “old days”, and you will see what I am on about.

Back to our first two tracks. As I have said previously, I never saw the original gravel track in action, but I have seen a large number of photographs, and it is reasonable to say that apart from a few hay bales, there was not much keeping the competitors from the greenery. We did use the last part of the track for rally stages on a few occasions, and I can tell you that it was fairly hairy. Have a look on the Jarrod Bryant Facebook page Gippsland Park Morwell Hillclimb 1960s to 2008 for some of the action on this track, and then draw your own conclusions.

The “new” asphalt track opened in 1972, and I did see most of the action on this track, taking over as Clerk of Course in (I think) 1975. It was fair to say that this track was quite dangerous in parts, and much work was required over the time period of its life to make it safe, or as safe as it could be. The track did see its fair share of accidents over the years, but to my recollection, only two people left the track in ambulances, and they with only minor injuries.

The start line was on a slope for the first few years of the existence of the track, which necessitated the use of a chock to prevent cars from rolling backwards – although a few drivers tried to start in reverse and frightened the life out of the person holding the chock! All you could see at the start line was a very steep hill (The Hump) in front of you, with no indication as to where the road went when the top of the hill was reached – many drivers, believe it or not, asked which way they went when they got to the top of the Hump.



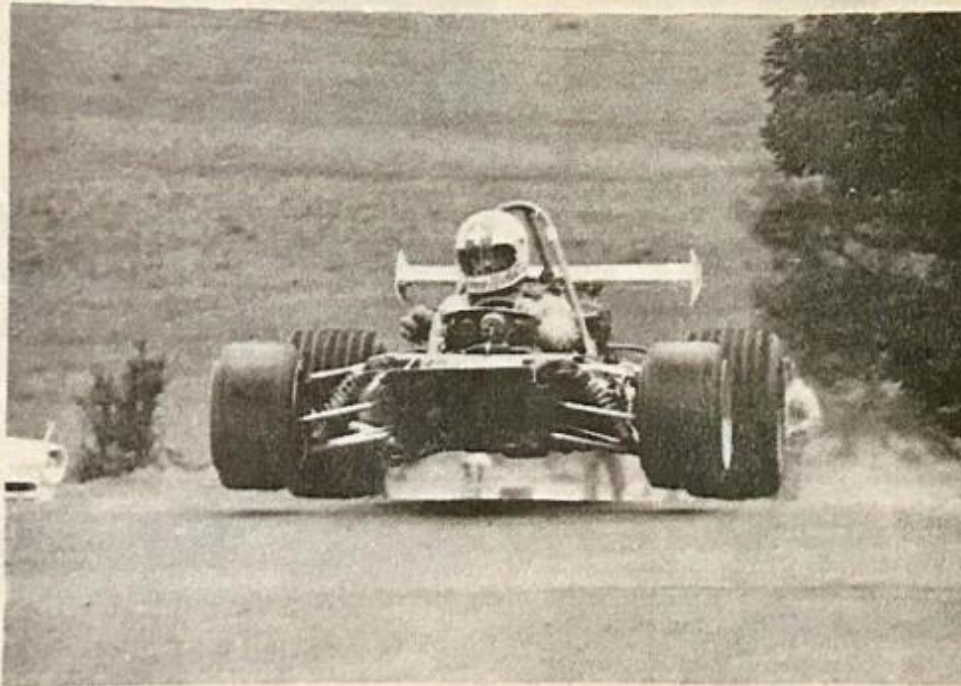
Bill Filips, Porsche 911, early 1980s – showing the hump, and the new track around it.

(source: Facebook: Gippsland Park Morwell Hillclimb 1960s-2008)

There are many photographs in existence of cars going over The Hump with all four wheels in the air! (see the previously mentioned Facebook page).

(Ed: or next page!)

— but Rodkin close behind!



About to impart some heavy suspension and transmission loads on itself is Werner Rodkin's Brabham BMW.

Werner Rodkin, Brabham BMW, Gippsland Park, 1980s.

(source: Facebook: 'Gippsland Park Morwell Hillclimb 1960s-2008': possibly originally from Auto Action)

Once back on the ground after The Hump" the track veered right to the bridge and then left, through a quite large cutting with little room to manoeuvre on either side of the track. The bridge supports also protruded onto the track about half a metre on each side, so were not to be trifled with. Then down the hill towards the Loop, only to be confronted by quite a large stand of very solid trees in the middle of the track at the entrance to The Loop – one might ask how the Club ever received a Track Licence with such a dangerous obstacle staring the drivers in the face as they reached the Loop. If you happened to go off the track at this point, and you managed to navigate your way through the trees, you were then confronted with a very large hollow in the middle of The Loop, complete with creek running across from one side to the other.

Did anyone hit the trees? Of course they did, luckily without serious damage to any person although some cars looked a little second hand. Did anyone go off through the trees and into or across the creek? Of course they did!! Frank Bathgate managed to roll his Formula Vee and land upside down in the creek, luckily without Frank being drowned. Myles Higgins managed to seriously shorten his Mazda R100 when he sailed through the hollow, flew across the track, and hit a sleeper wall head on – Myles felt a little ill at the time, but nowhere near as ill as the car. I believe that John Moss also tried a similar trick. This brings me to barriers around the track.

The Loop was the first place that the competitor would come across track side barriers. On the very edge of the track on the left hand side at the entrance to The Loop was a length of single height guard rail, and alongside of it, continuing around the corner, was a metre high wall made of old railway sleepers and backed with dirt – not something to be trifled with, as some found. The moral to this story was that there was absolutely no run off on the outside of the corner, and a big hole on the inside of the corner!

If the competitor managed to navigate all of that (and most did) they then continued on up the back “straight” towards Skyline – a batter about a metre high kept the competitors out of the spectator area on the right hand side, but there was nothing on the left hand side except a wall of trees and a million blackberry bushes. Did anyone go off along here? Of course they did, and it was extremely difficult extracting them from the blackberry field, not to mention the trees if they happened to hit one. A very dangerous aspect of this part of the track was that the old track was only about five metres from the current track, but about two metres below – if anyone had penetrated the trees to the left, they may well have landed on the old gravel track – I am not sure that anyone actually achieved this feat! Also making this area less than safe was a wire fence that had been installed by APM to mark off our property from their property (they had resumed some of the old gravel track). Skyline was the next and quite fast corner, but was protected by only a single height guardrail fence – naturally, this fence was right on the edge of the track! Yes – people did try to fly over the fence, and a number landed on top of the fence. The exit of Skyline, down to Murphy’s had no run off at all, being between two quite high batters. Murphy’s also featured single height guard rail – not much to keep people out of the pit area. Some tried, but to my knowledge none succeeded. The corner was named Murphy’s after Chris Murphy tried extremely hard to put an open wheeler through the fence there on one occasion. Another car that tried really hard was the Dalro Jaguar, one of our nicest current historic racing cars.

Two more pieces of single height guard rail completed the safety features of the track. The first was on the exit from Murphy’s on the right hand side, and the last piece was on the outside of the finish line. A large stand of pine trees bordered the track after the finish, and people occasionally did hit them. The moral to the whole safety side of the track is that single height guardrail, right on the edge of the track, and a sleeper fence right on the edge of the track, was the protection – the long and the short of it was that if you “lost” your car anywhere around the track, there was a fair chance that you would hit something, and many did.

The Committee at the time decided that something had to be done to make the track safer. I do not recall the time frame of the works, but some of it was tied in with putting in a crossover. The Club at the time was not very affluent, so the works took a number of years, and this is when large earthmoving tyres first featured as barriers, as they were free! The start line was rebuilt to be flat, making starting somewhat easier. Concrete walls were built on both sides underneath the bridge (these walls were basically installed at the request of the motorcycling fraternity, as we did have some motorcycle races at the track at the time) – no-one ever hit them after they were installed! The trees at the entrance to The Loop were removed, and a system of pipes took the place of the creek, with the whole area then filled to be almost flat. The barriers on the outside of The Loop were removed, and a run off area of around 15 metres was then available to competitors.

The earth required for all of this was obtained from the contractors who were widening Latrobe Road at the time, so it suited them as much as it suited us (it really suited us as it was free, and enabled us to carry out a huge amount of work which we otherwise would have had great trouble completing). Huge amounts of earth were used in the area of The Loop, and a run off area out of

The Loop was also provided. The runoff area at Skyline was made as wide as it could be, and this required a huge amount of dirt as the area had to be built up about three metres at the back of the corner, which was part of the old gravel track. The runoff at Murphy's was made wider, and the area on the inside of the finish line was also filled in.

(Ed: you can see an example of these earthworks in this month's cover photo)

Now that the dirt had been obtained, barriers were required in some area. None required in The Loop, as an earth batter about 15 metres from the track could stop any cars venturing off the track at this point. At this time, we wanted to run the track in both directions, and were not able to as guardrail could only be lapped in the direction of racing. There was an easy solution to this problem – get rid of all of the guardrail, and bring in large numbers of earthmoving tyres from the adjoining mine – again free!! The tyres were all put into place by firstly Tony from Bridgestone, and then Bridgestone Bob, who took over Bridgestone in Morwell – again a saving of huge amounts of money, as the tyres could not be moved manually. These tyres lasted the life of the track, and made things much safer, particularly in areas where previously there were no barriers and much danger. The only disadvantage of using these tyres was that we inherited them when we moved to Bryant Park, but as it turned out we certainly needed them when we first started, and we still use many of them as barriers today.

It is probably fair to say that we spent much time on improving Gippsland Park, and on many occasions we had working bees almost every weekend – the record was thirteen weekends in a row!! (Yes he did attend them all!!!) Whilst all of the track work was occurring, the working bees also improved the spectator areas and built a new clubroom building – maybe not as grandiose as our current building, but certainly very flash at the time, thanks to the donation of all of the materials by Bill Filips of Valleyway Homes.

At the risk of continually publicising the Facebook page Gippsland Park Morwell Hillclimb 1960s-2008, there is an absolutely outstanding Super 8 film now featuring as a U Tube by Marcus Clayton – this was taken in 1973, soon after the opening of the asphalt track, and shows very clearly many of the aspects I have mentioned above. There are also a number of photographs from the old gravel track. Another interesting Facebook which many of you frequent is Old Motor Racing Photographs Australia – this recently featured a contribution by Glenn Everitt about Garry Everitt, and one of the comments made about the article was from ex motorcycle racer Paul Heffernan, who held the motorcycle record for a number of years (the motorcyclists used the track as a circuit).

To complete the trilogy, we need someone to write about the development of the first Morwell Hillclimb – the old gravel track circuit. As I have said, I know nothing about it, but I think I might know some people who do – hopefully I can convince them to contribute an article next month.

2024 GCC KHANACROSS CHAMPIONSHIP						INDICATES DROPPED ROUND					
		R1	R2	R3	R4	R5	R6	R7	R8	Rounds	Total
		4-Feb	24-Mar	28-Apr	9-Jun	18-Aug	6-Oct	3-Nov	8-Dec	Run	
1	Simon Wills	8.089	7.158		7.699	7.181	6.179	8.216	7.103	7	51.625
2	Roderick Macnab	8.408	7.648	8.791	7.995	7.199	6.186	8.407		7	54.633
3	David French	8.571	7.638		8.568	7.419	6.552	8.642	7.354	7	54.744
4	Alyssa Perks	8.933	7.623		8.184	7.783	6.580	8.553	7.727	7	55.383
5	Aston Hill	9.012	8.200		8.814	7.364	6.306	8.717	7.500	7	55.912
6	Zander Wills	9.001	7.611		8.130	7.425	6.984	9.198	8.024	7	56.374
7	Peter Ferguson	8.849	7.655		8.463	7.956	6.793	9.012	8.051	7	56.778
8	Scott Seddon	8.636		9.015	8.105	9.235	6.454	8.438	7.542	7	57.424
9	Aileen French	9.053	8.746		9.204	8.334	6.733	8.875	8.350	7	59.296
10	Sarah Seddon	10.315	8.846	10.971	9.527		7.343	10.294	8.462	7	65.759
11	Caitlin Seddon	12.401	11.067	12.189	12.791		8.955	12.161	10.904	7	80.467
12	Declan Wills	8.451			7.815	7.360	6.484	8.566		5	38.676
13	Gary Mason		8.906	9.720		8.783			9.485	4	36.894
14	Rehan Liyanage	14.748					9.341		9.034	3	33.122
15	Sam Crowe		9.946					9.391		2	19.337
16	Terry Selwyn							10.516	8.957	2	19.474
17	William Morgan			10.013				10.070		2	20.082
18	Alexandra Suzic	14.126	11.673							2	25.798
19	Archie Hammond		13.937		12.833					2	26.770
20	Blake Coady		7.757							1	7.757
21	Dean Evans		8.024							1	8.024
22	Ayden Davey						8.227			1	8.227
23	Dale Barker								8.766	1	8.766
24	Andrew Evans		8.812							1	8.812
25	Lasith Liyanage								8.875	1	8.875
26	Jeremy Banham					9.145				1	9.145
27	Angus Clark					9.401				1	9.401
28	Sam Gillson					10.492				1	10.492
29	Matthew Morgan							11.985		1	11.985
30	Adam Boughton	13.990								1	13.990
31	Isla Clark					14.056				1	14.056



CLASS	C	Production 2WD up to 2000 capacity									
		R1	R2	R3	R4	R5	R6	R7	R8		Total
	NAME										
1	Simon Wills	8.089	7.158		7.699	7.181	6.179	8.216	7.103	7	51.625
2	Roderick Macnab	8.408	7.648	8.791	7.995	7.199	6.186	8.407		7	54.633
3	Peter Ferguson	8.849	7.655		8.463	7.956	6.793	9.012	8.051	7	56.778
4	Declan Wills	8.451			7.815	7.360	6.484	8.566		5	38.676
5	Terry Selwyn							10.516	8.957	2	19.474
6	William Morgan			10.013				10.070		2	20.082
7	Blake Coady		7.757							1	7.757
8	Dean Evans		8.024							1	8.024
9	Ayden Davey						8.227			1	8.227
10	Dale Barker								8.766	1	8.766
11	Andrew Evans		8.812							1	8.812
12	Lasith Liyanage								8.875	1	8.875
13	Matthew Morgan							11.985		1	11.985
14	Rehan Liyanage	14.748								1	14.748
CLASS	D	Production 2WD 2001 and over									
		R1	R2	R3	R4	R5	R6	R7	R8		Total
1	David French	8.571	7.638		8.568	7.419	6.552	8.642	7.354	7	54.744
2	Scott Seddon	8.636		9.015	8.105	9.235	6.454	8.438	7.542	7	57.424
3	Aileen French	9.053	8.746		9.204	8.334	6.733	8.875	8.350	7	59.296
4	Gary Mason		8.906	9.720		8.783			9.485	4	36.894
5	Adam Boughton	13.990								1	13.990
CLASS	G	Production 4WD									
		R1	R2	R3	R4	R5	R6	R7	R8		Total
1	Jeremy Banham					9.145				1	9.145
CLASS	J	JUNIOR									
		R1	R2	R3	R4	R5	R6	R7	R8		Total
1	Alyssa Perks	8.933	7.623		8.184	7.783	6.580	8.553	7.727	7	55.383
2	Aston Hill	9.012	8.200		8.814	7.364	6.306	8.717	7.500	7	55.912
3	Zander Wills	9.001	7.611		8.130	7.425	6.984	9.198	8.024	7	56.374
4	Sarah Seddon	10.315	8.846	10.971	9.527		7.343	10.294	8.462	7	65.759
5	Caitlin Seddon	12.401	11.067	12.189	12.791		8.955	12.161	10.904	7	80.467
6	Rehan Liyanage						9.341		9.034	2	18.374
7	Sam Crowe		9.946					9.391		2	19.337
8	Alexandra Suzic	14.126	11.673							2	25.798
9	Archie Hammond		13.937		12.833					2	26.770
10	Angus Clark					9.401				1	9.401
11	Sam Gillson					10.492				1	10.492
12	Isla Clark					14.056				1	14.056

GCC HILLCLIMB CHAMPIONSHIP - 2024					Indicates Dropped Round						
	# GCC Entrants	43	35	32	28	27	39	28	35		
PLACE		VHCC Rd 2 17-Feb-24	VHCC Round 4 21-Apr-24	GCC Multiclub Hillclimb 26-May-24	VHCC Rd 3 30-Jun-24	GCC Multiclub Hill Climb 28-Jul-24	GCC Multiclub Hillclimb 01-Sep-24	GCC Multiclub Hillclimb 29-Sep-24	GCC Multiclub Hillclimb 14-Dec-24	Rounds Counted	CHAMPIONSHIP @ 05-Jan-25
1	Ian SPEIGHT	1.067	0.991	1.000	1.032		1.024	1.084	1.022	7	7.220
2	Rhys YEOMANS	1.019	0.999	1.010	1.117	1.109	1.007	0.985		7	7.247
3	Jim MCNIVEN	1.048	1.086	1.012	1.067		1.058	1.037	1.023	7	7.331
4	Jarrold BRYANT	1.183	1.199	1.141	1.187		1.214	1.191	1.174	7	8.288
5	Jacob White			0.985	1.036	1.140	1.019	0.974	1.002	6	6.156
6	John Trolove		1.081	1.038	1.095	1.305	1.099		1.038	6	6.657
7	David CASEY	1.157	1.285	1.094	1.244			1.037	1.125	6	6.942
8	Joshua BRYANT	1.274	1.267		1.280		1.266	1.243	1.209	6	7.539
9	Steven BUFFINTON	1.056	1.002				1.003	1.005	1.008	5	5.074
10	Simon Wills			1.006		1.102	1.056	1.066	1.026	5	5.257
11	Terry Selwyn	1.059	1.060	1.068				1.027	1.046	5	5.260
12	Frank Penrose			1.011	1.075	1.129	1.018	1.027		5	5.261
13	Karl HESS	1.054			1.081	1.150	1.060		1.017	5	5.362
14	Sei VELLA	1.055	1.151		1.083		1.144		0.988	5	5.422
15	Mike BARKER	1.131	1.061		1.108	1.257	1.077			5	5.635
16	Peter Minahan		1.116	0.990	1.155	1.303	1.119			5	5.682
17	Alan AIREY	1.116				1.338	1.098	1.148	1.111	5	5.812
18	Cory Horter		1.177	1.188		1.418		1.123	1.065	5	5.971
19	Dale Hocking		1.035	0.942			1.028		1.029	4	4.034
20	Garry MCIVOR	1.083			1.119			1.114	1.037	4	4.352
21	David FRENCH	1.090				1.168	1.068	1.043		4	4.368
22	Bruce MINAHAN	1.094		1.010	1.158		1.120			4	4.383
23	Declan Wills					1.167	1.070	1.107	1.047	4	4.391
24	Dale BARKER	1.135	1.122	1.079			1.118			4	4.455
25	Brett Barker		1.138	1.076		1.212	1.112			4	4.539
26	Brett Matheson			1.122		1.212	1.135		1.084	4	4.553
27	Raymond VELLA	1.105	1.242		1.199				1.056	4	4.602
28	Aileen FRENCH	1.152				1.254	1.113	1.107		4	4.626
29	Laurie Johnson			1.171	1.213	1.253		1.261		4	4.898
30	Alexander Thorbecke			1.202	1.426	1.537			1.307	4	5.472
31	Stephen LESTER	1.046		1.000					1.024	3	3.070
32	David MAHON	1.005	1.007				1.063			3	3.075
33	Jordan JAMES	1.028	1.046		1.025					3	3.099
34	Ewen Moile		1.080	0.984					1.055	3	3.119
35	Lasith LIYANAGE	1.083	1.055						1.002	3	3.140
36	Roderick Macnab			1.023				1.086	1.046	3	3.155
37	Matthew HEALY	1.157	1.081	0.983						3	3.221
38	Colin NEWITT	1.059	1.147				1.031			3	3.237
39	Alan FOLEY	1.091					1.020	1.156		3	3.267
40	Ian Maud			1.002	1.162		1.136			3	3.300
41	David CANTWELL	1.095	1.085		1.145					3	3.324
42	Scott Campbell					1.185		1.103	1.062	3	3.350
43	Geoff COOLING	1.093	1.118		1.142					3	3.353
44	Ian MAYZE	1.151						1.177	1.080	3	3.407
46	Raymond DORE	1.163	1.139	1.128						3	3.430
47	Keith WILSON	1.151	1.151				1.177			3	3.479
48	Thomas FOLEY	1.144				1.332	1.086			3	3.561
49	Paul Murphy				1.344	1.421			1.243	3	4.008
50	Thomas INKSTER	0.992			0.977					2	1.969
51	James LAMBERT	0.992	1.000							2	1.992
52	Stuart HAVERKORT	1.038	1.054							2	2.092
53	Robert Duncan						1.093		1.081	2	2.174
54	James MCCOY	1.120					1.104			2	2.224
55	Travis Selwyn						1.165	1.065		2	2.230

GCC HILLCLIMB CHAMPIONSHIP - 2024					Indicates Dropped Round						
	# GCC Entrants	43	35	32	28	27	39	28	35		
PLACE		VHCC Rd 2	VHCC Round 4	GCC Multiclub Hillclimb	VHCC Rd 3	GCC Multiclub Hill Climb	GCC Multiclub Hillclimb	GCC Multiclub Hillclimb	GCC Multiclub Hillclimb	Rounds Counted	CHAMPIONSHIP @ 05-Jan-25
		17-Feb-24	21-Apr-24	26-May-24	30-Jun-24	28-Jul-24	01-Sep-24	29-Sep-24	14-Dec-24		
56	Wesley Inkster			1.080			1.164			2	2.243
57	Gavin Pollock					1.132		1.114		2	2.246
58	Ayden Davey						1.155		1.150	2	2.305
59	Ernie CORRY	1.103			1.209					2	2.312
60	Jeremy Banham					1.166		1.177		2	2.343
61	Deborah Pollock					1.203		1.152		2	2.355
62	Peter Horter		1.213						1.217	2	2.430
63	Edward LEWIS		1.223				1.227			2	2.450
64	Wim Janssen						1.261		1.204	2	2.464
65	Frank Oostermeyer					1.364		1.151		2	2.515
66	Brett Hill			1.204		1.319				2	2.523
67	Les Morrall		1.479		1.304					2	2.783
68	Brett HAYWARD	0.985								1	0.985
69	Warren Heath		1.002							1	1.002
70	Joel Templar			1.026						1	1.026
71	Brent COLEMAN	1.030								1	1.030
72	James Dyer		1.046							1	1.046
73	Gregory ACKLAND	1.052								1	1.052
74	Kevin Baptist		1.083							1	1.083
75	Dmitri Djulai			1.091						1	1.091
76	Jeremy BOOTH	1.103								1	1.103
77	Tegan COLLINS	1.125								1	1.125
78	Sei Vella						1.144			1	1.144
79	Mark Samson						1.148			1	1.148
80	Ian Mayze						1.150			1	1.150
81	Aston Hill								1.159	1	1.159
82	Arron Daniel				1.182					1	1.182
83	Damien Pennycuik				1.198					1	1.198
84	Bobby TUIT	1.210								1	1.210
85	Craig Webb								1.233	1	1.233
86	Andrew Chambers					1.235				1	1.235
87	Nicholas Spackman			1.255						1	1.255
88	Mark Atkinson								1.269	1	1.269
89	Robert Anderson								1.269	1	1.269
90	Ernest MAWHINNEY	1.311								1	1.311
91	Luke Spackman			1.311						1	1.311
92	Justin Kohn							1.440		1	1.440
93	Trevor Ross					1.505				1	1.505
94	Jane Lester			1.510						1	1.510




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Indicates Dropped Round

[illegible]

GCC HILCLIMB CHAMPIONSHIP - 2024						Indicates Dropped Round					
CLASS RESULTS											
PLACE		VHCC Rd 2 17-Feb-24	VHCC Rd4 21-Apr-24	GCC Multiclub Hillclimb 26-May-24	VHCC Rd 3 30-Jun-24	GCC Multiclub Hill Climb 28-Jul-24	GCC Multiclub Hillclimb 01-Sep-24	GCC Multiclub Hillclimb 29-Sep-24	GCC Multiclub Hillclimb 14-Dec-24	Rounds Counted	CLASS RANKING @ 05-Jan-25
Sports Sedans up to 2000											
1	Jarrold BRYANT	1.183	1.199	1.141	1.187		1.214	1.191	1.174	7	8.288
2	Joshua BRYANT	1.274	1.267		1.280		1.266	1.243	1.209	6	7.539
3	Jim MCNIVEN	1.048				1.088	1.058	1.037	1.023	5	5.254
4	Garry MCIVOR	1.083			1.119			1.114	1.037	4	4.352
5	Dale BARKER	1.135	1.122	1.079			1.118			4	4.455
6	Brett Barker		1.138	1.076		1.212	1.112			4	4.539
7	David CANTWELL	1.095	1.085		1.145					3	3.324
8	Stuart HAVERKORT	1.038	1.054							2	2.092
10	Les Morrall		1.479		1.304					2	2.783
Sports Sedans 2001 and over											
1	Jacob White			0.985	1.036	1.140	1.019	0.974	1.002	6	6.156
2	Robert Duncan						1.093		1.081	2	2.174
3	Arron Daniel				1.182					1	1.182
4	Bobby TUIT	1.210								1	1.210
Sports Sedans 4WD											
1	Jordan JAMES	1.028	1.046		1.025					3	3.099
2	Geoff COOLING	1.093	1.118		1.142					3	3.353
3	Thomas FOLEY	1.144				1.332	1.086			3	3.561
4	Colin NEWITT	1.059	1.147							2	2.206
5	James MCCOY	1.120					1.104			2	2.224
6	Gavin Pollock					1.132		1.114		2	2.246
7	Jeremy Banham					1.166		1.177		2	2.343
8	Deborah Pollock					1.203		1.152		2	2.355
9	Joel Templar			1.026						1	1.026
10	Brent COLEMAN	1.030								1	1.030
11	James Dyer		1.046							1	1.046
12	Alan FOLEY	1.091								1	1.091
Improved Production up to 2000											
1	Rhys YEOMANS	1.019	0.999	1.010	1.117	1.109	1.007	0.985		7	7.247
2	Alan AIREY	1.116				1.338	1.098	1.148	1.111	5	5.812
3	Brett Matheson			1.122		1.212	1.135			3	3.469
4	Cory Horter		1.177	1.188		1.418				3	3.783
5	Paul Murphy				1.344	1.421			1.243	3	4.008
6	Ayden Davey						1.155		1.150	2	2.305
7	Peter Horter		1.213						1.217	2	2.430
8	Warren Heath		1.002							1	1.002
9	Terry Selwyn		1.060							1	1.060
10	Travis Selwyn							1.065		1	1.065
11	Kevin Baptist		1.083							1	1.083
12	Raymond DORE		1.139							1	1.139
13	Andrew Chambers					1.235				1	1.235
14	Nicholas Spackman			1.255						1	1.255
15	Luke Spackman			1.311						1	1.311

GCC HILCLIMB CHAMPIONSHIP - 2024											
CLASS RESULTS											
PLACE		VHCC Rd 2 17-Feb-24	VHCC Rd4 21-Apr-24	GCC Multiclub Hillclimb 26-May-24	VHCC Rd 3 30-Jun-24	GCC Multiclub Hill Climb 28-Jul-24	GCC Multiclub Hillclimb 01-Sep-24	GCC Multiclub Hillclimb 29-Sep-24	GCC Multiclub Hillclimb 14-Dec-24	Rounds Counted	CLASS RANKING @ 05-Jan-25
Improved Production 2001 and over											
1	Frank Penrose			1.011	1.075	1.129	1.018	1.027		5	5.261
2	Karl HESS	1.054			1.081	1.150	1.060		1.017	5	5.362
3	Laurie Johnson			1.171	1.213	1.253		1.261		4	4.898
4	Terry Selwyn	1.059		1.068					1.046	3	3.173
5	Raymond DORE	1.163		1.128						2	2.291
6	Brett Hill			1.204		1.319				2	2.523
7	Stephen LESTER								1.024	1	1.024
8	David FRENCH	1.090								1	1.090
9	Dmitri Djulai			1.091						1	1.091
10	Aileen FRENCH	1.152								1	1.152
11	Travis Selwyn						1.165			1	1.165
12	Damien Pennycuik				1.198					1	1.198
13	Robert Anderson								1.269	1	1.269
Historic Group N up to 2000											
1	Terry Selwyn							1.027		1	1.027
Historic Group N 2001 and over											
1	Ernie CORRY	1.103			1.209					2	2.312
Historic Other											
1	Thomas INKSTER	0.992			0.977					2	1.969
2	James LAMBERT	0.992	1.000							2	1.992
3	Trevor Ross					1.505				1	1.505
Junior											
1	Aston Hill								1.159	1	1.159
2	Justin Kohn							1.440		1	1.440
Production Sports Cars up to 2000											
1	Ian SPEIGHT	1.067	0.991	1.000	1.032		1.024	1.084	1.022	7	7.220
2	Simon Wills			1.006		1.102	1.056	1.066	1.026	5	5.257
3	Declan Wills					1.167	1.070	1.107	1.047	4	4.391
4	Lasith LIYANAGE	1.083	1.055						1.002	3	3.140
5	Roderick Macnab			1.023				1.086	1.046	3	3.155
6	Ian Maud			1.002	1.162		1.136			3	3.300
7	Scott Campbell					1.185		1.103	1.062	3	3.350
8	Ian MAYZE	1.151						1.177	1.080	3	3.407
9	Frank Oostermeyer					1.364		1.151		2	2.515
10	Brett Matheson								1.084	1	1.084
11	Ian Mayze						1.150			1	1.150
Production Sports Cars 2001 and over											
1	John Trolove		1.081	1.038	1.095	1.305	1.099		1.038	6	6.657
2	Jim MCNIVEN		1.086	1.012	1.067					3	3.165
3	David FRENCH					1.168	1.068	1.043		3	3.278
4	Aileen FRENCH					1.254	1.113	1.107		3	3.474
5	Stephen LESTER	1.046		1.000						2	2.046
6	Tegan COLLINS	1.125								1	1.125
7	Alexander Thorbecke			1.202						1	1.202
8	Jane Lester			1.510						1	1.510




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GIPPSLAND CAR CLUB INCORPORATED

BOARD OF MANAGEMENT ROLES AND RESPONSIBILITIES

CHAIRMAN

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

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

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

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

DEPUTY CHAIRMAN

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

TREASURER

The treasurer is responsible for:

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

SECRETARY

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

- planning for Board meetings;
- issuing notice of the meeting;

- preparing the agenda for the meeting – this should be circulated to members with the notice of the meeting;
- keeping the minutes of the Board meetings (unless a separate Minutes Secretary is appointed);
- maintaining Club records where appropriate – these could include registers of members, and any other records required by statutory authorities;
- to assist and inform the Chairman where necessary;
- carrying out the decisions of the Board meetings when instructed to do so;
- acting as the Public Officer for the Club;
- collection and distribution of all mail received by the Club, including presenting a record of all correspondence received to the monthly Board meetings;
- oversee advertising and sponsorship contracts;
- safekeeping of Club records.

COMPETITION SECRETARY

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

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

PROPERTY MANAGER

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

PUBLICITY AND MARKETING

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

MEMBERSHIP SECRETARY

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

- making recommendations to the Board as to the level of annual membership subscriptions; and
- forwarding appropriate membership information to CAMS if required.

VALVE BOUNCE EDITOR

- responsible for the production, collation and distribution of the monthly magazine;
- responsible for the maintenance of the Club photocopyer;
- responsible for the purchase of all materials required for the printing of the magazine;
- encourage contributions to the magazine by Club members;
- report to the Board on a monthly basis.

HEALTH AND SAFETY OFFICER

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

KHANACROSS

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

BRYANT PARK BUILDINGS

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

BRYANT PARK TRACK

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

CLUB POINTS SCORER

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

TRACK HIRE

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

CLUB WEBSITE/FACEBOOK PAGE

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

SOCIAL DIRECTOR

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

CLUB PERMIT REGISTRAR

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

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

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

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

**NOMINATION FOR BOARD OF MANAGEMENT, 2025/2026
Position Descriptions can be found in Dec Issue of Valve Bounce
<https://gippslandcarclub.com.au/valvebounce/>**

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

for the position of

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

for the Board of the Gippsland Car Club Incorporated for 2025/2026. Please circle the appropriate position

SIGNATURE OF MOVER _____

SIGNATURE OF SECONDER _____

I accept the above nomination to the Committee

SIGNATURE OF NOMINEE _____

DATE _____

This nomination should be forwarded to the Secretary (info@gippslandcarclub.com.au) by Monday 10th February 2025. The AGM will be held at Bryant Park at 11:30am 15th February 2025

Source: Sports Car World magazine, June/July 1986.



THEY CALLED HIM HAWKEYE

Barry Green profiles the world champion hope Australia was robbed of: Robert Paul Hawkins, larrikin, home-grown mechanic and, in the view of his peers, a driver who was as good as the best

THE TEUTONIC timekeeping bureaucracy was frantic. A privateer Porsche 904 with a 'foreign' driver — a maniac wearing a battered green and gold helmet with the insignia of a hopping kangaroo outlined on the front — had been timed, officially, around the diabolical 22.5 km of the Nurburgring at 9.21s — well below the outright GT lap record, and a staggering five seconds quicker than the works drivers in the factory 904! Donner und blitzen!

The head timekeeper was sweating profusely. Nein, the lap times could not possibly be wrong — not in the best tradition of German organisation and efficiency — but, nein, this ... this ... newcomer could surely not be quicker than the works Porsche. That never happened. It was just not within The Natural Order Of Things.

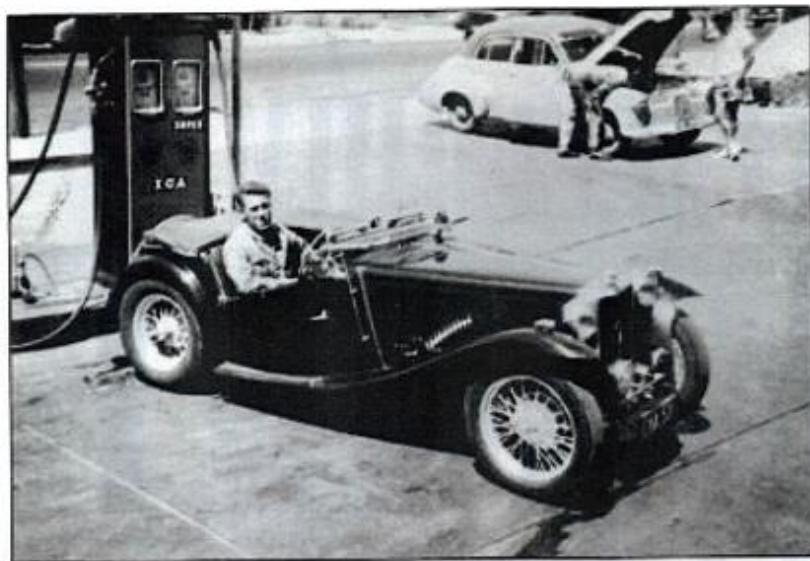
In the end the timekeeper reneged, integrity was cast out the window and the factory entry was duly awarded the

faster time, but that did not faze the 'foreign' driver. He was already setting about exploding another German national myth — that of the proficiency of the famed Stuttgart factory's ability to repair one of its own products.

The privateer Mike de Udy-owned Porsche had been shunted fairly solidly the previous meeting and had been rebuilt on jigs at the factory where toe-in checked out as spot-on, according to Porsche's state-of-the-art, you-beaut technology. And here was this wiry-haired, pock-marked, broad-shouldered wild colonial boy with the casual, confident swagger of a light-heavyweight boxer and bold, colourful strine to match — seemingly not content with blitzing the Deutschland machine with his incredible lap times in his first-ever drive of the car — growling aloud to no one in particular, that the "bloody car wasn't bloody tracking bloody straight!"

As the gifted, home-grown mechanic that he was, he knew that a car could

SCW WOULD LIKE TO THANK PAUL'S FATHER BILL HAWKINS AND BROTHER JOHN FOR THE PHOTOGRAPHS



Paul Hawkins' early days were spent fanging around the streets of Melbourne in an MG TC (above): the interest in cars never waned

check out perfectly on a camber test rig if both rear wheels were equally off-set from the frame line. But now, with the aid of piece of knotted string along either side of the 904 and four old oil drums, he deduced that one wheel was indeed toeing-in and the other toeing-out, and then, by dint of trusty foot-rule, hard bought experience and common sense, proceeded to rectify the problem.

Which explains what the late Robert Paul Hawkins was all about — a brilliant, knowledgeable man who used his nous, abilities and single-minded determination to such effect as to be widely regarded as being as good as the best.

He did not win the World Championship. Nor even a single World Championship Grand Prix, nor Indianapolis, Le Mans, Bathurst. Tragically, Paul Hawkins died in a fiery accident in the prestigious RAC Tourist Trophy at Oulton Park in Britain in 1969, at a time when it was felt he was just about to carve his name in the motor racing Hall of Fame as a prolific winner, of arguably the same magnitude as his contemporary and J W Automotive/Gulf Oils teammate, multi Le Mans winner, Jacky Ickx.

Though the history books won't show it the way it truly was, Hawkins left an indelible mark in the minds of all those who saw him drive. Like the time he drove a car for the first time in anger on a British racetrack, at Aintree, in a Sprite. Not knowing where the circuit was, the redoubtable Australian turned up on race morning far too late for practice, with road map on lap and suitcase in boot, and, with not even time to learn which way the track snaked, proceeded to blow off all the locals on his way to a first-up win and lap record.

He made a habit of doing that sort of thing. At his local debut in '58 at the wind-swept Phillip Island circuit, driving old Army mate, Terry Valmorbid's Aus-

The rough-hewn Hawkins staggered Colin Chapman by lapping a wet track within a second of Graham Hill's time in the same car in the dry

tin Healey 100S (actually the 1954 Earls Court motor show car), he led the field a merry chase until over-exuberance on the last lap saw the outright win become 'just' a class victory.

And what about the time at the fearsome Ring when he pushed his Alexia Formula Junior, with scuds of sleet and snow making the seldom-used South Course even more treacherous, past the more competitive Lotus of fellow coming-man, Mike Spence, on the final curve to take a remarkable victory and fastest lap?

Remember at Surfers Paradise in '66 when he took a young motor journalist called John Smailes out as passenger in the 250LM Ferrari of Jackie — son of famous British sculptor, Jacob — Epstein for a few frantic laps during practice? Using up all the road and then some, Hawkins, with his intrepid passenger bouncing around in the cabin upsetting the delicate balance, covered the 3.2 km Nerang circuit inside their first flying lap at an average of 140 km/h to

set the second fastest time of the day.

Filling in for the dapper, dual World Champ, Graham Hill — otherwise engaged in Formula 1 driving chores — at the wheel of a Team Lotus Cortina, the rough-hewn Hawkins staggered Colin Chapman by lapping the three-wheeling tourer on a saturated racetrack within one second of Hill's times in the same car in the dry. And on the lightning-fast, open spaces of Rheims in France in '67, he set a new outright lap record at an average speed of 235 km/h at one o'clock in the morning in a big, booming, British Racing Green Lola-Chev T70. And on full fuel tanks!

As said before, the mechanical aptitude and skills went hand in glove with the immense driving ability — Paul the mechanic was, simply, inseparable from Hawkins the driver.

Born in Melbourne on October 12 1937, the eldest of three children to an Apostolic Church clergyman, Reverend Bill Hawkins and wife, Vivian, Paul led a transient life after his mother died when he was eight years old. In Melbourne, Brisbane and the heart of the Tasmanian paper mill industry, Burnie, the lamikin played ceaselessly at driving his father's Austin 7 before becoming obsessed with the dream of one day being a racing driver. He swept aside temporary distractions of swimming and cycling — both of which he could have been competitively good at — to pursue absolutely his manic interest in cars. Paul Hawkins' first job was working for Barnes Auto in Brisbane up near the top end of Adelaide Street, as a bowser-boy after school and on weekends.

Pumping petrol led to a motor mechanic's apprenticeship, in preference to a scholarship in mechanical and electrical engineering at Queensland University, and Paul picked up the 'black-hand' rudiments that were to stand him in such good stead. A three month compulsory stint of National Service at Puckapunyal in northern Victoria saw 3/775837, Sgt R P Hawkins instructing recruits in the delicate art of motor transport driving at the Armoured Corps basic training unit. Paul settled into civvy street as a mechanic working for Percy Makin's garage in Melbourne, spending weekends fanging about the backblocks in an MG TC with Makin's eldest son.

Paul got into motor racing wielding spanners for a number of Victorian drivers, not the least unknown was the bespectacled John Roxburgh (then a couple of decades away from becoming a CAMS heavy) with the first of his Cooper Monopostos.

Next came the outings in the borrowed 100S at Phillip Island (where he bagged a lap record) and the marvellous, inspiring Albert Park, together with numerous sprints, hillclimbs and club treasure hunts. He took the plunge from

being a little fish in a small, southern pond to a minnow in a great, northern ocean when he sailed off for Europe — some say with 10, 20, 30 quid in his kick.

Closer to the truth would be that he left with not even that, having borrowed money off his long-suffering father. To go to Europe in those days was Big Deal. Remember it was only a few years previously that 'name' drivers from Down Under — Tony Gaze, Lex Davison and Tom Sulman — had pioneered a racing sortie to European racetracks and a former Sydney speedcar driver called Brabham had started to rock the establishment with his heady drives.

The sceptics warned him he'd starve. Hawkins' succinct response was — Bullshit! He arrived with the chill wind of a Southampton February morning, out of pocket, and without a job or digs. In his first week in the Old Dart, Hawkins and a couple of mates thrashed a rented Standard Ten from Lands End to John O'Groats before becoming assimilated into that Antipodean ghetto, Earls Court.

The gregarious oz-trail-yen had arrived with all the subtlety of a train crash. At a party one night, a blood-curdling howl of tyres from three floors below announced that Hawkins — soon dubbed Hawkeye — had arrived, his car describing a vivid black arc on the wet bitumen as he handbrake-turned through 180 degrees to park outside. The story further goes that there weren't enough glasses to go round, so Hawkeye grabbed a travel bag and white towel, wandered down to the nearest pub, put the towel over one arm and went through the saloon bar methodically scooping up all the empty glasses.

With money and morale running low, a newspaper advert led him one morning to the door of Donald Healey's speed equipment division in Warwickshire. Hired on the spot, the young Australian moved in as assistant, but before long was handling the entire equipment business at production level while Healey and his two sons concentrated on sales and promotion and on their fast-growing boat-building subsidiary. The marine outfit grew so big the family decided to opt out of car parts altogether. Donald told Paul about his plan to sell out, and Paul snapped back with an offer to take over. It wasn't serious because Hawkins was short of the required cash. But he knew just the man in John Sprinzel, a young English rally driver with a flair for PR and just the kind of drive to make the business a goer. Sprinzel agreed to put up most of the cash and Hawkins scraped together the rest. As unchallenged boss of the new London workshop he and Sprinzel took over. Hawkins had plenty of freedom to develop the projects that had grown at Healeys.

continued on page 115



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THEY CALLED HIM HAWKEYE

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The pair lost no time coming up with their famous GT car, the Sebring Sprite. This red-hot car, with its sizzling 60 kW powerplant and shapely fibreglass body, sold fast enough to qualify as a separate FIA-homologated marque. That meant Hawkins could enter some of the big-time races, starting with Sebring in Florida because of the publicity possibilities.

The Sebring Sprite turned out to be a howling success. With Sprinzel handling most of the rally driving and Hawkins (with the odd helping hand from the likes of the Moss family — Stirling, and sister Pat) taking care of the racing side it soon built up an enviable record. Triumphs included class wins at Nurburgring and Sebring. The breaks were to get bigger and better, too. BMC's German distributor was so impressed by Paul's drive in the Sprite at the Ring that he offered him a seat in a big Healey 3000 for the '61 race. That performance — he punted the standard six around fast enough to stand the professional clock-stoppers' hair on end — alerted many to his true potential. At Sebring, too, in 1961 he reeled in some scintillating laps; result, an offer from Donald Healey for Le Mans.

As it happened, the little car blew up (somebody had thrown in a set of special pistons, against Paul's better judgment), but it lasted long enough for the Australian and his American co-driver — heir to the Palmolive fortune, John Colgate — to get within a cat's whisker of a class win.

The work offers and drives kept flowing in. An English driver with the fingers of his string-back gloves in pies as diversified as construction contracting, interior decorating and model aeroplane manufacture, and who went under the name of Ian Walker, had plans to field a top-line privateer stable of three or more sports-racers and open-wheelers. He offered Paul the job of fulltime chief mechanic and driver teammate to fellow young turks, Mike Spence and David Hobbs.

At the wheel of the distinctive yellow and green-striped Ian Walker Racing Lotus 23 sports and Lotus 22 Formula Junior, Hawkins won at Oulton Park and Goodwood, Crystal Palace and Copenhagen, and reeled off a string of lap records to match. An example of Hawkins' reputation as a mechanical innovator and developer was the way in which he improved upon the oil pickup system in the Colin Chapman-designed 23.

Paul had heard from the US that one of the two prototypes had blown up in its first race. Investigations revealed that the cause lay in Chapman's shrewd use of the main frame tubes for collection and delivery to the tiny oil cooler up front. Flexing of the chassis under hard cornering had caused the insides of the tubes to flake; result, the delinquent metal particles dropped straight into the oil. Hawkins' answer — in the greatest of Australian bush mechanic tradition — was to fit a separate oil filter into the circuit between the rearward delivery outlet from the frame and the engine itself, effectively providing insurance against an expensive blow-up.

At the end of '63, Walker reluctantly curtailed his racing team's activities. Paul Hawkins was not out of a job for long. John Willment grabbed him and put him into his stable of open-wheelers, but not before he spent the first of many successful off-seasons in the South African Springbok Series, driving the

Twickenham team's thundering AC Cobra, Ford Galaxie and Lotus Cortina to lap records and wins and major places at all three meetings. The Afrikaanders idolised him. Maybe they saw the sparkling jewel — the great sense of humour, the love for kids and animals, the affinity with the bush or veld, the honesty and integrity — underneath the rough, unpolished exterior.

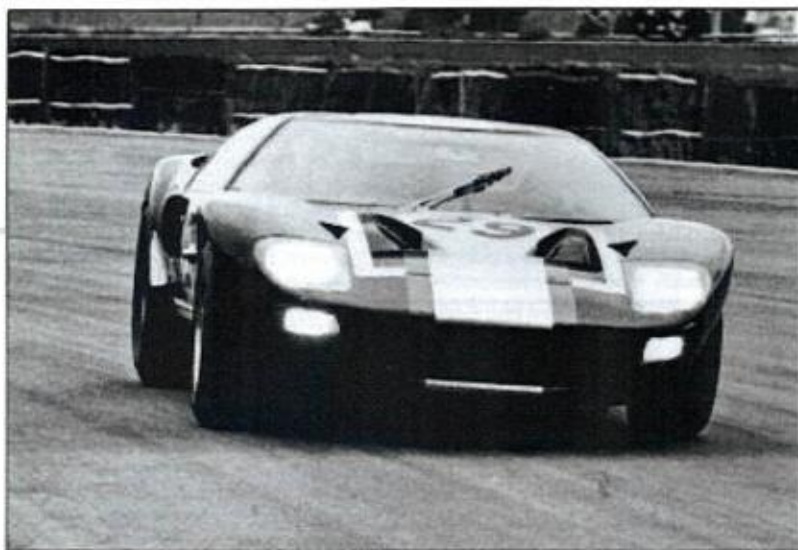
He went back the next season and took out the Rhodesian and Cape Grand Prix with a couple of flawless drives followed up with a second in the Rand GP. In the South African Grand Prix at East London on New Year's Day '65, he made his Formula 1 debut in a World Championship round alongside Jochen Rindt and Jackie Stewart, having their first drives for Cooper and BRM, respectively. Against the formidable exotics of flat-12 and V8 Ferraris and works Brabham and Lotus, he finished a creditable ninth, the first four-cylinder car home in the little Ford-engined Brabham.



Track success for Hawkins came early, as here leading the pack at Phillip Island in the late '50s driving a borrowed Austin-Healey 100S

Charging along the waterfront at 160 km/h, the Lotus lost a rear wheel and catapulted through straw bales into the harbour

Hawkins' showing in the underpowered Willment F2 car caught the eye of a gentleman called Dickie Stoop, who put Paul in the seat of his Formula 1 Lotus 33. But the car was uncompetitive, and in the highest echelon of motor racing not even Hawkins' magic could get the car among the points. In typical eleven-tenths fashion, he drove the wheels off that car — in the Monaco Grand Prix, literally so. Charging along the waterfront at 160 km/h, the Lotus lost a rear wheel and — shades of the great Alberto Ascari, who crashed there the same way in '53 — catapulted through the straw-bales five metres down into the harbour. Unhurt, he Australian-crawled his way to safety as the rescue boats and frogmen arrived. After they fished the Lotus out of the water, an examination showed that, in the split second



after the car lost its wheel, Hawkins had the coolness to cut the ignition to prevent seawater being sucked into the Coventry-Climax engine.

From the cockpit of one of Donald Healey's rorty 3000s, Paul piloted the works entry to a class win in the Sebring 12 Hour, and a few months later, sharing the drive in the Targa Florio with fearless Scandinavian rally ace, Timo Makinen, they worried the daylight out of the GTO Ferraris until tyre wear (wonder why!) dropped them out of contention.

Ever since Hawkins pulled on a crash helmet, the Australian had excelled in sports cars, and the longer the race and the more demanding the conditions and track, the better the man responded. His fierce powers of concentration, razor-sharp reflexes, 20/20 vision and large reserves of bravery and natural stamina make him almost the complete endurance driver. Thus in 1966 it came to pass that Hawkins' career took direction with drives that season for BMC, Ferrari and Porsche.

The same season Australians were privileged to see for the first time the maturity of the man who left with his battered suitcase for Europe seven summers previously. In appalling wet conditions, Hawkins swished the recently-rebuilt Epstein Ferrari 250LM around fastest in practice to decimate the lap times of such a luminary as future three-times world champ, Jackie Stewart, driving David McKay's 250LM, by one and a half seconds. In the Rothmans 12 Hour, Hawkins sprinted to the lead and stayed there, until the electrical harnessing, altered during a rebuild at the factory, failed and the Ferrari was forced into a crippling pitstop on the hour, every hour, to replace the battery.

Much in demand by the works teams (the word was that Ford actually paid him not to race against its cars when the

Hawkins' own built and developed GT40 was regarded as the quickest private entry GT40; with Paul behind the wheel (as here in '67 race) they made powerful duo

There were headlines around the world when Hawkins called the blonde "a bloody woman driver on her way to a bloody funeral"

company did not have a drive for him!), in '67 he won at Snetterton and he won the Martini Trophy race at Silverstone in a Ford GT40 — a car he built up himself, to the point where it was generally regarded as being the most competitive privately-raced car around. In the Targa Florio he and German co-driver Rolf Stommelen in a works Porsche 910 lapped the 10 circuits through the villages and mountains of Sicily to victory. In a similar car, he finished second to the futuristic-winged Chaparelli by an unbelievable 0.1 of a second in the Nurburgring 1000 km. Hawkins and Jacky Ickx (what a pairing!) ran the opposition ragged to win the diabolically-damp Paris 1000 km at Montlhery in a flying seven-litre Ford Mirage. Aboard the GT40 once more, not even the loss of first and second gears could rob him of first place and a new outright lap record in the Austrian sports cars Grand Prix at Zeltweg.

GT-mounted, too, he won the French Trophée d'Auvergne at Clermont-Ferrand, and with victories at Crystal Pal-

ace and Oulton Park, and a fighting second at Brands Hatch, the 1967 Autosports Championship was his.

In the middle of his purple patch, Paul and regular long-distance cohort Epstein brought a Lola T70 GT to the Antipodes to make amends for their wretched luck of the previous year. Again it was Hawkins who stirred the dust out of the Surfers Paradise circuit with fastest time of 1.16.3s in practice. And again he ran away with the 12 Hour race until a rocker cover gasket blew. The ensuing oil loss and overheating cost them so many laps they should have been completely out of contention. Hawkins, though, with typical resolve, never gave up trying, and lapping fastest at 1.26s in the darkness, he pushed the big mean Lola up into second place outright. A week later, they took the car down to Warwick Farm on the outskirts of Sydney, and, cracked cylinder head and all, Paul Hawkins will the sick car home first to win the GT Trophy race.

While he was here, Melbourne's Murray Wright signed him up as an eleventh-hour starter with Syd Fisher in a 1600 Alfa Romeo GTV in the 500-mile at Bathurst, then sponsored by an Irish tobacco company called Gallaher and then for stock-standard, series production cars.

That was the year Ford unleashed V8 fury on the mount in the form of the first of its illustrious GTs. And while the Roaring Fordie hordes worried about likely tyre and brake wear, Paul Hawkins and the little Alfa, with a third of the V8's engine capacity, proceeded to lead the race from mid-morning until noon, when a stone holed the radiator. The following year, David McKay snapped him up to drive in the first of the Holden Dealer Team assaults on the Great Race — in a Monaro GTS 327 with a future Bathurst legend in his own right, Bill Brown. Again Hawkins led, briefly, but a lost wheel in the cutting and outside help enlisted from a well-meaning tow truck driver disqualified the duo.

For '68, he signed with John Wyer in the Gulf-backed JW Automotive team, as teammate of Jacky Ickx, Brian Redman and David Hobbs. At the Sebring 12 Hour race, Hawkins and co-driver Hobbs were applying the pressure to Swiss driver, Jo Siffert's Porsche, in a duel for the lead when the suspension of the pale blue and orange JW GT40 broke. Well versed in the vernacular of the boundary rider, the no-punches-pulling Australian made newspaper headlines around the world when he attributed responsibility for the failure on "a bloody woman driver", one of two attractive *femme fatales* driving an American Motors Javelin "who drove like they were going to a bloody funeral!" The suspension had been weakened in a collision with another Porsche which had swerved to avoid hitting the errant Javelin driven by

the blonde Dutch model!

Hawkins' outburst was arguably warranted, but for all the colourful expletives that he was renowned, he was always the gentleman in the company of women; a point not lost on SCW's European correspondent Jerry Sloniger, who reported that, although "you might have to expurgate Paul's adjectives for publication... no man in a decade of racing has been more polite when my wife was present, if somewhat tongue-tied when stripped of his favourite expressions."

With Hobbs, Paul won the Monza 1000 km and scored a good second at Watkins Glen in the US, a third at the Ring and came home a far-from-disgraced second in the British Sports Car Championship, 20 points ahead of third place man, '67 world champ, Denny Hulme.

For the '69 season, the Australian signed up for real money with Gulf Oils and was offered partnership with Jackie Epstein to run the Lola Development team, which included drives of a Lola Formula 5000 and a new T70 Mk IIB. He had money in the bank, sizeable investments in the UK, Europe and South Africa, his own racing team, an attractive girlfriend... he was looking good. His longtime goal of becoming the first true privateer to win Le Mans was becoming more and more distinct — he had, after all, led the '67 race until a burst radiator hose let him down.

In the short space of the opening three rounds of the '69 British Sports Car Championship, Paul looked certain to annex the title with a couple of third places and a win at Snetterton where he drove the fastest race then ever run at the circuit, at an average speed of 109 mph, 175 km/h. At Oulton Park on May 25/26 Paul Hawkins was again off the air. Fastest in practice for the 34th running of the illustrious RAC Tourist Trophy — a motor race won in the past by such legends as Caracciola, Nuvolari, Hill (twice), Hulme (three times) and Moss (an incredible seven times) — Hawkins thundered off into the lead followed by the sensational newcomer, Herbert Muller, in Jo Bonnier's Lola, Brian Redman and ex-Team Lotus driver Trevor Taylor. Within eight laps, when the audacious Muller took over the lead, it became apparent that all was not well with Lola number 37 as Hawkins began dropping slowly back through the field.

Pitting twice with handling problems, Paul took the car back out on the track with wet weather rubber, as threatening rain began to fall on the far side of the circuit. Playing cat-and-mouse with the grey cloud bank, the pallid sun broke through a short time later, and with the track beginning to dry out, Hawkins pitted on lap 62 to change back to dry weather tyres and top up with fuel. Now in seventh place, he began to make his

characteristic charge, and then...

The circuit took on a fearful hush as the spectators grew aware that cars were no longer passing the pit area and noticed the pall of smoke rising from the direction of Island Bend. Then came the news — word that Paul Hawkins had crashed heavily into a tree between island and Esso. Collectively pole-axed, officials stopped the race.

Robert Paul Hawkins, the driver's driver and man's man, was dead.

A race marshal giving evidence at the Court of Inquests later stated: "As was normal with his high standards, his driving was impeccable, but then the car went off the track for no apparent reason."

What was certain, though, was that he had died at the wheel doing what he loved and lived for. Paul Hawkins, the great uncompromiser, wouldn't have had it any other way.

Group shot (below), taken at pinnacle of Hawkins' career when he signed with JW Automotive Gulf team; from left are Brian Redman, Jackie Ickx and David Hobbs. Victory in the '67 Targa Florio (bottom) in Porsche 910

The circuit took on a fearful hush as the spectators noticed the pall of smoke rising from the direction of Island Bend. Then came the dreadful news





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, 2025).

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.

2025 Membership Fees:

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 membership payment 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, 2025.