



# VALVE BOUNCE

October 2022



A busy day in the pits at Gippsland Park in the mid 90's

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

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

## 2022 - 2023 Event Calendar

### OCTOBER

Thursday to Sunday, 6/9	Repco Supercars Bathurst 1000
<u>Saturday 8</u>	<u>Woniu track hire at Bryant Park</u>
<u>Sunday 9</u>	<u>Woniu track hire at Bryant Park</u>
Tuesday 11	Board Meeting, Clubrooms, 7.00 p.m.
<u>Wednesday 12</u>	<u>Private hire at Bryant Park</u>
Friday to Sunday, 14/16	MotoGP at Phillip Island
<b>Saturday 15</b>	<b>Working Bee and Club Practice Day</b>
Saturday to Saturday, 15/23	RACV Alpine Trial Centenary
Saturday to Sunday, 15/16	Mt Tarrengower, Maldon, Historic Hill Climb
Sunday 16	Australian Supersprint Championship, Sydney Motorsport Park
Sunday 16	MADCC Boisdale Hill Climb short track
<u>Sunday 16</u>	<u>BMW Drivers Club Melbourne track hire at Bryant Park <b>CANCELLED</b></u>
Thursday to Sunday, 20/23	Australian Hill Climb Championship, Mt Cotton, QLD
Friday to Sunday, 21/23	Shannons Motorsport Australia Championships at The Bend
Saturday 22	Track closed
Sunday 23	MG Car Club Interclub Round 3 at Rob Roy <b>CANCELLED</b>
Sunday 23	Shannons American Motoring Show, Caribbean Park
<b>Sunday 23</b>	<b>GCC Khanacross at Bryant Park</b>
Sunday 23	MSCA Sprints at Sandown
Saturday to Sunday, 28/30	Repco Supercars at Surfers Paradise
Saturday 29	AROCA Sprints at Winton
<b>Sunday 30</b>	<b>GCC Multiclub Hill Climb at Bryant Park</b>

### NOVEMBER

Tuesday 1	Valve Bounce collation
Saturday to Sunday, 5/6	Historic Sandown
<u>Sunday 6</u>	<u>Kyneton Car Club track hire at Bryant Park</u>
Tuesday 8	Board Meeting, Clubrooms. 7.00 p.m.
Friday to Sunday, 11/13	Bathurst International
Saturday 12	MADCC Boisdale Hill Climb, Noel Burley Memorial, short track
<u>Saturday 12</u>	<u>Nugget Nationals track hire at Bryant Park</u>
Saturday to Sunday, 12/13	MG Car Club Rob Roy Revival – <b>POSTPONED TO MARCH 18/19, 2023</b>
Sunday 13	Motors at the Mansion, Lara
Friday to Sunday, 18/20	Repco Supercars at Sydney Motorsport Park
Friday to Sunday, 18/20	Australian Motor Racing Series at Winton
<u>Saturday 19</u>	<u>AE track hire at Bryant Park</u>
<u>Sunday 20</u>	<u>CCRMIT track hire at Bryant Park</u>
Sunday 20	31st Historic and Classic Hill Climb, Rob Roy
Thursday to Sunday, 24/27	Challenge Bathurst
<b>Sunday 27</b>	<b>RACES East Sale Sprint</b>

### DECEMBER

Thursday to Sunday 4	Adelaide Supercars 500 in the Adelaide Parklands
<b>Saturday 3</b>	<b>GCC Multiclub Twilight Hill Climb at Bryant Park</b>
Saturday 3	MSCA Come and Try Day at Phillip Island
Tuesday 6	Valve Bounce collation
Sunday 4	AROCA Sprints at Phillip Island
<b>Sunday 11</b>	<b>GCC Khanacross at Bryant Park</b>
Tuesday 13	Board Meeting

## JANUARY

Tuesday 10 Valve Bounce collation  
Tuesday 17 Board Meeting, 7.00 p.m., Clubrooms

## FEBRUARY

Tuesday 7 Valve Bounce collation  
Tuesday 14 Board Meeting, 7.00 p.m., Clubrooms  
**Saturday 18 VHCC Round 2, Bryant Park, Twilight event (TBC)**  
**Sunday 26 GCC Khanacross at Bryant Park (TBC)**

## MARCH

Sunday 5 Porsche Club of Victoria track hire at Bryant Park  
Tuesday 7 Valve Bounce collation  
Thursday to Sunday, 9/12 Phillip Island Classic Historic Race Meeting  
Saturday to Sunday, 11/12 Longford Grand Prix Expo, Longford Tasmania  
Tuesday 14 Board Meeting, 7.00 p.m., Clubrooms  
Saturday to Sunday, 18/19 MG Car Club Rob Roy Revival  
Sunday 19 Porsche Club Victoria Mobil Sandown 360 Regularity  
Friday to Sunday, 24/26 Adelaide Motorsport Festival  
Thursday 30 to Sunday 2 Australian Grand Prix, Albert Park

## APRIL

Saturday to Sunday, 1/2 Australian Grand Prix, Albert Park  
Tuesday 4 Valve Bounce collation  
**Sunday 9 GCC Khanacross at Bryant Park (TBC)**  
Tuesday 11 Board Meeting, 7.00 p.m., Clubrooms  
**Sunday 23 GCC Multiclub Hill Climb at Bryant Park (TBC)**

## MAY

Tuesday 2 Valve Bounce collation  
Tuesday 9 Board Meeting, 7.00 p.m., Clubrooms  
**Sunday 14 GCC Khanacross at Bryant Park (TBC)**  
Saturday and Sunday, 20/21 Terry Baker Motorsport Weekend track hire at Bryant Park  
Saturday to Sunday, 27/28 46<sup>th</sup> Historic Winton

## JUNE

**Sunday 4 GCC Multiclub Hill Climb at Bryant Park (TBC)**  
Tuesday 6 Valve Bounce collation  
Tuesday 13 Board Meeting, 7.00 p.m., Clubrooms  
**Sunday 18 GCC Khanacross at Bryant Park (TBC)**

## JULY

Tuesday 4 Valve Bounce collation  
Tuesday 11 Board Meeting, 7.00 p.m., Clubrooms  
**Sunday 16 GCC Multiclub Hill Climb at Bryant Park (TBC)**  
**Sunday 30 GCC Khanacross at Bryant Park (TBC)**

## AUGUST

Tuesday 1 Valve Bounce collation  
Tuesday 8 Board Meeting, 7.00 p.m., Clubrooms  
Friday to Sunday 25/27 Australian Rally Championship, Gippsland  
**Sunday 27 GCC Multiclub Hill Climb at Bryant Park (TBC)**

## SEPTEMBER

Tuesday 5 Valve Bounce collation  
September 12 Board Meeting, 7.00 p.m., Clubrooms  
**Sunday 17 GCC Khanacross at Bryant Park (TBC)**  
**Sunday 24 GCC Multiclub Hill Climb at Bryant Park (TBC)**



## OCTOBER

Tuesday 2

Tuesday 9

**Sunday 22**

**Sunday 29**

Valve Bounce collation

Board Meeting, 7.00 p.m., Clubrooms

**GCC Khanacross at Bryant Park (TBC)**

**GCC Multiclub Hill Climb at Bryant Park (TBC)**

## NOVEMBER

Tuesday 7

Tuesday 14

Valve Bounce collation

Board Meeting, 7.00 p.m., Clubrooms

## DECEMBER

**Saturday 3**

Tuesday 5

Tuesday 12

**Sunday 11**

**GCC Multiclub Hill Climb at Bryant Park (Twilight Event) (TBC)**

Valve Bounce collation

Board Meeting

**GCC Khanacross at Bryant Park (TBC)**

**NOTE:** All dates shown above are subject to change - please check with the organisers of the events to confirm the dates. TBC alongside an event means date to be confirmed. Events shown as **Bold** are rounds of the Gippsland Car Club Club Championship (some of these dates may be changed); events shown as **Bold Italics** are rounds of the Gippsland Car Club Khanacross Championship. GCC Practice Days are 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.

### Next GCC Hillclimb

Sunday October 30<sup>th</sup> at Bryant Park

### Next GCC Khanacross

Sunday October 23<sup>rd</sup> at Bryant Park

### Next GCC Working Bee & Club Practice

Saturday October 15<sup>th</sup> at Bryant Park – 9am start with lunch provided. Practice from 1pm



## ***Editorial Ponderings:***

I recently made a road trip up to the UCI World Cycling Championships in Wollongong as my older son Ben was working up there as a marshal. The World Champs in a big deal in cycling and it attracts the best from all over the world to represent their countries in an attempt to earn the right to wear the rainbow jersey for the next 12 months.

We were up there for the time trial days and saw the Men's and Women's Elite, Men's and Women's Under 23 and Junior Men's and Women's events. As a city they did an amazing job of hosting this event, a pretty challenging task to shut down amount of the roads in and around central Wollongong day after day. I always think about the logistics of pulling off a large scale event like this and it was pretty seamless as a spectator, and for Ben as a worker. The way they managed to coordinate the marshals (who were all volunteers) was fantastic and the event was held in a fun and relaxing manner, despite being a world championships.

Getting volunteers is always a challenge and I think back to how we as a club run our events now and into the future. It's great to see some new faces starting to help administer our events but it is still a core group of a few people who are there day in and day out making things happen. This core group unfortunately is not going to be there for ever and we need to get an influx of new, younger members involved in the running of the club. We have a fantastic club with amazing facilities but if there is no one to run the events then they won't happen. I think back to all of the years I spent helping run the canteen at the old track and with the facilities we have now we can't even get that up and running. Some food for thought, if you pardon the pun.

See you soon....Jarrod Bryant





## **Chairman's Report October 2022 – Rhys Yeomans**

### **Community Motorsport Program - Infrastructure Funding - Round 2**

Progress update via Ken Neilson.

Plans have been submitted to Council for planning approval.

The plans and documents required to be submitted to Government have also been submitted. Once these are approved, the next batch of milestone paperwork and funding can be submitted.

Following a conversation with McGregor Portables, the building permit will start to be ready once planning permit has been approved.

### **Honda Nationals 2022**

Honda Nationals is an event I am involved in running outside of Gippsland Car Club. A time attack event held each year, mostly at Winton, and our 2022 event was held on Sunday 25<sup>th</sup> September.

The classing is based on tyre treadwear (under 199tw and 200tw and over), along with rear or front wheel drive, separating the Civic and Integras from the NSX and S2000s.

Half the field are typically from interstate, with a number of cars coming down from NSW and QLD to compete, both states have a great time attack, sprint and hillclimb scene, which means many of the class winners are from these states.

The day itself could not have provided any better weather or track condition, with barely any clouds and mid to high teens throughout the day, means many fast lap times were put down during the day. As well as being reasonably fierce competition, it is a great opportunity to catch up with people sharing in the same interests, many who you may have watched their laps on Youtube or read their build threads on forums or through social media. I met two people I had 'known' via the internet for over 10 years, modern day pen pals, for those not on the internet too much!



Benny Tran. Turbocharged Integra from BYP, fastest outright and fastest interstate competitor.

A list of results can be found below, though unexpectedly, the team from BYP in Sydney took out top honours in their turbo Integra running a 1:22.00. This was not as fast as they expected, struggling with a few gremlins throughout the day and eventually breaking a gearbox in the later sessions. The cars running these lap times require constant maintenance even throughout the day, many going home with a long list of repairs despite minimal laps.

My car is far from a front runner at an event like this, lacking a large amount of horsepower, tyre and aero to compete. I ran two sessions in between running the event, running a 1:38.1, which is a little slower than I was expecting with the car in its current setup. I'll take the running of a successful event by our team as a PB for the day!

## RESULTS

The winners of all classes are as follows -

Front wheel drive up to 199tw. Luke Francis, Honda Civic - 1:29.97

Front wheel drive 200tw. Adam Casmiri, Honda Integra - 1:28.68

Rear Wheel Drive up to 199tw. Brendan Schade, Honda S2000 - 1:28.62

Rear Wheel Drive 200tw. Dean Trajkovski, Honda S2000 - 1:30.98

Fastest outright. Benny Tran, Honda Integra - 1:22.00

Fastest interstate. Benny Tran, Honda Integra - 1:22.00

Fastest newcomer. Lachlan Hadenfeldt, Honda Civic - 1:44.64

Fastest Naturally Aspirated Front Wheel Drive. Luke Francis, Honda Civic - 1:29.97

Fastest Naturally Aspirated Rear Wheel Drive. Toby Bath, Honda S2000 - 1:33.67

Fastest Honda At Heart. Jonathan Ljubic, Toyota MRS with Honda K24 engine - 1:34.73



Dean Trajkovski. Supercharged S2000, fastest rear wheel drive 200tw and over.



### **Working Bee – Saturday 15th October 2022**

The next working bee will be held on Saturday 15th October 2022.

The working bee will start at 9am, with a BBQ lunch from 12 to 1pm and then hillclimb practice until 4pm. By this time of the year, I expect the spring grass to be growing at a steady pace and it will be a good opportunity to cut grass where it might be too wet to over winter. We'll also cover off our usual list of cleaning and maintenance around Bryant Park, followed by practice in the afternoon! There is an expectation that if you are attending hillclimb practice in the afternoon, that you have contributed to the working bee. If you are unable to attend in the morning and want to attend hillclimb practice, please give me a call or send me an email.

## **FOR SALE**

Ray Dore has for sale the following:

1995 CHEVROLET CAMARO Z28

5.7 Litre LT1, 4 Speed automatic, 114,000 kilometres

This Car has Club Rego which is not transferable. It is a stock, standard car which could also be used as a road car if desired. **\$39,500.**

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VHCC Class, 1<sup>st</sup> 2021

VHCC Class, 2<sup>nd</sup> 2022

Email [raymonddore47@gmail.com](mailto:raymonddore47@gmail.com)

Mobile 0427 665528

**Pics – Scott Seddon**

The day did not look good – 51 entries, which was excellent, but would they all arrive for competition of the day? The weather was off, but still 41 hardy souls competed – excellent, even though they all froze for most of the day. The entry from our own club is still not good, only 13 – a number from other Clubs, such as PAC, HRA, Fiat and SAV, but the majority were from the Mazda MX5 Club, as seems to be the case at most of our events. Why is it that our own members do not compete in these events – in fact, most of them do not even come and have a look at these events which is unfortunate. Do you have children or grandchildren? A khanacross is an excellent way to teach them how to drive, from the age of 12 upwards. We had a number of Juniors – in fact, some were so small that they looked like they should be in kindergarten! Juniors are allowed to have a senior driver with them to show them the way and to give them some confidence. There were a couple there on the day who had never driven a manual car, but it did not take them long to master the art. The entrants are an interesting lot, and they range from those who are pretty keen to win on the day to those who do not really care about winning – they just want to be able to complete the course without any indiscretions, and to do better than they had on previous occasions.



Thanks to Rob Duncan for running the show, and Bill Jennings, Linus Dalton-Smith, John Mahy, Rhys Yeomans, Scott Seddon, Rocco's mum for helping with the timing, and a number of other Mazda MX5 Club members organised by Peter Ferguson – those who were out in the breeze froze, those of us doing the timing in the timing building had a pleasant day! I apologise most profusely if I have neglected to name any other person who was assisting at the event.

For those who have never been, a khanacross bears little resemblance to a hill climb. A hill climb normally consists of a number of timed runs on the same course all day, with the fastest person to cover the distance on any of the runs being declared the winner – if a driver goes off the track, strikes an obstacle, spins on the track – whatever, the time finishes when the driver crosses the finish line. With our khanacross events we have between four and eight tests to be completed on

the day – all are different. Each course starts and finishes in a garage. Penalties are applied for a range of indiscretions, such as striking a course marker, leaving the track boundaries (in our case the track itself), finishing with some or all of the car outside the garage, failing to stop in the garage, etc. Most penalties are +5, i.e. five seconds is added on to the time for that test. The biggest sin is called WD – Wrong Direction – the penalty for going the wrong way is that your time becomes the slowest recorded by all competitors plus 5 seconds – usually does not do your chances of being fastest on the day a lot of good!



We usually divide the field up into two groups of around 20 in each, and then do two tests at the same time in different parts of our track. The first four tests were Car Park Clockwise, Car Park Anticlockwise, Bottom Loop Clockwise and Bottom Loop Anticlockwise. Each driver in the first group completes the two car park tests before moving down to the bottom loop, (the whole group at the same time) whilst the other group (second) completes the two tests in the bottom loop before moving back up to the car park (again the whole group together). At the completion of the four tests, the first group then tackles the Track North, whilst the other group tackles the Track South – on each of these tests, the competitor starts at or near the top of the track (Timing Building for North and Clubrooms for South), proceeds to the Crossover where they have to loop around a marker, and then back to the start. When each group has finished they swap over to the other side of the track to complete their sixth test of the day. A number of chicanes have to be negotiated on each of these courses. All then return to the pit area, and depending upon the time one or two more tests are completed – in this case we did one more called Car Park Old Layout, and then went home at a respectable hour to get away from the cold.

The first four at the end of the day were separated by just 4.47 seconds – Mazda members Roderick Macnab, Andrew Tate and William Roder took out positions 1 to 3, with GCC member Matt Paulet in 4<sup>th</sup> position – it is probably fair to say that Matt would have been in position number 1 if he had not executed a nice spin on the last test for the day, which lost him ten seconds when compared to those in positions 1,2 and 3. There was then a 10 second gap to the next finisher. GCC member Dean Evans, in the basically unsuitable Commodore, finished in position number 7, and dual



GCC/Mazda member Peter Ferguson was in position number 10. The next 6 positions were occupied by Mazda members, with one lone Fiat 500 from the Fiat Club in the middle of them. Positions 17 to 19 were occupied by GCC members, with William Roshier, Euan Murphy and Jarrod Bryant separated by just 1.26 seconds. Junior driver Alyssa Perks was not far behind in position 22, followed by Byron Townsend in the grouse Austin 1800 ute in 28<sup>th</sup>, then first timer Safet Dauti in the very sleek Mazda RX7 in 33<sup>rd</sup>, and he was followed by junior drivers Angus Clark, Hamish Murphy, Sarah Seddon, Sam Gillson with Caitlin Seddon rounding out the field.



Results for the event are included in this edition of Valve Bounce, as are the current points scores for the Khanacross Championship and the Khanacross class championships. Our next khanacross is on October 23 – keep a lookout on the MA website for entries.

**FOWLERS  
ASPHALTING**

PO Box 199 Trafalgar Vic 3824

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

**ROADWORKS** The roadworks that I mentioned last month at the corner of Bill Schulz Drive and Haunted Hills Road may now be completed, although it is hard to tell. The Council description of the works is “Blackspot Project Construction of a turning lane and splitter island at the intersection”. The turning lane is complete (or appears to be as all of the lines are painted on the road) and the splitter island is there, but looks like it needs some signs installed to finish it. If I was towing a racing car on a trailer or if I was driving a truck from the direction of Traralgon to the track, I would not use this intersection – there is hardly a car width on either side of the splitter to the edge of the road. I would advise people to use Coach Road, which most already do. **FOOTNOTE:** According to the Council, work is still proceeding, although I have not seen any evidence in the past few weeks – I would still recommend that you go via Coach Road to reach the track, particularly if you are towing a large trailer or driving a truck.

**COMMUNITY MOTORSPORT PROGRAM - INFRASTRUCTURE FUNDING** Rhys has included a report on current progress in his writings. The good thing about the project is that Ken Neilson has things happening, although the process of obtaining permits from the Council appears to be excruciatingly slow and complicated. I look forward in the not too distant future to see the five truckloads of buildings appearing – in the meantime please do not remove any of the star pickets driven into the ground at the site of the new buildings.

**DOGS** I notice that some people are still bringing dogs to events at the track. Dogs are not allowed into motor sporting events – there is a sign on the gate that is meant to reinforce this ban. Does it mean anything to some people? Obviously not. Dogs can escape from their owners and dogs can run onto the track in front of a racing car – the worst case scenario can mean serious injury to either or both of the dog and the driver, something which we obviously do not want to happen. Those of you who are familiar with the Phillip Island circuit may have noticed Cape Barren geese wandering along the track edges, and the occasional hare sprinting on the track. Some geese have been hit, and luckily have not led to a fatality, but have caused considerable damage. The hares are normally fast enough to get out of the way!

**2023 CALENDAR** Included in this edition of Valve Bounce is a Calendar for 2023 with TBC (To be confirmed) noted after many of the events – this means, of course, that the events may or may not occur on those dates as many variables may occur in the coming months which may lead to date changes – hopefully not too many. There are eight hill climb and eight khnacross events listed for our Club Championship – three of the hill climbs are also rounds of the 2023 Victorian Hill Climb Championship, and two of those are actually track hires that we use as part of our Championship. – the dates of these events have yet to be finalised so are not shown as VHCC events at this time. There are some unavoidable gaps in our Calendar – these are to allow Victorian Hill Climb Championship events to take precedence over our events – a large number of GCC members compete in the VHCC each year, so we cannot have events clashing. There are seven VHCC events mooted for 2023, with two of these being at Mt Leura as the event at Wodonga will not be held next year – one round will be held at Rob Roy, one at One Tree Hill at Ararat and three at our track, each using a different track configuration.

**TIMING** If you are one of the members who expressed interest in learning how to operate the timing system, call into the timing building during a hill climb, and you can be shown the basics at the time – complex computer skills are not required

**NEXT WORKING BEE AND CLUB PRACTICE DAY** Saturday, October 15 – I am sure that the grass will have started growing by then.

**Pics by Kev Wilson**

Sunday, September 25 dawned fine and dry for our multiclub hill climb – almost the exact opposite to the weather experienced at the khanacross two weeks earlier. We used the Out and Back with Clockwise Loop Track, and attracted 48 entrants for the event. Of the 48 entrants, 41 faced the starter, and some others fell by the wayside during the day with a range of ailments. Sei and Ray Vella had car trouble on Saturday, whilst James Dyer had work get in the way of his motorsport – I am not sure what happened to the rest, but they missed out on a nice day with dry track, although a little slippery in places I am told. All entrants were given the opportunity of completing five runs, and we finished the day at around 3.30 p.m.. Whilst the entry level was good, it is still disappointing to see a number of classes with only one entry – six such classes in this case. We actually reduced the number of classes a couple of years ago to prevent this from happening, and providing more competition – not sure that this decision has worked!



I am not sure how often this track configuration has been used, but I suspect only once, that being on August 13, 2017, as that was when all of the past records were set - many of those records have now been reset. Readers of my ramblings will be well aware that I am heavily into Formula Libre cars in hill climbs – I am pleased to say that there were eight Formula Libre entries, and they took out the first eight places on the day. Occasional driver Greg Ackland took out fastest time of day (the Australian Hill Climb Championship must be on the horizon!), lowering the previous outright record by over nine seconds!! Alan Foley was two seconds behind Greg, setting a new Formula Libre up to 1300 record, being over three seconds quicker than the previous record. Wim Janssen and Bruce Minahan were also quicker than the previous FL up to 1300 record, with Pete Miniham being only 0.04 of a second off the previous record. Ewen Moile, Keith Wilson and David Casey took out positions 5 to 7 in the FL up to 1300 class. Greg Ackland's time of 64.53 seconds is the new benchmark in the FL 1301 to 2000 class.





Steve Buffinton is the new record holder in the Clubman Sports Cars up to 1600 class, being just over a second faster than the previous Dale Hocking record. Production Sports Cars up to and over 2000 are new classes, so the winners of these classes now have their names in the book as class record holders – Ian Speight just missed out in the Prod Sports Cars up to 2000 class by 0.32 of a second! Only one car in the Sports Car classes, but Phillip Smethurst was way off the current record.





All entrants in the Sports Sedans up to 2000 class were quicker than the previous record, with Jim McNiven being the quickest in the class to beat the previous record by over thirteen seconds. Bobby Tuit was another in a class on his own, but he was some distance off the current record. There were five starters in the SS 4WD class, where Jordan James in the Lancer Evo snuck in by 0.98 of a second from Lasith Liyanage in the Ford Focus. The other three in the class were a little off the pace.



David McCann was the winner of the Improved Production up to 2000 class by exactly 1.5 seconds from Geoff Bower in the beautifully presented Datsun 1200. David Mackie in Mini put in only one time before a slight excursion put him out for the day. William Morgan was a fraction behind in the very nicely presented Honda Civic. Damien Pennycuik was a long way in front of the rest of the other 9 competitors in the Improved Production 2001 and over class, lowering the class record by approximately four seconds. Terry Selwyn was in second, with Tim Boyd making a comeback in third position. The whole 10 entries in this class were GCC members.

The two Historic Group N classes had only one starter in each – Graeme Scott in the up to 2000 class and Larry Kogge in the 2001 and over class. Both had their problems on the day, with Graeme going the wrong way on one occasion, and sliding off the track and getting bogged on another. In the meantime, Larry Kogge was going very well on his first run until he broke the gearbox – struggled over the line into instant retirement!

A good day appeared to be had by all. Thanks to Rob Duncan, Darryl Hamilton and Jarrod Bryant for their timing work, John Moss for stewarding, Cliff Whitehead, Linus Dalton-Smith and John Rowe for scrutineering, Bill Jennings for doing all the jobs in the timing building that no-one else was doing, Jill and Paul Hickey and Karen and Phil Tullett for lunch BBQ duties, Gary Tate on the start line, as was Peter Weymouth-Wilson and Phil Tullett. James Dyer visited for a short time in between work commitments. Thanks also to Jordan James for assisting with the packing up at the end of the day, and to WAP Motorsport and Emergency Response Services for undertaking safety duties for the day. My apologies to anyone I may have forgotten who was assisting on the day.

Results for the day are included in this Valve Bounce, as are the current points scores. The next GCC multiclub hill climb is on Sunday, October 30 – keep your eye on the MA website for entries.



# Event Rescheduled

## RACV Alpine Trial Centenary

We are pleased to advise that the RACV Alpine Trial Centenary event has been rescheduled to Saturday 15 October - Sunday 23 October 2022. This event will follow the same route as was planned in 2021.

The event will follow, as close as practicable, the route of the 1921 RACV 1000 Mile Reliability Trial

A maximum of 100 vehicles will be permitted to enter, with preference given to vehicles that competed in the original events and to other vehicles manufactured during the period of the trials: 1921-1926.

Entries will be accepted in 3 Tiers. Preference for acceptance will be in the order of these tiers.

- Tier 1:** Vehicles that actually contested any of the four RACV events between 1921-1926.

- Tier 2:** Vehicles of the same make and model as the original contestants of the 1921-1926 trials.

- Tier 3a:** Other vehicles manufactured between 1921-1926.

- Tier 3b:** Vintage vehicles up to 1930.

The event provides significant investment in regional Victoria particularly those hard hit by bushfires and then COVID.

**Registrations are now open for the 2022 event.** Please contact [racvalpinecentenary@vdc.org.au](mailto:racvalpinecentenary@vdc.org.au) to register.

We look forward to celebrating the RACV Alpine Trial Centenary in October 2022.

**RACV Alpine Trial Centenary Committee**

**NICOLE BALLINA**

Community Engagement Manager

Partnerships and Events Team

**Royal Automobile Club of Victoria (RACV) Limited**





# RACV ALPINE TRIAL CENTENARY

20-27 NOVEMBER 2021

In 2021 RACV will celebrate the centenary of the RACV Alpine Trials, events that were significant milestones in Australian automotive history. To commemorate those milestones, RACV, along with the Vintage Drivers Club, will be organising an event recreating the original 1921 Alpine Trial. The RACV Alpine Trial Centenary will be held from Saturday 20 November to Saturday 27 November 2021.

## HISTORY

RACV held a series of reliability trials between 1921-1926. The route of the inaugural 1921 trial ran from Melbourne to Lakes Entrance, Tallangatta, Mount Buffalo, Wangaratta and Healesville before returning to Melbourne via a final loop through Ballarat and Geelong.

The trial focused on Victoria's Alpine region, advocating for both tourism and the construction of better roads and services to expand the touring potential of north-east Victoria. They were both reliability and efficiency contests. Hill climbing contests and fuel consumption tests were also included with automobile companies using the associated publicity to promote their vehicles.

The RACV Alpine Trial Centenary event will follow, as close as practicable, the route of the 1921 RACV 1000 Mile Reliability Trial.

## THE CENTENARY EVENT

A maximum of 100 vehicles will be permitted to enter, with preference given to vehicles that competed in the original events and to other vehicles manufactured during the period of the trials: 1921-1926.

Entries will be accepted in 3 Tiers. Preference for acceptance will be in the order of these tiers.

**TIER 1:** Vehicles that actually contested any of the four RACV events between 1921-1926.

**TIER 2:** Vehicles of the same make and model as the original contestants of the 1921-1926 trials.

**TIER 3a:** Other vehicles manufactured between 1921-1926.

**TIER 3b:** Vintage vehicles up to 1930.

## EVENT PROGRAM

Day 1 - Saturday 20 November 2021	RACV Noble Park to Traralgon
Day 2 - Sunday 21 November 2021	Traralgon to Lakes Entrance
Day 3 - Monday 22 November 2021	Lakes Entrance to Wodonga
Day 4 - Tuesday 23 November 2021	Wodonga to Bright
Day 5 - Wednesday 24 November 2021	Bright to Mt Buffalo, Harrietville & return to Bright
Day 6 - Thursday 25 November 2021	Bright to Mansfield
Day 7 - Friday 26 November 2021	Mansfield to RACV Healesville Country Club
Day 8 - Saturday 27 November 2021	Healesville to Ballarat and finishing at RACV Goldfields Resort

Entry is now open for the RACV Alpine Centenary Trial [CLICK HERE](#)

Secretary RACV Alpine Trial Centenary  
Glenda Chivers, 10 Beaufort Rise, Warrandyte 3113  
Phone: 0431 709 248 Email: [racvalpinetrialcentenary@vdc.org.au](mailto:racvalpinetrialcentenary@vdc.org.au)





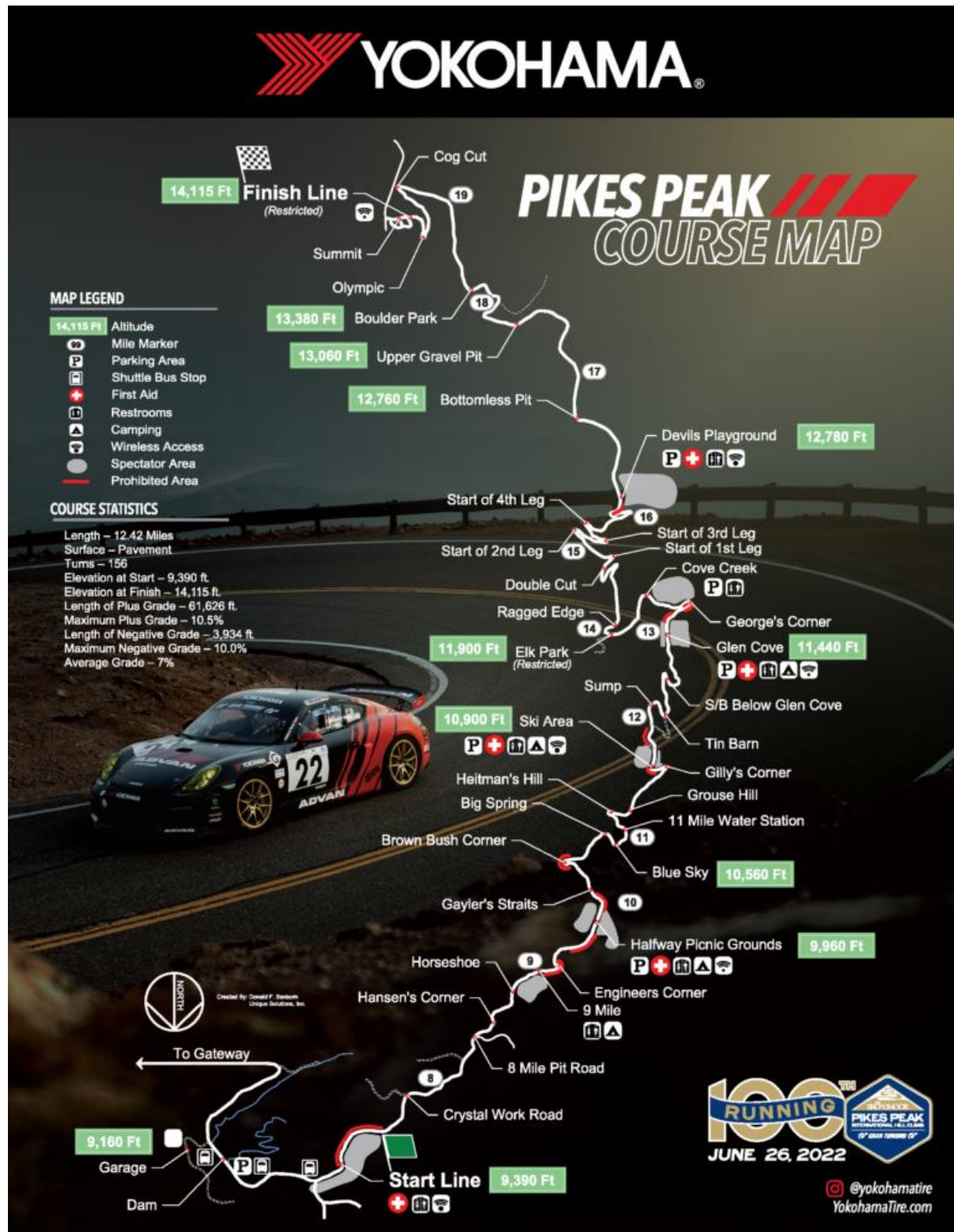


TVR Griffith V8 at Lithgow 40 Bends Hill Climb 1960s – Old Motor Racing Photographs



Not a bad way to transport your race cars!

# Hillclimbs of the world – Pikes Peak – Colorado Springs USA





Pikes Peak needs little introduction and the location is legendary in the sport of hillclimb racing. The Pikes Peak Auto Hillclimb was first held in August 1916, with the winning time taking 20min and 55sec. Since that first event it has been an event people have flocked to for over 100 years, only ever halting for WWI and WWII. The 100<sup>th</sup> running of the event took place in June this year.



Rookie of the year 2022: Henry Hill in the Wolf GB08 F1 Extreme

The track boasts 156 turns over a distance of 12.42 miles, beginning at 9,300ft above sea level and finishing at 14,115ft above sea level. The current race record is 7 minutes 57.148 seconds which was set in 2018 by French driver Romain Dumas in a prototype electric Volkswagen.

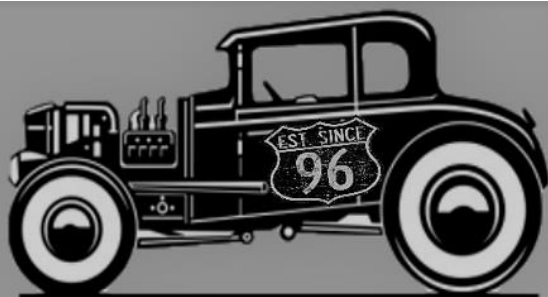
The top 10 drivers for the 100<sup>th</sup> running in 2022 were:

Driver	Class	Vehicle	Time
Robin Shute	Unlimited	2018 Wolf TSC-FS	10:09.525
David Donner	Exhibition	2022 Porsche Turbo S	10:34.053
David Donohue	Time Attack 1	2019 Porsche GT2 RS Clubsport	10:35.830
Codie Vahsholtz	Open Wheel	2013 Ford Open	10:38.259
Derek Boyd	Unlimited	2008 Mitsubishi Lancer Evo X	10:43.511
Rhys Millen	Pikes Peak Open	2016 E-Motion Porsche GT3R TT	10:52.664
Jeff Zwart	Time Attack 1	2019 Porsche 935/19	10:58.928
Rod Millen	Unlimited	1998 Toyota Tacoma	11:06.152
Daijiro Yoshihara	Exhibition	2018 Tesla Model 3	11:06.205
Paul Dallenbach	Open Wheel	2020 Sierra Alpha	11:06.387









**O'CONNELL'S TYRES**  
**136 MOORE ST, MOE**  
**(03) 5126 2822**

MECHANICAL REPAIRS

LOG BOOK SERVICES

BRAKES

ALIGNMENTS

COMPUTER SCANS

TYRE REPAIRS

WHEEL BALANCE

STEERING ADJUSTMENTS

SAFETY CHECKS

SUSPENSIONS

GENERAL REPAIRS

PARTS FITMENT

TYRE REPLACEMENT

MECHANICAL INVESTIGATION

**GCC MULTICLUB HILL CLIMB**  
**OUT AND BACK CLOCKWISE LOOP**  
**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	Time	Gap
1	Ackland	Greg	Ninja Kawasaki	Formula Libre 1301 to 2000	66.55	64.53							64.53	
2	Foley	Alan	R. Foley FL	Formula Libre up to 1300	67.20	66.54							66.54	2.01
3	Janssen	Wim	Wimp 003	Formula Libre up to 1300	69.44	69.43	70.37	69.22	68.28				68.28	3.75
4	Minahan	Bruce	Hayward	Formula Libre up to 1300	71.97	70.95	69.31	71.64	69.02				69.02	4.49
5	Minahan	Peter	Hayward	Formula Libre up to 1300	72.56	71.76	71.36	70.18	70.06				70.06	5.53
6	Moile	Ewen	Ramblebee	Formula Libre up to 1300	75.66	75.12	73.36	73.17	73.02				73.02	8.49
7	Wilson	Keith	Ninja BH1	Formula Libre up to 1300	77.61	75.87	75.01	74.74	75.12				74.74	10.21
8	Casey	David	Casey CR1	Formula Libre up to 1300	76.67	78.21	78.77	77.55					76.67	12.14
9	James	Jordan	Mitsubishi Evo	Sports Sedans 4WD	92.97	78.07	77.53	77.62					77.53	13.00
10	Liyanage	Lasith	Ford Focus	Sports Sedans 4WD	81.93	79.30	79.14	79.09	78.51				78.51	13.98
11	Burffinton	Sieven	Westfield	Clubman Sports Cars up to 1600	78.84	78.65	78.55	79.01	78.54				78.54	14.01
12	Pennycuik	Damien	Nissan Skyline	Improved Production 2001 and over	80.62	78.77	78.67	78.99					78.67	14.14
13	McNiven	Jim	Toyota Corolla	Sports Sedans up to 2000	79.86	81.29	79.72	80.55					79.72	15.19
14	Chester	Nicholas	Toyota 86	Production Sports Cars up to 2000	82.71	98.52	81.60						81.60	17.07
15	Speight	Ian	Mazda MX5	Production Sports Cars up to 2000	85.26	83.00	103.25	82.95	81.92				81.92	17.39
16	McIvor	Garry	Ford Escort	Sports Sedans up to 2000	85.86	84.42	82.57	81.99	83.18				81.99	17.46
17	Selwyn	Terry	Datsun 1600	Improved Production 2001 and over	85.84	84.75	83.14	83.06	82.44				82.44	17.91
18	Boyd	Tim	Ford Falcon	Improved Production 2001 and over	86.04	84.93	83.35	83.01					83.01	18.48
19	McCann	David	Datsun Stanza	Improved Production up to 2000	84.54	83.74	84.36	84.55	83.77				83.74	19.21
20	Penrose	Frank	Datsun 180B	Improved Production 2001 and over	86.05	84.87	83.82	85.09	84.00				83.82	19.29
21	Read	John	Mazda MX5	Production Sports Cars up to 2000	86.02	86.81	84.75	84.33	84.11				84.11	19.58
22	Pollock	Gavin	Subaru WRX	Sports Sedans 4WD	89.09	86.08	84.45						84.45	19.92
23	Bower	Geoff	Datsun 1200	Improved Production up to 2000	87.14	86.35	85.24	87.42					85.24	20.71
24	Reynolds	Lloyd	Subaru Liberty	Sports Sedans 4WD	89.84	87.54	86.32	85.44	86.84				85.44	20.91
25	Mackie	David	Morris Mini	Improved Production up to 2000	86.07								86.07	21.54
26	Morgan	William	Honda Civic	Improved Production up to 2000	86.46	86.62	86.66	87.00	88.08				86.46	21.93
27	Pollock	Deborah	Subaru WRX	Sports Sedans 4WD	91.21	89.32	93.42						89.32	24.79
28	Djulai	Dmitri	BMW 325i	Improved Production 2001 and over	92.82	91.63	90.25	90.17	89.40				89.40	24.87
29	Collins	Tegan	Mazda RX8	Production Sports Cars 2001 and over	94.61	92.29	90.93	90.20	89.46				89.46	24.93
30	Campbell	Scott	Holden Commodore	Improved Production 2001 and over	91.27	90.20	90.73	92.01	89.88				89.88	25.35
31	Bryant	Jarrod	Toyota Corolla	Sports Sedans up to 2000	92.59	92.65	90.74	90.56	90.58				90.56	26.03
32	Mayze	Ian	MG B	Production Sports Cars up to 2000	92.19	91.62	91.33	90.86	91.17				90.86	26.33
33	Boyd	Allan	Ford Falcon	Improved Production 2001 and over	96.55	93.61	92.91	91.36					91.36	26.83
34	Tuit	Bobby	Isuzu Gemini	Sports Sedans 2001 and over	92.44	91.47	101.45	93.15					91.47	26.94
35	Kogge	Larry	Torana XU1	Historic Group N 2001 and over	91.82								91.82	27.29
36	Murphy	Euan	Mazda RX7	Production Sports Cars 2001 and over	93.06	92.68	93.47	93.26					92.68	28.15



**GCC MULTICLUB HILL CLIMB  
OUT AND BACK CLOCKWISE LOOP  
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	Time	Gap
37	Weymouth-Wilson	Steven	FPV F6	Improved Production 2001 and over	95.89	95.70	95.14	92.92					92.92	28.39
38	Djulai	Valery	BMW 325i	Improved Production 2001 and over	94.60	93.94	95.18	93.30	94.56				93.30	28.77
39	Johnson	Laurie	Hyundai Veloster	Improved Production 2001 and over		96.26	94.35	93.95	93.58				93.58	29.05
40	Smethurst	Phillip	Marcos Mini	Sports Cars up to 2000	101.72	101.65	99.82	95.73	95.45				95.45	30.92
41	Scott	Graeme	Morris Mini	Historic Group N up to 2000			110.30	107.94	104.66				104.66	40.13

## GIPPSLAND CAR CLUB

## KHANACROSS

September 11, 2022

## RESULTS

Outright Place	NAME	CLUB	VEHICLE	CLASS	RUN 1		RUN 2		RUN 3		RUN 4		RUN 5		RUN 6		RUN 7		TOTAL
					Car Park ANTI		Car Park CLOCK		BOTTOM LOOP		BOTTOM LOOP		TAB NORTH		TAB SOUTH		CAR PARK OLD		
					Rank	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	
1	Roderick Macnab	MX5VT	Mazda MX5	C	1	31:00		30:15		35:78		35:89		42:00		53:71		33:25	281.78
2	Andrew Tate	MX5VT	Mazda MX5	D	1	31:10			F	35:18		34:34		42:01		52:87			284.77
3	William Roder	MX5VT	Mazda MX5	C	2	WD		29:55		34:33		34:13		41:64		52:20		33:06	285.91
4	Matthew Paultet	GCC	Hyundai Excel	F	1	29:54		30:88		34:00		34:64		40:35		53:07		43:67	286.25
5	David Mackrell	MX5VT	Mazda MX5	C	3	WD		30:83		35:91		35:83		42:86		54:14		35:08	275.65
6	David Satter	MX5VT	Mazda MX5	C	4	32:80		31:82		36:04		38:54		45:61		57:61		36:13	278.35
7	Dean Evans	GCC	Holden Commodore	D	2	FS		32:45		36:24		36:84		43:04		56:27		34:96	280.80
8	Steven Cassar	MX5VT	Mazda MX5	D	3	36:00		42:25	F	34:78		35:94		40:69		53:00		40:60	283.26
9	Simon Willis	MX5VT	Mazda MX5	C	5	30:94		30:25		36:25		WD		43:59		55:96		33:58	284.09
10	Peter Ferguson	GCC	Mazda MX5	C	6	31:97		30:90		37:63		37:78		44:45		58:45		43:85	285.03
11	Darren Groatorex	MX5VT	Mazda MX5	C	7	33:25		32:70		40:25		40:35		47:50		60:94		35:50	290.39
12	David Elson	MX5VT	Mazda MX5	C	8	32:78		32:07		38:80		41:62		48:41		61:85		36:85	292.38
13	Robert Jorgensen	FCCV	Fiat 500	C	9	32:15		32:18		39:69		41:47		56:48		58:82		35:33	296.12
14	Andrew Waddleton	MX5VT	Mazda MX5	C	10	33:33		33:64		39:15		40:24		49:55		65:00	X	38:77	297.68
15	Robert Krygsmann	MX5VT	Mazda MX5	C	11	34:81		33:38		40:57		42:92		48:89		61:53		37:20	298.30
16	Jack Groatorex	MX5VT	Mazda MX5	J	1	35:00		33:11		41:16		40:86		49:10		62:48		42:52	304.23
17	William Roshier	GCC	Ford Fiesta	C	12	31:68		32:43		40:27		42:40		51:48		71:21	X	35:38	304.85
18	Euan Murphy	GCC	Mazda RX7	D	4	35:39		33:68		39:94		41:14		53:49		60:25		41:60	305.49
19	Jarrod Bryant	GCC	Toyota Corolla	C	13	34:55		34:02		41:12		42:46		53:11		64:39		36:33	305.88
20	Jeffrey Marsh	MX5VT	Mazda MX5	C	14	31:50		31:83		37:65		37:79		WD		59:33		36:38	308.14
21	Declan Willis	MX5VT	Mazda MX5	C	15	32:68		31:82		38:60		40:48		68:66		62:33		34:90	309.47
22	Alyssa Perks	GCC	Mazda MX5	J	2	34:35		35:11		41:32		41:84		48:94		64:02		44:60	310.98
23	Bradley Dawson	MX5VT	Mazda MX5	C	16	32:70		31:30		38:11		40:15		WD		60:10		36:68	312.70
24	Jeffrey Cameron	HRA	Datsun 160J	D	5	39:06	F	33:62		39:78		38:54		44:88		68:51	2F	53:56	317.95
25	Ella Jorgensen	FCCV	Fiat 500	C	17	35:07		35:36		45:21		46:73		54:54		65:88		37:80	320.57
26	Paul Sadler	MX5VT	Mazda MX5	C	18	36:00		WD		46:84		41:45	F	54:82		66:56		38:75	325.66
27	Henry Jorgensen	FCCV	Fiat 500	C	19	34:64		33:10		41:50		48:72		62:12	T	69:33		36:55	325.96
28	Byron Townsend	GCC	Austin 1800	F	2	34:15		35:93		45:26		46:24		58:10		71:38	F	41:76	332.82
29	Jeremy Dawson	MX5VT	Mazda MX5	J	3	38:12		38:56		48:48		45:26	F	54:46		71:62	F	38:59	337.09
30	Rocco Spinley	MX5VT	Mazda MX5	J	4	31:72		34:49	FS	37:24		53:78		63:36		63:36	F	35:00	339.53
31	Antony Franks	PAC	Ford Fiesta	C	20	WD		33:47		48:60		42:66		WD		63:42		37:40	340.21
32	Tegan Collins	SAV	Mazda RX8	D	6	35:33		WD		38:44		41:17		WD		70:62		40:61	342.08
33	Sahar Dauti	GCC	Mazda RX7	D	7	31:52		37:08		40:54		41:85		WD		60:48		DNS	343.69
34	Andrew Dickinson	MX5VT	Mazda MX5	C	21	WD		WD		41:55		45:24		52:30		66:71		DNS	346.61
35	Angus Clark	GCC	Ford Fiesta	J	5	59:34		39:60		48:60		53:30	T	58:71		75:53		48:65	384.73
36	Oliver Franks	PAC	Ford Fiesta	J	6	38:55		37:57		52:90		54:95		87:48	F	79:10	F	41:33	391.88
37	Hamish Murphy	GCC	Mazda 6	J	7	WD		39:71	F	52:28		57:84		69:89	2F	74:58		43:69	402.63
38	Sarah Seddon	GCC	Mazda 323	J	8	46:85		46:10		59:67		58:45		80:44		DNS		DNS	474.36
39	Sam Gilson	GCC	Ford Fiesta	J	9	WD		49:26		73:94		79:78		83:27		100:35		63:50	519.44
40	Leo Dickinson	MX5VT	Mazda MX5	J	10	WD		59:25		67:30		73:42		DNS		88:31		DNS	533.80
41	Carlin Seddon	GCC	Mazda 323	J	11	57:55		50:00		77:45		69:64		105:81		DNS		DNS	544.30

## 2022 GCC KHANACROSS CHAMPIONSHIP

		R1 27-Feb	R2 26-Mar	R3 1-May	R4 5-Jun	R5 17-Jul	R6 11-Sep	R7 23-Oct	R8 11-Dec	Total
OUTRIGHT										
1	Matthew Paulet	20	20	20	20		20			100
2	Dean Evans	17	15		17	17	17			83
3	Peter Ferguson	15	13		15	15	15			73
4	David French	10	7	13	10					40
5	Aileen French	7	6	15	8					36
6	Alyssa Perks		5		7	11	9			32
7	Sarah Seddon			11	4	10	4			29
8	Frank Penrose	13	11							24
9	Byron Townsend					13	8			21
10	William Roshier		8				13			21
11	James Dyer					20				20
12	Mark Homer		17							17
13	Edward Lewis			17						17
14	Andrew Evans		9		6					15
15	Angus Clark	4			5		6			15
16	Sei Vella				13					13
17	Morgan William	11								11
18	Scott Seddon				11					11
19	Caitlin Seddon					9	2			11
20	Euan Murphy						11			11
21	Neil Roshier		10							10
22	Jarrold Bryant						10			10
23	Terrence Selwyn	9								9
24	Raymond Vella				9					9
25	Mark Newton	8								8
26	Safet Dauti						7			7
27	Mitchell Newton	6								6
28	Emily Newton	5								5
29	Hamish Murphy						5			5
30	Sam Gillson						3			3

Production 2WD up to 2000 capacity										
		R1	R2	R3	R4	R5	R6	R7	R8	Total
NAME										
1	Peter Ferguson	20	20		20	20	20			100
2	William Roshier		15				17			32
3	Sei Vella				17					17
4	Morgan William	17								17
5	Neil Roshier		17							17
6	Terrence Selwyn	15								15
7	Raymond Vella				15					15
8	Jarrold Bryant						15			15
9	Emily Newton	13								13



Production 2WD 2001 and over									
1	Dean Evans	20	17		20	17	20		94
2	David French	15	11	17	15				58
3	Aileen French	11	10	20	13				54
4	Frank Penrose	17	15						32
5	Andrew Evans		13		11				24
6	James Dyer					20			20
7	Mark Homer		20						20
8	Scott Seddon				17				17
9	Euan Murphy						17		17
10	Safet Dauti						15		15
11	Mark Newton	13							13
12	Mitchell Newton	10							10

SPECIAL									
1	Matthew Paulet	20	20	20	20		20		100
2	Byron Townsend					20	17		37
3	Edward Lewis			17					17

JUNIOR									
1	Alyssa Perks		20		20	20	20		80
2	Sarah Seddon			20	15	17	13		65
3	Angus Clark	20			17		17		54
4	Caitlin Seddon					15	10		25
5	Hamish Murphy						15		15
6	Sam Gillson						11		11



Gordon Dobie – Datsun 2000 – Gippsland Park circa 1977

GCC Multiclub Hillclimb				25-September-2022		
Out & Back Clockwise Loop		TRACK RECORD		70.02		
		New Class Record				
Club Rank		Run Time	Class	Class Record	SCORE	CLASS POSITION
1	Jim MCNIVEN	79.72	Sports Sedans up to 2000	93.08	0.856	1
2	Garry MCIVOR	81.99	Sports Sedans up to 2000	93.08	0.881	2
3	Alan FOLEY	66.54	Formula Libre up to 1300	70.02	0.950	1
4	Damien PENNYCUICK	78.67	Improved Production 2001 and over	82.60	0.952	1
5	Jarrod BRYANT	90.56	Sports Sedans up to 2000	93.08	0.973	3
6	Wim JANSSEN	68.28	Formula Libre up to 1300	70.02	0.975	2
7	Steven BUFFINTON	78.54	Clubman Sports Cars up to 1600	79.77	0.985	1
8	Bruce MINAHAN	69.02	Formula Libre up to 1300	70.02	0.986	3
9	Terrence SELWYN	82.44	Improved Production 2001 and over	82.60	0.998	2
10	Greg ACKLAND	64.53	Formula Libre 1301 to 2000	64.53	1.000	1
11	Jordan JAMES	77.53	Sports Sedans 4WD	77.53	1.000	1
12	Ian SPEIGHT	81.92	Production Sports Cars up to 2000	81.92	1.000	1
13	Euan MURPHY	92.68	Production Sports Cars 2001 and over	92.68	1.000	1
14	Peter MINAHAN	70.06	Formula Libre up to 1300	70.02	1.001	4
15	Tim BOYD	83.01	Improved Production 2001 and over	82.60	1.005	3
16	Lasith LIYANAGE	78.51	Sports Sedans 4WD	77.53	1.013	2
17	Frank PENROSE	83.82	Improved Production 2001 and over	82.60	1.015	4
18	Geoff BOWER	85.24	Improved Production up to 2000	81.89	1.041	1
19	Ewen MOILE	73.02	Formula Libre up to 1300	70.02	1.043	5
20	Matthew MORGAN	86.46	Improved Production up to 2000	81.89	1.056	2
21	Keith WILSON	74.74	Formula Libre up to 1300	70.02	1.067	6
22	Dmitri DJULAI	89.40	Improved Production 2001 and over	82.60	1.082	5
23	Scott CAMPBELL	89.88	Improved Production 2001 and over	82.60	1.088	6
24	David CASEY	76.67	Formula Libre up to 1300	70.02	1.095	7
25	Lloyd REYNOLDS	85.44	Sports Sedans 4WD	77.53	1.102	3
26	Allan BOYD	91.36	Improved Production 2001 and over	82.60	1.106	7
27	Ian MAYZE	90.86	Production Sports Cars up to 2000	81.92	1.109	2
28	Valeriy DJULAI	93.30	Improved Production 2001 and over	82.60	1.130	8
29	Laurie JOHNSON	93.58	Improved Production 2001 and over	82.60	1.133	9
30	Larry KOGGE	91.82	Historic Group N 2001 and over	80.74	1.137	1



The business end of Nigel Tait's BT17 Repco Brabham Sports Car

GCC CLUB CHAMPIONSHIP - 2022								
	# GCC Entrants	46	37	25	24	30	30	
PLACE		GCC Multiclub Hillclimb 19-Feb-22	VHCC4 18-Apr-21	GCC Multiclub Hillclimb 19-Jun-22	GCC Multiclub Hillclimb 24-Jul-22	VHCC7 28-Aug-22	GCC Multiclub Hillclimb 25-Sep-22	CHAMPIONSHIP @ 03-Oct-22
1	Damien Pennycuik	1.017	0.999	0.977	0.971	0.997	0.952	5.913
2	Ian Speight	1.058	1.011	0.954	1.000	1.025	1.000	6.048
3	Larry Kogge	1.011	1.007	0.999	1.000	1.007	1.137	6.161
4	Wim Janssen	1.181	1.096	0.985	1.000	1.034	0.975	6.271
5	Jim McNiven	1.041	1.038		0.938	1.011	0.856	4.884
6	Steven Buffinton	1.051	0.998	1.013	0.912		0.985	4.959
7	Rhys Yeomans	0.980		0.990	0.960	0.988		3.918
8	Sei Vella	1.058	1.025	0.947		1.000		4.030
9	Jordan JAMES	1.041	1.028			0.989	1.000	4.058
10	Dale Hocking	1.066	1.023		0.934	1.051		4.074
11	Garry McIvor	1.095	1.121	1.036			0.881	4.132
12	Frank PENROSE			1.046	1.043	1.077	1.015	4.180
13	Ewen Moile	1.094	1.073			1.013	1.043	4.223
14	Kevin Baptist	1.075	1.078	1.075		1.074		4.303
15	Geoffrey Bower	1.097	1.160	1.101			1.041	4.399
16	Ian MAYZE		1.125	1.071	1.095		1.109	4.399
17	Raymond Vella	1.160	1.114	1.070		1.057		4.401
18	David Casey	1.211	1.144		1.000		1.095	4.449
19	Lex Thorbecke	1.208	1.232	1.206	1.045			4.691
20	Laurie JOHNSON		1.252	1.166		1.224	1.133	4.775
21	Alan Foley	1.062				0.941	0.950	2.954
22	Warren HEATH		1.003		0.958	1.001		2.962
23	Bruce MINAHAN		1.066			0.982	0.986	3.034
24	Colin Newitt	1.042	1.003	1.028				3.073
25	Terrence Selwyn	1.014				1.075	0.998	3.087
26	Peter MINAHAN		1.068			1.043	1.001	3.111
27	Stuart Haverkort	1.072	1.066			0.989		3.128
28	Thomas Inkster	1.081	1.059			1.000		3.139
29	Ian Maud	1.106		0.981		1.080		3.167
30	Michael Goossens	1.094	1.018			1.081		3.192
31	David Cantwell	1.082	1.108			1.024		3.213
32	Brody Goossens	1.092	1.036			1.091		3.218
33	Matthew Morgan	1.111			1.068		1.056	3.235
34	Raymond Dore	1.090	1.072			1.081		3.243
35	Geoff Cooling	1.101	1.107			1.108		3.316
36	Wesley Inkster	1.107	1.148			1.130		3.385
37	Tim Boyd	1.050					1.005	2.055
38	Jarrold BRYANT				1.086		0.973	2.059
39	Gregory Ackland	1.071					1.000	2.071
40	Mike BARKER		1.111			1.001		2.111



GCC CLUB CHAMPIONSHIP - 2022								
	# GCC Entrants	46	37	25	24	30	30	
PLACE		GCC Multiclub Hillclimb 19-Feb-22	VHCC4 18-Apr-21	GCC Multiclub Hillclimb 19-Jun-22	GCC Multiclub Hillclimb 24-Jul-22	VHCC7 28-Aug-22	GCC Multiclub Hillclimb 25-Sep-22	CHAMPIONSHIP @ 03-Oct-22
41	Mitchell Newton	1.100		1.045				2.146
42	Scott CAMPBELL				1.099		1.088	2.188
43	Euan MURPHY			1.196			1.000	2.196
44	David FRENCH			1.134	1.066			2.201
46	Brett Wild	1.092	1.112					2.204
47	Keith Charman	1.141	1.102					2.242
48	Allan Boyd	1.143					1.106	2.249
49	Aileen FRENCH			1.200	1.094			2.294
50	Paul Grey	1.164	1.177					2.341
51	Levi AZZOPARDI			1.200	1.161			2.361
52	Dylan Grey	1.209	1.172					2.381
53	Keith Wilson	1.454					1.067	2.521
54	Noel LINDSAY		1.416			1.416		2.832
55	James DYER				0.876			0.876
56	Travis Selwyn	0.997						0.997
57	Craig WEBB				1.000			1.000
58	Lasith LIYANAGE						1.013	1.013
59	Stephen BANKS			1.023				1.023
60	Jai AZZOPARDI				1.027			1.027
61	Robert DUNCAN			1.054				1.054
62	John MAHY			1.062				1.062
63	Mark Newton	1.062						1.062
64	Barry Gibbons	1.080						1.080
65	Dmitri DJULAI						1.082	1.082
66	Ernest MAWHINNEY				1.092			1.092
67	Col HUNTER		1.095					1.095
68	Connor HUNTER				1.096			1.096
69	Lloyd REYNOLDS						1.102	1.102
70	Valeriy DJULAI						1.130	1.130
71	Paul Murphy	1.143						1.143
72	Benjamin Selwyn	1.162						1.162
73	Robert Cowman	1.201						1.201
74	Stacey Kronk	1.221						1.221
75	Emily Newtorn	1.251						1.251
76	David PARR		1.270					1.270
77	Mark ATKINSON		1.327					1.327
78	Svasdivong SVASDIKUL NA AYUT			1.392				1.392

# **MOE PARKLANDS MOTEL**



- Closest motel to Bryant Park!
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- Family restaurant next door
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- BBQ area

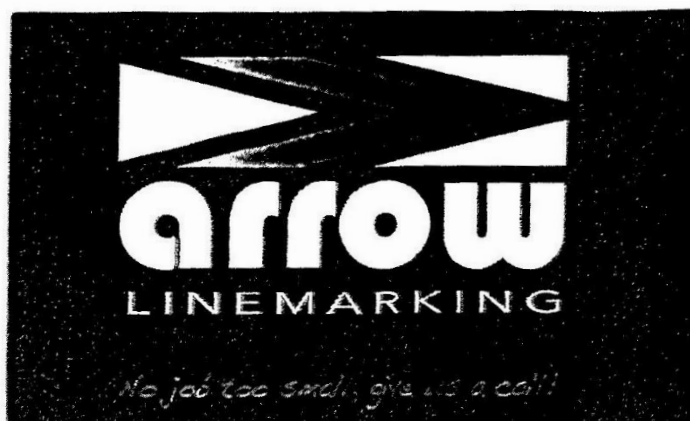
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- For your evening meal, Rookies Bar and Restaurant is next door.
- A dip in our solar-heated pool will relax you at the end of a day enjoying all that Moe and surrounds has to offer.

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