



VALVE BOUNCE

November 2022



Ian Mayze in the MGB Roadster – pic by Kev Wilson

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MAGAZINE CONTRIBUTIONS Forward by email to jarrodbryant29@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.

2022 - 2023 Event Calendar

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 – POSTPONED TO MARCH 18/19, 2023
Sunday 13	Motors at the Mansion, Lara
Sunday 13	Rarities and Replicas, Gippsland Vehicle Collection, Maffra
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	American Breed 2022, The Manhattan, Ringwood
Sunday 20	31st Historic and Classic Hill Climb, Rob Roy
Wednesday 23	David McAdam private hire
<u>Thursday to Friday, 24/25</u>	<u>Monash University track hire</u>
Thursday to Sunday, 24/27	Challenge Bathurst
Friday to Sunday, 25/27	Geelong Revival Motoring Festival, Ritchie Blvde, Geelong
<u>Saturday 26</u>	<u>Jason Bargwanna track hire at Bryant Park</u>
Sunday 27	RACES East Sale Sprint

DECEMBER

Thursday to Sunday 4	Adelaide Supercars 500 in the Adelaide Parklands
Saturday 3	GCC Multiclub Twilight Hill Climb at Bryant Park
Saturday 3	MSCA Come and Try Day at Phillip Island
Tuesday 6	Valve Bounce collation
Sunday 4	AROCA Sprints at Phillip Island
Saturday 10	WORKING BEE/CLUB PRACTICE DAY
Sunday 11	GCC Khanacross at Bryant Park
Tuesday 13	Board Meeting
<u>Wednesday 14</u>	<u>Volkswagen Group track hire at Bryant Park</u>

JANUARY

Sunday 15	
Tuesday 10	Valve Bounce collation
Sunday 15	VHCC Round 1, Rob Roy (TBC)
Tuesday 17	Board Meeting, 7.00 p.m., Clubrooms
Sunday 29	Cruden Farm Festival of Motoring

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

<u>Sunday 5</u>	<u>Porsche Club of Victoria track hire at Bryant Park</u>
Tuesday 7	Valve Bounce collation
Thursday to Sunday, 9/12	Phillip Island Classic Historic Race Meeting
Friday to Sunday, 10/12	Repco Supercars at Newcastle, NSW
Saturday to Sunday, 11/12	Longford Grand Prix Expo, Longford Tasmania
Sunday 12	Yarra Glen Swap Meet, Yarra Glen Racecourse

Monday 13	Seymour's Annual Show and Shine, King's Park, Seymour
Monday 13	Labour Day Holiday
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
Saturday to Sunday, 25/26	VHCC Round 3, Mt. Leura, Camperdown (TBC)
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
Friday 7	Good Friday
Sunday 9	Easter Sunday
Tuesday 11	Board Meeting, 7.00 p.m., Clubrooms
Sunday 16	GCC Khanacross at Bryant Park (TBC)
Sunday 23	VHCC Round 4, Bryant Park (PIARC) (TBC)

MAY

Tuesday 2	Valve Bounce collation
Tuesday 9	Board Meeting, 7.00 p.m., Clubrooms
Sunday 14	Mother's Day
<u>Saturday to Sunday, 20/21</u>	<u>Terry Baker Motorsport Weekend track hire at Bryant Park</u>
Saturday to Sunday 20/21	VHCC Round5, Mt Leura, Camperdown (TBC)
Saturday to Sunday, 27/28	46 th Historic Winton
Sunday 28	GCC Khanacross at Bryant Park (TBC)

JUNE

Sunday 4	GCC Multiclub Hill Climb at Bryant Park (TBC)
Tuesday 6	Valve Bounce collation
Saturday to Sunday, 10/11	VHCC Round 6, One Tree Hill, Ararat (TBC)
Tuesday 13	Board Meeting, 7.00 p.m., Clubrooms

JULY

Sunday 2	GCC Khanacross at Bryant Park (TBC)
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	VHCC Round 7, Bryant Park (VMCI) (TBC)

SEPTEMBER

Sunday 3	Father's Day
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	Valve Bounce collation
Tuesday 9	Board Meeting, 7.00 p.m., Clubrooms
Sunday 22	GCC Khanacross at Bryant Park (TBC)
Sunday 29	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

Saturday December 3rd at Bryant Park

Next GCC Khanacross

Sunday December 11th at Bryant Park

Next GCC Working Bee & Club Practice

Saturday December 10th at Bryant Park – 9am start with lunch provided. Practice from 1pm



Peter Gumley – AHCC 2004 at Gippsland Park

Editorial Ponderings:

I took part in the Khanacross on October 23rd which is always a bit of fun. I have always loved the absolute grass roots nature of Motorkhana and Khanacross and I think it's an amazing way to learn car control and skill.

The highlight of this event for me was that it marked the first time my youngest son Josh has competed in a motorsport event. The beauty of Khanacross is that he could sit in with me on my run first before having to do his run. This both helped settle his nerves and also allowed him to see how to run the course in the right direction. One thing I have always tried to achieve in these events is to not have any WD's and to not get any penalties (something I didn't achieve in this event) which is the challenge I set for Josh.

He progressively got quicker throughout the day as he got more and more comfortable and did indeed finish without a WD and without a penalty. He also had a grin from ear to ear and absolutely loved the day. It was great to see a big field of juniors in the event and it reminded me of my teenage years driving motorkhana at "The Farm" above Gippsland Park.

It's great to see such a large amount of support for these grass roots events (especially with the showing from the MX-5 club) and I encourage anyone who has never taken part in a Khanacross to have a go. It can be safely done in a road car and it's a great way to teach your kids some skills before they hit the open roads.

For me I suspect we will be a dual entered car at the majority of events as we move forward!

See you soon....Jarrod Bryant



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.**

AHCC Class, 1st 2018

VHCC Class, 1st 2021

VHCC Class, 2nd 2022

Email raymonddore47@gmail.com

Mobile 0427 665528

Robert Webster has the following for sale - 0419 440 152

- 1 Helmet, open face: Bell white XLG: and open face: Snell, white, XL.
\$350.00
- Hans Device 111 20M size Medium as new \$350



3K corolla engine.

Argo rods,
Performance pistons,
Speco cam,
Balanced
Steel flywheel.
\$2500 ONO.

Hugh Gartley

Ph, 51553755

ROADWORKS - THIS IS MY LAST WORD ON THE SUBJECT! Is the roadwork on the corner of Haunted Hills Road and Bill Schulz Drive finished or is it not? Being on the ground at the spot, the answer appears to be yes, as all of the earthworks on the through road certainly appear to be finished, line marking has been completed, the traffic island is finished, and the road signs are in place. I am not a road engineer, but to my way of thinking, the finished product is not the best and safest example of road work I have seen. According to the Council, work is still in progress, but there is absolutely no sign of this occurring. As I have said previously, if I was towing a racing car on a trailer or a truck, or I was driving a B Double, I would not go along Haunted Hills Road and turn into Bill Schulz Drive. Coach Road is the go!

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. The TBC's are still on most of the events, but a number of our khanacross events have already been moved to a different date. It is unlikely that there will be much movement with the hill climb dates, but time will tell. Other dates to be included as soon as possible are the East Sale sprint dates (assuming the November 27 event on the new track is successful), hill climbs run by other Clubs at other tracks, and any other events which would be of interest to our members. I have included a photograph of the new East Sale track for your perusal – if you are interested in entering, you had better do so quickly as entries normally fill up extremely quickly – I am sure that this will be the case with the new track on offer.

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. **WE WERE NOT RUSHED WITH OFFERS!** There are hill climbs almost every weekend between now and Christmas, so plenty of time to show some interest.

NEW REFRIGERATOR We had two industrial type refrigerators in the clubrooms, and both decided to die at the same time – thanks to swift work by Ken Neilson, we were able to acquire another machine in a short period of time from Aygee in Traralgon – this has been installed and is working well.

TRACK EDGE EARTH MOVEMENTS Drivers may have noticed some land slippage soon after Classic Corner – this will be attended to in the very near future as there is a very real danger of damage to the track in the vicinity of the finish line. Large concrete blocks are being acquired, and landfill will be placed behind the blocks after they have been put in position.

AUSTRALIAN HILL CLIMB CHAMPIONSHIP SUCCESS Rhys has written elsewhere in this edition about the exploits of three of our members who visited Mt Cotton Queensland for this event. Congratulations to Greg Ackland (second outright and class winner), Alan Foley (fifth outright and class winner) and Warren Heath (class winner) – excellent performances by all three.

NOISE AND WEIGHT It has become noticeable in recent times that some cars are very noisy, and much noisier than they should be according to the MA Manual of Motorsport. We need to be cognisant of the fact that people are now building houses not too far distant from the track on Coach Road, and we need to take care that we do not antagonise such people in order to ensure that we do not receive noise complaints. As such, we are going to have a noise meter at some of our future events – readings will be taken at random at a position 30 metres from the track as specified in the MA noise measurement rules. We will also have a set of scales at some of our future events – this is not to weigh drivers or officials, but to weigh cars. The MA Manual of Motorsport sets out minimum weights for all of the classes of cars that compete at our track – do you know how much your car weighs and do you know what the minimum weight is for cars in the class/category in which you compete. It could be of interest to you to find out.

NEXT WORKING BEE AND CLUB PRACTICE DAY This will be held on Saturday, December 10 – this will give us the opportunity to spruce the place up for the Christmas Holiday period and will give you the last opportunity for the year to try your car out before it is parked for the holiday period.

HOLIDAY TRACK CLOSURE It is normal practice for us to close the track for the Christmas holiday period – this will probably commence soon after our final khanacross for the year, and reopen towards the end January – the closure gives those who spend half of their life at the track a holiday period.

RACES East Sale Sprints are Back! Below is the new circuit layout for the November event.



Australia Hillclimb Championship 2022 – Rhys Yeomans

MG Car Club of Qld were host of this year's Australia Hillclimb Championship at Mt Cotton and Gippsland Car Club had three members heading north to compete. Extreme wet weather saw the cancellation of Sunday's competition, with Saturday's runs determining the results of the event.

After winning the Improved Production up to 1600 Class this year in the Victorian Hillclimb Championship, Warren Heath was out in his Ford Laser to take a national title. While only two competitors in the Class, Warren was able to beat the current Class Lap Record holder, Brian Veal in his Honda Civic, by a comfortable margin running a fastest time of 49.43. He commented that his car ran flawlessly all event, requiring nothing more than tyre pressure monitoring!



Alan Foley in his R Foley Formula Libre had an eventful race meeting, requiring the head off his recently purchased wrecker engine twice and on the 2nd run for Saturday, broke a suspension mount which required welding to repair. He then missed his 3rd run before putting down his fastest run of 41.11 to win Formula Libre 751 – 1300 and also place 5th outright. Alan sends a special thanks to Greg and Warren for their efforts with helping him with his mechanical woes during the event.



(Sorry Alan, only photo I could find of you was i

Greg Ackland returned to Mt Cotton, hoping to replicate his 2013 Australian Hillclimb Championship win. He was happy with his pace early on in practice. On Saturday, he made sure to put at least one run down to ensure a class win (only one in class!) and then continued to improve on his times as track conditions improved. In his 4th run, he turned in early on T1 resulting in the car mounting the curb and a losing drive up the 1st straight. Greg finished the day with a 37.83, 2nd overall by -0.37 behind Mt Cotton local, Dean Tighe.



GCC KHANACROSS, OCTOBER 23, 2022 – the second last Khanacross for the year! John Bryant

Forty one competitors entered this event which as held on a pleasant day weather wise – thirty seven made the start line! Eight juniors were involved, and of those, two had never run in a khanacross previously. All competitors had the opportunity of completing eight runs – Pit Area A and B, bottom loop clockwise and bottom loop anticlockwise, There and Back north side and There and Back Southside, and Top pit area clockwise and Top pit area anticlockwise. There were probably more penalties at this event than at the previous event, and a glance at the results will show this to be the case – some drivers had many penalties, whilst one first time junior had none! Seventeen of the entrants were GCC members, whilst most of the rest were Mazda MX5 Club members.

Andrew Tate took out the fastest time for the day – second and third were also Mazda MX5 mounted, Simon Wills in second and David Mackrell in third. One of the pre event favourites, GCC member Matt Paulet in his “Hyundai”, managed to complete a spin in Run 7 (which he also did in the previous khanacross) and lost up to 10 seconds on this run, and also lost his opportunity to take out the fastest time for the day. We had to go all way down to position 16 to find the next GGC finisher, David French – in fact, most of the Mazda MX5 drivers finished in first 20, whilst most of the GCC members finished from position 17 downwards – there must be a moral to this story, but I am not sure what it is (probably buy a Mazda MX5 to compete in khanacross events!)

The results for this event are to be found elsewhere in this edition of Valve Bounce, as are the current points scores for the Khanacross Championship for the year to date. The next, and last, khanacross for the year will be held on Sunday, December 11. Thanks to Rob Duncan, Gordon Dowthwaite, Scott Seddon, Rhys Yeomans and the regular Mazda MX5 Club members for making this a successful day.



A HILL CLIMB WITH A DIFFERENCE – MULTICLUB EVENT OCTOBER 30, 2022 John Bryant

Pics by Kev Wilson

This was a shorts and thongs day – good day for a hill climb. I had the feeling, however, that something was wrong when I arrived at the track as the WAP Motorsport Fire and Rescue crew were nowhere to be seen, and they are always the first people there on the morning of an event. Anyway, try not to stress and hope that they arrive in time for the event. We can cover the non-arrival of the Fire and Rescue at a pinch, but we cannot cover the non-arrival of the ambulance for the event. By 9.30 a.m. we were in a mild state of panic so started the phone calls to try and find the location of the ambulance and the rescue. It turned out that the ambulance was in Mildura and we never did find out about WAP. Due to lack of communication or miscommunication, both of the services were of the belief that we had cancelled our event, and were having it on the next weekend (Nov 6, which in actual fact is a Kyneton Car Club track hire) – we are not sure how or why this happened, but it did, so we were left with a rather large problem. We had the competitors and the officials, but we did not have an ambulance or a rescue crew.



What do we do? The three choices were to pack up and go home, turn the event into a practice day, or see if we could change the permit to turn the event into a Regularity hill climb, something that we had never done before. John Moss and I had a discussion about how we might be able to do this, and came up with a plan. Contacting MA was the key to success. Luckily, senior MA Steward Terry Buxton walked in the door at this time to assess Gavin Porthouse as a steward – John Moss accosted Terry, outlined our situation, and Terry then contacted MA. After a short discussion, the permit was amended to let us run a Regularity event – all we had to do then was to come up with the finer details.

By this time we had actually had the drivers briefing – the only problem was that we did not know what we were actually doing! A quick vote determined that we would use the Figure 8 Track for the day, as distinct from using two tracks which is what we were originally supposed to do. Those of you who have participated in regularity events know that you are required to nominate a time prior to

the event, and then you try and circulate at the nominated time – faster or slower gains or loses points. We could not do this as most would not have been able to nominate a time for this track, particularly those who had never driven on that configuration previously.



QUICK SOLUTION: Compare the fastest time for each person with the slowest time for each person, and the difference becomes their regularity score – the more consistent the driver the lower the Time Difference, e.g. Dylan Goodwin scored a fastest time of 68.71 seconds and a slowest time of 69.50 seconds, leaving a time difference of 0.79 seconds. Dylan was thus the winner of our Regularity system for the day, with Mark Samson in second with a score of 0.90 seconds, and Ian Speight in third with 1.03 seconds.



One of two problems we had with the whole day was that we could not use the system to score points for the Club Championship, as we were not actually running a hill climb, which is a Speed Event - we were running a Non Speed Event, for which the MA rules about safety equipment etc. are different. After all of the decision-making we started the day about half an hour late, had seven runs for each competitor, and finished the day about 3.15 p.m. – everyone appeared to be happy in their work. The second problem we had is that we could not recognise track records for this configuration if, in fact, anyone did go faster than their class record.



An interesting day – maybe this type of event could be run again in the future, but with all competitors nominating their time for the day before they started competing.

Thanks to Rob Duncan, Daryl Hamilton, Phi Tullett, Paul, Jill and David Hickey, John Moss, Gavin Porthouse (who is now a qualified steward after the day), Cliff Whitehead, Linus Dalton-Smith, John Rowe, Rhys Yeomans and I am sure there is someone else I have forgotten, for assisting on this DIFFERENT day. There are two sets of results included in this edition of Valve Bounce, but the Club Championship points have not changed since our last event.

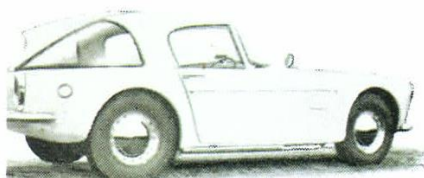
We have one more of our own hill climbs for the year, that being a twilight event on Saturday, December 3, although a glance at the Calendar will show that there are many events between now and then. Anyone can come and spectate at track hires, and anyone can come and assist with the timing.

The car you'll never drive ...



Australia's top motoring writers and authorities have driven it . . .

The product of over 30 years' automotive experience . . . the Repco experimental car (above and below)



REPCO ENGINEERED PRODUCTS

Super 'X' rings for re-ringing;
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engine bearings; ring gears;
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and they've been enthusiastic in their praise . . . designed and built in Australia by Australians from Australian components it's been acclaimed as a triumph of Australian automotive engineering . . . BUT it's not on the market! Nor is it ever likely to be for Repco's experimental car (illustrated above) is a laboratory on wheels . . . a mobile testing-station for Repco products . . . a symbol of the way Repco research and engineering works for YOU . . . no wonder more than a million Australian vehicle owners have made their first choice Repco Super 'X' Piston Rings for renewal of engine power and operating economy . . . like the Repco experimental car, Repco Super 'X' Piston Rings are the product of more than 30 years' experience in the automotive industry of Australia . . . the same research and the same applied engineering and manufacturing skills that built the Repco car are also applied to the manufacture of Super 'X' . . . for restored power and performance, rest assured you can really rely on . . .



**PISTON
RINGS**



I made a last minute decision to head off to Motor Classica at the Royal Exhibition Building on the 8th of October, a show I hadn't been to for years.

The 2022 event was celebrating 75 years of Ferrari so upon entering you were greeted with a magnificent display of the marque. The major feature in the middle behind barriers featured a 308, F40, F50 and Enzo all in a row.



It's a show with something for everybody with displays of sports cars, road cars, former and current race cars and a line up of some ultra-expensive supercars.

If you were in the market for a new exotic it would seem Lorbek had emptied their showroom onto the concourse outside the main entrance with dozens of high performance road cars for sale with the odd supercar thrown in for good measure.

If a new race car is more your style it seemed Alan Hamilton must have been thinning out his stable with Donington featuring both his 1969 McLaren M10B F5000 and also the ex Roger Harrison Tiga Repco Brabham. The Tiga was an original Hamilton car built for Alfie Costanzo to run the 1982 drivers championship, which was later sold to Roger Harrison who fitted the famous Repco Brabham V8 and went on to win 2 Australian Hillclimb Championships. The McLaren more recently being seen in the hands of Alfie at Historic Races.

One other classic for sale with Donington was the 1959 Stanguellini Formula Junior. This is a beautiful example of the front engine era of FJ Cars and runs a 1100cc Fiat Motor. This car has been seen in action at a number of historic meetings in Australia over the last few decades.



1969 McLaren M10B F5000



1982 Tiga Repco Brabham V8

If you came for the supercars you weren't disappointed with a Bugatti Veyron, Koenigsegg Jesko and Pagani Huayra all lined up side by side as a feature display.



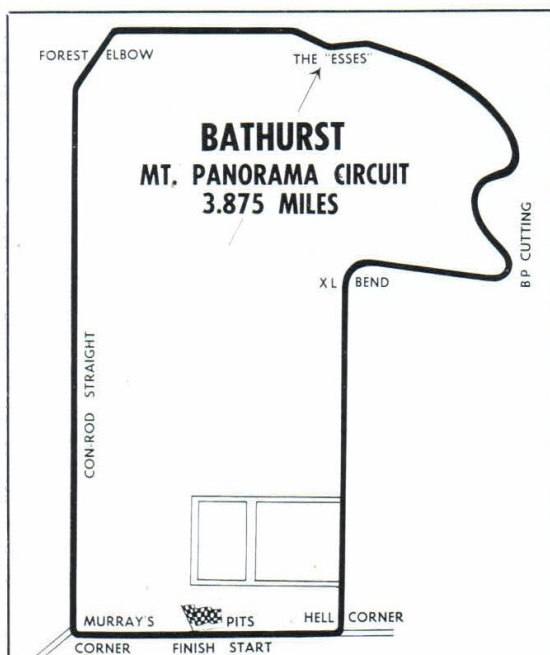
For me there were highlights everywhere but some of my favourites were KB's DeTomaso Pantera, 2 Giocattolo Groub B's, Lancia Stratos, Maybach, a couple of Genuine Shelby Cobra's and a BMW 3.0 CSL.



If you've never been to this show it's well worth a look and can easily consume a large chunk of your time!

Circuits -

The 1959 and 1960 seasons with the advent of faster machinery and intensified competition for honours saw considerable reductions in lap records — records which in some cases had stood for some time and which over the years had only been lowered in fractions. Times were recorded that a few years ago would not have been thought possible. Brabham showed the way at Phillip Island and had Patterson and Stillwell lapping at some 5 seconds faster than their previous best, while Bathurst and Longford followed suit. The epic Mildren-Davison battle at Lowood in the 1960 Australian G.P. brought this circuit record down 5 seconds or so. Orange, Port Wakefield and Caversham have also been lowered and the name associated in every instance is COOPER!

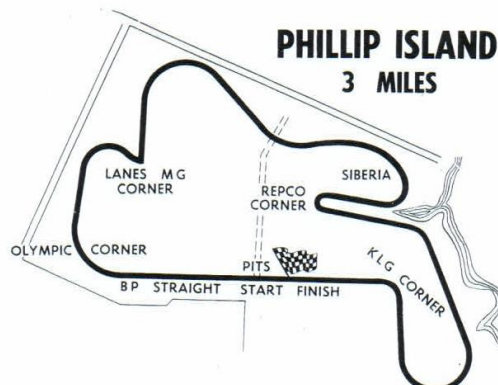


One hundred and fifty miles from Sydney, two from Bathurst, the 3.875-mile, Mt. Panorama circuit comprises closed bitumen sealed public roads.

Racing is conducted in an anti-clockwise direction on a circuit roughly rectangular in shape but with a stiff climb of 440 feet to the top of the mountain. Descending, the very fast (and engine killing) "Con Rod" Straight is followed by a sharp left-hander which leads into the starting straight.

Racing is conducted by the Australian Racing Drivers' Club.

Lap record: J. Brabham, 2 min. 30.4 sec., 2nd October, 1960.



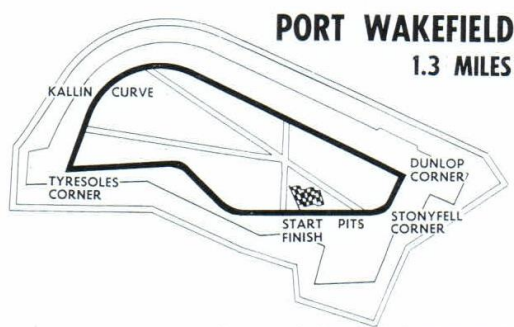
Privately owned and financed, designed and supported by enthusiasts, Phillip Island circuit is 84 miles from Melbourne. More than 80% of the three-mile bitumen sealed track is visible from the main spectator area.

Designed to give competitors a Grand Prix type of circuit, such salient features as the three-quarter mile long undulating B.P. Straight, fast sweeping and banked Olympic and K.L.G. corners, the un-banked tight Repco corner and a winding section culminating in a downhill approach to the sharp right hander known as Lanes MG corner, which ends with a climbing turn.

Racing is in an anti-clockwise direction and is conducted by the Phillip Island Auto Racing Club, and by other clubs who lease the circuit.

Lap Record; J. Brabham (Cooper Climax), 2 min. 2.6 sec. on March 14, 1960.

Australian resident: G. W. Patterson (Cooper Climax), 2 min. 2.9 secs. on September 18, 1960.



A circuit with a chequered financial background Port Wakefield is now owned by a private company and claimed to be profit making.

The course is some 60 miles from Adelaide and the all-bitumen track is both narrow and short (1.3 miles), but is of interesting design and incorporates many hazards to test the skill of drivers and cars alike.

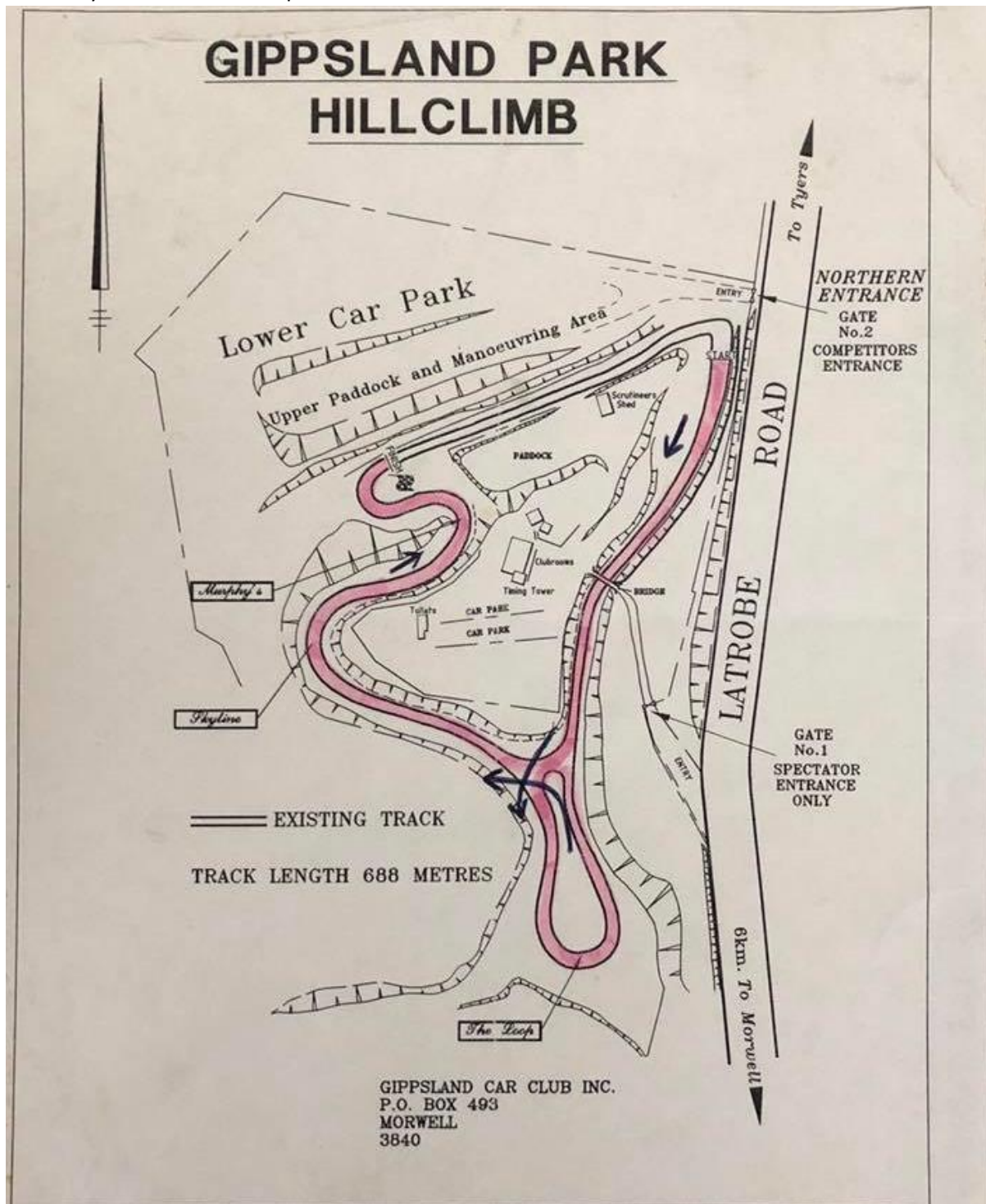
Racing is organised by the Sporting Car Club of South Australia and takes place in a clockwise direction.

Lap record is held by B. S. Stillwell in his Cooper-Climax F.1 with a time of 56 seconds recorded on October 10, 1960.

Hillclimbs of the world – Gippsland Park – Morwell Victoria

While it might seem odd to some I thought I better feature the original home of the Gippsland Car Club. Many of our more recent club members may not have ever been to our old track, let alone been lucky enough to compete there.

Gippsland Park featured a few different configurations over the years, the one highlighted below is the rarely used "Reverse Loop".



The track itself was 688m in length and was a very tight and challenging circuit with not a lot of room for forgiveness if things went wrong. Originally run from the mid 60's the track was dirt, utilising some of what would become the asphalt track as well as the trailer parking area, in a reverse direction. It morphed into the configuration above in 1972 as an asphalt track, with the original concrete starting pad from the old track at the exit of the pits.

Up until 1986 the track featured the infamous "Hump" which resulted in some spectacular ariel displays, however the realignment of Latrobe Road next to the circuit meant that the Hump had to be removed for safety reasons.



Chris Murphy flying over the Hump



Gary Martin in the GAK coming over Skyline

Over its life Gippsland Park featured 4 AHCC events in 1977, 1989, 1999 and 2004 which were won by Ian Judd, Alan Hamilton, Gary West and Peter Gumley respectively.



Alan Hamilton 1989 AHCC coming up the back straight (Kev Wilson pic)

The circuit was regularly used for more than 25 weekends a year and in 2010 and 2011 peaked at 40 weekends a year. Unfortunately Yallourn Energy wanted to extend the neighbouring open cut coal mine and the track lay on the land classed as part of the overburden for the coal mine which meant it officially ceased to operate as a hillclimb circuit on April 6th, 2008. On the bright side this led to the creation of the amazing facility we have today at "Bryant Park".



The last meeting at Gippsland Park

GIPPSLAND CAR CLUB

KHANACROSS

October 23, 2022

RESULTS

Outright Place	NAME	CLUB	VEHICLE	CLASS		RUN 1		RUN 2		RUN 3		RUN 4		RUN 5		RUN 6		RUN 7		RUN 8	
						Top A		Top B		Back CW		Back ACW		T&B North		T&B South		Top Old CW		Top Old ACW	
				Rank	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	TOTAL
1	Andrew Tate	MX5VT	Mazda MX5	D	1	28:86	29:44		34:52		33:20		40:15		52:73		31:33		36:89		287:12
2	Simon Willis	MX5VT	Mazda MX5	C	1	29:19	29:50		37:90		35:40		42:51		55:21		31:99		32:28		295:74
3	David Mackrell	MX5VT	Mazda MX5	C	2	29:40	29:58		37:25		36:60		42:51		55:45		32:54		33:18		296:51
4	Matthew Paulet	GCC	Hyundai Excel	F	1	30:71	30:76		33:41		33:19		41:62		52:72		40:88		33:31		296:60
5	Steven Cassar	MX5VT	Mazda MX5	D	2	30:40	31:34		34:85		34:35		42:10		54:09		32:47		34:49		297:25
6	James Ware (S)	PAC	BMW M235i	D	3	36:30	32:60	F	36:35		34:41		43:32		56:58		33:56		36:30		309:42
7	Declan Willis	MX5VT	Mazda MX5	C	3	31:36	30:31		41:22		39:34		47:31		60:72		33:19		33:06		316:51
8	Sam Gumina	MX5VT	Mazda MX5	C	4	30:18	31:00		40:30		42:60	F	45:30		57:22		32:69		37:74	T	317:03
9	Roderick Macnab	MX5VT	Mazda MX5	C	5	30:45	30:71		38:30		36:50		50:78	T	53:43		38:09		39:86		318:12
10	James Ware (J)	PAC	BMW M235i	J	1	33:96	36:51		37:51		35:50		44:62		56:99		35:00		42:05		322:14
11	Adam Pass	FFCC	Ford Fiesta	C	6	WD	29:61		35:65		35:41		42:73		56:70		31:21		32:87		322:87
12	Bradley Dawson	MX5VT	Mazda MX5	C	7	36:15	31:39	F	40:83		39:03		46:63		59:50		35:00		35:16		323:69
13	Jeffrey Marsh	MX5VT	Mazda MX5	C	8	32:09	32:11		41:45		41:58		48:85		60:20		34:39		34:89		325:56
14	Kane Shine	IWC	Subaru Impreza	D	4	33:09	31:26		45:45	F	39:10		47:50		62:88		33:23		35:14		327:65
15	Darren Gietorex	MX5VT	Mazda MX5	C	9	32:22	31:54		45:01		39:68		47:74		62:05		34:69		35:13		328:06
16	David French	GCC	Toyota Corona	D	5	33:36	33:63		37:47		37:25		44:23		60:04		36:47		WD		329:19
17	Peter Ferguson	GCC	Mazda MX5	C	10	31:24	31:12		38:39		38:25		51:65	F	60:52		33:27		WD		331:18
18	Aileen French	GCC	Toyota Corona	D	6	34:36	33:38		39:52		38:14		52:85	T	63:33		34:16		46:42	2T	342:16
19	Alyssa Perks	GCC	Mazda MX5	J	2	32:06	32:19		43:38		42:44		49:87		69:24		35:60		37:71		342:49
20	Jack Gietorex	MX5VT	Mazda MX5	J	3	32:82	32:50		43:16		40:50		48:95		60:45		WD		34:32		342:64
21	Byron Townsend	GCC	1800 Ute	F	2	34:83	33:35		44:15		45:14	T	47:51		61:44		40:29		36:94		343:65
22	Frank Penrose	GCC	Peugeot	C	11	39:92	33:39		42:90		38:14		58:23	F	61:03		34:90		35:20		343:71
23	Dylan Goodwin	GCC	Nissan 370z	D	7	37:86	39:08		40:41		40:05		47:24		61:12		38:25		46:74	T	350:75
24	Jarrod Bryant	GCC	Toyota Corolla	C	12	35:54	35:26		39:81		40:23		54:49		67:82		36:90		41:76	T	351:81
25	Euan Murphy	GCC	Mazda 6	C	13	35:71	35:55		40:86		39:52		54:10	T	66:87	X	WD		37:19		355:68
26	Ian Maud	GCC	Fiat X1/9	C	14	32:67	32:08		36:05		37:82		48:56		57:09		40:48		43:66	T	357:12
27	Antony Franks	PAC	Ford Fiesta	C	15	WD	32:86		44:12	F	38:20		54:42	T	63:50		34:42		35:77		362:27
28	Jeremy Dawson	MX5VT	Mazda MX5	J	4	38:39	37:09		44:20		44:45		54:67		66:81		38:16		44:44	F	368:21
29	Robert Krygsmann	MX5VT	Mazda MX5	C	16	WD	33:45		45:40		42:55		50:72		65:33		36:31		38:20		370:94
30	Hamish Murphy	GCC	Mazda 6	J	5	37:05	34:55		45:20	F	40:30		59:46		70:14	F	36:14		49:05	2F	371:89
31	Paul Sadler	MX5VT	Mazda MX5	C	17	34:18	33:59		WD		47:00	T	49:28		66:85	F	37:02		37:52		377:26
32	Damien Pennyquick	GCC	Nissan Skyline	D	8	WD	WD		43:25	F	38:90		43:75		66:24	T	WD		40:26		391:17
33	Dean Evans	GCC	Holden Commodore	D	9	33:58	32:32		37:13		WD		DNS		84:63		DNS		DNS		437:65
34	Angus Clark	GCC	Ford Fiesta	J	6	42:32	47:04	X	49:05		48:10		56:42		74:87		41:71		DNS		438:15
35	Penny Newman	GCC	Peugeot	C	18	53:98	48:91		68:40		60:10		72:27		94:81		DNS		DNS		493:43
36	Joshua Bryant	GCC	Toyota Corolla	J	7	54:23	52:02		56:71		55:46		77:40		94:81		44:94		59:39		494:96
37	Ruby Gumina	MX5VT	Mazda MX5	J	8	73:59	WD		95:35		91:93		96:00		97:50	X	WD		90:60		689:20

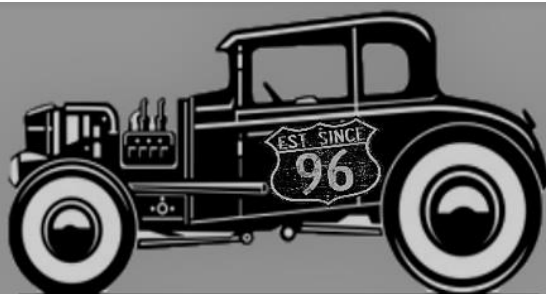
		Production 2WD up to 2000 capacity								
		R1	R2	R3	R4	R5	R6	R7	R8	Total
	NAME									
1	Peter Ferguson	20	20		20	20	20	20		120
2	William Roshier		15				17			32
3	Jarrold Bryant						15	15		30
4	Sei Vella				17					17
5	Morgan William	17								17
6	Neil Roshier		17							17
7	Frank Penrose							17		17
8	Terrence Selwyn	15								15
9	Raymond Vella				15					15
10	Emily Newton	13								13
11	Euan Murphy							13		13
12	Ian Maud							11		11
13	Penny Newman							10		10
		Production 2WD 2001 and over								
1	Dean Evans	20	17		20	17	20	11		105
2	David French	15	11	17	15			20		78
3	Aileen French	11	10	20	13			17		71
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	Dylan Goodwin							15		15
12	Mark Newton	13								13
13	Damien Pennycuick							13		13
14	Mitchell Newton	10								10
		SPECIAL								
1	Matthew Paulet	20	20	20	20		20	20		120
2	Byron Townsend					20	17	17		54
3	Edward Lewis			17						17
		JUNIOR								
1	Alyssa Perks		20		20	20	20	20		100
2	Angus Clark	20			17		17	15		69
3	Sarah Seddon			20	15	17	13			65
4	Hamish Murphy						15	17		32
5	Caitlin Seddon					15	10			25
6	Joshua Bryant							13		13
7	Sam Gillson						11			11

GCC MULTICLUB HILL CLIMB
CLOCKWISE 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	Time	Gap
1	JANSEN	Wim	Wimp 003	Formula Libre up to 1300		59.32	57.88	58.92	58.22				57.88	
2	CASEY	David	Casey CR1	Formula Libre up to 1300		62.09	60.80	60.60					60.60	2.72
3	WILSON	Keith	Ninja BH1	Formula Libre up to 1300	64.97	62.78	62.90	62.42	61.89	62.53	62.28		61.89	4.01
4	BUFFINTON	Steven	Westfield Clubman	Clubman Sports Cars up to 1600	68.41	64.14	63.77	62.49	64.04	63.02	63.32		62.49	4.61
5	YEOMANS	Rhys	Honda Civic	Improved Production up to 2000	64.09	63.38	63.03	63.63	63.46	63.37	63.29		63.03	5.15
6	PENNYCUICK	Damien	Nissan Skyline	Improved Production 2001 and over	64.30	63.03	63.48	62.62	63.47	63.88			63.03	5.15
7	MCNIVEN	James	Toyota Corolla	Sports Sedans up to 2000	63.88	65.03	64.88	64.02	64.54	64.75	64.62		63.88	6.00
8	VELLA	Sei	Mazda MX5	Production Sports Cars up to 2000	68.03	67.20	65.30	65.87	64.94	64.72	64.57		64.57	6.69
9	SPEIGHT	Ian	Mazda MX5	Production Sports Cars up to 2000		67.11	66.95	66.13	67.16	66.71	66.32		66.13	8.25
10	PENROSE	Frank	Datsun 180b	Improved Production 2001 and over	69.43	67.70	67.27	67.75	66.68	67.37			66.68	8.80
11	READ	John	Mazda MX5	Production Sports Cars up to 2000	72.83	70.12	69.25	69.37	67.92	67.78	67.11		67.11	9.23
12	MCCANN	David	Datsun Stanza	Improved Production up to 2000	69.00	67.76	67.93	67.56	67.14	67.33	67.48		67.14	9.26
13	SAMSON	Mark	MG ZS180	Improved Production 2001 and over	68.38	68.12	67.48		68.29	68.38			67.48	9.60
14	MERFIELD	Larry	Hyundai Excel	Circuit Excel	68.48	69.79	69.09	69.81	69.92	69.52	68.73		68.48	10.60
15	GOODWIN	Dylan	Nissan 370Z	Production Sports Cars 2001 and over		69.07	68.80	68.71	69.50	68.73	68.91		68.71	10.83
16	BYFIELDT	Mason	Nissan 370Z	Production Sports Cars 2001 and over	71.82	72.42	70.88	68.76	70.70	70.75	70.65		68.76	10.88
17	MORGAN	Matthew	Honda Civic	Improved Production up to 2000	69.85	68.81	79.18	69.57	70.19				68.81	10.93
18	FRENCH	David	Toyota Corona	Improved Production 2001 and over	70.18	70.14	70.53	69.96	69.12	69.67	69.94		69.12	11.24
19	SELWYN	Travis	Datsun 1600	Improved Production up to 2000	73.38	72.06	71.07	70.26	70.39	74.83	69.70		69.70	11.82
20	VELLA	Raymond	Mazda MX5	Production Sports Cars up to 2000	73.56	72.19	72.27	71.64	69.85	71.97	70.51		69.85	11.97
21	SELWYN	Terence	Datsun 1600	Historic Group N up to 2000		73.72	74.27	75.33	70.32	74.22	74.25		70.32	12.44
22	FRENCH	Aileen	Toyota Corona	Improved Production 2001 and over	72.15	72.47	71.10	72.08	71.72	72.76	72.72		71.10	13.22
23	MCIVOR	Garry	Datsun 1600	Sports Sedans up to 2000	74.68	73.13	73.49	71.59	71.11	71.25	71.33		71.11	13.23
24	COLLINS	Tegan	Mazda RX8	Production Sports Cars 2001 and over	73.70	73.20	72.18	71.97	74.36	75.28	73.74		71.97	14.09
25	MAYZE	Ian	MGB Roadster	Production Sports Cars up to 2000	73.69	73.29		73.30	73.22	72.64	79.03		72.64	14.76
26	MURPHY	Euan	Mazda RX7	Production Sports Cars 2001 and over	75.79	75.16	74.43	73.27	73.88	73.51	72.69		72.69	14.81
27	SELWYN	Benjamin	Hyundai Excel	Junior	77.59	75.29	73.08	72.84	72.93	72.69	72.73		72.69	14.81
28	SAMSON	Richard	MG ZS180	Improved Production 2001 and over	80.22	76.62	74.40		75.77				74.40	16.52
29	BRYANT	Jarrod	Toyota Corolla	Sports Sedans up to 2000	79.60	77.47	77.83	75.70	74.94	75.06	74.79		74.79	16.91
30	MILLSOM	Andrew	Holden Commodore	Improved Production 2001 and over	77.87	77.46	76.28	78.75					76.28	18.40
31	ROWE	Martin	MGB Roadster	Production Sports Cars up to 2000	81.12	80.58	93.61	78.52	78.42	77.49			77.49	19.61
32	THORBECKE	Alexander	Toyota Celica	Production Sports Cars 2001 and over	78.23	78.14	77.63	78.16	77.92	79.33	76.71		77.63	19.75
33	BATHGATE	Francis	Hyundai Excel	Circuit Excel	87.83	81.09	79.52	78.51	79.05	78.79			78.51	20.63
34	COLGRAVE	Robert	Ford Falcon	Improved Production 2001 and over	83.20	82.25	80.75	79.85	79.95	78.69	79.32		78.69	20.81
35	MAWHINNEY	Ernest	Sunbeam	Production Sports Cars 2001 and over	81.12	80.08	79.40	79.55	81.63	79.93			79.40	21.52
36	LINDSAY	Noel	Irwin	Formula Libre 1301 to 2000		82.32	79.98						79.98	22.10

**GCC MULTICLUB HILL CLIMB
CLOCKWISE 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	Time	Gap
37	PARR	David	Honda Integra	Production Sports Cars up to 2000	82.38	81.76	82.50	86.87	83.26	82.89	84.42		81.76	23.88
38	TONG	Jeffrey	Morris Mini	Sports Sedans up to 2000	91.68	86.71	83.21	91.10	84.34	83.53			83.21	25.33
39	BUTCHER	Breanna	Hyundai Excel	Production Sports Cars up to 2000	92.17	87.27	86.99	84.93	95.71	86.93	85.07		84.93	27.05



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PO Box 199 Trafalgar Vic 3824

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GIPPSLAND CAR CLUB REGULARITY HELL CLIMB						
SUNDAY, OCTOBER 30, 2022						
COMPETITOR		VEHICLE	FASTEST TIME	SLOWEST TIME		TIME DIFF
Dylan Goodwin		Nissan	68.71	69.50		0.79
Mark Samson		MG ZS 180	67.48	68.38		0.90
Ian Speight		Mazda MX5	66.13	67.16		1.03
Rhys Yeomans		Honda Civic	63.03	64.09		1.06
Jim McNiven		Toyota Corolla	63.88	65.03		1.15
Matthew Morgan		Honda Civic	68.81	70.19		1.38
David French		Toyota Corona	69.12	70.53		1.41
Wim Janssen		Wimp 003	57.88	59.32		1.44
Larry Merrifield		Hyundai Excel	68.48	69.92		1.44
David Casey		Casey CR1	60.60	62.09		1.49
Aileen French		Toyota Corona	71.10	72.76		1.66
Lex Thorbecke		Toyota Celica	77.63	79.33		1.70
David McCann		Datsun Stanza	67.14	69.00		1.86
Ernest Mawhinney		Sunbeam	79.40	81.63		2.23
Noel Lindsay		Irwin	79.98	82.32		2.34
Andrew Wilson		Commodore	76.28	78.75		2.47
Frank Penrose		Datsun 180B	66.68	69.43		2.75
Euan Murphy		Mazda RX7	72.69	75.70		3.01
Keith Wilson		Ninja BH1	61.89	64.97		3.08
Tegan Collins		Mazda RX8	71.97	75.28		3.31
Sei Vella		Mazda MX5	64.57	68.03		3.46
Garry Mclvor		Datsun	71.11	74.68		3.57
Mason Byfieldt		Nissan	68.76	72.42		3.66
Ray Vella		Mazda MX5	69.85	73.56		3.71
Robert Colgrave		Ford Falcon	78.69	83.20		4.51
Jarrold Bryant		Toyota Corolla	74.79	79.60		4.81
Benjamin Selwyn		Hyundai Excel	72.69	77.59		4.90
Terry Selwyn		Datsun	70.32	75.33		5.01
David Parr		Honda Integra	81.76	86.87		5.11
Travis Selwyn		Datsun	69.70	74.83		5.13
John Read		Mazda MX5	67.11	72.83		5.72
Richard Samson		MG ZS 180	74.40	80.22		5.82
Steve Buffinton		Westfield	62.49	68.41		5.92
Ian Mayze		MG B	72.64	79.03		6.39
Jeffrey Tong		Morris Miniu	83.21	91.68		8.47
Frank Bathgate		Hyundai Excel	78.51	87.83		9.32
Breanna Butcher		Hyundai Excel	84.93	95.71		10.78
Martin Rowe		MG B	77.49	93.81		16.32
Damien Pennycuick		Nissan	63.03	82.62		19.59

MOE PARKLANDS MOTEL



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

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