



VALVE BOUNCE

JUNE,
2020

Such an iconic photo: the late Chris Murphy in the Brabham Ford coming over the hump at Morwell Park in the late 70's



*(Source: Facebook: Gippsland Park
Morwell Hillclimb 1960's-2008)*

Gippsland Car Club Inc PO Box 493, Morwell, 3840 A3759. ABN 76 691 013 424

Website: gippslandcarclub.com.au

Track: Bryant Park, Bill Schulz Drive, Yallourn, 3852. All contents © Gippsland Car Club 2020

**GIPPSLAND CAR CLUB INCORPORATED
2020 BOARD OF DIRECTORS**

CHAIRMAN	Mick McGinn mpmcg2@optusnet.com.au	0402 739291
DEPUTY CHAIRMAN	Paul Hickey ausca62@hotmail.com	0427 852179
SECRETARY	Rhys Yeomans rhysyeomans@gmail.com	0400 519490
TREASURER	Yvette Stolk ystolk@gmail.com	0411 166 628
COMPETITION SECRETARY	VACANT	
KHANACROSS	Rob Duncan hxdude76@yahoo.com.au	0419 501394
PROPERTY	Bill Jennings niscap@aussiebroadband.com.au	0459 833431
MEMBERSHIP	Ken Neilson ken@streetwize.net.au	0409 427199
VALVE BOUNCE EDITOR	Ian Maud icfm710@gmail.com	0414 580921
PUBLICITY AND MARKETING	Ian Maud icfm710@gmail.com	0414 580921
HEALTH AND SAFETY	Shane Cane shanecane@me.com	0407 764275
BUILDINGS	Phil Tullett phil.tullett@energyaustralia.com.au	5127 8915
TRACK	Wayde Griffiths arrowlinemarking@y7mail.com	0458 882353
CLUB WEBSITE/FACEBOOK	Rhys Yeomans rhysyeomans@gmail.com	0400 519490
CLUB PERMIT REGISTRAR	Ken Neilson P.O. Box 1377, Traralgon, 3844 ken@streetwize.net.au	0409 427199
CLUB POINTS SCORER	Fred Galli beyondit123@hotmail.com	0423 664813
CLUB ASSET HIRE	John Bryant johnandcarolbryant@yahoo.com.au	0439 741473
SOCIAL	Jill Hickey jillracer727@gmail.com	0409 412452
CAMS DELEGATE		

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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.



CALENDAR 2020



PLEASE NOTE CHANGES TO THE CALENDAR:

- The Victorian Hill Climb Championship events scheduled for June 6 and 7 at Ararat and July 5 at Wodonga have been cancelled.
- The Victorian Hill Climb Championship event scheduled for Broadford on August 23 will hopefully proceed
- The postponed Mt Leura event will hopefully be held in September on a date to be fixed
- The postponed PIARC event will hopefully now be held on October 25 at Bryant Park – there was originally a GCC Multiclub Hill Climb event scheduled for that day. This event will still be a round of the GCC Club Championship for 2020.
- The GCC Annual General Meeting for election of office bearers, etc, will be held on Friday, August 28, 2020.

FURTHER CHANGES TO THE CALENDAR:

- The GCC multiclub hillclimb scheduled for June 28 has been cancelled.
- A *proposed Club Working Bee and Practice Day* has been included on Saturday, June 27.
- The GCC Khanacross scheduled for July 5 has been cancelled.
- A *proposed GCC club members only* hillclimb has been added on July 12.
- A *proposed GCC club members only* khanacross has been added for either July 19 or July 26 – this will be notified in the July Valve Bounce.

It is hoped that all other GCC events as shown on the Calendar will proceed on the dates shown, dependent upon Government regulations at the time.

JUNE

Sunday 7	NSWHC Round 5, Grafton
Tuesday 9	Board Meeting, Clubrooms, 7.00 p.m.
Saturday to Sunday, 6/7	VHCC Round 5 at One Tree Hill, Ararat - CANCELLED
Friday to Sunday, 12/14	Shannons Nationals at The Bend - CANCELLED
Sunday 21	Repcos Sprint Series Round 3, Winton
<i>Sunday 21</i>	<i>Pilota Sportiva track hire at Bryant Park</i>
Saturday 27	WORKING BEE AND CLUB PRACTICE DAY - PROPOSED
Saturday to Sunday, 26/28	Supercars at Sydney Motorsport Park
Saturday to Sunday, 27/28	PIARC Supersprint Round 3
Sunday 28	GCC Multiclub Hill Climb at Bryant Park - CANCELLED

JULY

<i>Sunday 5</i>	<i>GCC Khanacross at Bryant Park - CANCELLED</i>
Sunday 5	VHCC Round 6 at Wodonga TAFE Logic – CANCELLED
Sunday 12	GCC Club Hill Climb at Bryant Park* - PROPOSED
Tuesday 7	Valve Bounce collation
Tuesday 14	Board Meeting, 7.00 p.m., Clubrooms
Saturday to Sunday, 18/19	Supercars at Winton
Sunday 19	NSWHC Round 6, Tamworth
Sunday 19 or 26	GCC Club Khanacross at Bryant Park* - PROPOSED
Saturday 18	M&DCC Boisdale Hill Climb Round 4, Long Track VCAS
Saturday to Sunday, July 25/26	Victorian State Circuit Racing Championship, Sandown
	*GCC members <i>only</i>



AUGUST

Saturday to Sunday, 1/2	Access 2020 Phillip Island
Saturday to Sunday, 1/2	Winton Festival of Speed
Tuesday 4	Valve Bounce collation
Saturday to Sunday, 8/9	Supercars at Hidden Valley
Saturday to Sunday 8/9	Victorian 6 Hour Regularity Relay Phillip Island
Sunday 9	NSWHC Round 7, Ringwood

Sunday 9	Repcos Sprint Series Round 4, Winton
Tuesday 11	Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 14/16	Australian GT Championship at Phillip Island
Saturday to Sunday 15/16	Shannons Nationals at Sydney Motorsport Park
Saturday 15	M&DCC Boisdale Hill Climb Round 5, Long Track
Sunday 16	GCC Khanacross at Bryant Park
Sunday 16	Vintage Rob Roy
Sunday 23	VHCC Round 3 at Broadford
Friday 28	AGM, CLUBROOMS, 7.00 P.M.
Saturday to Sunday, 27/28	Supercars at Townsville
Sunday 30	GCC Multiclub Hill Climb at Bryant Park
Sunday 30	RACES East Sale Super Sprint - CANCELLED

SEPTEMBER

Tuesday 1	Valve Bounce collation
Tuesday 8	Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 4/6	LMP3 Cup at Sydney Motorsport Park
Saturday to Sunday, 5/6	Formula Vee Nationals at Phillip Island
Sunday 6	Fathers Day
Saturday to Sunday, 12/13	Shannons Nationals at Sandown
Saturday to Sunday, 12/13	PIARC Supersprint Round 4
Sunday 13	GCC Multiclub Hill Climb at Bryant Park
Sunday 13 or 20	M&DCC Boisdale Hill Climb Round 6, Short Track
<u>Sunday 20</u>	<u>CAMS Club Challenge track hire at Bryant Park</u>
Saturday to Sunday, 19/20	Supercars at The Bend
<u>Saturday 26</u>	<u>HRA track hire at Bryant Park (a.m. only)</u>
Saturday to Sunday, 26/27	Victorian State Circuit Racing Championship, Phillip Island
Sunday 27	GCC Khanacross at Bryant Park
TBA	VHCC Round 4 at Mt Leura

OCTOBER

Saturday to Sunday, TBA	Shannons Nationals at Phillip Island
Sunday 4	NSWHC Round 8, Canberra
Sunday 4	MG Car Club Interclub Challenge Round 3 at Rob Roy
<u>Sunday 4</u>	<u>Kyneton Car Club track hire at Bryant Park</u>
Tuesday 6	Valve Bounce collation
Thursday to Sunday, 8/11	Supercars at Bathurst
Tuesday 13	Board Meeting, Clubrooms, 7.00 p.m.
Saturday 17	M&DCC Boisdale Hill Climb Round 7, Long Track
<u>Saturday 17</u>	<u>MG Car Club track hire at Bryant Park</u>
Saturday to Sunday, 17/18	AROCA 12 Hour Regularity Relay, Winton
Saturday to Sunday, 17/18	Shannons Nationals at The Bend
Saturday to Sunday 17/18	Mt Tarrengower Hill Climb
<u>Friday 23</u>	<u>Monaro Club Nationals at Bryant Park</u>
Sunday 25	VHCC Round 5 at Bryant Park (PIARC)
Sunday 25	MotoGP at Phillip Island
Friday to Sunday, 30 to Nov 1	Supercars at Waneroo
Friday to Sunday, 30 to Nov 1	Legend of the Lakes Hill Climb, Mt Gambier

NOVEMBER

Sunday 1	MG Car Club Historic and Classic Rob Roy
Sunday 1	GCC Khanacross at Bryant Park
Wednesday 4	Valve Bounce collation
Thursday 5 to Sunday 8	Australian Hill Climb Championship, Mt Cotton, Queensland
Saturday to Sunday, 7/8	PIARC Supersprint Round 5
Sunday 8	GCC Multiclub Hill Climb at Bryant Park
Sunday 8	RACES East Sale Super Sprint - CANCELLED
Wednesday 11	Board Meeting, Clubrooms, 7.00 p.m.,
Friday to Sunday, 13/15	Bathurst International

Sunday 14	Private Clubrooms hire
Sunday 14	Repco Sprint Series Round 5, Winton
Saturday 14	M&DCC Boisdale Hill Climb Round 8, Short Track (Noel Burley Memorial)
Saturday to Sunday, 21/22	Supercars at Symmons Plains
<u>Saturday 28</u>	<u>Nugget Nationals at Bryant Park</u>
Saturday to Sunday 28/29	Island Magic

DECEMBER

December 1	Valve Bounce collation
Friday to Sunday, 4/6	Supercars at Newcastle
Friday to Sunday, 4/6 (TBC)	Bathurst International
Saturday 5	GCC Twilight Multiclub Hill Climb at Bryant Park
Tuesday 8	Board Meeting, TBA
Saturday to Sunday 12/13	Supercars at Sandown
Sunday 13	GCC Khanacross at Bryant Park

CALENDAR 2021

JANUARY

Saturday to Sunday, 9/10	Supercars at Hampton Downs or Pukekohe
Friday to Sunday, 24/26	Australian Racing Group at Symmons Plains
Saturday to Sunday, 30/31	Australian Racing Group at Baskerville

FEBRUARY

Friday to Sunday, 5/7	Supercars at Bathurst
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APRIL

Saturday to Sunday, 23/24	Ford Four Track Hire at Bryantr Park
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NOTE: All dates shown above are subject to change - please check with the organisers of the events to confirm the dates.

Events shown as **Bold** are rounds of the Gippsland Car Club 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.

Appearing in a London daily newspaper:

The Ministry of Transport wishes to advise that to bring our country in line with the rest of Europe, the UK will be changing to driving on the right-hand side of the road. As this requires large-scale change, a trial will be introduced sequentially: trucks and buses will travel on the right-hand side of the road from August, with cars to follow by Christmas if the trial proves successful.

...and yes, it appeared on April Fool's day!



Editorial Ponderings:

G'day everyone – this edition of VB might be a little light compared to the previous two months' effort – think I've run down the reservoir of articles making up the COVID-19 editions to give you something to read. The good side of this? Now there's even more room in the mag for those items you've been thinking of writing for a long time now! Warm up the ball-point, or massage the keyboard – either way, feel free to send me something! Imagine a VB with just an events calendar and points listing...pretty dry. It's up to you, the membership, to support your mag and keep it interesting and relevant (assuming it is already...hmm...!)



Looking to the future: many car clubs similar to our own have been through the dilemma of whether to retain a printed club magazine, or to move to an electronic version. Your Board have been discussing this for some time in the usual spirit of 'what's best for members?' For the pragmatic amongst us, I thought I might draw up a 'pros & cons' table for moving to an electronic VB you would receive in your e-mail:

The PROs	The CONs
<ul style="list-style-type: none">• Better resolution: you can see more detail in pictures, etc.• You can enlarge to suit your vision/needs• All images can be in colour• Better appearance – more colour & effects• Can include hyperlinks (you know: website links in blue that you click on and it takes you straight to the site)• Rapid: you can receive your VB as soon as it's written• Easily passed on to sponsors, friends, etc• Cost: postage is a sizeable expense for the club – those funds could be put to more effective use.	<ul style="list-style-type: none">• Not everyone has e-mail!*• Many like to browse a paper copy over brekky or a cuppa• Paper copies are portable and can be transported easily, read in a bus, etc• You might not know VB is ready to read until you open your e-mail: a paper copy can't be overlooked – it's in your mail box!• Some people find it difficult to read from a screen• You can't light your wood fire with an electronic copy!• Entry forms etc will need to be filled in and submitted electronically – but that seems to be the direction we're moving already, especially with COVID-19 restrictions.

*Because of this, it is likely that even should we move to electronic copy, there will still be paper copies made available to members – perhaps at an additional cost as part of membership. Another way of looking at this is that membership may become cheaper for all those except members wishing to receive a paper copy of VB.

Don't worry – we don't want to disappoint or lose anyone, so if you're determined to remain with a printed copy, you will have it! The Board would appreciate feedback from the membership about this possible change.

Last month's VB featured the remarkable story of Aussie driver Paul Hawkins, who amongst other achievements is one of only two F1 drivers to go for a plunge in the Monaco harbour, taking their cars with them for company. A big round of applause goes to sharp-eyed member Ernie Corry who brought to my attention the fact that the photo on the cover of the May VB, and the photo accompanying the article, showed two different cars! I confess I didn't realise at the time of putting the mag together, but Ernie is quite correct. To make amends for this embarrassing oversight, I've been trowelling through various web sites, and I think I have it sorted now!

Firstly, it seems there is only one actual period photo showing Paul leaving the black stuff and heading for the blue stuff – and here it is, such as it is:

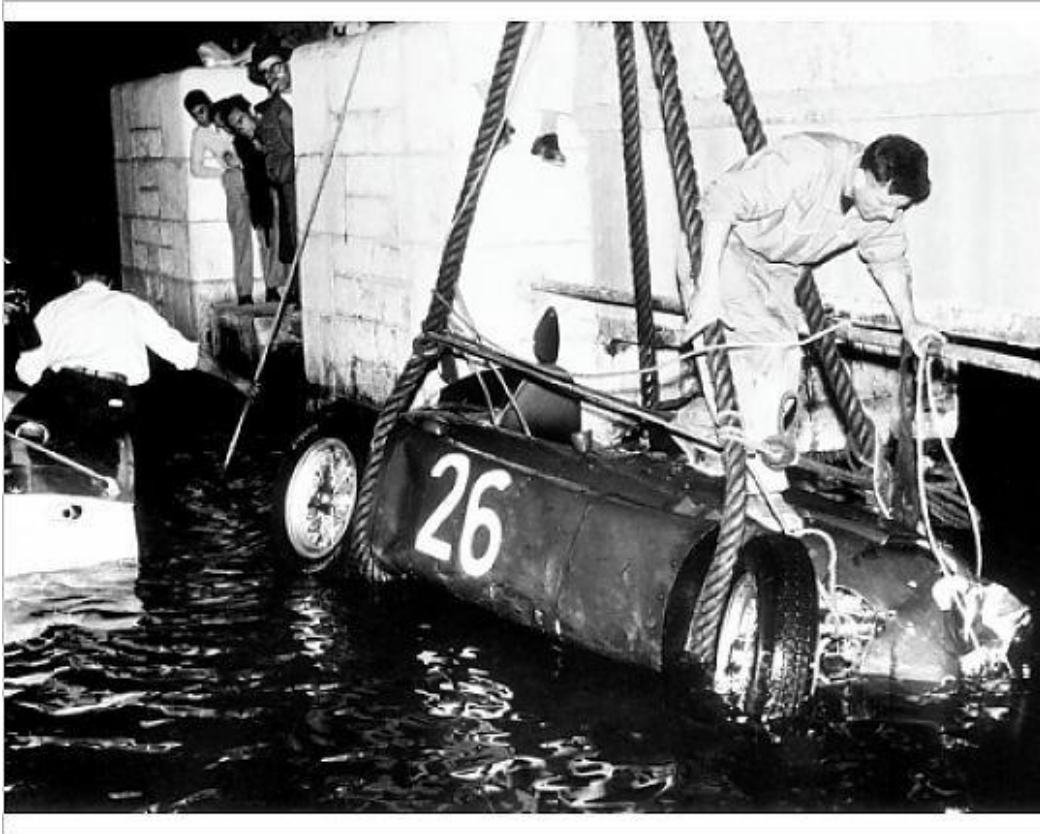


Now, Paul was competing in the 1965 Monaco Grand Prix, driving a Lotus, as (briefly) shown.

This is a period newspaper report of the incident. You can see what is clearly an open-wheeler being raised, albeit only a three-wheeler.

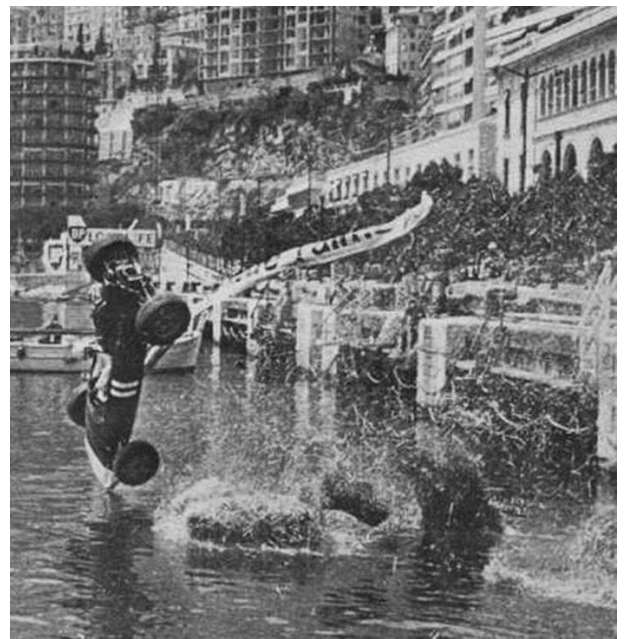


This photo from the May VB appears to be taken from a slightly different angle, but shows the same features, and Hawkins on the boat, as his Lotus is recovered. The front left-hand suspension appears to be missing, which is consistent. Incidentally, if you look in the water behind the rudder – those are some of the hay bales floating that he took with him into the harbour!



Where part of the confusion sets in, is that there were actually *two* such incidents – the other was at the 1955 Monaco GP, where Alberto Ascari felt his Lancia D50 might be improved with a quick dip in the harbour – here is a period photo showing *his* car being recovered. Note it has wire wheels, and a fuel tank (or fairing) between the front and rear axles, so it looks more like a sports car than an F1 car as we would imagine them.

...and so to the real confusion! This photo appearing on the cover of the May VB...is NEITHER!
While it appears on various web sites proclaiming it to be Hawkins' famous detour, this is incorrect. It is apparently a still taken from the movie 'Grand Prix' and may well be meant to be Hawkins, but the car's coloured nose cone and race number are incorrect.
So: it's a ring-in! I was duped as well as many others. All this doesn't change a fantastic story and a memorable incident...just the photos need to be re-shuffled!
Whew! Hope that's sorted things out – must be an easier way to get an article in the mag!



While on the topic of Paul Hawkins (hope you enjoyed the article!) – I had a message recently from GCC member Fred Bath, who joined the VADC (Victorian Amateur Drivers' Club) many years ago. He says they used to meet in a church hall in East St Kilda: what is of interest here is a) Fred suspects Paul's father was the minister, and b) Paul used to drop by over a period around 1959-1963 and entertain those present with his humorous tales – what times that must have been! Anyone else have an 'I was there when...' moment to share? It would be great to record some of these before they're lost.

Which reminds me of another incident to pass on. Again, not something I saw personally, but a great story, even if probably a bit embellished!

Around the late 70s Alan Moffat was running the Falcon GT hardtop, achieving the famous 1-2 finish at Bathurst. As time progressed, newer and better developed machinery was becoming available to his competitors, and Moffat was suffering a string of engine failures as he pushed ever harder to stay competitive. One such occasion was at Sandown, where an engine blew on what was then pit straight, opposite where I was a part of a large crowd of marshalls, pit crew, drivers, media, etc – a rather public failure! What I was told later was that the flaggies, naturally choosing their moment carefully, ran onto the track to clear engine debris and oil – in those days the race continued unchanged. Apparently one flaggie spied a twisted conrod lying on the track, and thought it might make a good trophy, so at the next gap in traffic, he sprinted on to the track, grabbed the rod and headed back at full pace to his post. The story goes that he got nearly back to the edge of the track before realising the rod was still incredibly hot! He unsurprisingly dropped it, but not before (legend has it) that he was left with a Ford conrod-shaped burn mark in his hand! (*think: Raiders of the Lost Ark*)

Another crumb of trivia to pass on that may actually save our members a little embarrassment:

A few weeks ago I pulled into a petrol station in South Rd, Benteigh, and was surprised to find a woman sitting in her car, apparently being booked by a member of the local constabulary. When I went to pay, I made a comment to the consul operator (in my day, they were pump jockeys!) that it was odd to see this, and perhaps her car was faulty. His reply was something I wasn't aware of. Most petrol stations have a roadway with an 'entry' sign and another with an 'exit' sign, though usually done in company colours. This unfortunate woman had driven past the first roadway then chosen to come in the second. Apparently, these roads carry the same regulations as do public roads, so legally she has come into the petrol station via the exit, against the (signposted) flow of traffic, even though the ramp was empty at the time. Her misfortune was compounded by having the local police present, filling up their car! So, one of them had walked over and booked her. Surprising? The Consul Operator reckons it has happened there a few times – so beware!



So – what's to like in this edition? We have another wonderful article from John Bryant; a great comparison between Bathurst visits by Pete Minahan; the next in the 'how to drive Bryant Park' series by Rhys Yoemans; a wonderful historic perspective from Bill Revill – add to that some extracts from our friends at the MX-5 club and AOMC, some funny bits...and you have another great read. I'm holding over another engine article as there isn't room – always a nice place to be as an editor! Enjoy.

Chairman's Report – June, 2020

Well, it appears that the pendulum is starting to swing back the other way. The good work and sacrifices that we've made are starting to pay off and life is starting to look a bit more normal. Part of that 'Normal' means that we will very shortly be able to get back onto the track and blow the cob webs out of our car and ourselves. That said we will not be returning to our old normal in the near future. There are still restrictions in place, there is still no cure or vaccine for COVID-19 and we need to make sure that we comply with the rules and keep everyone as safe as we can.

Taking this into account your Board has been meeting and discussing how we will make all of this happen. We need to work out what our new 'normal' will look like and how we build flexibility into it. We will need to do this in order to enable us to adjust and take advantage of the environment as it changes. With this in mind I ask that you, our club members, be patient and flexible as we re-open the track. The other thing to keep in mind is that the Board members don't have all of the ideas. There is a wealth of experience floating around in our club cohort and I am certain that many of you have thoughts about how we might be able to adapt to the current environment. Please feel free to share your thoughts with the Board: an e-mail or phone call is always welcome.

In fact, it has been really interesting watching the e-mails flow in from all over the country as restrictions have been eased. There are many and varied approaches being taken to getting grass roots motor sport back up and running again. Multiple shifts over a day or weekend, tracks open on additional week end days, tracks open mid-week (yes, some of us have the luxury of being able to race during the week) to name a few. The options are really only limited by our imaginations and the number of volunteers that we have to help out on the day. So again, if you can help out please let us know.

As we all know there is a lot more to running the club than organising race meetings. With the easing of restrictions, I took the opportunity to go out to the track for a quick look. It still looks great, many thanks to Bill Jennings who has kept it in order. However, my visit reminded me that we still have a fair bit of work to go to get a couple of major projects finished. The new timing shed still needs to be completed. The old timing shed still needs to be turned into the Scrutineers Office and the new toilet block still needs to be plumbed in and tidied up. All of these things will of course need some handy volunteers to assist in carrying out the required work. As per usual we'll have some working bees and we'll call on people with relevant skills to assist as required. I look forward to seeing these projects completed, the club will be better for it.

Looking at the administrative side of the club most will know by now that James our Treasurer had to move on. Sadly, we find ourselves in a position where our Competition Secretary has also had to move on. So, I would like to thank Janet for her efforts over the last couple of years. She was instrumental in helping the club to transition from the old paper-based entry system to the automated on line system offered by MotorSport Australia. It was no mean feat and there were lots of headaches along the way but it was worth it and makes managing our events significantly easier and much more efficient. Her presence on the Board will be missed.

Speaking of the Board, the AGM, at this stage, is scheduled to be held in August. My understanding is that there will be a number of vacant positions. With this in mind if you would like to be part of Board and contribute to the running of the club opportunity will exist. I am sure that if you have interest any of our current Board members would be more than happy to have a chat and answer any question that you might have.

Well that's about it from me at this stage. As I said earlier, there is (at present) no vaccine or cure for COVID-19. We are still living in very difficult and challenging times so please take care of yourselves and your families so that we can catch up at the track in the not too distant future.

Regards,
Mick McGinn
Chairman, Gippsland Car Club

What do you need to know now?

There are several changes, as outlined by John Bryant in the section at the top of the calendar – make sure you read them!



➤ CLUB CHAMPIONSHIP 2020

Here is the updated version:

Club Championship events for 2020 are as follows (and this may change*):

- Sunday, July 12 GCC **MEMBERS ONLY** hillclimb –PROPOSED: to be confirmed
- Sunday, August 30 GCC Multiclub Hillclimb ← **NEW!**
- Sunday, September 13 GCC Multiclub Hillclimb
- Sunday, October 25 GCC Multiclub Hillclimb
- Saturday, December 5 GCC Multiclub Hillclimb (Twilight)

*We are still looking for appropriate events at Phillip Island and at Winton.

➤ More for your calendar:

**Next KHANACROSS for 2020 - PROPOSED: to be confirmed:
Sunday, July 19th or 26th – to be advised
→ NOTE: GCC members ONLY!**

**Next GCC MULTICLUB HILLCLIMB – PROPOSED: to be confirmed:
Sunday, 30th August**

➤ VICTORIAN HILL CLIMB CHAMPIONSHIP 2020

The remaining rounds designated for the 2020 Victorian Hill Climb Championship are as follows:

- Sunday, August 23 Mini Club Broadford
→ See John Bryant's update on the VHCC at the top of the calendar

➤ REMINDER TO ALL COMPETITORS

MEECAMs-only entry **now applies** for all events from now on!! Go to the CAMS website for access.
Save the trees, forget the paper, see your event SuppRegs for more info or help if required.



➤ **From the AOMC:**

Something that will affect all of us. It's a bit of a weighty read, but check out Editor Daryl's comments at the bottom – I especially agree with his view on regional motorists: if we are to be charged for the distance we drive, regional users will potentially be overcharged in comparison to their city-based counterparts.



Good Move

Infrastructure Victoria Report on Fixing Transport Congestion.

This is an edited summary of the 85 page report from Infrastructure Victoria on 'Fixing Victoria's transport congestion.

Victoria's transport network is struggling to meet demand, with congested roads and crowded public transport. Our population is projected to grow bigger and faster, so the pressures on our transport system will only get worse.

There needs to be a change to the way Victorians use the transport system if we want to reduce congestion and get the most out of our big infrastructure projects. A change to transport pricing will motivate and incentivise people to make that change. This was one of the top recommendations in Victoria's 30-year Infrastructure Strategy in 2016 and has been a key focus of our research program over the past four years.

Our work also shows that network-wide change to the pricing of roads, public transport and parking is required to motivate the community to change their behaviour to get the most out of our current transport system, as well as investment in new infrastructure projects.

Transport network pricing means a shift away from traditional thinking. We need to replace fixed upfront charges (such as registration) and uniform fares with flexible charging according to time of day, mode and location to drive behaviour change. If we make this change, it can be accepted by the community and provide an effective reduction in congestion.

Cities such as Stockholm, London, Milan and Singapore have all introduced transport network pricing with sustainable results – reduced congestion, improved average car speeds and decreasing emissions.

There are three big problems with our current transport pricing system – problems that can all be addressed if we change the way we pay and change the way we travel. This paper explores the problems, the solution, the community view and options for government on the pathway to change.

The first problem is congestion and overcrowding on public transport mean longer and more variable travel times, resulting in frustration and lost productivity. With transport network pricing, our work shows average speeds in inner Melbourne during the morning peak are around one third faster.

Secondly, we know that the accepted solution of building new roads and expanding transport services is necessary, but not enough to fix congestion.

To make the most of existing and new assets and services we need a complementary pricing system with inbuilt flexibility around time and mode of travel. This is validated by community sentiment, with one in four people saying they could change the time or mode of travel. What we need to do is incentivise them to make that change.

The third problem is that there is no incentive for people to change their behaviour. If they did change, the whole network would benefit – congestion would be reduced, all modes of transport would be fully utilised and demand would be spread throughout the day not just during the peaks. Currently, pricing doesn't consider the mode or the distance travelled, meaning many people pay more even though they don't travel far or often. It's unfair and doesn't get the most out of the transport system.

This paper explores an illustrative approach to changing Victorians' travel behaviour through various pricing scenarios across roads, public transport and parking. Our approach is not intended to provide a definitive prescription of what pricing changes should be. We expect that further refinements would be made to the pricing model before it is implemented.

Current System (Private motor vehicles):

- Direct charges: Registration, TAC, road user charge for freight
- Indirect charges: fuel excise, stamp duty, Melbourne Congestion Levy
- Parking: Priced in some locations, time limits or free elsewhere
- Tolls: Charges apply to motorists using CityLink and EastLink toll roads

Transport Network Pricing system (TNP)

- All existing charges are removed and replaced with new direct charges
- Direct charges: distance-based charge across all of Victoria
- Surcharge on distance-based charge or entering inner Melbourne during peak periods
- Parking: at all stations and Doncaster Park-and-Ride is priced
- Tolls: Existing tolls do not change and continue to apply in addition to TNP charges

Options for Government.

Public Transport

Commence randomised control trials of changes to public transport fares. Specify public transport fares that vary by time, location and mode in a controlled trial. Effects on sample group to be used in future decisions in any move to introduce to the whole system.

Roads

Conduct a randomised control trial of a large sample of motorists including different types of road pricing options targeting congestion across Melbourne. Specify a set of road pricing options that operate differently across Melbourne.

Apply demand managing tolls to all new freeways, bridges and tunnels. Tolls set to achieve a congestion target and periodically/regularly revised to achieve and maintain the target congestion rate.

Introduce distance-based road user charge for electric vehicles. Distance based charge, in comparison with fuel excise, should recognise health and environmental benefits from electric vehicles. Registration and stamp duty costs should be reduced or removed to support efficient use and adoption of electric vehicles.

Conduct a full-scale trial of cordon charging in inner Melbourne and other congestion hot spots

Price the use of all roads in the Melbourne Metropolitan area

Parking

Expand and increase the existing car parking congestion levy. Expansion of Category 2 levy area to include Prahran, Richmond, South Yarra and Windsor.

Trial dynamic pricing of selected areas of on-street and off-street council parking. Dynamic pricing features prices that vary by time and across the sample locations aiming for a certain number of spots in the sample areas to remain vacant at all times. Time restrictions relaxed on parking spots in the sample area.

Trial dynamic pricing for a selection of new and existing carparks at railway stations and park and rides. Dynamic pricing of parking spots, as described in option 9 applied to a sample of new and existing carparks at railway stations and park and rides – the sample should first include carparks at stations that already have good public transport connections to them (or additional station connections) like buses and/or on-demand services.

The full infrastructure Victoria Report (85 pages) and Executive summary can be viewed and downloaded from their website: www.infrastructurevictoria.com.au

Infrastructure Victoria is an independent advisory body with three functions:

- preparing a 30-year infrastructure strategy for Victoria, which is refreshed every three to five years
- providing written advice to government on specific infrastructure matters
- publishing original research on infrastructure-related issues

Ed (Ian): These comments below from Daryl McMahon, editor of the AOMC News Bulletin

Editors Note: This paper could result in some interesting scenarios if totally implemented. One that affects us in the hobby car movement would be that abolishing fixed costs (registration, TAC and fuel excise) would mean that there would be no need for a concessional registration system like the Club Permit Scheme. Every vehicle would be charged on the kilometres travelled, regardless of age. In a way it would make life easier, with every vehicle on a level playing field and no need to discriminate as to "what is eligible".

It also highlights how Infrastructure Victoria is looking forward to a future of more electric, hybrid and autonomous vehicles and the need to be able to charge them adequately for road use (as they would escape or reduce their exposure to fuel excise taxes.).

There are some obvious pitfalls I see in the proposal. It all seems to be Melbourne centric, and particularly inner Melbourne. There does not seem to be any compensation for regional populations that have limited public transport and need to travel longer distances. The same could be said about Melbourne's outer most suburbs.

The big problem for me would be trying to drop the fuel excise, which is a Commonwealth tax and would have to be implemented Australia wide and require National acceptance.

I am sure, though, that some proposals such as congestion zones, revised parking rates and road tolls may receive more serious consideration.

And something interesting to add to your diary:

Coming Events



Historic Rally Association RALLY RETRO FESTIVAL 2021

SATURDAY

FEBRUARY 27. 2021

The date for the 3rd running of the successful Rally Retro Festival has been announced. Saturday February 27 2021 is the date rally fans should put in their diaries. Once again it will be at the METEC Driver Education Centre in Bayswater.

Plans are well underway to make the 3rd running even bigger than 2020. Invitations have already been accepted by Neal Bates, the 4 times national champion who brought 3 winning Toyota Celica's from Canberra to the 2020 event. Some other very special rally cars, new to Rally Retro are being chased down to build on the extraordinary collection of cars that were on display in 2020.

As well, the 'Voice of World Rally', famous Scotsman Colin Clark has indicated he will be there in 2021 to soak up the Australian history of his favourite motorsport.

Rally Retro is a unique style of car show where fans have the chance to see and hear historic rally cars in action on a short course, as well as seeing them on display. They are able to mingle with the owners, many of them State or National rally champions and see the cars up close. Additionally, for 2021, fans will have the chance to hitch a ride in their favourite rally car to sample 'historic rallying' first hand on the demonstration course

Architect of the event Rob Cranston said today: "The event's reputation is building so fast. This year we attracted cars from 4 states and spectators from Sydney and Brisbane. The unique format allows the owners to have fun in the cars and we get to enjoy seeing them doing what they were made for."

Despite the current woes of the world, Cranston is confident the 2021 Rally Retro will be bigger than this year. He said: "We're building on each year and we have plans for 2021 that will further engage rally fans. We can't wait to open the gates come February 27."

Rally Retro invites rally cars from the 1950's up to the early 2000's, all in period livery and often restored to better than new. Many of the cars invited to display and 'get on the track' are winners of national and international rallies, but rarely ever seen these days. Cars like Austin Healey, Mini Cooper S, Ford Escort, Datsun Stanza, Renault Alpine, Audi Quattro, Datsun 1600, Triumph TR7 and Toyota Celica, all looking as they did in rallies 'back in the day'.

NOT JUST HISTORIC RALLY CARS

While the day is all about the sights and sound of rally cars from the past, it's also a place to spot some motorsport royalty. No less than 10 Australian Rally Champions with 23 titles between them were at the 2020 event, including Kate Officer, the first woman to hold an Australian Motorsports national title (Co-driver 1984), and Molly Taylor, the first woman to win the Australian Rally Driver's Championship, in 2016. The organisers plan to host an even bigger contingent of champions at the 2021 event.

The METEC Driver Education Centre proved ideal with the elevated display area providing a perfect vantage point to view the rally cars taking to the track for controlled demonstration runs. The location in the Eastern suburbs attracted a large crowd of spectators, with 200 cars coming through the gate in the first hour alone.

METEC Driver Education centre is at 112 Colchester Road, Bayswater North.

Below: some images from the 2020 event.



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Hot tips for your first hill climb! -by Rhys Yeomans

LEFT FOOT BRAKING

Left foot braking is a technique I became interested in once I felt I had become somewhat accomplished in my lap times and was looking for an improvement in the car and/or driver that wasn't going to cost me anything.

It sounded simple in theory, until I realised my left foot knows one movement, in and out on the clutch!

I did start to write this article planning to use two distinct different corner examples, when I then realised the extent of my left foot braking at Bryant Park. Any corner without a gear change, left foot braking is used.

A couple of examples below...

T4 at Bryant Park is one of the faster corners we have, though unlike the end of the straight, I don't need to change down a gear. Left foot braking here has meant I can accelerate for a fraction longer, using up the right foot 'transition' time from accelerator to brake, and apply brake with my left foot while my right foot reduces pressure on the accelerator. A small combination of left foot braking and right foot acceleration helps to rotate the car and point it down the hill, which means I can spend more time accelerating and reducing the overall braking only section of this corner. More acceleration mostly equals faster laps!

The final corner at Bryant Park I find to be the most difficult to master consistently. Come in too hot and accelerate too early, the car will understeer through the mid and late sections. If I come in too slow, the car will drop out of the powerband (5500rpm, VTEC!!) and acceleration through the corner is compromised and I'm left waiting for the finish line.

One improvement I've found is adding some brake via the left foot mid corner to help tighten up the turning radius of the car and point it towards the finish line. I can remain on the accelerator to keep the car in the powerband and slow down enough and rotate the car to get to point it towards the finish line.

Hopefully this is something that is of benefit to you, we can all go faster together and chase those

class lap records that seem so far out of reach!

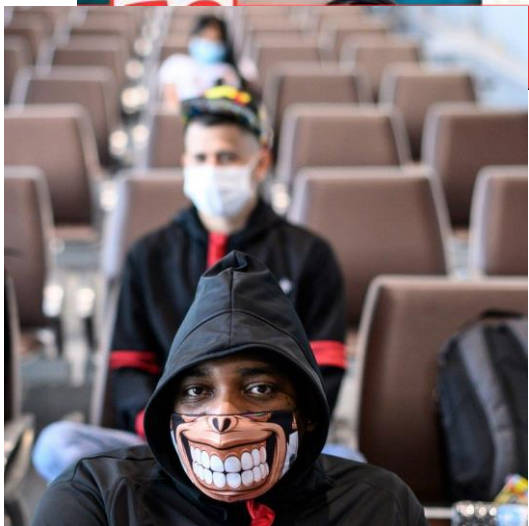
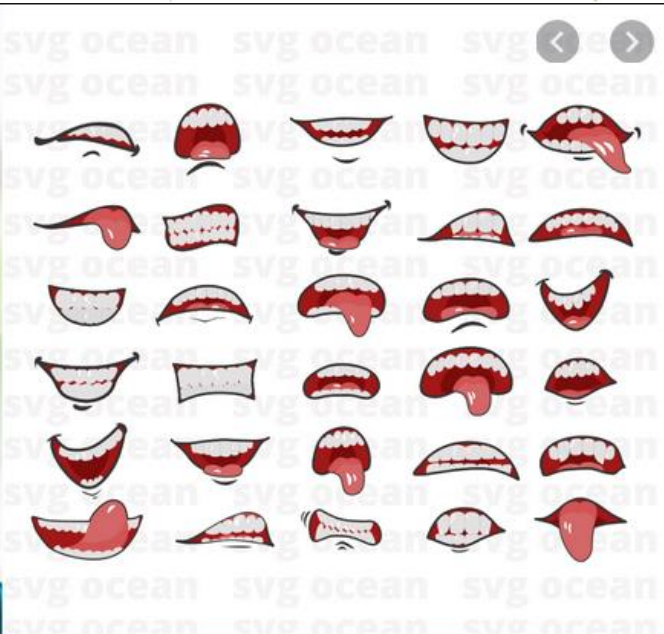
Left foot braking can be practiced in your road car, so the time spent honing this skill is more than just the time spent on track, which none of us have been doing lately.

If there is anything that you think I should write about, or you'd like to make a submission, please send me an email!



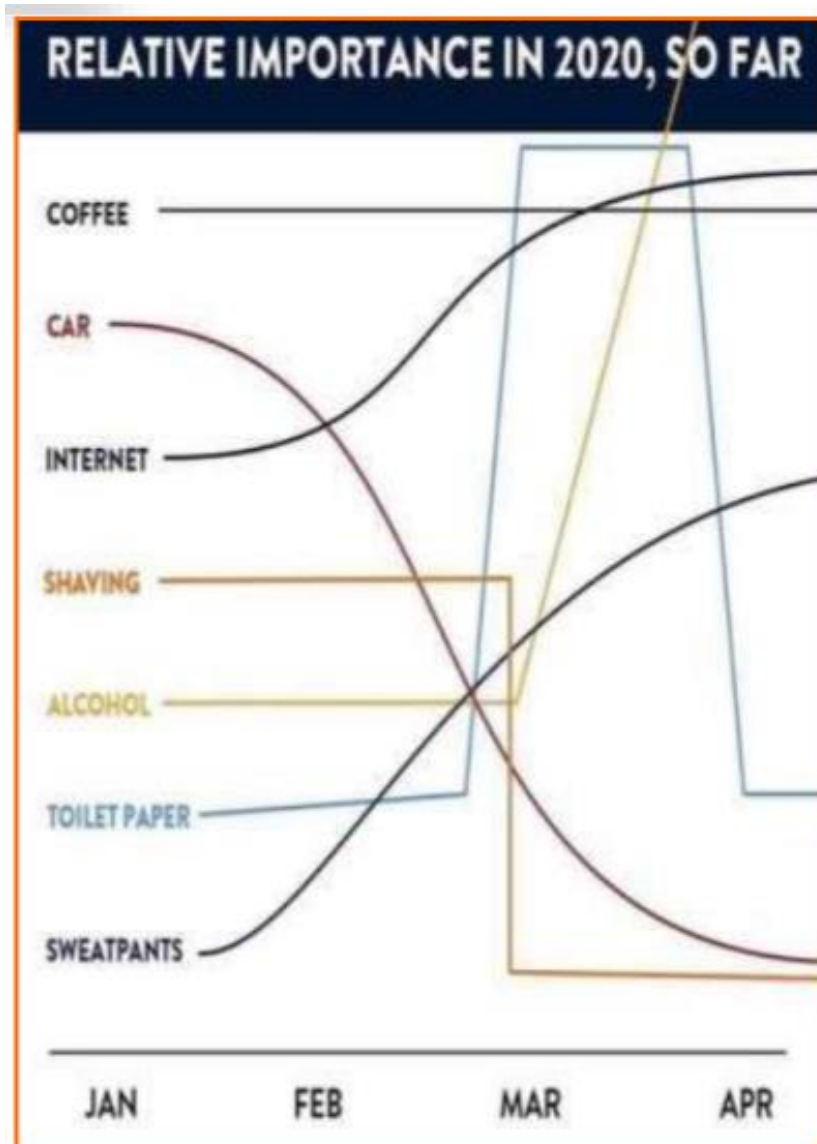
Ed: While the use of surgical masks has been rather downplayed in Australia, they are common in other countries. Some people have become quite creative! Here's a few I've appreciated:

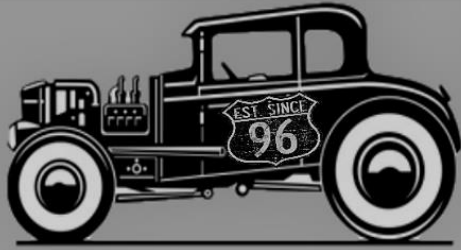
My face masks have finally arrived!





And one for the thinkers:





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Ed: Wow! Another great article from the exceptional memory of John Bryant: I'm finding these fascinating, and trust you are too – we're very fortunate to have such first-hand memories available.

ONE ADVANTAGE OF BEING CLASSIFIED AS AN ELDERLY CITIZEN.

- John Bryant

One advantage of being classified as an elderly citizen is that your memory goes back a long way further than most other people. An example of this is that my first memory is looking over the back fence of my West Heidelberg home at the age of 3 in 1945! This is when West Heidelberg was the northern edge of Melbourne – it is now almost an inner suburb! Our family did not have a car – my father had not one but two Harley Davidson motorcycles – one with a sidecar which was our family transport. We moved on to a car in the late 1940s and soon after went up to the 1930 Pontiac – almost a luxury car in the late 1940s. I can also remember going through a long period of rationing after the Second World War – and many people think that things are tough these days!

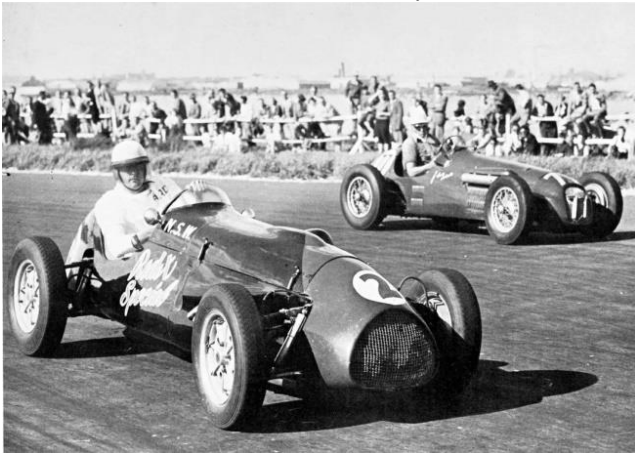
Anyway, enough of the history lesson. One thing my father had was a lifelong interest in motor racing – he did not race, but joined a car club and participated in such things as motorkhanas and treasure hunts, of which there were many in those days. The other thing that he did was take the family to motor race meetings all over the place, both in Victoria and interstate. This was made even easier when he purchased a brand new FJ Holden in 1955 (after being on the waiting list for 9 months!).

For this edition of Valve Bounce, I will veer away from our own GCC events, and revisit some of the tracks that I have been to that no longer exist. Most of these are motor racing circuits, but some are hill climbs. They come in no particular order.

I believe that the first motor race meeting I attended was at the RAAF Base at Point Cook for the 1948 Australian Grand Prix. This was at a time when motor racing circuits in Victoria were extremely scarce, so the Base was used for the first and only time for a motor racing event. From what limited recall I have, it was a stinking hot day, with absolutely no shelter and nowhere to hide for the wind (anyone who lived in the western suburbs in the 40's 50's and possibly 60's will know what I mean about wind!). The event was won by motorcycle racer Frank Pratt in his first ever car race driving a BMW 328 sports car. Some well-known drivers of later years appeared in the event – Alec Mildren, Lex Davison, Doug Whiteford and Tony Gaze to name a few. The track still exists in that the base is still an airport and no changes whatsoever have taken place to the layout. If you want something to do on a Sunday afternoon, visit the air museum at the base – some outstanding exhibits on display. The results of the 1948 AGP can be found on Wikipedia.

Fisherman's Bend was another circuit that was set up in the late 1940s utilising the runways of a war time aerodrome – aeroplanes for the WW2 effort were made at both the Government Aircraft Factory (my father was a fitter and turner at the GAF) and the Commonwealth Aircraft Corporation – planes were made on site and flown out from the site, which was only a hop, step and a jump from the centre of Melbourne. Motorcycle racing commenced at the site in 1948, with cars starting in 1949, and both going through to 1960, at which time the surface was too rough for the increased speeds of cars and bikes. Most meetings through the 50s were for cars and bikes. Given that the airfield had two runways, three different configurations were used over time – the Figure 4, the Early Tee and the Later Tee. Facilities were agricultural to say the least. As on a number of airfield circuits, the runway was used both ways, with hairpin bends at the end of the runways. The track was marked out by hay bales, and I seem to recall that spectators were kept off the track by a post and rail fence (see photograph). Toilets were hessian walls with a couple of pans inside – they were not inviting! Avid watchers of Old Motor Racing Photographs Australia will have noticed a photo of

Harry Firth rolling a Triumph TR2 after clipping a hay bale – I was right there!! How he actually survived is beyond me. I know that all of the top drivers of the day competed at this track, but I have not been able to find any results for events held there, although you can find photographs.



The first photo is of Jack Brabham in his Cooper Bristol taking the inside line on Lex Davison in an HWM Jaguar. The second photo is of the aerodrome from the air, with the GAF and CAC factories at the bottom of the photo, and the Yarra River can be glimpsed at the top. The photos are from www.speedwayandroadracehistory.com



When motor racing finished at the circuit in 1960, the east-west runway became the Riverside Dragway, and featured many top drag racers of the day. A number of the top AA Fuellers competed at the track completing ten second runs, which in the day was world class, and also a number of Plymouth and Dodge Ramchargers appeared.

Did you know that there was a motor racing circuit at Altona? I did, because I went to every meeting that was held there.



The circuit, marked out on the photograph above, was situated around Cherry Lake, which is in Millers Road, Altona – then in the country, today an inner suburb.

The following excerpt is taken from www.speedwayandroadracehistory.com

“With limited opportunities to race cars and bikes around the Melbourne area in the 1950’s, land was found at Cherry Lake in Altona and a 2.3 mile circuit was designed and built. The inaugural meeting was held on the 21st of February 1954, that being a Sunday. Two champion drivers in Jack Brabham and Stan Jones featured at the meeting, and at most others during the track’s life. The track was rather crude, even for those days – not a lot of attention was paid to spectator and competitor safety. There were no barriers erected and a lot of large rocks were left lying around the edge of the race track. One death was recorded at the circuit after an accident. Motor racing was becoming very popular in and around Melbourne, so many saw the potential to hold such meetings. The government of the day gave permission for racing to go ahead at Albert Park, and a new track was also being built at Phillip Island. Six meetings in all were held at the Altona circuit with the final one being in May of 1955. Water erosion problems, along with safety concerns, saw the land sold off to become a recreational reserve. Nothing remains of the once sealed road circuit, the entire area is a flood plain for the surrounding area”.

That excerpt does not tell a lot about the whole exercise of building the track and the races that were held there.

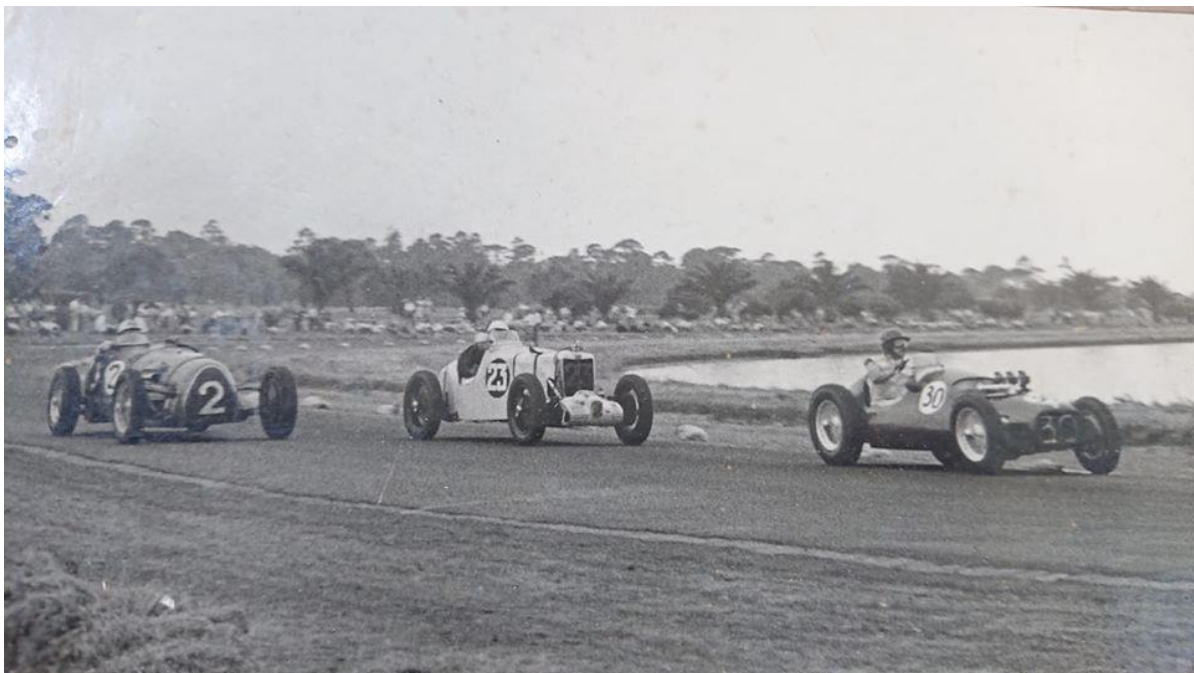
Some more can be gleaned from excerpts included in Primotipo:

“Jack Brabham thrilled a crowd of over 12000 with this Cooper Bristol’s speed during the inaugural car meeting of the new Altona circuit in Melbourne’s inner west on 9 March 1954 (JB: note different date to the information above). Jack set a lap record of 1:50, and average speed of 73.5 mph, the Cooper was timed at nearly 130 mph. Stan Jones won the F Libre open event after Jack’s Cooper sheared the magneto drive of its Bristol engine. The duels between Brabham and Jones Cooper 1100 were a feature of the meeting, the brilliant cornering of the latter helping him hold the bigger faster car according to a report in The Age of the day. Many of the noted racers of the day entered the meeting: Jones, Reg Smith, John O’Dea and Lex Davison in 1100 Coopers, Bill Patterson in a 500, Cec Warren’s Maserati 4CLT, Ted Gray’s Alta Ford, Tom Hawkes Allard, Doug Whiteford in the Ford Special Black Bess as well as Lex Davison’s HWM Jaguar, which won the 1954 AGP in Southport, Queensland later in the year. Well known Melbourne racer/businessmen Stewart and Neil Charge invested between 35 and 40 thousand pounds in the venture. They acquired land on the west side of Millers Road transforming a swamp into a GP track. They constructed a track of more than 2 1/4 miles fully enclosed by a steel safety fence – future plans provided for stands, changing rooms, fully equipped racing pits and permanent refreshment rooms. The opening event included a novelty match race between Jones’ Cooper and Frank Sinclair’s Vincent Special sidecar – it is not reported who won!”.

The inaugural event at the track appeared to be a motorcycle event held on February 21, whilst the first car meeting was on March 9. The unfortunate aspect of the whole deal is that none of the proposals for the track appeared to eventuate, and the track life was very short. The track broke up badly at various times, and repairs did not seem to be able to overcome the problem. Eventually, much of the track disappeared beneath Cherry Lake. Some say that you cannot see any of the track remains, but others believe that parts of the walking track which surround the lake are, in fact, parts of the old track. There was also a proposal to develop a Grand Prix track a little closer to the sea than the Altona track, but that amounted to nothing, as many of these good ideas tend to.

Other developments, which worked against the further development of Altona and also the proposed new track, was the government decision to allow motor racing at Albert Park, and also the construction of a new circuit on Phillip Island, which eventually opened in December 1956. An outstanding book by Jim Scraysbrook (Phillip Island – A History of Motor Sport since 1928) outlines in detail, the development of Phillip Island, and many of the races held there. However, Phillip Island is still in existence, albeit after a number of changes and closures over the years.

The track that many may think is still in existence is Albert Park – it is in name, and it still circulates around the lake, but the original circuit is not a lot like the circuit of today. The old circuit used in the period 1953 to 1958 used all public roads as they existed at the time, and the track went in an anticlockwise direction. The new track uses mostly public roads, many of which were constructed specifically for the Grand Prix circuit, and runs in a clockwise direction – some of the track, however, is closed off to the public or is unable to be used as a road, e.g. the car park at the rear of the old South Melbourne football ground.

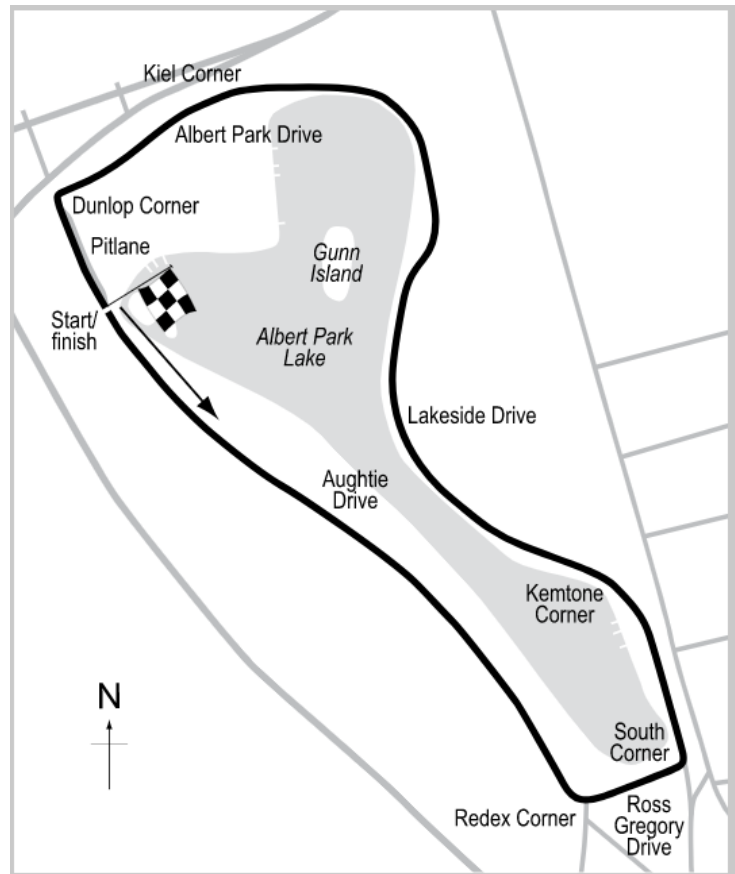


In this photograph from www.speedwayandroadracehistory, Stan Jones in the Maybach (Number 2) is passing Les Murphy in the MG Q and Lou Molina in the MM Special at the northern end of the lake – a little different to what it is now!

(Ed: I'm impressed by the wheel angles on Lou's car – a modern scrutineer would probably have him pulled off the course for checking!)

I purchased some years ago an absolutely fabulous book entitled *Glory Days – Albert Park 1953-58* by Barry Green. This book gives an in-depth analysis of every race run at the circuit during those years, complete with many photographs and the results of all of the races held. The book is self-published, is in black and white, and is a virtual gold mine of information. Motor racing in those days was somewhat different to the motor racing of today – the star attractions were the open-wheel formula libre racing cars, along with sports cars. Sedan car racing was basically a filler on the program.

The first race meeting held at Albert Park was on November 21, 1953, and the Australian Grand Prix was the feature race – 200 miles, won by Doug Whiteford in a Lago Talbot. The next meeting was held on the weekend of March 26 and 27, 1955, and the feature races were the Albert Park Trophy of 50 miles for the smaller racing cars, won by Bill Patterson in a Cooper JAP, the Moomba TT of 100 miles for Sports Cars won by Doug Whiteford in a Triumph TR2, the Argus Cup of 50 miles for racing cars won by Reg Hunt in a Maserati, the Argus Trophy featured two 50-mile heats (the first of which was won by Reg Hunt and the second by Alec Mildren in a Cooper Bristol) and a 100-mile final, which was won by Doug Whiteford in a Lago Talbot from Stan Jones in a Cooper Bristol. The Argus Cup and the Argus Trophy were sponsored by Melbourne daily newspaper *The Argus*.



In 1956 there were basically four meetings, they being on March 11 and March 18, followed by two more on November 25 and December 2 – two lots of two weekends in a row – would that happen today on a street circuit? The March 11 and 18 event featured the Albert Park Trophy won by Reg Hunt in his new Maserati 250F, the Moomba TT for Sports Cars won by Tony Gaze in an HWM Jaguar from Bib Stilwell in a D Type Jaguar, the Argus Trophy of 150 miles was taken out by Reg Hunt from Lex Davison in a Ferrari, and the 50 mile Argus Cup saw Stilwell victorious on this occasion from Stan Jones in a Cooper Jaguar.

The meetings held on November 25 and December 2 featured the Australian Tourist Trophy and the Australian Grand Prix. This was the year of the Melbourne Olympics (which started on November 22) so there were many visitors in Melbourne, and the timing of the events was perfect. The population of Melbourne at the time was approximately 1 million (only just over 7 million in the whole of Australia) and the AGP attracted a crowd of 100,000 people – 10% of the population of Melbourne – in today's terms, that would mean a crowd of 500,000 attending the current AGP at Albert Park. One of the highlights for me going to the track was being in Albert Road when the whole of the official Maserati team (and some others) breezed on by on their way to the track – driven not trailed!! Imagine that these days, although it did happen in the 1980's when the official Porsche team in the World Sports Car event at Sandown was seen driving down Dandenong Road on the way back to the Alan Hamilton workshop.

These two days also featured touring cars, and the KLG Touring Car Trophy of 25 miles was won by one Norman Beechey, driving under the pseudonym Basil Rice, the reason for which my memory fails me. The Australian Tourist Trophy of 100 miles was won by Stirling Moss in a Maserati 300S, from Jean Behra in a similar car, and Ken Wharton in a Ferrari 750. The AGP was also won by Stirling Moss, this time in a Maserati 250F, from Jean Behra in a 250F and Peter Whitehead in a Ferrari Super Squalo. Maserati 250F mounted Australian drivers Reg Hunt and Stan Jones followed in 4th and 5th positions.

The 1957 event was held over two weekends on March 17 and 24, and featured many events including the Victorian Tourist Trophy and the Victorian Trophy. The Victorian Tourist Trophy of 100 miles was taken out by Doug Whitefoord in a Maserati 300S from Bill Pitt in a D-Type Jaguar and Bill Patterson in Cooper-Climax. The Victorian Trophy of 100 miles was won by Lex Davison in a Ferrari, from Jack Brabham in a Cooper and Doug Whiteford in the sports Maserati 300S.

November 23 and 30, 1958 saw the last motor racing events at this track, the Victorian Tourist Trophy and the Melbourne Grand Prix. I remember well the concerted effort made by a large Melbourne newspaper to get rid of racing from Albert Park, a drive backed up by locals who could not walk their dogs in the Park on motor racing days (does this sound familiar??) A range of events were held over the two weekends – the touring car race was won by David McKay in a Jaguar 3.4 from Bob Holden in the Repco-engineered Holden. The Victorian Tourist Trophy was again won by Doug Whiteford in the Maserati 333S, with Ron Phillips second in the Cooper-Jaguar, and Bill Pitt third in the D-Type Jaguar. Stirling Moss was victorious in the Melbourne Grand Prix driving a Cooper-Climax, from Jack Brabham in second and Doug Whiteford in third.

And that was that. Racing disappeared from the precinct for many years, the Park went back into its almost derelict state in many parts, before it was resurrected by the motor race community for the modern-day version of the Australian Grand Prix.

(Ed: As sometimes happens, reading an article such as this brought back some memories: I recall listening eagerly to the late and magnificent Lou Molina speaking at a car club many years ago. Lou was describing racing at Fisherman's Bend – cars would be travelling at top speed in opposite directions...separated by a line of hay bales! The OH&S inspectors would be having a fit, nowadays! Lou also described one event at these races, where there was a crash at a corner, and the flaggies went down to sort it out. They were heading back to their marshalling point when there was another. Same process, and another accident...and another...and eventually the flaggies realised that on such a featureless circuit as an airfield, the drivers were using the flaggies as their braking marker for the corner! After every crash they were standing closer to the corner, inadvertently causing the next accident!)



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Ed: If you're still stuck at home and weary of daytime telly, then take heart! And take a virtual tour of some of the world's great museums and galleries, courtesy of Bill Revill (now, if you had an electronic copy, all you'd need to do would be to click on the link! You can still do this by visiting the GCC website and pulling up this page as a pdf file):

World Museums

- Anne Franke Museum, Amsterdam, Netherlands - <https://www.annefrank.org/en/museum/web-and-digital/>
- British Museum, London - <https://britishmuseum.withgoogle.com/>
- Guggenheim, Bilbao, Spain - <https://www.guggenheim-bilbao.eus/en>
- Hermitage Museum, St Petersburg, Russia
- <https://www.youtube.com/watch?v=49YeFsx1rlw&feature=youtu.be>
- Louvre Museum Paris - <https://www.louvre.fr/en/visites-en-ligne>
- MASP, Sao Paulo, Brazil - <https://masp.org.br/en>
- Met Museum, New York - <https://www.metmuseum.org/art/online-features/met-360-project>
- Musée d'Orsay, Paris - <https://m.musee-orsay.fr/en/home.html>
- Musei Vaticani, Vatican City
- <http://www.museivaticani.va/content/museivaticani/en/collezioni/musei/tour-virtuali-elenco.html>
- Museum Of London Docklands - <https://www.museumoflondon.org.uk/about-us/business-services/venue-hire/museum-london-docklands/virtual-tour>
- National Gallery Of Arts, Washington DC - <https://www.nga.gov/>
- National Gallery, London - <https://www.nationalgallery.org.uk/visiting/virtual-tours>
- National Museum Of US Air Forces - <https://www.nationalmuseum.af.mil/>
- Natural History Museum, London - <https://artsandculture.google.com/streetview/the-natural-history-museum-hintze-hall/yQHjHCmSOMKyhQ>
- Palestine Museum - <https://www.palmuseum.org/ehxibitions/virtual-exhibitions>
- Picasso Museum, Barcelona - <http://www.bcn.cat/museupicasso/en/museum/presentation.html>
- Rijksmuseum, Amsterdam, Netherlands - <https://artsandculture.google.com/partner/rijksmuseum>
- Royal Academy Of Arts, London - <https://britishart.yale.edu/>
- Salvatore Dali Museum, Figueres, Spain - <https://www.salvador-dali.org/en/museums/dali-theatre-museum-in-figueres/visita-virtual/#>
- Tate Britain, London - <https://www.tate.org.uk/visit/tate-britain/display/walk-through-british-art>
- The J. Paul Getty Museum, Los Angeles, United States
- <https://artsandculture.google.com/partner/the-j-paul-getty-museum>
- The Museum of Flight - <https://museumofflight.org/Explore-The-Museum/Virtual-Museum-Online>
- The National Museum of Computing on Bletchley Park - <https://britishart.yale.edu/>
- Uffizi Gallery, Florence, Italy - <https://artsandculture.google.com/partner/uffizi-gallery>
- US Holocaust Museum - <https://www.ushmm.org/information/exhibitions/online-exhibitions>
- Van Gogh Museum, Amsterdam, Netherlands - <https://artsandculture.google.com/partner/van-gogh-museum>
- Virginia Living Museum - <https://thevlm.org/visit/about-us/covid-19-update/natural-education/>
- Women's History Museum, Virginia, USA - <https://www.womenshistory.org/womens-history/online-exhibits>
- Yale Centre For British Art - <https://britishart.yale.edu/>

Tourist Destinations

- Buckingham Palace, London - <https://www.royal.uk/virtual-tours-buckingham-palace>
- Colosseum, Rome - <https://tinyurl.com/thrprzf>
- Machu Picchu - <https://www.youvisit.com/tour/machupicchu?pl=f>
- Northern Lights - <https://explore.org/livecams/aurora-borealis-northern-lights/northern-lights-cam>

- Pyramids - <https://www.tripsavvy.com/virtual-field-trip-pyramids-1259200>
- Stonehenge - <https://tinyurl.com/wz3xgz7>
- Street Art with Google - <https://streetart.withgoogle.com/en/>
- Taj Mahal, Agra, India - <https://tinyurl.com/qpz7vmt>
- The Great Wall Of China - <https://www.thechinaguide.com/destination/great-wall-of-china>
- Tour of Rome, Italy - <https://tinyurl.com/s5vlzbc>

General Sites

- AirPano - <https://www.airpano.com/>
- Berliner Philharmoniker - <https://www.digitalconcerthall.com/en/home>
- ExoPlanets NASA - <https://exoplanets.nasa.gov/>
- Legoland - <https://www.legoland.dk/en/accommodation/hotel-legoland/virtual-tour/>
- NASA, Langley Research Centre - <https://oh.larc.nasa.gov/oh/>
- The Kennedy Centre - <https://www.kennedy-center.org/digitalstage/>
- Walt Disney Parks - <https://tinyurl.com/v7qano5>
- Wellcome Collection - <https://my.matterport.com/show/?m=rMGsprcVCAR>

Zoos

- African Animals - <https://explore.org/livecams/african-wildlife/african-animal-lookout-camera>
- Atlanta Zoo - <https://zooatlanta.org/panda-cam/>
- Cincinnati Zoo - <https://www.facebook.com/events/2915534028492292/>
- Dublin Zoo - <https://www.dublinozoo.ie/animals/animal-webcams/elephants/>
- Edinburgh Zoo - <https://www.edinburghzoo.org.uk/webcams/panda-cam/>
- Explore.org Live Cams - <https://explore.org/livecams>
- Flamingo Land - <https://www.flamingoland.co.uk/virtual-tour/>
- Florida Aquarium - <http://www.flaquarium.org/sea-span>
- Hirakawa Zoo, Japan - <https://hirakawazoo.jp/animal/movie>
- International Wolf Centre - <https://wolf.org/wolf-cams2/>
- Kansas City Zoo - <https://www.kansascityzoo.org/ouranimals/list-of-animals/king-penguin/>
- Melbourne Zoo - <https://www.zoo.org.au/animal-house>
- National Aquarium, USA - <https://www.aqua.org/Experience/live>
- National Zoo, Washington DC - <https://nationalzoo.si.edu/webcams>
- Osaka Zoo - <http://www.wombat-tv.com/>
- San Diego, California, Zoo - <https://zoo.sandiegozoo.org/live-cams>
- Smithsonian, Washington DC - <https://nationalzoo.si.edu/webcams>
- Yellowstone National Park - <https://www.nps.gov/yell/learn/photosmultimedia/virtualtours.htm>

...and if that wasn't enough, here are some more car-centred sites courtesy of the Mazda MX-5 Club of Victoria and Tasmania (Thank you!) – happy viewing!

BIG CAR (great Pommie series)

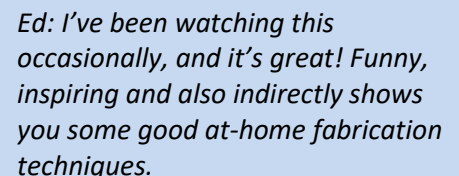
- The Lancia Stratos story - <https://youtu.be/19Upq7CrwSM>

PROJECT BINKY

- The latest in this brilliant series on building a Mini on steroids - <https://youtu.be/4mCmv0jrya4>

GORDON MURRAY's ESCORT

- Retropower (UK) build of a special Mk 1 Escort for F1 designer, Gordon Murray. Multi part series starting here - https://www.youtube.com/watch?v=nSiG7oNXC6w&list=PL_EbteKgEIOVMoYEasDzYW4jZK4yCYJ0z A must watch!!



Ed: I've been watching this occasionally, and it's great! Funny, inspiring and also indirectly shows you some good at-home fabrication techniques.

STRAP YOURSELKF IN, THIS STUFF IS BRILLIANT!

- APES (three wheeled "racecars")
 - <https://www.youtube.com/watch?v=boDL5i8O24c&t=144s>
 - <https://www.youtube.com/watch?v=VxCqBrEGgPo>
 - <https://www.youtube.com/watch?v=w4iKGMom3K0>
 - <https://www.youtube.com/watch?v=Y18an3J2DAc>
- KARTCROSS (16,000 rpm!)
 - <https://youtu.be/EpH6A-UDY0>
 - <https://youtu.be/H1is5rn5oq8>
- Hayden Paddon at the Enzed Leadfoot Festival - <https://youtu.be/dxTgZLGUR4U>

HOW IT'S MADE – LAMBO AVENTADOR

- <https://youtu.be/GVjtpr6LUuE>

TYRELL'S CLASSIC WORKSHOP

- Fiat Dino Spider – the forgotten Ferrari engine jewel - https://youtu.be/K2jyOPT_uW4

ROTARY FERRARI

- Thanks David Salter for this – only in Enzed would someone re-power a Ferrari with a rotary and go drifting!! - https://www.whichcar.com.au/news/rotary-swapped-ferrari-456?utm_source=Sailthru&utm_medium=email&utm_campaign=MOTOR_20_03_03&utm_term=list_motor_newsletter

THE HISTORY OF MONTEVERDI

- Interesting show on the history of this unique Swiss car - <https://youtu.be/aQRGESSFz0>

GREAT CAR ADS

- Top BMW car commercial compilations - <https://youtu.be/k2DkGsShamY>
- Top 10 car ads - <https://youtu.be/tuXJwR7SKok>

BEST OF PORSCHE 996, 997 GT3, GT2, CUP 964, RS

- Turn your speakers up! - <https://youtu.be/JQAoBBcDnLk>

COACH BUILDER 300SL ROADSTER DOORSKIN FABRICATION

- Brian Tanti at work - <https://youtu.be/5oFsHldmjDU>

CATALOGUE FOR RACE CAR BUILDERS/CAR MODIFIERS

- Really good resource - https://www.carbuilder.com/cbs_catalogue.pdf

...and not strictly car-based, but recommended anyway:

COMEDY

- Michael McIntyre dentist - <https://www.youtube.com/watch?v=kbu7ybhB9Fg>
- Michael McIntyre – Bees and wasps - <https://www.youtube.com/watch?v=5azpB1JfRiY>
- Hitler can't get his cupcakes and he's pissed - <https://www.youtube.com/watch?v=8SUyICEFTmo>

THE QUICKEST TUNE-UP I EVER DID! ----- by Bill Freame.

Another story from a long time ago. One Sunday night, as I was just sitting down to a roast dinner with the family, a local friend, Noel, arrived in my driveway with a noisy, misfiring car, running on only about two cylinders. It was a first series four-cylinder Torana that belonged to his sister, she a School Teacher. He had run along beside it, half pushing it, from his house, about 200 metres away, with it in first gear, and while still pushing beside the car having crossed the quite busy cross-road between us. The only way he could get it to run was with the choke on, thus it was running very rich. We were both amazed that his sister had even been able to drive it to his place. His diagnosis was that the carburettor needed a total rebuild, that there was obviously something wrong with it. As I had regularly solved previous problems for his immediate family, therefore, I was his logical choice to solve this one also, particularly on a Sunday night. I explained that I would have a look at it straight after eating my meal with the family and would let him know my diagnosis later that evening. Accepting that, he walked back home and I returned to my Sunday evening meal.

Now for a long time I have held the belief that the majority of carburettor problems are electrical, meaning that there are far more troublesome issues within the automotive ignition system than with most carburettors. Therefore, I would begin the diagnosis by checking over the ignition system first, before doing any dismantling of the carburettor. Just as I suspected, with the distributor cap removed and with Alana (the long-suffering wife) cranking the starter motor, I could see that the points were only just sparking about twice per rotation. The points had almost fully closed up because of rubbing block wear, caused by a lack of grease to lubricate the four cam lobes on the distributor shaft. Typically, the car was way overdue for a service which would have found and corrected this issue. The closing up of the points had retarded the ignition, therefore the air-fuel mixture needed to be a bit richer to light-up later in the cycle.



"Since we're going to be traveling, I gave the car a tune-up. And as soon as our mechanic fixes all the damage I caused, we can leave."

off the mark com by Mark Parisi



© Mark Parisi

I pulled the points out of the distributor so I could clean the contact faces with a points file and put a dab of grease on the heel of the rubbing block and on the cam lobes. Then I reset the points gap to 0.4mm (0.016") I reinstalled the distributor cap and fired the engine up, but now with the choke fully off. There it was, idling very sweetly – well, sweetly for one of those (Viva) engines. A quick check of the ignition timing, with my timing light, a slight adjustment to set it at the guess of 10 degrees, at idle, and it was ready for a drive around the long test block I regularly used for doing test drives. Pleased with how reasonably well it was running, I drove it into Noel's driveway, turned it off and rang his doorbell. Expecting my rebuild of the carburettor was going to take a few hours, Noel's sister had been invited to join their evening meal, which was just being dished up.

Noel couldn't believe that the car was already fixed, he had half expected that he was going to have to drive her home that night, needing to leave her car with me to sort it out. He insisted in us taking it for an immediate test drive. He had half expected the car was going to need a new motor, or for the whole car to be replaced. He had already forewarned his sister of that possibility.

The car started and idled smoothly. He reversed it out of the driveway and we went on a test drive to prove that it was indeed fixed, now. He was amazed with how much better it was running than only about 40 minutes earlier. I suggested that perhaps he should take it upon himself to regularly test drive her car, to make sure it was running and braking correctly. These points hadn't just suddenly closed up overnight, it would have been over several months, progressively losing some of its limited performance and the poor fuel economy getting worse but going un-noticed. I urged Noel to ensure that the car to have a full service, as soon as possible, where after problems like this would be easily attended to.

Yes, probably the quickest tune-up I ever did, and that was definitely a very long time ago, when our cars were much easier to work on. Apart from attaining ever more stringent emission requirements, fuel injection and electronic ignition systems were developed to improve and maintain unchanged performance levels over far longer service intervals. Back in the 'good old days' we could fix a problem like this on the side of the road with basic hand tools. Not now with these modern cars.

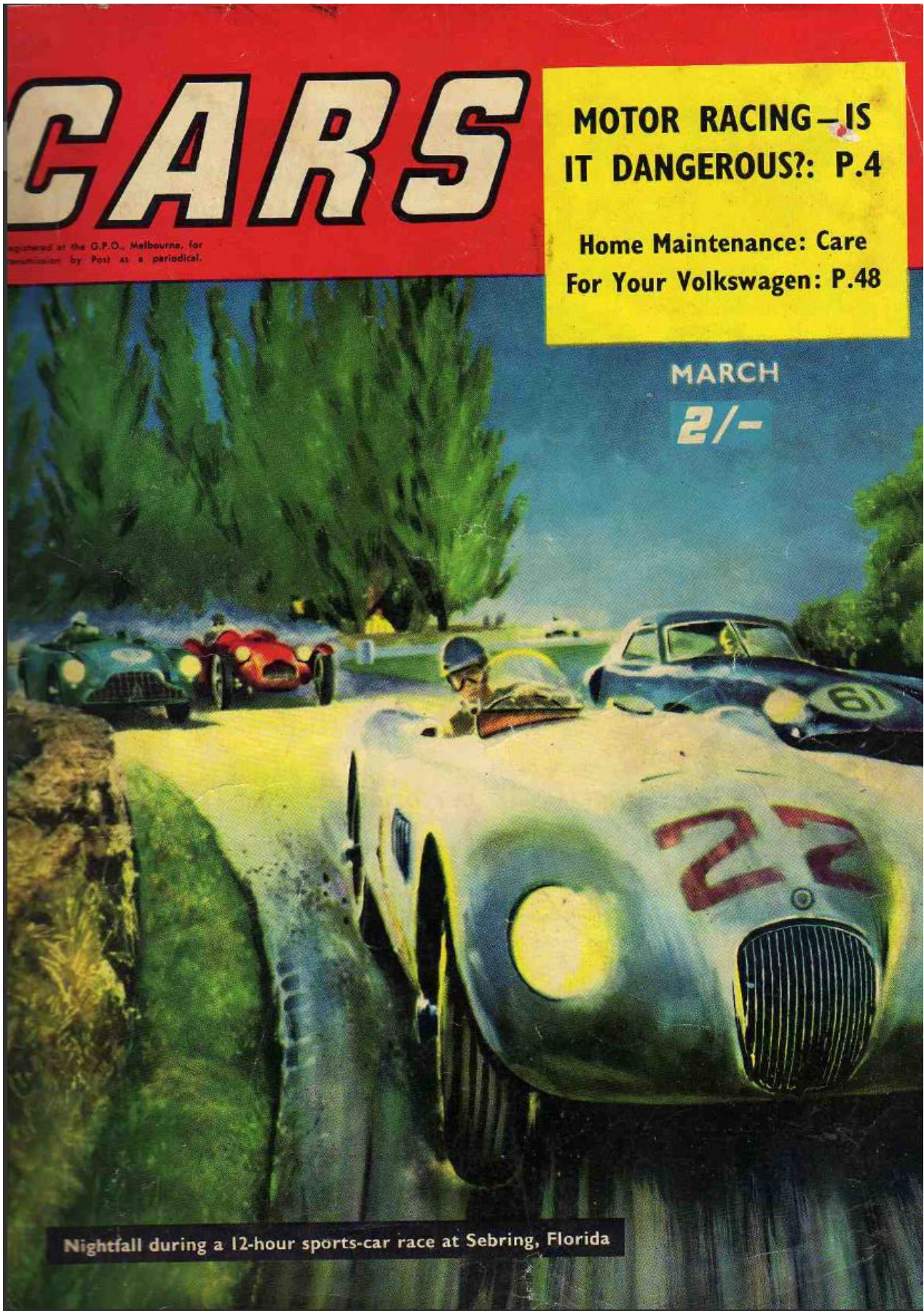


(Ed: and haven't we all done this at some stage?) →



© John Deering

Ed: The following article has been provided by Bill Revill. It comes from CARS magazine, published March of 1955, so you'll find it portrays a bit different view of safety at motorsport than seen today. While I've tried to copy it as clearly as possible, if your paper copy isn't readable then go to the GCC website where you can find a clearer version of this Valve Bounce edition as a pdf file.



IS MOTOR RACING DANGEROUS?

By GEORGE LESTER



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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Continued on Page 6



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

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



IS MOTOR RACING DANGEROUS?

CONTINUED FROM PAGE



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

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

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

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

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

Over the last two years there have been about 30,000 miles of racing in Australia and in this time there have been no spectator fatalities; only two drivers have lost their lives. In one case, a bad section of the course overturned the car and the driver was unfortunate enough to suffer head injuries. The track organisers set to, and at considerable expense eliminated the offending hazard.

Better—even some—manners on the part of spectators, plus a little old-fashioned common sense would help immeasurably.

C.A.M.S. and the organising bodies are doing their utmost to make the sport safe for the competitors by strict policing of both drivers and cars.

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

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

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

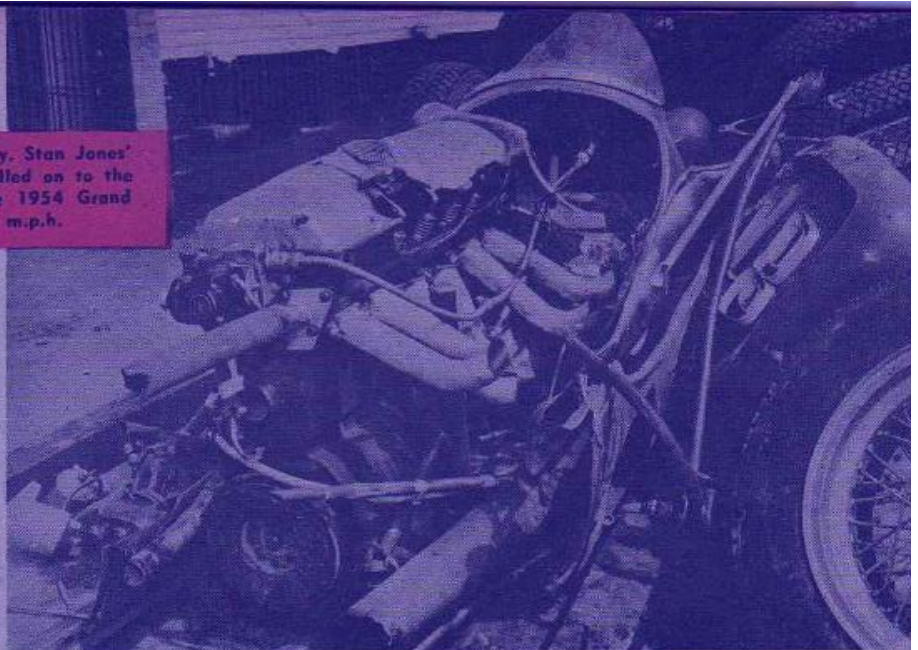
What should be done to ensure maximum spectator and driver safety at all road racing events? First, for the driver:

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

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



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



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

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

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

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

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

Now, again, for spectator safety:

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

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

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



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

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

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

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

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



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

Bathurst 12-hour: a comparison

-Pete Minahan

How quickly things change. Just yesterday there was still the likelihood of the 2021 Bathurst 12 hour sports car race going ahead, but I have just read it will now be replaced by the final round of the 2020 Supercar championship. Boy, this COVID-19 is sure messing things up! What next... a Melbourne & Gold Coast AFL Grand Final?.....

Having attended the 12-hour earlier this year, it has given me the chance to note some of the changes that have occurred since I first attended the Bathurst 1000 in the early 80's.

- **Camping:**

We used to drive up Friday night after work and arrive in the early hours of Saturday. Pay your money and up the hill you go. Then you had to find a spot and set up your tent while there was still some space available.

We would head to Reid Park and invariably would be met by smoke from many a camp fire and rock boxes pumping out either the hit songs of the day or something like Austen Tayshus.....over and over and over again. Once the tents were up

(roughly) we would crash and be up and at 'em a few short hours later when the sun started to rise.

That would give us the chance to survey our fellow campers. Some would be snoring their heads off in a sleeping bag, some would still be asleep where they crashed the night before after a big session, and some hadn't even been to sleep.

In the 12-hour era it is a different story. We get pre-paid allocated camping spaces and our neighbours are a much more civilised group of motorsport fans. By midnight most people are sleeping in their tents or caravans (Caravans!!... on the hill at Bathurst?) and are more likely to be seen drinking a coffee in the morning rather than the hair of the dog. It was interesting to note this year that the showers were in big demand all day long. It was a very hot weekend and the new race fan seems to like to keep themselves nice...women as well as men. Women are more than welcome on the mountain these days. Way back when it was very rare to see a female of any persuasion on the top of the hill for good reason. Harassment of any girl/lady who ventured into that area meant that for many years it was a male-only domain.

John Smailes' recent book on Bathurst talks about the some of the issues between race attendees and the police over the years (car and bike meetings), which in part led to restrictions on alcohol including bans on bringing it into the track. It is well worth a read if you want to know more.

These days they still search your car for alcohol when you enter, but it is certainly a vastly different culture from 30-plus years ago. The book is written in a very readable fashion and is well worth a look for those interested in the history of the track.

The village: photo-Pete Minahan



Classy cars in the campground: photo-Pete Minahan

- **Spectating:**

The basics haven't changed but you do have to get up a bit earlier these days if you want to see the race start. It kicks off about an hour before sunrise so they can get some great pictures for TV and give a little of the Le Mans feel to the event. In contrast, the 1000 race seems to start later every year. Spectator areas are more controlled than in days past. There was a time when people used to rope off their own areas along the fence from Reid Park all the way to the old Castrol tower at McPhillamy Park. The fence area is now free for people to stand or sit as they see fit. The top of the spectator mounds is now the area where real estate claims are staked. The serious spectators have a portable gazebo, a generator to run their TV and oscillating fan, a good BBQ.....luxury. Of course the TV's are large flat screen models, while back in the 80's the height of technology was a cathode-ray tube TV with rabbit's ears connected to a car battery.



- **Now to the race...**

Practice was fascinating. If you recall it was bloody hot those few months ago, fires were still burning all along the east coast and other places, and it was certainly uncomfortable for the race drivers and their cars. The number of teams that had issues was notable, mainly with cars leaving the track and most claimed it was due to the heat. It was putting the tyres beyond their operating limits and they were finding it hard to set the cars up to adapt.

Sunday was no different and the Audis in particular really struggled throughout the day. The Bentleys were fast all weekend and the winning car was always in the hunt. The Porsches were fast on Saturday with the Matt Campbell car claiming pole, but also struggled on Sunday. Funnily enough in the last hour a weather change came through, lots of storm clouds appeared on the horizon and it did get a bit cooler. Guess who picked up the fastest lap of the race in that last hour? An Audi...

Hopefully the effects of Covid-19 don't mean this is the last 12-hour in the foreseeable future. It is great to go to a race that has more than two makes, and where many marques have a chance to win on any given day. Further, when most of the teams at the pointy end have a fair level of factory support it gives you the opportunity to see a lot of quality drivers from all over the world, not just our local stars.

Something else over and above the 'old days' are the displays of new cars opposite the pits on the outside of pit straight. Lotus, Aston Martin, Porsche etc as well as a show'n'shine with some very tasty machinery. A nice touch and it helps offset the lack of car shows in the big cities in these times.



I have to mention an Act of God which occurred on my way up to the track on Friday. I was with a mate in an old Toyota Prado (very hot travelling – 45 degrees by midday) and as we were leaving Cowra mid-afternoon I noticed a police car coming the other way. Of course I was a few km's (genuinely a few) over the limit and he put his lights on and did a U-turn. In my defence there were no residences, schools or businesses on this stretch of road.

I pulled over and what follows is a rough transcript of the discussion between me and the boy in blue (BIB)

BIB: "Are you aware you were doing 58 in a 50 zone?"

Me: "Really?" (Immense surprise and disgust at my blatant disregard for the laws of the land)

BIB: "Are you going to Bathurst?"

Me: "Yep"

BIB: "Well just watch your speed and have a good weekend"

Me: " Thanks, and I hope you have a good weekend too"

BIB: "I will, I'm going to Bathurst"

These days I think it's called a Unicorn moment. I bet it would have been different if I'd been in a hot Commodore and was half my current age..... It still seems like a dream sequence.

Finally, I can confirm I had a big drinking weekend just like my forebears in the 'good old days.' The only difference is that it was water, gallons of it. Hydration, hydration, hydration.

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...and a parting couple of shots:



Jim Clark, Lotus Cortina, shows how it's done. Brilliant!
Source: pinterest, site by Warren Bruce.



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