



VALVE BOUNCE

DECEMBER,
2021



We survived another tumultuous year!

Merry Christmas and the very best for the New Year to all GCC members – we look forward to seeing you back at Bryant Park - and elsewhere - in 2022.

In this edition: coming events; new buildings for Bryant Park; second instalment of the history of Repco; Gippsland Park memories; hillclimb reports; scores.

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- Website: gippslandcarclub.com.au
- Track: Bryant Park, Bill Schulz Drive, Yallourn, 3852.
- All contents © Gippsland Car Club 2020

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CAMS DELEGATE

MAGAZINE CONTRIBUTIONS Forward by email to icfm710@gmail.com Contributions should be forwarded by the third Friday in the month.

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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 2021

DECEMBER

Tuesday to Sunday, Nov 30 to Dec 5	Bathurst
Friday to Sunday, 3/5	Supercars at Surfers Paradise, Qld CANCELLED
Saturday 4	GCC Multiclub Twilight Hill Climb at Bryant Park
Tuesday 7	Valve Bounce collation
<u>Friday 10</u>	<u>Pilota Sportiva track hire at Bryant Park CANCELLED</u>
<u>Saturday 11</u>	<u>Pilota Sportiva track hire at Bryant Park</u>
Sunday 12	GCC Khanacross at Bryant Park
Tuesday 14	Board Meeting
Monday 27	Tampered Motorsport at Sandown – 5762 6000
Tuesday 28	Tampered Motorsport at Sandown – 5762 6000

CALENDAR 2022

JANUARY

Tuesday 11	Valve Bounce collation
Saturday 15	Working Bee and Club Practice Day
Sunday 16	VHCC Round 1 at Rob Roy
Sunday 16	AROCA Sprints at Phillip Island
Tuesday 18	Board Meeting, Clubrooms, 7.00 p.m.

FEBRUARY

Tuesday 8	Valve Bounce collation
Friday to Sunday, 11/13	Targa High Country
Saturday 12	MSCA Sprints at Phillip Island
Sunday 13	AROCA Sprints at Sandown
Tuesday 15	Board Meeting, 7.00 p.m., Clubrooms
Saturday 19	VHCC Round 2 at Bryant Park (Twilight Event)
Sunday 20	Mini Marcos track hire at Bryant Park
Sunday 20	RACV British and European Motoring Show at Yarra Glen
Friday to Sunday, 25/27	Bathurst 12 Hour
Saturday to Sunday, 26/27	Australian Superbike Championship at Phillip Island
Sunday 27	GCC Khanacross at Bryant Park

MARCH

Friday to Sunday, 4/6	Geelong Revival Motoring Festival
Friday to Sunday, 4/6	Repco Supercars at Newcastle
Sunday 6	MSCA Sprints at Sandown
<u>Sunday 6</u>	<u>Porsche Club of Victoria track hire</u>
Wednesday 9	Valve Bounce collation
Friday to Sunday, 11/13	Phillip Island Classic
<u>Sunday 13</u>	<u>SAAB Club of Victoria track hire at Bryant Park</u>
Tuesday 15	Board Meeting, 7.00 p.m., Clubrooms
Sunday 20	MG Car Club Interclub Round 1 at Rob Roy
Sunday 20	RACES East Sale Sprint
Saturday to Sunday, 26/27	VHCC Round 3 at Mt Leura, Camperdown

APRIL

Sunday 3	GCC Khanacross at Bryant Park
Sunday 3	Porsche Club of Victoria 6 hour relay at Sandown

Tuesday 5	Valve Bounce collation
<u>Wednesday 6</u>	<u>Targa Florio at Bryant Park</u>
Thursday to Sunday, 7/10	Australian Grand Prix at Albert Park
Tuesday 12	Board Meeting, 7.00 p.m., Clubrooms
Friday to Sunday, 15/17	Bathurst 6 Hour
Friday to Sunday, 22/24	Australian Motor Racing Series at The Bend, SA
Sunday 24	VHCC Round 4 at Bryant Park (PIARC track hire)
Tuesday to Sunday, 30/May 1	Targa Tasmania
Saturday to Sunday, 30/1 May	Meguairs Motor Ex, Melbourne

MAY

Sunday 1	Meguairs Motor Ex, Melbourne
Sunday 1	MSCA Sprint at Winton
Sunday 1	Targa Tasmania
Sunday 1	VHRR Historic Hill Climb at Rob Roy
Sunday 1	Gippsland Vehicle Collection Swap Meet, Maffra
Sunday 1	AROCA Sprints at Sandown
Sunday 1	Victorian Khanacross Championship Round 4 at Bryant Park
Tuesday 3	Valve Bounce collation
Sunday 8	Mother's Day
<u>Sunday 8</u>	<u>Nugget Nationals track hire at Bryant Park</u>
Tuesday 10	Board Meeting, Clubrooms, 7.00 p.m.
Sunday 15	VHCC Round 5 at Wodonga TAFE Logic Centre
Sunday 22	MG Car Club Interclub Round 2 at Rob Roy
Sunday 29	Annual General Meeting

JUNE

Sunday 5	AROCA Sprints at Winton
Sunday 5	GCC Khanacross at Bryant Park
Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	Australian Motor Racing Series at Winton
Saturday to Sunday, 11/12	VHCC Round at One Tree Hill, Ararat
Sunday 12	MSCA Sprint at The Bend (SA)
Sunday 12	RACES East Sale Sprint
Tuesday 14	Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 17/19	Repco Supercars at Hidden Valley, NT
Sunday 19	GCC Multiclub Hill Climb at Bryant Park

JULY

Sunday 3	AROCA Sprints at Phillip Island
Tuesday 5	Valve Bounce collation
Friday to Sunday, 8/10	Repco Supercars at Townsville, FNQ
Tuesday 12	Board Meeting, Clubrooms, 7.00 p.m.
Sunday 17	GCC Khanacross at Bryant Park
Sunday 24	GCC Multiclub Hill Climb at Bryant Park
Saturday to Sunday, 30/31	Victorian 6 Hour Regularity Relay at Phillip Island (TBC)

AUGUST

Tuesday 2	Valve Bounce collation
Saturday to Sunday, 6/7	Winton Festival of Speed
Tuesday 9	Board Meeting, Clubrooms, 7.00 p.m.
Sunday 14	VSCC Hill Climb at Rob Roy
Sunday 21	MSCA Sprint at Winton
Saturday to Sunday, 27/28	Australian Rally Championship, Gippsland Rally
Sunday 28	VHCC Round 7 at Bryant Park (VMCI Track Hire)

SEPTEMBER

Saturday 3	AROCA Sprints at Sandown
Sunday 4	RACES East Sale Sprint
Tuesday 6	Valve Bounce collation

Sunday 11

Tuesday 13

Sunday 18

Sunday 25**GCC Khanacross at Bryant Park**

Board Meeting, Clubrooms, 7.00 p.m.

MSCA Sprint at Phillip Island

GCC Multiclub Hill Climb at Bryant Park**OCTOBER**

Saturday to Sunday, 1/2

Sunday 2

Tuesday 4

Thursday to Sunday, 6/9

Tuesday 11

Friday to Sunday, 14/16

Saturday to Saturday, 15/23

Saturday to Sunday, 15/16

Sunday 16Saturday 22

Sunday 23

Saturday 29

Sunday 30

AROCA 12 Hour Relay at Winton

MG Car Club Interclub Round 3 at Rob Roy

Valve Bounce collation

Repco Supercars Bathurst 1000

Board Meeting, Clubrooms, 7.00 p.m.

MotoGP at Phillip Island

RACV Alpine Trial Centenary

Mt Tarrengower, Maldon, Historic Hill Climb

BMW Drivers Club Melbourne track hire at Bryant ParkMG Car Club track hire at Bryant Park

MSCA Sprints at Sandown

AROCA Sprints at Winton

GCC Khanacross at Bryant Park**NOVEMBER**

Tuesday 1

Sunday 6

Tuesday 8

Saturday 12

Saturday to Sunday, 12/13

Friday to Sunday, 18/20

Sunday 27

Valve Bounce collation

GCC Multiclub Hill Climb at Bryant Park

Board Meeting, Clubrooms. 7.00 p.m.

Nugget Nationals track hire at Bryant Park

MG Car Club Rob Roy Revival

Australian Motor Racing Series at Winton

RASE East Sale Sprint

DECEMBER**Saturday 3**

Saturday 3

Tuesday 6

Sunday 4

Sunday 11

Tuesday 13

GCC Multiclub Twilight Hill Climb at Bryant Park

MSCA Come and Try Day at Phillip Island

Valve Bounce collation

AROCA Sprints at Phillip Island

GCC Khanacross at Bryant Park

Board Meeting

NOTE:

- All dates shown above are subject to change - please check with the organisers of the events to confirm the dates.
- 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 pm until 4.00 pm.
- If you believe that any of the dates listed are incorrect, please contact John Bryant and they will be amended.



A bit of trivia: if you have a GPS system with a voice that directs you, it is probably that of a female, as research showed that a woman's voice was found to be more calming than that of a man. This has become the default arrangement for GPS systems, with the exception apparently of France, where GPSs are sold featuring a man's voice: market research there found French men did not take kindly to being directed by a woman, even a virtual one.

Editorial Ponderings:

It appears we have made it to the end of yet another weird year. At the end of 2020, members were ruing interruptions to the GCC calendar and looking forwards expectantly to a full season in 2022: how wrong we would be! If you compare the two years, I'd be pretty confident there were even less events this year, due to lockdowns.

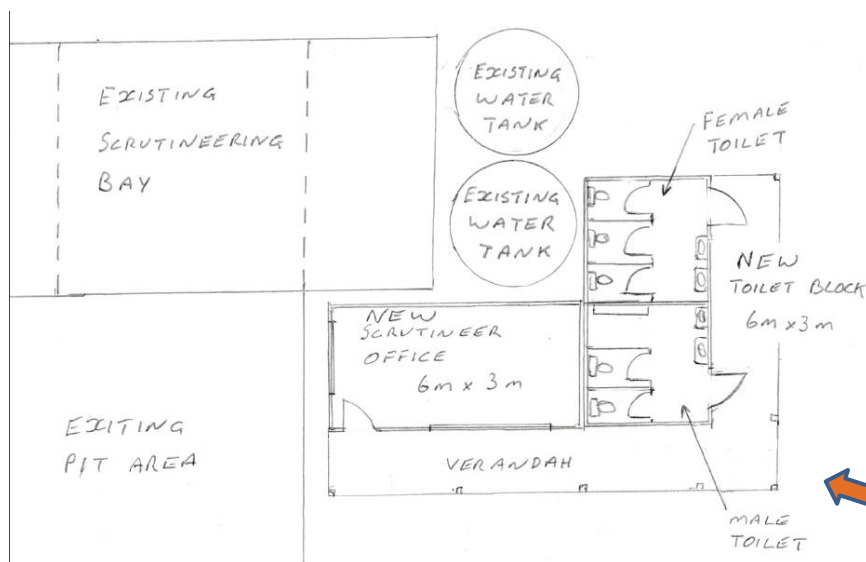


But all that is about to change...isn't it? We're back with a calendar that is filling at an impressive rate, and groups and clubs that hire Bryant Park have returned with a passion, to make up lost time. It's all looking promising!

(Should I make mention at this point of the new Omicron Covid variant appearing in lightly-vaccinated South Africa: the one that current vaccines don't work well against? If it comes here, what will be our response? More lockdowns? Hopefully not – but perhaps we all better hop in and enjoy our motorsport while the opportunity lasts!)

As we're approaching Christmas, here's some details about what might constitute a wonderful Christmas present for the GCC: some new buildings! I need to point out they are not a certainty at present, so Santa may be cruelly misleading us, but the following will reveal some of what your Board has been up to while most members were navel-gazing during lockdown.

As reported earlier, Scott Seddon was successful in applying for a Motorsport Australia grant for the purchase of new wireless timing equipment, wet-weather gear for volunteers, replenishing our stock of worn-out witches' hats, and more. Thanks to Scott's efforts, we are well-equipped for 2022.



One category for these grants was for 'major infrastructure,' which is what I have prepared an application for, with support and assistance from other Board members. What a process! Ken Neilson actually initiated the whole thing some years ago, by identifying a need for new buildings at the 'top end' of the pit area, and hand-drawing a sketch of how it might be located.

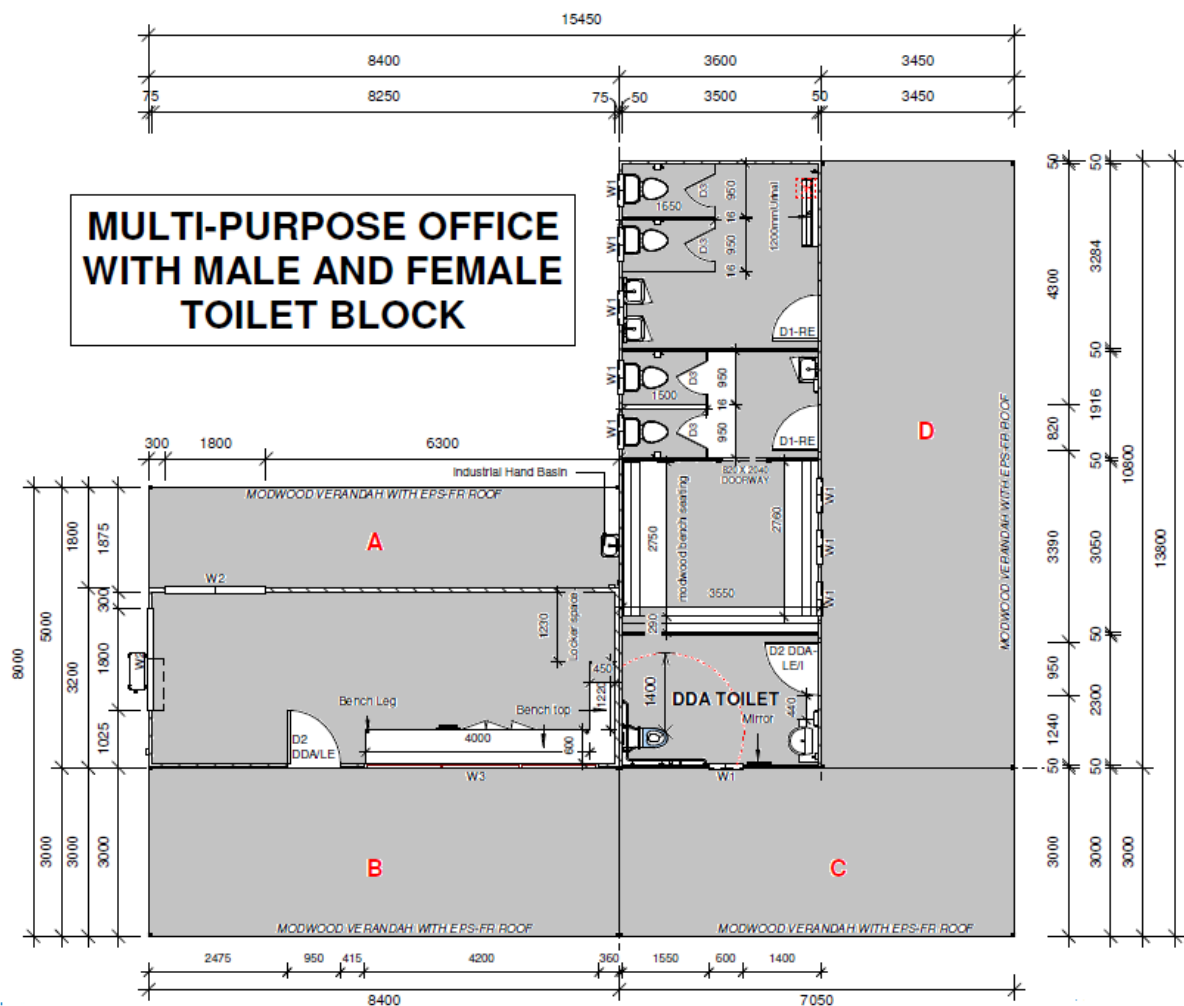
Ken's original sketch

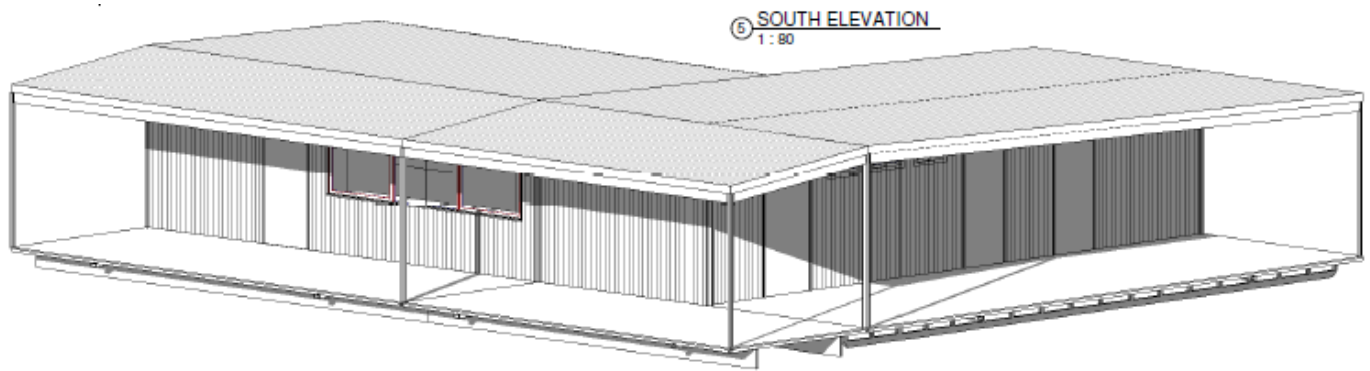
The new proposal takes this original idea...well, a *lot* further!

What we have applied for, through Sport & Recreation Victoria and Motorsport Australia, is:

- A multi-purpose office building, to be established adjacent to the current scrutineering bay. As the name suggests, this will be available for a variety of uses such as a classroom; media centre; room for track hire users; and on competition days, a well-deserved office and out-of-the-weather scrutineers' office, where competitors can stand under the protection of a wide verandah while they submit their paperwork. It is hoped the building will also attract additional and new users to Bryant Park, such as driver training groups; school groups; and a centre for female competitors to use during drive days. The State Government is keen to see members of under-represented groups such as disabled, female and youth be given greater access to motorsport, and this facility will be a big step forward.
- A new toilet block and change room. If you imagine the multi-purpose building running east of the scrutineering bay, this additional building will form an 'L'-shaped complex by joining on the end, and running north/south. It will include an appropriately equipped disabled toilet; female change room; two cisterns and basins for our female participants and visitors; and two cisterns for male users.

Both buildings are largely surrounded by a generous verandah to combat our often-unsuitable weather, and there is even provision for an industrial sink on the outside of the buildings for use by mechanics and the like, who need to clean their hands after fettling vehicles (this will also hopefully keep them away from the hopefully pristine hand basins inside the buildings!)





To have the two buildings designed and built is nearly \$200,000. But of course, that's not the finished deal: we have to have them craned on and off trucks; transported; established on site; connected to power, water, sewerage, drainage and rainwater; site preparation works; a new retaining wall; ramps, footpaths and hand rails; etc! When all that is factored in, the cost nearly doubles, so we have requested a grant of nearly \$300,000, with the GCC required to contribute around \$70,000 as part of the agreement. Now, *that* would make a beaut Chrissie present for the Club!

As I said earlier, there is no certainty our application will be successful but we have reason to remain positive. We won't hear of the results of the assessment process until early 2022, so fingers crossed, and watch this space. Perhaps we should budget for a larger Christmas stocking?

As a finishing note, this is not something your Board took up lightly. Our submission required over 40 documents to be sourced and included; probably two to three times that amount in background work; many phone calls; a little bit of hassling people to get things done; and a rapid education in matters relating to buildings, permits, vegetation, drainage; bush fire plans; aboriginal heritage concerns, equal-access policies, and local and state government processes and policies. Whew! One great outcome from all this is to serve as an illustration that your Board can make significant advances such as this – why not consider joining us to help make more things happen for the benefit of our club, and other users?

-IM. The Ed.

And...what all big boys would like to find under their Christmas tree this year.

May require some assembly.

Batteries (thankfully) not included.



Mini & british lifestyle

Chairman's Report

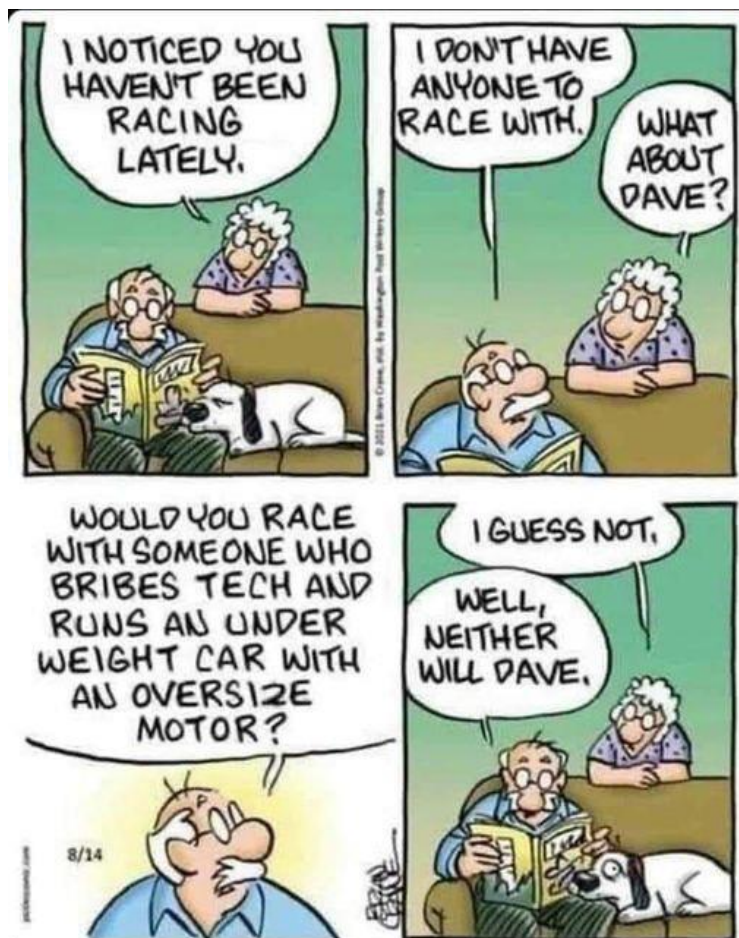
– Rhys Yeomans

A paddock full of competitors with smiles on their faces, the group of experts helping to resolve some engine issues on a competitor's car and catch up with people who we've barely seen due to the lack of competition: an incredible weekend! The feelings of joy from that weekend of competition are why I contribute to the club and why I love being at Bryant Park!

As I write this, I'm wrapping up the entry list and competitor email for this weekend's event - with a solid field of competitors from both GCC and other clubs, it is looking to be another great weekend of competition!

I made mention in the last issue that a membership renewal form was included, though through some miscommunication between a few of us it never made it! Hopefully that is included in this issue, or it will be on the website as it always is.

For those who I won't see this weekend, I hope you get to enjoy the Christmas break with your friends and family, maybe get some time away and reflect on making it through a wild two years. I look forward to seeing you at a race track in 2022, be that Bryant Park or any other, enjoying Motorsport and motor vehicles in general!



What do you need to know now?

➤ CLUB CHAMPIONSHIP 2021:



➤ Next GCC HILLCLIMB:

- Saturday, December 4th (twilight multiclub) -GCC Championship

➤ Next GCC KHANACROSS:

- Sunday, December 12th -GCC Championship

➤ VICTORIAN HILL CLIMB CHAMPIONSHIP 2021 - next round:

- There isn't one! But the 2022 Championship begins on Sunday, 16th January

One of my favourite motoring cartoons:
might look familiar to you?





Next GCC WORKING BEE

Upcoming Working Bee and Club practice – **Saturday, 15th January**

These will be great opportunities for us to complete some of the major projects we've had running at Bryant Park in 2021, which includes the timing building and the new scrutineering shed extension.

All members are welcome to attend working bees and we will endeavour to delegate a job to you that aligns with your skills.

The obvious task is cutting the grass, so if you have a lawn mower or whipper snipper, please bring it along. The gardens will need weeding and spraying; toilets, clubrooms & garages cleaning; etc. The working bees start at 9:00am, with a free BBQ lunch provided at 12:00pm. Hill climb practice - **ONLY for GCC members who have assisted with the working bee** - is held from 1:00pm to 4:00pm. **If you have a valid reason for wanting to practice but cannot attend the working bee, please send Chairman Rhys an e-mail, or phone Rhys or Phil - beforehand.**

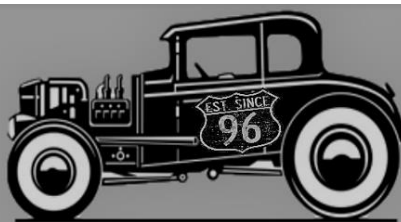
Wednesday working bees

We've had requests from people wanting to assist in the maintenance of Bryant Park during the week, outside of normal organised working bees.

It could be as simple as you cutting grass for an hour, weeding some of the garden or something else that is deemed as required.

These days will not be as formal as our regular working bees and there will be no practice or BBQ.

As Bill Jennings is at Bryant Park most Wednesdays, please contact him (details in front of Valve Bounce) if you would like to assist on an upcoming future Wednesday.



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- What's on? -

Ed: Here's a selection of events scheduled by groups outside the GCC, that might be of interest to our members – all are subject to COVID restrictions.

Dec 18, 2021

Geelong Swap Meet

Barwon Valley Activities Centre

Barwon Heads Road

Belmont, Victoria



Second Sunday of each month: why not join some of our members at the Gippsland Sporting and Classic Car Register's 'Breakfast Club' in Warragul? This is a very low-key, friendly event: people simply park their cars of interest (ALL sorts of vehicles welcome!) in the southern end of the Woolworth's car park, off Victoria St – and wander around! Breakfast and coffee available at a number of local businesses. Officially, this runs between 8:00 and 9:30am but many are now arriving before this. Last month there were 150+ cars on show! Everything from vintage to hot rods...even a restored tow truck!



Re-starting 12th Dec



Two Themes Display Rod & Custom

32 vehicles extended until the end of Feb 2022



Vehicles of 1969

Vehicles built in the year of the moonwalk
Display begins November 2021 until Feb 2022



Gippsland Vehicle Collection Sale Rd Maffra
Open 10 am – 4pm Friday to Monday, all school holidays

RACV and AOMC proudly present the:
British & European Motoring Show

Sunday 20th February 2022
Yarra Glen Racecourse,
Armstrong Grove, Yarra Glen



Featuring the annual
MG Club Concours

Open to all Vehicles manufactured in
England & Europe



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SPRINGVALE VIC 3171

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TARGA HIGH COUNTRY | THE COMPETITION

11 – 13 February 2022

Less than three hours from Melbourne, TARGA High Country is based on top of Victoria's most popular Ski Resort, Mt Buller, some 1,800 meters above sea level offering a unique experience to competitors.

In summer, the road to the summit masquerades as one of the most exciting hill climbs in the country, and, provides the gateway to all stages over the three days of competition.

Entrants take part in three high-octane days of racing, travelling through the High Country regions, taking in the vistas of the Eildon, King Valley, and Mansfield districts, as well as absorbing the panoramic beauty of Mount Buller.



BITS AND PIECES, INCLUDING 'FROM THE BOARD' - John Bryant

BOARD MEETING. At long last, we have had a face-to-face meeting of the Board! This was the first in a long time, and although it is possibly a more efficient use of time to have virtual meetings, there is nothing like the real thing. Our Board meetings are held in the Clubrooms, and any member is welcome to attend these meetings – the only thing you do not have is a vote on any matters where a vote is required. The dates of our Board meetings are shown in the Calendar in this Valve Bounce.

CALENDAR 2022. The competition calendar for the year 2022 is fast taking shape. We have included dates for six hill climbs and eight khanacross events that we are organising. In addition to the six GCC hill climbs, the events on April 24 (VHCC Round 4 being organised by PIARC) and on August 28 (VHCC Round 7 being organised by the VMCI) will form part of our eight round Hill Climb and Club Championship for 2022. All eight khanacross events will be part of our Khanacross Championship. Rules for all Club Championships will be included in the January Valve Bounce. As you will be aware, we have not had a Sprint Championship for a couple of years – this was obviously due to the Covid situation, but East Sale has also been unavailable. Will we be having a Sprint Championship in 2022? This is not known at this time, and a decision will be made by the Board in the next couple of months in regard to a possible championship. For the past few years, our Sprint Championship has been based around the East Sale track – if this track becomes available in the near future, and the RACES club organises events at the track, I am sure that we will be including all events there as our Sprint Championship. **LATE NEWS:** East Sale is happening in 2022 but it is different – more details later. It will now be a single car on the track at a time, and the track no longer uses the main runway as it previously did. The Calendar includes four East Sale dates for next year. The Board will make a decision as to whether or not we will organise a Sprint Championship around East Sale events and events organised by other Clubs – with this in mind, I have included the sprint events organised by both AROCA and the MSCA in our Calendar. Still to come on the Calendar, and not yet available, are the dates for both the Victorian State Circuit Racing Championship and the Victorian Super Sprint Championship.

HAUNTED HILLS BIKE PARK. Another sporting complex is about to open in our neighbourhood – the Haunted Hills Bike Park will be officially opened on Saturday, December 18 – 'bike' in this context is mountain bike, and the track is one of a number in Gippsland that have been developed. The track is located close to the intersection of Bill Schulz Drive and Haunted Hills Road, and includes, amongst other things, 13.5 kilometres of mountain bike trails. The organisers are using our spectator car park on the day for parking, with a shuttle bus service to the track. If you happen to be near our track on this day, you now know what is going on.

TIMING. One of the items we were funded for recently was to train a number of people to use our brand-new wireless timing system. As such, we need a number of people to undertake the training. The training will be undertaken at the track, and you do not need to be a computer guru to work the system. I am far from being a computer guru, and I have been able to teach myself how to use the current system. The aim will be to run the training early next year, and we would like at least six people to undertake this first session, and the hope would be that some other people would undertake another session later in the year. With this timetable, we could have twelve people trained in the system, and each would only have to operate the system once or twice a year, instead of the same people doing the timing at every event. With our new timing building, conditions of work are very good, and the timer is close to the action. If you are interested, please contact me so that we can organise a training day.

HILL CLIMBING RETURNS: RECORD - BREAKING MULTICLUB EVENT, NOVEMBER 7, 2021

- John Bryant

After what seemed a huge layoff, action returned to Bryant Park on November 7 when 68 keen and eager motorsport participants took part in our first event for many months. The track used was the Clockwise Figure 8 with Double Loop – a configuration last used on Jun 16, 2019. The day was good, weather fine, and the track was not slippery as first thought. As such, a whole heap of new records were set throughout the day – as well as the fastest time of day record, 12 other records were set. In actual fact, only four records remained unbroken – two because there were no entrants in the class, and the other two because the class winner did not go fast enough to break the record!

Each competitor had the opportunity of four runs throughout the day – does not sound like many, but when you factor in that the average time was probably around 100 seconds per run, everyone had plenty of seat time. Patrick Malanaphy took out fastest time of day in the Yacar Cross K8 (looks like a miniature off road racer) in a new outright record and Formula Libre up to 1300 class time for this track of 77.29 seconds. He was followed closely (0.50 second) by Wim Janssen in the Wimp 003, with Ewen Moile in the Ramblebee Mk8 in third position. Mark Samson in the Spectrum Formula Ford was in fourth position (new FF record), whilst David Casey took the Casey TH109R out of his fleet for the day and was in fifth position. Steve Buffinton (Westfield Clubman) was the first non-open wheeler in position number 6 (new class record), followed by Colin Newitt (Locost Clubman) in seventh. The next three were tin tops, all set class records, and were separated by only 0.16 of a second – Rhys Yeomans was in eighth position, Glenn Latter in ninth and Greg Blackwood in tenth.

One of the disappointments in hill climbing is the number of classes that have only one entrant of maybe two. This may remove some incentive for competitors as they have no-one to beat on the day, but, on the other hand, they do have the class records to beat which should be enough incentive. A question that needs to be addressed is how many classes do we run at events – do we increase the number and almost give everyone a trophy, or do we reduce them and promote more competition? A point for the Board to ponder at some stage in the future.

Dennis Orr, Mark Samson and Larry Kogge were sole entrants in their respective classes, whilst there were four classes with only two entries. A question that could be asked is should we combine the Formula Libre classes so that there are only two – up to and over 2000cc, as is the case with a number of other categories. Historic Group N up to 2000 attracted four entries, and all were very competitive – Steven Weymouth-Wilson took the win, but all four were within two seconds. Keith Charman was the winner in the Historic Other class, from Craig Webb who debuted his new Kay-Bee Triumph, which unfortunately lasted only one run before gremlins struck. The Improved Production classes continue to attract large fields, with twelve starters in the up to 2000 class, and fourteen in the 2001 and over class. Rhys Yeomans was a convincing winner in the up to 2000 class, winning by over six seconds from David Mackie. The 2001 and over class was somewhat closer, with Greg Blackwood steering the Lexus to a two second win over Damien Pennycuik, with Rob Duncan and John Mahy close behind in positions three and four.

Sports Cars classes also attracted good fields – two in the Clubman class, ten in the up to 2000 class and four in the 2001 and over class. Steve Buffinton and Colin Newitt had a good battle in the Clubman class, with Steve emerging in first by only 0.32 seconds from Col. I hear on the grapevine that there may be another one or two new starters in this class in the near future – should be good for competition! Sei Vella took the win in the Sports Cars up to 2000 class by less than one second from Steve Banks – both Mazda MX5 mounted. Ian Speight, also in a Mazda MX5 was close behind in third. Glenn Latter drove the Mazda RX7 for the first time this year, and was a convincing winner in the 2001 and over class.

Sports Sedans attracted reasonable entries, with five in the up to 2000 class, two in the 2001 and over class, and five in the 4WD class. Jim McNiven was a clear winner in the up to 2000 class, from Garry McIvor and Jarod Bryant. Kieran McDonald in the 2WD Subaru Impreza was successful in the 2001 and over class, whilst Jordan James showed a clear pair of heels to win the 4WD class in the Lance Evo.

Results from the day can be found elsewhere in this edition of Valve Bounce.

Ed: It should be noted here for posterity that even the mighty and experienced can have an 'off' moment: Jim McNiven was so focused on setting a great time on his first run that he forgot to complete a second pass at the bottom loop! It certainly was fast. Larry Kogge then must have felt some sympathy for Jim, and did the same thing so Jim wouldn't be the only one being ribbed. He made up for it by setting a class record on his second run.

One thing I noticed on the day was how quickly we had returned to almost-normal for a multiclub event: there were vehicles everywhere, and wherever you looked there were people standing around talking, looking at cars, taking photos – almost how it used to be! Here are a few snaps I took on the day for illustration:





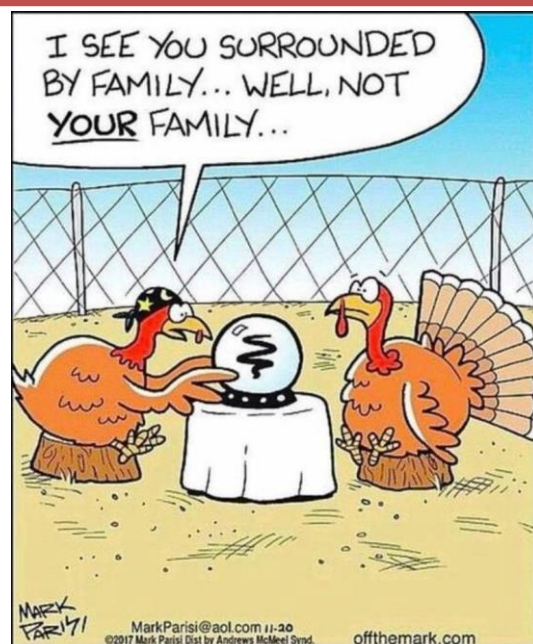
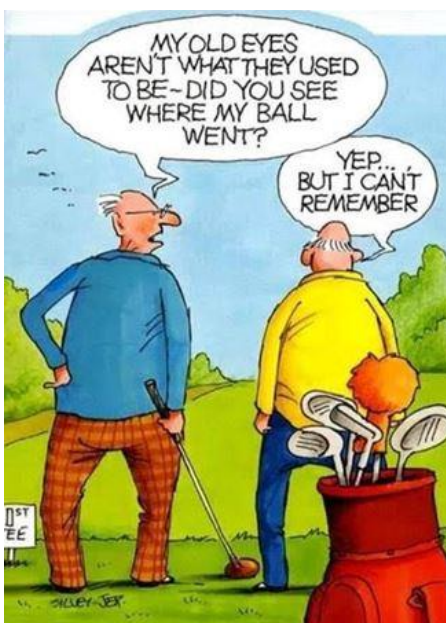
THEFT!

-at Bryant Park A most upsetting revelation.

Some vermin will take any opportunity!

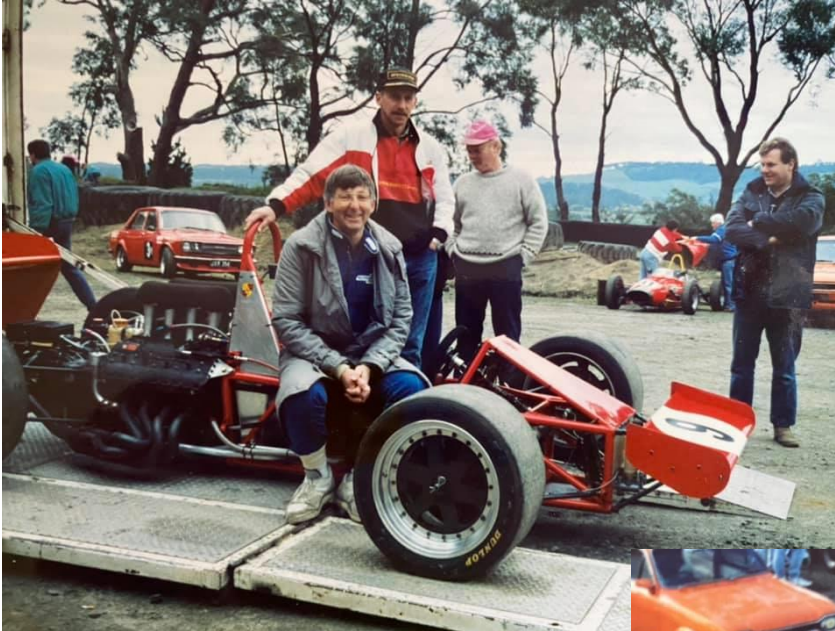
In late November I led a group of Gippsland classic car enthusiasts on a tour of the Strzeleckis, then on to Bryant Park for a few laps before heading home. I unpacked my car at the southern end of the garage area, leaving my items next to the pile of plastic barriers stacked there. As there was no catering on the day, I had brought lunch, supplemented with a tasty and much-anticipated iced carrot cake from the Thorpdale bakery, waiting tantalisingly upon a cardboard tray within a paper bag.

After a handful of laps of the track I went to have lunch, savouring the treat that awaited - only to discover some dastardly animal with few morals had skilfully tunneled through the bag and made off with the cake, further rubbing salt into the wound by leaving a pile of icing on the ground to mark the site of their devious crime. Talk about opportune: we hadn't been there that long! Clearly, the thief had staked out the area and lain in wait. This was an astoundingly brazen felony, as the item taken was in full view of drivers and spectators in the pit area. I was so dejected by the insensitivity shown by the perpetrator that I wandered away for a few minutes, returning shortly to find the scoundrel had also returned – and taken the icing! What fiendish manner of thief we have in our midst! To this day, I have not been able to identify the culprit, be they feathered, scaled or furry – but take this unfortunate experience to mind when next you visit Bryant Park and trustingly locate your possessions near the garages, lest you also run foul of our resident bandit.



GIPPSLAND PARK – more on the way we were

Ed: there have been a number of photos and items on Facebook lately about car, people and events held at Gippsland Park, the former home of the Gippsland Car Club before Bryant Park. I've included a few here for interest. They can also be found – with a lot of others – at the Facebook site: 'Gippsland Park Morwell Hillclimb 1960's – 2008' – which is hosted by Jarrod Bryant.



Alan Hamilton and crew in the pits

Ditto, with twin-cam Escort in background



Period photo from Peter Beasley

24th AUSTRALIAN HILLCLIMB CHAMPIONSHIP

incorporating "Super Leyland Series"

SUNDAY NOVEMBER 27

Racing starts
9.30 a.m.

Latrobe Road, Morwell (6km. from Highway)

Organised by the Gippsland Car Club



"Super Leyland Series"

A concurrent competition called "Super Leyland" award will be open to all Sports Sedans using a Leyland body shell and a Leyland based engine. For fastest in each of the Sports Sedan classes an extra award of \$100.00 will be paid. For the fastest overall Sports Sedans eligible for these awards an extra \$100.00 will be paid.

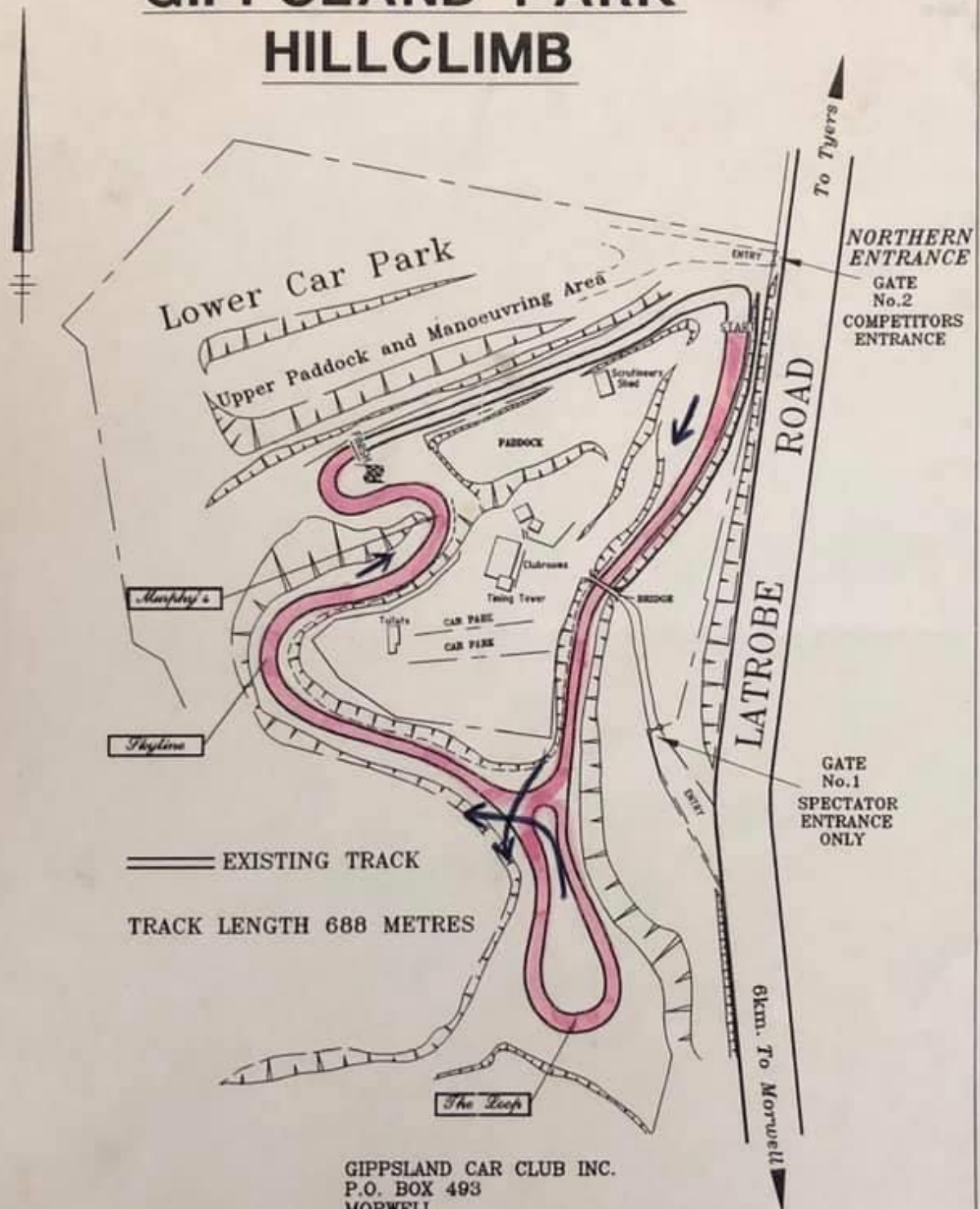
The Jephcott Jewellery Award will be to the winner of the Australian Hillclimb Championship and a gold electronic watch will be presented.

"The Gippsland Car Club"

The Gippsland Car Club was formed in 1960 by a group of motor sport enthusiasts. Hillclimbing is a sport of man and machine against the clock. From a standing start through a timed run a driver gets himself and his car against machines likened to his own in separate classes from "open wheel" racing cars to sedans from the dealers floor. The Club is also involved in all other forms of motor sport including circuit racing rallies, and motorhomes. A social minded club we also conduct monthly meetings with films and guest speakers.

REVERSE LOOP

GIPPSLAND PARK HILLCLIMB



GIPPSLAND CAR CLUB INC.
P.O. BOX 493
MORWELL
3840

Multiclub Hillclimb, 4th December:

photos by Scott Seddon





Report -by Rhys Yoemans

The final hillclimb of the year at Bryant Park is traditionally a Saturday afternoon and running the short clockwise layout. After the uproar (maybe 3 people questioned it!) when we ran another layout in 2020, we returned to the classic format for 2021, which due to the interruptions of the year was our 4th hillclimb.

When the gates were opened and competitors started to arrive, we were greeted with a cool and overcast day, with all competitors hopeful for an improvement to the weather throughout the day.

Most competitors took advantage of the practice before the event, with an endless stream of cars lining up for the two hours before Clerk of Course, Scott Seddon, called an end to practice and all drivers to gather for the drivers briefing.

It was great to see many familiar faces at Bryant Park, along with many new competitors. For me personally, it was great to meet a number of people who I've only communicated with via phone or email in regards to entering our events. We look forward to seeing you at a future event!

The weather I mentioned earlier gave us a glimpse of sunshine as competition runs started at 1pm, with some drivers being unlucky and experiencing some rain on their 2nd and 3rd runs, before the sun broke through and it was a warm day. Thankfully those who were impacted by less than ideal track conditions were able to make up for it, with a total of TWELVE runs offered.

While we had our usual pack of fast and consistent drivers, it was great to see a number of new members and competitors improving their lap times during the day. This event was Ben Selwyn's first hillclimb after competing in our khanacross events for the past two years, it was great to see him transferring skills developed racing around cones to a hillclimb and finishing the day with many commendable lap times.

A great event to end the hillclimb season for 2021, thank you to all competitors, officials and volunteers who continue to contribute to this club and our events.

You will find the results of the event in this issue of Valve Bounce, congratulations to all class winners and those who broke class lap records.

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

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Telephone 03 5127 3344

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WEBSITE: www.moeparklandsmotel.com



PO Box 199 Trafalgar Vic 3824

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

*Ed: last month I included an article detailing the history of Repco and its affiliated companies; the people; and its achievements. Below is the remainder of the article.
(This article passed to me by Bill Freame: I have sourced the photos and captions.)*

Harriet Edquist | RMIT Design Archives, RMIT University

The Repco racing programme 1940-1970: innovation and enterprise in the private sector

In 1957 McGrath had announced the formation of a 'central research establishment' with Dean in charge. Research had been important for Storey⁵¹ but it was under McGrath's watch that Repco's potential for engineering research and product design (as yet unacknowledged in Australian design history), came to be realised. Dean's managerial duties included research in a broad sense, but his position also gave him the power to implement his own projects tucked away at the Brunswick site. He now embarked on the design and manufacture of a modest version of a *gran turismo* sports car. Like the Maybach it was originally a private project that was brought into the Repco fold with McGrath's permission.⁵² Perhaps it was the presence of former GM-H employee Tom Molnar on staff, whose extensive knowledge of car manufacture provided sufficient in-house skill to pull it off. It was of unitary construction like a big production car and its Hi-power cylinder head was tuned for racing. It was an expensive project and it's hard to see where the financial return would come from although it was assembled with a great deal of Repco product, a fact that was exploited for publicity. Fortuitously the 'Repco Record' car appeared in the race scene, shot at Phillip Island, in the 1959 film *On the Beach* and Repco made the most of the exposure.⁵³ It was also sent to New Zealand on a promotional tour in 1960.⁵⁴ This project even more than the Maybach is indicative of a culture at Repco that encouraged innovative in motorsport.

In 1959 Dean was appointed director of Repco Research, again reporting to McGrath, an independent entity within Repco to which all the other companies would contribute as required.⁵⁵ It would seem that his independent projects and initiative suited the company. In 1960 he joined the Board of Directors and in 1961 he became a divisional general manager.⁵⁶ A purpose-designed research facility in Dandenong opened in 1960.⁵⁷ In 1964, in an effort to encourage



The Repco 'Record' car in period – now in private ownership, it still appears occasionally at historic race events.

cooperation and 'freer exchange of ideas', between its various branches and groups, Dean was appointed Director of both Research and Engineering.⁵⁸ By this time the RB620 engine was well under way.

Repco and Formula 1: Brabham, the RB620 and its aftermath

Up to this point Repco's engagement with racing at both sports/racing car and production car levels, was primarily local with some overseas exposure in New Zealand. It became truly international through the agency of Jack Brabham in the late 1950s. Repco had established a presence at the 1957 Earls Court Motor Show, had set up a London headquarters at St James's Street in the West End at the same time, and leased a warehouse in Surbiton two years later. From this base they expanded throughout Europe, USA, South America, India, South Africa and elsewhere.⁵⁹ The story goes that in 1958 Brabham approached the Repco stand at Earls Court and spoke to the Hardy Spicer representative about trouble he was having with the universal joints in his Cooper - at the time he was a works driver for Charles and John Cooper. In Melbourne, Repco made special forgings for him and sent out ten kits in time for the opening of the 1959 season in which Brabham won his first world championship. Repco therefore could claim some of the glory of his success.⁶⁰



Engine bay of the 'Record' car: Repco 'Hi-Power' headed Holden 'Grey Motor' 2.3 litre OHV 6 cylinder, cross-flow engine fed by 2 Weber carbs. Circa 133 bhp with a 'cooking cam' and extractors. (SCW Magazine)

In 1960, the year of his second world championship, Brabham decided to set up his own works to build sports and racing cars. He initially worked from a space rented from Repco and asked Ron Tauranac, a fellow racer from Sydney and brilliant racing car designer, to join him in England. His cars carried the Repco Brabham brand, irrespective of the engine used, as a result of a sponsorship deal between Brabham and Repco.⁶¹

In the meantime, the Tasman Cup had been introduced in 1964 and at the time the 2.5-litre four-cylinder Coventry Climax engine was the most popular and successful engine in contention. Brabham, who regularly drove in the Tasman, along with other British racers like Stirling Moss and Roy Salvadori, enlisted the aid of Repco's resources to service and brake-test his Climax engines as well as supplying pistons, liners, bearings and so on as required, and this service was extended to other drivers. Eventually, the short-stroke 2.5 litre engine evolved [and] the job of supplying components to keep the numerous 2.5-litre units in Australia in race-worthy condition landed entirely on Repco.⁶²

As Graham Howard points out, Brabham's Australian Grand Prix wins in 1963 and 1964 'were strongly Repco-based'⁶³ or as Repco put it 'whoever wins a big race anywhere in Australia - or a small one for that matter - Repco is very likely to have had a share in it'.⁶⁴ However, the Climax engine was coming to the end of its life and according to Mike Lawrence, Brabham worked on Hallam to induce Repco to build a V8 replacement but how the decision was made and who made it is a moot point.⁶⁵ If indeed Hallam were persuaded by Brabham, he would not have taken the decision alone and R A "Bob" Brown, head of the division in which Hallam worked, was an important player in the decision-making process. It might not have taken much to persuade Dean and McGrath and other board members to commit to the project. It belonged in Hallam's engine parts group, still headquartered in Richmond and in the normal way of things he would have chosen the team to design as well as test and build it. However, in late 1963, Irving was assigned the top-secret design job. Irving would not have been Hallam's choice, and the likelihood is that Dean chose him,

although Hallam agreed to it.⁶⁶ Dean was senior to Hallam and close to McGrath and his appointment to oversee both Research and Engineering might have been to keep an eye on the Repco-Brabham V8 engine project. Of course, Irving had a track record. Howard's detailed account of the V8 engine programme glosses over this issue, simply stating that Irving was in the 'parts' group with Hallam. But he was not there in the early stages of the V8 development.⁶⁷ In 1961 Dean had appointed him to the Research Centre in Dandenong, given him his own desk and what appears to have been a remarkably open remit that allowed him to travel to England to visit the Isle of Man TT (Tourist Trophy) Race and continue his writing.

In January 1964 Irving was in London to work on the engine, for secrecy and also probably to keep out of Hallam's way. He spent the next 10 months there, liaising with Tauranac and Brabham and accessing specialist manufacturers. The engine was ready for its first test in Melbourne less than a year after the project began, and in September 1965 it was unveiled in *Repco Record*. There it was announced it would be built in two versions, a 2.5-litre Tasman Formula engine, and a 4.3-litre for sports-car racing.⁶⁸

As it turned out the engine was unsuccessful in the Tasman Cup, but the long game was to enlarge it to 3-litres so it could run in the Formula One World Championship in 1966 under the new rules.⁶⁹ In April 1966 as the RB620, now in 3-litre form, it was powering its way to Brabham's third world championship, [while] Repco formed a new company - Repco Brabham Engines Pty Ltd - at 87 Mitchell Street, Maidstone. Situated in the Engine Parts group under Bob Brown, a director of subsidiary Warren and Brown, it was formed 'to manufacture and market Repco Brabham racing and sports car engines' and to 'develop other high performance equipment for motor



RB620 engine, as used by Team Brabham in Formula 1. *Source: primotipo.com*



Repco-Brabham engines Pty Ltd in Maidstone.

Source: Pinterest

vehicles'.⁷⁰ Hallam, then divisional chief engineer of the Engine Parts group, became the general manager of Repco Brabham Engines.⁷¹ A new engine, the RB740, was already under development; Irving had begun work on it but fell out with Hallam and left Repco early in 1966.⁷² In 1967 the RB740 saw success in the world championship with Denny Hulme first and Brabham a close second, Brabham again winning the constructor's championship.⁷³ Repco made much of these wins:

As we have said before, car racing is not our business; but central to our business is the technology required to design automotive parts and to produce them to the highest standards of precision and reliability. We believe it will long be a source of reassurance to our customers, our employees and our shareholders that in 1967/68 engines completely designed and manufactured by Repco limited outperformed the world's best, in race after race.⁷⁴

Noticeably absent here was the reassurance of the profitability of Repco Brabham, and indeed Lawrence suggests that by this stage it was 'bleeding money'. Lawrence also discusses the complications of the engine projects, the poor sales, the falling out between Hallam and Irving, the company's unrealised plans to build more engines and enter the international market in a major way, the lacklustre attitude to Repco promotion by both Brabham and Tauranac, and much else. Given the devolved nature of Repco's companies, Hallam was responsible for the financial success of Repco Brabham Engine Co and it was in trouble.⁷⁵

For the 1968 season Repco Brabham developed a new engine to meet the competition from the newly developed Ford Cosworth DFV V8 but it was not a success. It picked up some points in the Indianapolis 500 but, rather than develop it further, the company abandoned the project. But by this stage the Repco board was having serious doubts about the huge expense entailed in trying to keep ahead of an increasingly sophisticated opposition and decided to withdraw from Grand Prix racing.⁷⁶ On 12 December 1968, Repco Brabham Engines was transferred to Manufacturing Division III with Hallam as general manager reporting to Dean.⁷⁷ A few months later, in April 1969 Hallam was transferred out of the engine section and moved to Repco Research to enable him to concentrate fully 'on new product development with the new title of Chief Automotive Research Engineer'.⁷⁸ Importantly for this story he was to be 'undisturbed by current engine projects'. At the same time, Dean was charged with creating a new entity from the residue of the V8 project at Maidstone; the Repco Engine Development Co.⁷⁹

Rather than desist from racing, Dean suggested that Repco return to production cars.⁸⁰ Dean once again called in Irving, now in his late sixties, to provide the design expertise to transform the recently developed Australian-designed Holden V8 engine into a racer for stock or production cars with a capacity limited to 5-litres.⁸¹ Working with a newly assembled team, Irving modified the block and head castings of the Holden engine and filled it with special components designed by Repco, bringing it up to the mark for the new Formula 5000 class. Frank Matich won the 1970 Australian Grand Prix in record time at Warwick Farm NSW driving a Repco-Holden powered McLaren M10B, the first of numerous successes for this engine.



Matich in the RB-powered McLaren M10B on his way to a win in the 1970 AGP at Warwick Farm

Source: primotipo.com

Conclusion

Charlie Dean retired in 1973 and the engine-manufacturing program ended not long after. Although Repco continued to be involved in racing, for example, sponsoring the Repco reliability trial in 1979, its ambition to be a player on the world stage as a designer and manufacturer of racing engines was over.

Surveying the evidence thus far it appears that Repco's racing programme was coterminous (*Ed: no, I didn't know this word either! It means 'having the same boundaries' – in this case, simply meaning Dean's time in office and the RB program happened at the same time, - or consecutively*) with Dean's employment and that as head of Research, under which umbrella much of the racing development was carried out, he, together with McGrath, played a substantial role in its development. The de-centralised company structure, which gave leeway to an individual manager's discretion, aided him. Furthermore, while Repco argued that the financial outlay for its racing programme was rewarded with global brand recognition, its effect on the profitability of the company has yet to be assessed. If, as legitimacy theory suggests, a corporation 'must act in congruence with society's values and norms'⁸² then Repco's racing programme might have been nurtured more for its perceived impact on a nation that places a high value on sporting achievement, particularly in the international arena, than for financial gain.

(Ed: this last paragraph probably sums up the Repco company in this period quite nicely. Put simply, the company appointed knowledgeable people to lead the RB program and left them to it, instead of constantly micro-managing and seeking justifications for decisions, as seems to be the norm nowadays. Management decided they wanted to win in motorsport, with cost a secondary concern. In its time, this worked brilliantly, with Repco 'punching well above its weight' on the world stage. We're unlikely to see such a focused approach again in contemporary industry.)

The image shows the front cover of a magazine titled 'Repco TECHNICAL NEWS'. The top left features the Repco logo on a black background. The top right has a red background with technical drawings of engine parts and the title 'TECHNICAL NEWS' in white. Below this, it says 'Vol. 12, No. 2' and 'November, 1985'. The central image is a detailed photograph of a V8 racing engine. Below the engine, the title 'The Story of THE REPCO-BRABHAM V8 RACING ENGINE' is printed. A block of text describes the engine's design and its use in racing. At the bottom, a red banner contains the publisher information: 'PUBLISHED BY THE MANUFACTURERS OF REPCO ENGINE PARTS. RUSSELL MANUFACTURING CO. PTY. LTD. - REPCO BEARING CO. PTY. LTD. REPCO ENGINE SERVICES PTY. LTD.'

Repco

TECHNICAL NEWS

Vol. 12, No. 2 November, 1985

The Story of
THE REPCO-BRABHAM V8 RACING ENGINE

This 2.5 litre V-8 engine has been wholly designed and built in Australia by Repco engineers to power Repco-Brabham racing cars. Larger versions will be built for Repco-Brabham racing and sports racing models used by racing organisations and private owners in many overseas countries. Racing is the supreme test of engineering ability and quality of components.

This is a special issue of Repco Technical News to bring you the story of (1) the project; (2) the men concerned, and (3) the specification of this V-8 racing engine.

PUBLISHED BY THE MANUFACTURERS OF REPCO ENGINE PARTS.
RUSSELL MANUFACTURING CO. PTY. LTD. - REPCO BEARING CO. PTY. LTD.
REPCO ENGINE SERVICES PTY. LTD.

⁵¹ In 1949 Storey appointed L G Russell Technical Manager with a brief to establish and manage a modern development and research laboratory, located at Russell Manufacturing; management memorandum no 42, 5 July 1949. In 1951 he appointed Lionel Stern, an accomplished industrial designer who took out a number of patents. The May 1952 edition of *Repco Topics* featured an article on the Repco research division while the December 1950 issue featured an article on the Repco Dynamometer. Even in the 1930s Repco had encouraged innovation in its manufacturing enterprises, see Murray and White, "History of Repco", 36-37.

⁵² 'Repco, first in research!', *Repco Record* (June 1959): 2.

⁵³ C G McGrath, management memorandum no 164, 14 April 1959; 'We're in "On the Beach"', *Repco Record* (June 1959): 15, Repco company files, University of Melbourne Archives.

⁵⁴ *Repco Record* (June 1960): 8.

⁵⁵ C G McGrath, management memorandum no 164, 14 April 1959; Repco company files, University of Melbourne Archives.

⁵⁶ C G McGrath, management memorandum no 193, 8 December 1960, Repco company files, University of Melbourne Archives.

⁵⁷ 'New quarters for Repco Research', *Repco Record* (March 1960): 6. For Dean's later appointments, see McGrath's office memoranda for 14 April 1959; 8 December 1960; 18 August 1961, Repco company files, University of Melbourne Archives. The reviewer of this paper noted how Repco's commitment to R & D was in stark contrast to many other Australian organisations of that era.

⁵⁸ C G McGrath, management memorandum no 247, 20 December 1964, Repco company files, University of Melbourne Archives. Dean was stationed at the Dandenong research facility and Lionel Stern became its chief engineer in 1965.

⁵⁹ *Repco Record* (December 1957); Murray and White, "History of Repco", 150.

⁶⁰ *Repco Record* (March 1960): 15.

⁶¹ <https://en.wikipedia.org/wiki/Repco>, accessed 12 June, 2016.

⁶² *Repco Record* (March 1960):15; *Repco Record* (1972): 29.

⁶³ Graham Howard, 'Made in Australia. The Repco Brabham V8s', *Australian Motor Racing Year*, 1983/84, 34-41.

⁶⁴ *Repco Record* (March 1964): 341.

⁶⁵ According to Lawrence, Brabham worked on Hallam directly, see *Brabham, Ralt Honda, The Ron Tauranac Story*, 51; Preston claims Brabham approached McGrath directly, *Maybach to Holden*, 103; Pinder argues that Bob Brown, Hallam's boss, had a significant role, *Mr Repco-Brabham*, pp.23ff.

⁶⁶ In Pinder's account of Frank Hallam's life at Repco, largely taken from interviews with Hallam, the latter's dislike of Irving seeps through. He particularly disliked Irving's odd working hours, hostility to changes to his designs, and preference for working alone rather than in a team. He thus finds it impossible to discuss Irving's contribution to the design of the RB620 engine in an impartial way, see *Mr Repco-Brabham* chapters 4 to 6.

⁶⁷ Howard, 'Made in Australia', 35.

⁶⁸ *Repco Record* (September 1965): 3.

⁶⁹ Irving, 'How we beat the world', 8.

⁷⁰ C G McGrath, management memorandum no 276, 18 April 1966; *Repco Record* (June 1966): 12.

⁷¹ Management memorandum 276, 18 April 1966, Repco company files, University of Melbourne Archives.

⁷² Irving, *An Autobiography*, 552-554.

⁷³ *Repco Record* (June 1967):

⁷⁴ 'Report', Repco company files, University of Melbourne Archives.

⁷⁵ Lawrence, *Brabham, Ralt Honda, The Ron Tauranac Story*, 86-87; Pinder, *Mr Repco-Brabham*.

⁷⁶ Preston, *Maybach to Holden*, 130-131.

⁷⁷ D E Callinan, management memorandum no 338, 12 December 1968, Repco company files, University of Melbourne Archives.

⁷⁸ C H McGrath, management memorandum no 346, 28 April 1969, Repco company files, University of Melbourne Archives.

⁷⁹ D E Callinan, management memorandum no 363, 10 February 1970, notes that Malcolm Preston remains manager of the company reporting to Dean, Repco company files, University of Melbourne Archives.

⁸⁰ Preston states that the decision to build the F5000 engine was Dean's, *Maybach to Holden*, 133.

⁸¹ Irving, 'How we beat the world', 13-17.

⁸² Gary O'Donovan, *Legitimacy theory as an explanation for corporate environmental disclosures*, (PhD thesis, Victoria University of Technology, 2000).



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1 x Second-hand master cylinder, same as new one ok for overhaul

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0408380758

...and a parting shot:

A bit like last month, as it features a motorcycle sidecar outfit (possibly at the Isle of Mann?) doing astounding things – and showing remarkable bravery and commitment!



'Handy People to Know'

Ed: do you have a car or motorsport-related business you have been impressed with, and can recommend to other GCC members? Please send a short blurb to the editor and it will be followed up. Here's another for this month:

Steve MacGregor at Warragul Exhaust Centre

Steve operates WEC from a well-equipped, modern and good-sized factory at 1/3 Cook Street in Warragul. Qualifying as a boilermaker, he spent his younger years building truck bodies, especially Tip Top bread vans – remember those? He has been working in the exhaust industry since 1999; around 22 years.

Steve is a marvel at designing and fabricating custom exhaust systems, getting pipes to run through spaces you wouldn't have thought were possible. While he can certainly replace your car's original system, the bulk of his work is in custom builds for 4WDs (especially building and fitting his own turbocharger systems), road cars and high-performance vehicles, even building complete extractor sets if needed. He walks the walk as well, having run his own drag cars and off-road racers, so he knows what will work.

Testimony to the quality and functionality of Steve's work can be found in a number of vehicles he has been involved with appearing in magazines; customer feedback and word-of-mouth reports. Steve has not advertised for 15 years, yet is kept busy – that's an enormous recommendation! In fact, one gent was so impressed with the turbo exhaust system he saw on a customer's 4WD that he took leave and drove down to get the same made for his vehicle...from Cooktown!

Steve's factory is well-stocked with a range of mufflers, components and performance parts. You can find him at the above address, or give him a call on 0419 231 832 or at:

warragulexhaust@gmail.com



GCC MULTICLUB HILL CLIMB
CLOCKWISE FIGURE 8 DOUBLE LOOP TRACK
Event Ranking

Rank	Last Name	First Name	Club	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Time	Gap
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Circuit Excel

1	ORR	Dennis	Gippsland Car Club	Hyundai Excel	Circuit Excel	98.51	96.74	95.92	95.54		95.54	
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Formula Ford

1	SAMSON	Mark	Gippsland Car Club	Spectrum 011b	Formula Ford	82.86	80.96	81.82	81.73		80.96	
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Formula Libre up to 1300

1	MALANAPHY	Patrick	Gippsland Car Club	Yacar Cross K8	Formula Libre up to 1300	78.05	77.29	77.57	78.44		77.29	
2	MOILE	Ewen	Gippsland Car Club	Ramblebee Mk8	Formula Libre up to 1300	81.06	79.52	79.73	79.30		79.30	2.01
3	CASEY	David	Gippsland Car Club	Casey TH109R	Formula Libre up to 1300	85.66	83.04	82.56	81.79		81.79	4.50

Formula Libre 1301 to 2000

1	JANSSEN	Wim	Gippsland Car Club	Wimp 003	Formula Libre 1301 to 2000	81.49	79.21	79.67	77.79		77.79	
2	LINDSAY	Noel	Gippsland Car Club	Irwin	Formula Libre 1301 to 2000	108.96					108.96	31.17

Historic Group N up to 2000

1	WEYMOUTH-WILSON	Steven	Victorian Mini Club Inc	Morris Cooper S	Historic Group N up to 2000	91.49					91.49	
2	PATERSON	Luke	Victorian Mini Club Inc	Morris Cooper S	Historic Group N up to 2000	96.60	93.53	93.28	92.39		92.39	0.90
3	SCHMIDT	Stephen	Victorian Mini Club Inc	Morris Cooper S	Historic Group N up to 2000	94.11	93.45	93.99	93.42		93.42	1.93
4	WEYMOUTH-WILSON	Peter	Victorian Mini Club Inc	Morris Cooper S	Historic Group N up to 2000	93.64					93.64	2.15

Historic Group N 2001 and over

1	KOGGE	Larry	Gippsland Car Club	Holden Torana	Historic Group N 2001 and over		89.19	89.09	88.82		88.82	
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Historic Other

1	CHARMAN	Keith	Gippsland Car Club	Elleton BMC Special	Historic Other		94.82	95.53	96.99		94.82	
2	WEBB	Craig	Gippsland Car Club	Kay-Bee Triumph	Historic Other	108.11					108.11	13.29

Improved Production up to 2000

1	YEOMANS	Rhys	Gippsland Car Club	Honda Civic	Improved Production up to 2000	88.65	86.95	86.36	86.41		86.36	
2	MACKIE	David	Victorian Mini Club Inc	Morris Mini	Improved Production up to 2000	96.09	95.09	94.00	93.23		93.23	6.87
3	SELWYN	Terry	Gippsland Car Club	Hyundai Excel	Improved Production up to 2000	98.84	95.01	94.49	94.49		94.49	8.13
4	MORGAN	William	Gippsland Car Club	Hyundai Excel	Improved Production up to 2000	97.52	95.40	94.61	94.56		94.56	8.20
5	HUNTER	Connor	Gippsland Car Club	Nissan Pulsar	Improved Production up to 2000	98.24	96.09	95.78	95.59		95.59	9.23
6	BOWER	Geoffrey	Gippsland Car Club	Datsun 1200	Improved Production up to 2000	97.58	95.94	96.12	95.88		95.88	9.52
7	NAIM	Assaad	Gippsland Car Club	Toyota Corolla	Improved Production up to 2000	115.08	101.58	97.64	96.65		96.65	10.29
8	ASSAAD	Athan	Gippsland Car Club	Toyota Corolla	Improved Production up to 2000	104.39	100.10	99.00	137.77		99.00	12.64
9	MURPHY	Paul	Gippsland Car Club	Datsun 1200	Improved Production up to 2000	103.58	103.64	102.50	102.61		102.50	16.14
10	LEE	Edward	Gippsland Car Club	Mini Clubman	Improved Production up to 2000	114.12	109.33	109.11	109.44		109.11	22.75
11	POLO	Christopher	Ararat Car Club Inc	Ford Focus	Improved Production up to 2000	114.52	118.98	112.58	109.81		109.81	23.45
12	FINN	Paul	Victorian Mini Club Inc	Mini Clubman	Improved Production up to 2000	113.12	118.74	111.46	113.41		111.46	25.10

Improved Production 2001 and over

1	BLACKWOOD	Greg	Gippsland Car Club	Lexus ISF	Improved Production 2001 and over	108.30	114.59	88.20	86.52		86.52	
2	PENNYCUICK	Damien	Gippsland Car Club	Nissan Skyline	Improved Production 2001 and over	89.24	88.79	89.85	89.84		88.79	2.27
3	DUNCAN	Robert	Gippsland Car Club	Holden Commodore	Improved Production 2001 and over	91.48	90.57	90.23	90.04		90.04	3.52
4	MAHY	John	Gippsland Car Club	Holden Commodore	Improved Production 2001 and over	91.77	92.78	91.04	90.21		90.21	3.69
5	NEWTON	Mitchell	Gippsland Car Club	Holden Commodore SS	Improved Production 2001 and over	94.91	93.31	92.65	93.30		92.65	6.13
6	DORE	Raymond	Gippsland Car Club	Chevrolet Camaro	Improved Production 2001 and over	95.34	93.90	94.96	94.04		93.90	7.38
7	MOSS	Johannes	Gippsland Car Club	BMW E30	Improved Production 2001 and over	96.73	94.93	93.91	94.98		93.91	7.39
8	COOLING	Geoff	Gippsland Car Club	Ford Falcon	Improved Production 2001 and over	94.89	94.86	94.69	95.53		94.69	8.17
9	ZANELLA	Daniel	Gippsland Car Club	Holden Commodore	Improved Production 2001 and over	96.75	96.14	95.74	96.00		95.74	9.22
10	CAMPBELL	Scott	Gippsland Car Club	Holden Commodore	Improved Production 2001 and over	98.60	97.53	98.31	98.61		97.53	11.01
11	WONG	Nic	Conspiracy Crew Inc	Renault Clio RS	Improved Production 2001 and over	106.71	102.44	99.84	99.77		99.77	13.25
12	JOHNSON	Laurie	Gippsland Car Club	Hyundai Veloster	Improved Production 2001 and over	108.87	107.54	107.64	108.54		107.54	21.02
13	NEWTON	Emily	Gippsland Car Club	Holden Commodore	Improved Production 2001 and over	117.04	114.87	114.08	114.30		114.08	27.56
14	GANGEMI	Marisa	AROCA	Fiat Abarth	Improved Production 2001 and over	135.31	123.94	122.02	119.58		119.58	33.06

Clubman Sports Cars up to 1600

1	BUFFINTON	Steven	Gippsland Car Club	Westfield Clubman	Clubman Sports Cars up to 1600	86.33	84.85	84.31	85.77	84.31	
2	NEWITT	Colin	Gippsland Car Club	Locost Clubman	Clubman Sports Cars up to 1600	87.28	84.63	103.56	86.00	84.63	0.32

Sports Cars up to 2000

1	VELLA	Sel	Gippsland Car Club	Mazda MX5	Sports Cars up to 2000	91.11	95.51	89.19	89.76	89.19	
2	BANKS	Steve	Gippsland Car Club	Mazda MX5	Sports Cars up to 2000	91.69	90.77	89.91	90.55	89.91	0.72
3	SPEIGHT	Ian	Gippsland Car Club	Mazda MX5	Sports Cars up to 2000	92.49	91.29	90.49	91.07	90.49	1.30
4	BOOTH	Jeremy	Gippsland Car Club	Suzuki Cappuccino	Sports Cars up to 2000	95.33	93.26	92.89	91.26	91.26	2.07
5	MAUD	Ian	Gippsland Car Club	Fiat X1/9	Sports Cars up to 2000	93.97	94.67	92.77	92.33	92.33	3.14
6	GOOSSENS	Michael	Gippsland Car Club	Toyota MR2	Sports Cars up to 2000	102.19	97.24	96.07	96.90	96.07	6.88
7	VELLA	Raymond	Gippsland Car Club	Mazda MX5	Sports Cars up to 2000	98.74	118.30	96.92	99.70	96.92	7.73
8	OOSTERMEYER	Francis	Gippsland Car Club	MGB Roadster	Sports Cars up to 2000	102.22	99.92	98.83		98.83	9.64
9	MAYZE	Ian	Gippsland Car Club	MGB Roadster	Sports Cars up to 2000		106.45	105.39		105.39	16.20
10	PARR	David	Gippsland Car Club	Honda Integra	Sports Cars up to 2000	115.07	114.05	113.52	115.37	113.52	24.33

Sports Cars 2001 and over

1	LATTER	Glenn	Ararat Car Club Inc	Mazda RX-7	Sports Cars 2001 and over	91.91	88.49	86.65	86.50	86.50	
2	MINAHAN	Bruce	Gippsland Car Club	Mazda MX5	Sports Cars 2001 and over	100.88	96.34	93.83	96.11	93.83	7.33
3	MINAHAN	Pieter	Gippsland Car Club	Mazda MX5	Sports Cars 2001 and over	104.97	99.48	98.11	96.19	96.19	9.69
4	THORBECKE	Lex	Gippsland Car Club	Toyota Celica	Sports Cars 2001 and over	108.10	108.05	105.95	106.68	105.95	19.45

Sports Sedans up to 2000

1	MCNIVEN	Jim	Gippsland Car Club	Toyota Corolla	Sports Sedans up to 2000			88.53	88.55	88.53	
2	MCIVOR	Garry	Gippsland Car Club	Ford Escort	Sports Sedans up to 2000	98.03	91.95	93.04	92.36	91.95	3.42
3	BRYANT	Jarrod	Gippsland Car Club	Toyota Corolla	Sports Sedans up to 2000	106.00	106.39	104.01	104.30	104.01	15.48
4	WEBSTER	Robert	Gippsland Car Club	Toyota Corolla	Sports Sedans up to 2000	125.08	123.12	122.58	121.11	121.11	32.58
5	WEBSTER	Malcolm	Gippsland Car Club	Toyota Corolla	Sports Sedans up to 2000	124.82	125.95	121.23	121.39	121.23	32.70

Sports Sedans 2001 and over

1	MCDONALD	Kieran	FFCC	Subaru Impreza (RWD)	Sports Sedans 2001 and over	101.38	98.69	98.22	98.73	98.22	
2	TOWNSEND	Byron	Gippsland Car Club	Austin 1800 ute	Sports Sedans 2001 and over	117.64	114.71	114.71	115.34	114.71	16.49

Sports Sedans 4WD

1	JAMES	Jordan	Gippsland Car Club	Mitsubishi Evolution	Sports Sedans 4WD	88.67	87.78	87.10	87.82	87.10	
2	MCKENZIE	Russell	Ararat Car Club Inc	Nissan Pulsar	Sports Sedans 4WD	96.13	94.32	94.36	92.54	92.54	5.44
3	CORLUKA	Philip	Impreza WRX Club Inc - VIC	Subaru WRX	Sports Sedans 4WD	102.54	98.16	93.40	96.36	93.40	6.30
4	PORTHOUSE	Gavin	Gippsland Car Club	Subaru Impreza	Sports Sedans 4WD	96.16	94.94	93.77	94.25	93.77	6.67
5	CORLUKA	William	Impreza WRX Club Inc - VIC	Subaru Impreza	Sports Sedans 4WD		100.84	99.28	96.70	96.70	9.60

More club connections!

- a note from John Bryant

The photograph of Peter Gumley (*Ed: on the cover of the November VB*) on the start line at our old track was, I believe, taken by my son Jarrod (it has appeared before on a number of sites), whilst the Paul England Ausca (*Ed: mentioned in the Repco article, November VB*) was built by Paul England and Bill Hickey, father of Board member Paul Hickey.

GCC MULTICLUB HILL CLIMB
CLOCKWISE FIGURE 8 DOUBLE LOOP TRACK
Event Ranking

Rank	Last Name	First Name	Club	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Time	Gap
1	MALANAPHY	Patrick	Gippsland Car Club	Yacar Cross K8	Formula Libre up to 1300	78.05	77.29	77.57	78.44		77.29	
2	JANSSEN	Wim	Gippsland Car Club	Wimp 003	Formula Libre 1301 to 2000	81.49	79.21	79.67	77.79		77.79	0.50
3	MOILE	Ewen	Gippsland Car Club	Ramblebee Mk8	Formula Libre up to 1300	81.06	79.52	79.73	79.30		79.30	2.01
4	SAMSON	Mark	Gippsland Car Club	Spectrum 011b	Formula Ford	82.86	80.96	81.82	81.73		80.96	3.67
5	CASEY	David	Gippsland Car Club	Casey TH109R	Formula Libre up to 1300	85.66	83.04	82.56	81.79		81.79	4.50
6	BUFFINTON	Steven	Gippsland Car Club	Westfield Clubman	Clubman Sports Cars up to 1600	86.33	84.85	84.31	85.77		84.31	7.02
7	NEWITT	Colin	Gippsland Car Club	Locost Clubman	Clubman Sports Cars up to 1600	87.28	84.63	103.56	86.00		84.63	7.34
8	YEOMANS	Rhys	Gippsland Car Club	Honda Civic	Improved Production up to 2000	88.65	86.95	86.36	86.41		86.36	9.07
9	LATTER	Glenn	Ararat Car Club Inc	Mazda RX-7	Sports Cars 2001 and over	91.91	88.49	86.65	86.50		86.50	9.21
10	BLACKWOOD	Greg	Gippsland Car Club	Lexus ISF	Improved Production 2001 and over	108.30	114.59	88.20	86.52		86.52	9.23
11	JAMES	Jordan	Gippsland Car Club	Mitsubishi Evolution	Sports Sedans 4WD	88.67	87.78	87.10	87.82		87.10	9.81
12	MCNIVEN	Jim	Gippsland Car Club	Toyota Corolla	Sports Sedans up to 2000			88.53	88.55		88.53	11.24
13	PENNYCUICK	Damien	Gippsland Car Club	Nissan Skyline	Improved Production 2001 and over	89.24	88.79	89.85	89.84		88.79	11.50
14	KOGGE	Larry	Gippsland Car Club	Holden Torana	Historic Group N 2001 and over		89.19	89.09	88.82		88.82	11.53
15	VELLA	Sel	Gippsland Car Club	Mazda MX5	Sports Cars up to 2000	91.11	95.51	89.19	89.76		89.19	11.90
16	BANKS	Steve	Gippsland Car Club	Mazda MX5	Sports Cars up to 2000	91.69	90.77	89.91	90.55		89.91	12.62
17	DUNCAN	Robert	Gippsland Car Club	Holden Commodore	Improved Production 2001 and over	91.48	90.57	90.23	90.04		90.04	12.75
18	MAHY	John	Gippsland Car Club	Holden Commodore	Improved Production 2001 and over	91.77	92.78	91.04	90.21		90.21	12.92
19	SPEIGHT	Ian	Gippsland Car Club	Mazda MX5	Sports Cars up to 2000	92.49	91.29	90.49	91.07		90.49	13.20
20	BOOTH	Jeremy	Gippsland Car Club	Suzuki Cappuccino	Sports Cars up to 2000	95.33	93.26	92.89	91.26		91.26	13.97
21	WEYMOUTH-WILSON	Steven	Victorian Mini Club Inc	Morris Cooper S	Historic Group N up to 2000	91.49					91.49	14.20
22	MCIVOR	Garry	Gippsland Car Club	Ford Escort	Sports Sedans up to 2000	98.03	91.95	93.04	92.36		91.95	14.66
23	MAUD	Ian	Gippsland Car Club	Fiat X1/9	Sports Cars up to 2000	93.97	94.67	92.77	92.33		92.33	15.04
24	PATERSON	Luke	Victorian Mini Club Inc	Morris Cooper S	Historic Group N up to 2000	96.60	93.53	93.28	92.39		92.39	15.10
25	MCKENZIE	Russell	Ararat Car Club Inc	Nissan Pulsar	Sports Sedans 4WD	96.13	94.32	94.36	92.54		92.54	15.25
26	NEWTON	Mitchell	Gippsland Car Club	Holden Commodore SS	Improved Production 2001 and over	94.91	93.31	92.65	93.30		92.65	15.36
27	MACKIE	David	Victorian Mini Club Inc	Morris Mini	Improved Production up to 2000	96.09	95.09	94.00	93.23		93.23	15.94
28	CORLUKA	Philip	Impreza WRX Club Inc - VIC	Subaru WRX	Sports Sedans 4WD	102.54	98.16	93.40	96.36		93.40	16.11
29	SCHMIDT	Stephen	Victorian Mini Club Inc	Morris Cooper S	Historic Group N up to 2000	94.11	93.45	93.99	93.42		93.42	16.13
30	WEYMOUTH-WILSON	Peter	Victorian Mini Club Inc	Morris Cooper S	Historic Group N up to 2000	93.64					93.64	16.35
31	PORTHOUSE	Gavin	Gippsland Car Club	Subaru Impreza	Sports Sedans 4WD	96.16	94.94	93.77	94.25		93.77	16.48
32	MINAHAN	Bruce	Gippsland Car Club	Mazda MX5	Sports Cars 2001 and over	100.88	96.34	93.83	96.11		93.83	16.54
33	DORÉ	Raymond	Gippsland Car Club	Chevrolet Camaro	Improved Production 2001 and over	95.34	93.90	94.96	94.04		93.90	16.61
34	MOSS	Johannes	Gippsland Car Club	BMW E30	Improved Production 2001 and over	96.73	94.93	93.91	94.98		93.91	16.62
35	SELWYN	Terry	Gippsland Car Club	Hyundai Excel	Improved Production up to 2000	98.84	95.01	94.49	94.49		94.49	17.20
36	MORGAN	William	Gippsland Car Club	Hyundai Excel	Improved Production up to 2000	97.52	95.40	94.61	94.56		94.56	17.27
37	COOLING	Geoff	Gippsland Car Club	Ford Falcon	Improved Production 2001 and over	94.89	94.88	94.89	95.53		94.89	17.40
38	CHARMAN	Keith	Gippsland Car Club	Elleton BMC Special	Historic Other		94.82	95.53	98.99		94.82	17.53
39	ORR	Dennis	Gippsland Car Club	Hyundai Excel	Circuit Excel	98.51	96.74	95.92	95.54		95.54	18.25
40	HUNTER	Connor	Gippsland Car Club	Nissan Pulsar	Improved Production up to 2000	98.24	96.09	95.78	95.59		95.59	18.30
41	ZANELLA	Daniel	Gippsland Car Club	Holden Commodore	Improved Production 2001 and over	98.75	96.14	95.74	96.00		95.74	18.45
42	BOWER	Geoffrey	Gippsland Car Club	Datsun 1200	Improved Production up to 2000	97.58	95.94	96.12	95.88		95.88	18.59
43	GOOSSENS	Michael	Gippsland Car Club	Toyota MR2	Sports Cars up to 2000	102.19	97.24	96.07	96.90		96.07	18.78
44	MINAHAN	Peter	Gippsland Car Club	Mazda MX5	Sports Cars 2001 and over	104.97	99.48	98.11	96.19		96.19	18.90
45	NAIM	Assaad	Gippsland Car Club	Toyota Corolla	Improved Production up to 2000	115.08	101.58	97.64	98.65		96.65	19.38
46	CORLUKA	William	Impreza WRX Club Inc - VIC	Subaru Impreza	Sports Sedans 4WD		100.84	99.28	96.70		96.70	19.41
47	VELLA	Raymond	Gippsland Car Club	Mazda MX5	Sports Cars up to 2000	98.74	118.30	96.92	99.70		96.92	19.63
48	CAMPBELL	Scott	Gippsland Car Club	Holden Commodore	Improved Production 2001 and over	98.80	97.53	98.31	98.61		97.53	20.24
49	MCDONALD	Kieran	FFCC	Subaru Impreza (RWD)	Sports Sedans 2001 and over	101.38	98.89	98.22	98.73		98.22	20.93
50	OOSTERMEYER	Francis	Gippsland Car Club	MGB Roadster	Sports Cars up to 2000	102.22	99.92	98.83			98.83	21.54
51	ASSAAD	Athan	Gippsland Car Club	Toyota Corolla	Improved Production up to 2000	104.39	100.10	99.00	137.77		99.00	21.71
52	WONG	Nic	Conspiracy Crew Inc	Renault Clio RS	Improved Production 2001 and over	106.71	102.44	99.84	99.77		99.77	22.48
53	MURPHY	Paul	Gippsland Car Club	Datsun 1200	Improved Production up to 2000	103.58	103.64	102.50	102.61		102.50	25.21
54	BRYANT	Jarrod	Gippsland Car Club	Toyota Corolla	Sports Sedans up to 2000	108.00	106.39	104.01	104.30		104.01	26.72
55	MAYZE	Ian	Gippsland Car Club	MGB Roadster	Sports Cars up to 2000		106.45	105.39			105.39	28.10
56	THORBECKE	Lex	Gippsland Car Club	Toyota Celica	Sports Cars 2001 and over	108.10	108.05	105.95	108.68		105.95	28.68
57	JOHNSON	Laurie	Gippsland Car Club	Hyundai Veloster	Improved Production 2001 and over	108.87	107.54	107.64	108.54		107.54	30.25
58	WEBB	Craig	Gippsland Car Club	Kay-Bee Triumph	Historic Other	108.11					108.11	30.82
59	LINDSAY	Noel	Gippsland Car Club	Irwin	Formula Libre 1301 to 2000	108.96					108.96	31.67
60	LEE	Edward	Gippsland Car Club	Mini Clubman	Improved Production up to 2000	114.12	109.33	109.11	109.44		109.11	31.82
61	POLO	Christopher	Ararat Car Club Inc	Ford Focus	Improved Production up to 2000	114.52	118.98	112.58	109.81		109.81	32.52
62	FINN	Paul	Victorian Mini Club Inc	Mini Clubman	Improved Production up to 2000	113.12	118.74	111.46	113.41		111.46	34.17
63	PARR	David	Gippsland Car Club	Honda Integra	Sports Cars up to 2000	115.07	114.05	113.52	115.37		113.52	36.23
64	NEWTON	Emily	Gippsland Car Club	Holden Commodore	Improved Production 2001 and over	117.04	114.87	114.08	114.30		114.08	36.79
65	TOWNSEND	Byron	Gippsland Car Club	Austin 1800 ute	Sports Sedans 2001 and over	117.84	114.71	114.71	115.34		114.71	37.42
66	GANGEMI	Marisa	AROCA	Fiat Abarth	Improved Production 2001 and over	135.31	123.94	122.02	119.58		119.58	42.29
67	WEBSTER	Robert	Gippsland Car Club	Toyota Corolla	Sports Sedans up to 2000	125.08	123.12	122.58	121.11		121.11	43.82
68	WEBSTER	Malcolm	Gippsland Car Club	Toyota Corolla	Sports Sedans up to 2000	124.82	125.95	121.23	121.39		121.23	43.94

GCC MULTICLUB HILL CLIMB
CLOCKWISE SHORT TRACK
Event Ranking

Rank	Last Name	First Name	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10	Run 11	Run 12	Time	Gap	
1	FOLEY	Alan	R Foley	Formula Libre up to 1300	36.14	43.25	35.00		40.88	33.86							33.86		
2	JANSSEN	Wim	Wemy Ood3	Formula Libre 1301 to 2000	37.44	37.27		36.72	36.24	36.21	35.83	35.80	36.25	35.80	36.01	35.40	35.40	1.54	
3	MOILE	Fred	Rambleebee Mk8	Formula Libre up to 1300	37.20	36.83	36.45	38.06		36.22	35.61	36.00					35.61	1.75	
4	GALLI	Edwin	SYDA-C	Formula Libre 2001 and over	37.24	38.61	37.22	38.06		36.77	35.82	37.58	37.41	36.69	35.88	36.66	51.58	36.66	2.02
5	SAMSON	Mark	Spectrum 011b	Formula Ford	37.64	36.69	37.30	39.74	37.43	37.22		37.34					37.43	3.35	
6	JAMES	Jordan	Mitsubishi Evolution	Sports Sedans 4WD	39.32	38.79	38.55		38.24		38.39						38.24	4.38	
7	WILSON	Keith	Ninja BH1	Formula Libre up to 1300	39.05	38.47		39.85	39.34	39.07							38.47	4.61	
8	BUFFINTON	Steven	Westfield Clubman	Clubman Sports Cars up to 1600	39.85	39.22	39.05	40.21	38.86	39.75	39.09	38.88	38.69	38.77	38.81	38.66	38.66	4.80	
9	HOCKING	Dale	Dalrick Clubman	Clubman Sports Cars up to 1600	39.97	40.31	39.09	41.80	39.71	39.37							39.09	5.23	
10	SELWYN	Travis	Datsun 1600	Improved Production up to 2000	42.64	42.70	40.76	41.29	39.28	42.72							39.28	5.42	
11	VERMAAS	Rhys	Honda Civic	Improved Production up to 2000	39.86	43.30	39.53	40.84	39.84	39.54	39.58	39.59	39.52	39.58			39.52	5.64	
12	FOLEY	Thomas	R Foley	Formula Libre up to 1300				42.90	39.60	39.50									
13	HAVERKORT	Stuart	Honda Civic	Sports Sedans up to 2000	42.66	41.31	47.33	41.38	40.89	41.13	40.76	40.20	40.06	40.48	40.29	40.05	40.05	6.19	
14	KOGGE	Larry	Holden Torana	Historic Group N 2001 and over	41.07	40.45		40.40	40.07	40.66							40.07	6.21	
15	SELWYN	Terrence	Datsun 1600	Improved Production up to 2000	41.14	40.54	51.45	40.48	77.56								40.48	6.62	
16	PENNYCUICK	Damien	Nissan Skyline	Improved Production 2001 and o	40.82	40.58	45.95	41.09	41.02								40.58	6.72	
17	BOYD	Tim	Nissan Skyline	Sports Sedans 2001 and over	43.21	44.65	40.85		41.05								40.85	6.99	
18	MAYH	John	Holden Commodore	Improved Production 2001 and o	41.59	44.24	41.68	42.60	41.30	43.51	41.82	41.13	41.52				41.13	7.27	
19	ZAMALLA	David	Holden Commodore	Improved Production 2001 and o	42.78	41.97	41.59	41.61	41.68	41.87	41.87	41.61	41.29	41.56	41.42	41.37	41.29	7.43	
20	O'CALLAGHAN-DAY	Callum	Pugeot 205 GTi	Improved Production up to 2000	46.76	43.42	43.54	44.33	43.41	43.30	42.87	42.95	42.34	41.64	41.41		41.64	7.78	
21	DORE	Raymond	Chevrolet Camaro	Improved Production 2001 and o	42.02	42.55	42.10	45.03	42.16	41.77	42.18						41.77	7.91	
22	SPEIGHT	Ian	Mazda MX-5	Sports Cars up to 2000	43.52	42.28	42.33	42.71	41.93	42.24		41.88					41.88	8.02	
23	MCIVOR	Garry	Ford Escort	Sports Sedans up to 2000	44.93	42.67	42.63	42.75	42.07	43.02	42.36						42.07	8.21	
24	MAUD	Ian	Fiat X19	Sports Cars up to 2000	43.00	44.02	42.68	42.64	42.37	43.64	42.29	42.59					42.29	8.43	
25	SEBMINY	Leon	Renault Megane	Improved Production 2001 and o	45.53	43.67	43.65	43.18	43.16	42.49	42.84	43.2	43.23				42.49	8.63	
26	HARRISON	Stephen	Lotus Euroje	Sports Cars up to 2000	45.71	45.53	43.58	48.31	42.54	43.45	43.03	43.34					42.54	8.68	
27	NELSON	Ken	Humdiel Excel	Circuit Excel	43.58	45.62	42.78	43.46	42.63	71.80							42.63	8.77	
28	LI	Nelson	Subaru BRZ	Improved Production up to 2000	43.46	45.35	43.61	45.57	42.77	43.56	43.89	43.40	43.11	43.39	44.12	43.45	42.77	8.91	
29	STIPKOVIC	Jeffrey	Subaru WRX	Sports Sedans 4WD	44.54	43.48	45.20	44.03	42.93	43.08							42.93	9.07	
30	MASTERS	Tom	Ford Fiesta	Improved Production 2001 and o	45.22	44.26	44.55	45.56	44.84	44.22	44.45	43.96	43.53	43.25	43.64	43.07	43.07	9.21	
31	RICHARDS	David	Datsun 120Y	Sports Sedans up to 2000	43.90	43.81	44.37	43.09	43.26	45.31							43.09	9.23	
32	WONG	Nic	Renault Clio RS	Improved Production 2001 and o	42.97	45.04	49.07	44.98	44.65	44.03	44.05	44.51	43.52	43.30			43.30	9.44	
33	LI	Judith	Humdiel Excel	Circuit Excel	46.08	51.35	48.90	47.82	43.82	44.34							43.82	9.49	
34	MARRIS	Daniel	Mazda MX-5	Sports Cars up to 2000	46.22	48.22	45.14	47.82	43.37	43.58	43.50	43.81					43.37	9.51	
35	HOSKING	Grant	Mazda MX-5	Sports Cars up to 2000	43.69												43.69	9.83	
36	RICHARDS	Allan	Datsun 120Y	Sports Sedans up to 2000	45.51	47.20	44.10	43.91	43.69	44.46							43.69	9.83	
37	BOWER	Geoff	Wendell	Improved Production up to 2000	45.02	43.74											43.74	9.88	
38	MAWBY	Brett	Holden Commodore	Improved Production 2001 and o	45.66	45.02	46.15	45.49	45.61	45.03	44.41	44.41	44.47	44.43	43.97	44.35	44.60	43.97	10.11
39	INKSTER	Wesley	Situs Clubman	Sports Cars 2001 and over	48.05	44.56	44.06		45.16	44.01	44.47	45.22					44.01	10.15	
40	HOSKING	Hoakina	Humdiel Excel	Formula Libre up to 1300	44.22												44.22	10.36	
41	SELWYN	Benjamin	Humdiel Excel	Junior	51.74	49.49	56.12	48.88	48.45	47.48	47.48	46.50	45.34	45.04	46.14	44.57	44.57	10.71	
42	MCCOY	James	Subaru WRX	Sports Sedans 4WD	46.26	47.79	47.78	48.38	46.98	46.01	44.71						44.71	10.85	
43	O'CALLAGHAN-DAY	Sean	Volvo S40	Sports Sedans 2001 and over	48.08	47.40	45.72	46.32	47.89	44.75	44.92	50.06	45.36	46.24			44.75	10.89	
44	MAYZE	Ian	MG8 Roadster	Sports Cars up to 2000	46.94	47.73	46.50	46.45	45.11	46.32	45.12	44.79	45.30				44.79	10.93	
45	LUCIANI	Jad	Volkswagen Bora	Sports Sedans 4WD	48.80	47.19	49.06	46.94	45.20	45.94	46.30						45.20	11.34	
46	POLO	Chris	Ford Focus	Improved Production up to 2000	46.59	46.80	45.42	46.42	45.21	45.29							45.21	11.35	
47	MURPHY	Paul	Datsun 1200	Improved Production up to 2000	47.70	46.74	46.91	46.44	45.72	45.21							45.21	11.35	
48	BOYD	Allan	Nissan Skyline	Sports Sedans 2001 and over	51.74	47.04	49.67	46.87	48.06	45.35	45.64						45.35	11.49	
49	WARE (S)	James	Subaru WRX	Sports Sedans 4WD	49.20	47.14	47.11	50.04	48.41	47.15	46.70	46.93	45.88	45.45	45.85	45.89	44.44	11.58	
50	OSTERMEYER	Francis	MG8 Roadster	Sports Cars up to 2000	47.64	47.14	49.69	45.53									45.53	11.67	
51	WARE (S)	James	Toyota Celica	Sports Cars 2001 and over	49.29	47.14	49.53	46.58	46.32	46.11							46.32	11.92	
52	REVILL	William	Mazda MX-5	Sports Cars up to 2000	48.64	53.06	46.76	51.30	46.38	45.96	46.40						45.96	12.92	
53	WARE (J)	James	Subaru WRX	Junior	49.69	48.32	55.27	47.94	48.32	48.89	47.02	48.85	47.39	46.79			46.79	12.93	
54	JEFFS	Abbey	Humdiel Excel	Circuit Excel	49.24	46.80	63.56	49.48	48.90								46.80	13.82	
55	GANGEMI	Marisa	Abarth 500	Improved Production 2001 and o	49.28	51.29	50.36	52.29	48.40	49.13	49.07	47.27	47.35	47.63	54.59		47.27	13.41	
56	EELDES	John	Subaru WRX	Sports Sedans 4WD	51.85	50.92	49.51	48.67	47.68								47.68	13.82	
57	JOHNSON	Laureie	Humdiel Veloster	Improved Production 2001 and o	48.84	49.28	49.63	48.04	48.48	48.62	48.69	50.85	48.33	48.69	48.21	47.80	47.80	13.94	
58	POWELL	David	Toyota Paseo	Improved Production up to 2000	49.07	54.32	62.05	55.32									49.07	14.21	
59	REVILL	Janina	Toyota Paseo	Improved Production up to 2000	50.05	49.60	52.23	50.47	50.81	49.87							49.60	15.74	
60	SIMONETTO	Angelo	Renault R8	Sports Cars up to 2000	52.41	52.34	50.06	53.86	50.30	49.78	50.13	74.57					49.78	15.92	
61	RITTER	Maxwell	Porsche Boxster	Sports Cars 2001 and over	51.49	50.57											50.57	16.71	
62	REVILL	Graham	Mazda MX-5	Sports Cars up to 2000	63.01	58.76	55.24	57.72									55.24	21.31	

Rank	Last Name	First Name	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10	Run 11	Run 12	Time	Gap
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1	NEILSON	Ken	Hyundai Excel	Circuit Excel	43.58	46.62	42.78	43.46	42.63	71.80		42.63	
2	NEILSON	Judd	Hyundai Excel	Circuit Excel	46.08	51.39	45.90	47.82	44.34	43.34		43.34	0.71
3	JEFFS	Abbey	Hyundai Excel	Circuit Excel	49.24	46.80	63.56	49.48	49.80			46.80	4.17

1	SAMSON	Mark	Spectrum 011b	Formula Ford	37.64	39.69	37.30	39.74	37.43	37.22	37.34	37.22
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[illegible]

1	JANSSEN	Wim	Wimp 003	Formula Libre 1301 to 2000	37.44	37.27	36.72	36.24	36.21	35.83	35.80	36.25	35.80	36.01	35.40	35.40
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1	GALLI	Fred	SYGA-CGA	Formas Libre 2001 and over	37.34	39.81	37.22	39.00	36.77	38.92	37.58	37.41	36.69	35.88	36.66	51.58	35.88
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1	BUFFINTON	Steven	Westfield Clubman	Clubman Sports Cars up to 1600	39.85	39.22	39.05	40.21	38.86	39.75	39.09	38.88	38.69	38.77	38.81	38.66	38.66
2	HOCKING	Dale	Dalrick Clubman	Clubman Sports Cars up to 1600	39.97	40.31	39.09	41.80	39.71	39.37							39.09 0.43

2	SPEIGHT	Ian	Mazda MX-5	Sports Cars up to 2000	43.52	42.28	42.33	42.71	41.93	42.24		41.88
2	MAUD		Fiat X1/9	Sports Cars up to 2000	43.60	44.02	42.68	42.64	42.37	43.84	42.29	42.29
3	HARRISON	Stephen	Lotus Europa	Sports Cars up to 2000	45.71	45.53	43.56	48.31	42.54	43.45	43.03	43.34
4	MARRIS	Daniel	Mazda MX-5	Sports Cars up to 2000	46.22	48.22	45.14	47.82	43.37	43.58	43.50	43.81
4	HOBBS		Mazda MX-5	Sports Cars up to 2000								43.69
6	MAYZE	Ian	MGB Roadster	Sports Cars up to 2000	46.94	47.73	46.50	46.45	45.11	46.32	45.12	44.79
7	OOSTERMEYER	Francis	MGB Roadster	Sports Cars up to 2000	47.64	47.14	49.69	45.53				45.53
8	REVILL	William	Mazda MX-5	Sports Cars up to 2000	48.64	53.06	46.76	51.30	46.38	45.96	46.40	45.96
9	REVILL	Graham	Mazda MX-5	Sports Cars up to 2000	63.01	58.76	55.24	57.72				55.24

1	INKSTER	Wesley	Sirius Clubman	Sports Cars 2001 and over	48.05	44.56	44.06	45.16	44.01	44.47	45.22		44.01
2	THORBECKE	Lex	Toyota Celica	Sports Cars 2001 and over	49.29	45.78	46.53	46.58	46.32	46.11			45.78
3	RITTER	Maxwell	Porsche Boxster	Sports Cars 2001 and over	51.49	50.57							50.57

	HAYERKORT	Stuart	Honda Civic	Sports Sedans up to 2000	42.66	41.31	47.33	41.38	40.89	41.13	40.76	40.20	40.06	40.48	40.29	40.05	40.05
2	MCIVOR	Garry	Ford Escort	Sports Sedans up to 2000	44.93	42.67	42.63	42.75	42.07	43.02	42.36					42.67	2.02
3	RICHARDS	David	Datsun 120Y	Sports Sedans up to 2000	43.90	43.81	44.37	43.09	43.26	45.31						43.09	3.04
4	RICHARDS	Allan	Datsun 120Y	Sports Sedans up to 2000	45.51	47.20	44.10	43.91	43.69	44.46						43.69	3.64
5	SIMONETTO	Angelo	Renault R8	Sports Sedans up to 2000	52.41	52.34	50.06	53.86	50.30	49.78	50.13	74.57				49.78	8.73

1	BOYD	Tim	Nissan Skyline	Sports Sedans 2001 and over	43.21	44.65	40.85	41.05								40.85	
2	O'CALLAGHAN-DUFF	Sean	Volvo S40	Sports Sedans 2001 and over	48.08	47.40	45.72	46.32	47.89	44.75	44.92	59.06	45.36	46.24	44.75	3.90	
3	BOYD	Allan	Nissan Skyline	Sports Sedans 2001 and over	51.74	47.04	49.67	46.87	48.06	45.35	45.64					45.35	4.50

[illegible]

Improved Production up to 2000

[illegible]

Improved Production 2001 and over

1	PENNYCUK	Damien	Nissan Skyline	Improved Production 2001 and o	40.82	40.58	45.98	41.09	41.02												46.58	
2	MAHY	John	Holden Commodore	Improved Production 2001 and o	41.59	44.24	41.65	42.30	41.30	43.51	41.82	41.13	41.52								41.13	0.55
3	ZANELLA	Daniel	Holden Commodore	Improved Production 2001 and o	41.79	41.97	41.41	41.01	41.68	41.86	41.68	41.67			41.56	41.42	41.37				41.29	0.71
4	DOORE	Raymond	Chevrolet Camaro	Improved Production 2001 and o	42.52	42.02	42.10	45.03	42.16	42.18	42.18	41.77									41.16	0.78
5	DEMMEY	Lionel	Renaault Megané	Improved Production 2001 and o	45.53	43.47	43.65	43.18	43.16	42.49	42.94	43.52	43.23								42.49	1.91
6	MASTERS	Tom	Ford Fiesta	Improved Production 2001 and o	45.22	44.24	44.56	44.84	44.22	44.45	43.96	43.53	43.25	43.04		43.07					43.07	2.49
7	WONG	Nic	Renault Clio RS	Improved Production 2001 and o	62.97	45.04	49.07	44.98	44.65	44.43	44.05	44.51	43.52	43.30							43.30	2.72
8	MAHONEY	Brett	Holden Commodore	Improved Production 2001 and o	45.96	45.02		45.45	45.61	45.43	43.97	44.38			44.57						43.97	2.80
9	GANGEMI	Sergio	Abarth 500	Improved Production 2001 and o	49.38	49.29	50.36		49.40	49.13	49.07	47.27	47.35	47.63	54.59						47.27	6.69
10	JONSON	Laureie	Hyundai Veloster	Improved Production 2001 and o	48.84	49.28	49.63	48.04	48.48	48.62	48.69	50.85	48.33	48.69	48.21	47.80					47.80	7.22

Junior

1	SELWYN	Benjamin	Hyundai Excel	Junior	51.74	49.49	56.12	48.88	48.45	47.48	47.48	46.50	45.34	45.04	46.14	44.57	44.57	
2	WARE (J)	James	Subaru WRX	Junior	49.89	48.32	55.27	47.94	48.32	48.89	47.02	48.85	47.39	46.79			46.79	2.22

Historic Group N 2001 and over

1	KOGGE	Larry	Holden Torana	Historic Group N 2001 and over	41.07	40.45	40.40	40.07	40.66	40.07
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To the Club Secretary / President,

Due to changing circumstances I am selling my 1965 Plymouth Sport Fury Convertible – Indianapolis Pace Car.

I am hoping that you might inform your members of the details as perhaps some of them may be interested.

Details and pictures are available at <https://plymouth.freom.com/>.

Please feel free to contact me by either phone – 0419 960 966 - or email – garyk196@gmail.com to confirm that these details are correct and to the best of my knowledge virus and malware free.

The car is currently garaged at Beaudesert approximately 50 minutes west of Nerang on the Gold Coast.

Your help will be greatly appreciated.

Thanks,

Gary Knuckey

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These businesses support our club!! Make sure we support them!

Name	Product	Contact Details
Moe Parklands Motel	Accommodation	03 5127 3344 stay@moeparklandsmotel.com.au
BTR Machining and Cylinder heads	Dyno tuning, engine rebuilds, race prep, general repairs	03 5134 4023 simon@btrmorwell.com.au
Penrite Oils	Oils and lubricants	www.penritetopclass.com.au
Fowlers Asphalting	Roadmaking	03 5633 2918 admin@fowlersasphalting.com.au
Arrow Linemarking	Linemarking	0458 882 353 arrowlinemarking@y7mail.com
Alfa Motorsport Fibreglass	Automotive repairs	info@alfamotorsportfibreglass.com.au
O'Connell's tyres	Suspension, front end, brakes, shocks	03 5126 2822 Facebook presence https://oconnellstyres.weebly.com/
James Lambert	Photography	James Lambert @SJLambert6
Jim Jones	Photography	Jim Jones Jamar Imaging.net
SPIN Media	Photography and video	ncardwell@spinmelbourne.com
Trafalgar Auto Elec	Auto Electrics	56332062
Capaldo Automotive Repairs	Mechanical, alignment and MX 5 specialist	5134 4328 Ask for Steve
Peter Weaver Msport Photography	Photography	0438 109 027 peter.weaver@speedway.net.au



Gippsland Car Club

MEMBERSHIP APPLICATION/RENEWAL

TAX INVOICE ABN 76 691 013 424

I/We hereby make application to join/rejoin the Gippsland Car Club Incorporated as a Junior/Single/Family Membership.

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

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

NAME

ADDRESS

POSTCODE

TELEPHONE

OCCUPATION

EMAIL ADDRESS

NAME OF EACH PERSON COVERED BY THIS MEMBERSHIP

(Please write the date of birth for each junior member. A junior member is under 18 at January 1, 2022).

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

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

SIGNATURE/S

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

Membership becomes effective on receipt of your Membership Card.

2022 Fees (all fees include GST):

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

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

Standard members are those who wish to compete in events, have an input into the Club decision making process, or have a vehicle or wish to have a vehicle on the Club Permit Scheme.

Associate members are those who do **NOT** wish to compete in events, do **NOT** wish to have an input into the Club decision making process, and do **NOT** have a vehicle or wish to have a vehicle on the Club Permit Scheme.

Interstate members are those members who reside in a state other than Victoria.

The term **JUNIOR** in the categories above relates to a single person under the age of 18 years at January 1, 2022.