



VALVE BOUNCE

December 2022



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

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

WEB PAGE: www.gippslandcarclub.com.au

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

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

2022 - 2023 Event Calendar

DECEMBER

Saturday 10

Sunday 11

Tuesday 13

Wednesday 14

Thursday 15

WORKING BEE/CLUB PRACTICE DAY

GCC Khanacross at Bryant Park

Board Meeting

Volkswagen Group track hire at Bryant Park

Track closed – reopen January 29

CALENDAR 2023

JANUARY

January

Tuesday 10

Thursday to Friday, 12/13

Sunday 15

Sunday 15

Tuesday 17

Sunday 22

Sunday 29

Track Closed reopen January 29

Valve Bounce collation

KIA track hire

Track closed

VHCC Round 1, Rob Roy

Board Meeting, 7.00 p.m., Clubrooms

MSCA Supersprint at Phillip Island

Cruden Farm Festival of Motoring

FEBRUARY

Friday to Sunday, 3/5

Tuesday 7

Tuesday 14

Friday to Sunday, 17/19

Saturday 18

Friday to Sunday, 24/26

Sunday 26

Sunday 26

Sunday 26

Bathurst 12 Hour

Valve Bounce collation

Board Meeting, 7.00 p.m., Clubrooms

Victorian State Race Series Round 1 at Sandown

VHCC Round 2, Bryant Park, Twilight event

MA Speedseries Round 1 at Symmons Plains, Tas

British and European Motoring Show at Caribbean Park

M&DCC Boisdale Hill Climb Round 1, Long Track

GCC Khanacross at Bryant Park (TBC)

MARCH

Sunday 5

Tuesday 7

Thursday to Sunday, 9/12

Friday to Sunday, 10/12

Saturday to Sunday, 11/12

Sunday 12

Monday 13

Monday 13

Tuesday 14

Saturday to Sunday, 18/19

Saturday 18

Sunday 19

Sunday 19

Friday to Sunday, 24/26

Saturday to Sunday, 25/26

Sunday 26

Thursday 30 to Sunday 2

Porsche Club of Victoria track hire at Bryant Park

Valve Bounce collation

Phillip Island Classic Historic Race Meeting

Repco Supercars at Newcastle, NSW

Longford Grand Prix Expo, Longford Tasmania

Yarra Glen Swap Meet, Yarra Glen Racecourse

Seymour's Annual Show and Shine, King's Park, Seymour

Labour Day Holiday

Board Meeting, 7.00 p.m., Clubrooms

MG Car Club Rob Roy Revival

MSCA Supersprint at Sandown

RACES East Sale Supersprint

Porsche Club Victoria Mobil Sandown 360 Regularity

Adelaide Motorsport Festival

VHCC Round 3, Mt. Leura, Camperdown (TBC)

M&DCC Motorkhana

Australian Grand Prix, Albert Park

APRIL

Saturday to Sunday, 1/2

Sunday 2

Tuesday 4

Friday 7

Friday to Sunday, 7/9

Sunday 9

Tuesday 11

Saturday 15

Australian Grand Prix, Albert Park

M&DCC Boisdale Hill Climb Round 2, Short Track

Valve Bounce collation

Good Friday

MA Speedseries Round 2 at Bathurst 12 Hour

Easter Sunday

Board Meeting, 7.00 p.m., Clubrooms

MSCA Supersprint at Winton

Sunday 16

Saturday to Sunday, 22/23

Sunday 23

Friday to Sunday, 28/30

Saturday to Sunday, 29/30

Sunday 30

Victorian Khanacross Championship Round 2 at Bryant Park

Victorian State Race Series Round 2 at Winton

VHCC Round 4, Bryant Park (PIARC)

Repco Supercars at Waneroo, WA

Victorian Motor Race Championship Round 1(AASA) at Winton

M&DCC Motorkhana

MAY

Tuesday 2

Sunday 7

Saturday 16

Tuesday 9

Sunday 14

Friday to Sunday, 19/21

Saturday to Sunday, 20/21

Saturday to Sunday 20/21

Saturday 20

Friday to Sunday, 26/28

Friday to Sunday, 26/28

Saturday to Sunday, 27/28

Sunday 28

Valve Bounce collation

NSCA Supersprint at Sandown

Nugget Nationals track hire at Bryant Park

Board Meeting, 7.00 p.m., Clubrooms

Mother's Day

Repco Supercars at Symmons Plains, Tas

Terry Baker Motorsport Weekend track hire at Bryant Park

VHCC Round5, Mt Leura, Camperdown (TBC)

PAC VCAS Boisdale, Twilight, Long Track

Victorian State Race Series Round 3 at Phillip Island

MA Speedseries Round 3 at TBC

46th Historic Winton**GCC Khanacross at Bryant Park (TBC)****JUNE****Sunday 4**

Sunday 4

Tuesday 6

Saturday to Sunday, 10/11

Sunday 11

Tuesday 13

Friday to Sunday, 16/18

Friday to Sunday, 23/25

Saturday 24

GCC Multiclub Hill Climb at Bryant Park

M&DCC Khanacross

Valve Bounce collation

VHCC Round 6, One Tree Hill, Ararat (TBC)

RACES East Sale Supersprint

Board Meeting, 7.00 p.m., Clubrooms

Repco Supercars at Hidden Valley, NT

MA Speedseries Round 4 at Sydney Motorsport Park

M&DCC Boisdale Hill Climb Round 3 Twilight, Short Track

JULY**Sunday 2**

Tuesday 4

Friday to Sunday, 7/9

Tuesday 11

Saturday to Sunday, 16/16

Sunday 16

Saturday 22

Friday to Sunday, 28/30

Sunday 30

Sunday 30

GCC Khanacross at Bryant Park (TBC)

Valve Bounce collation

Repco Supercars at Townsville, FNQ

Board Meeting, 7.00 p.m., Clubrooms

Victorian Motor Race Championship Round 2 at Winton

GCC Multiclub Hill Climb at Bryant Park

M&DCC VCAS Hill Climb Round 4 Twilight Long Track

Repco Supercars at Sydney Motorsport Park, NSW

GCC Khanacross at Bryant Park (TBC)

M&DCC Motorkhana

AUGUST

Tuesday 1

Tuesday 8

Friday to Sunday, 11/13

Friday to Sunday, 11/13

Saturday to Sunday, 12/13

Friday to Sunday, 18/20

Saturday 19

Friday to Sunday 25/27

Sunday 27

Valve Bounce collation

Board Meeting, 7.00 p.m., Clubrooms

Victorian State Race Series Round 4 at Sandown

MA Speedseries Round 5 at Queensland Raceway

Victorian Motor Race Championship Round 3 at Calder

Repco Supercars at The Bend, SA

M&DCC Boisdale Hill Climb Round 5 Twilight Long Track

Australian Rally Championship, Gippsland

VHCC Round 7, Bryant Park (VMCI)

SEPTEMBER

Sunday 3	Father's Day
Tuesday 5	Valve Bounce collation
September 12	Board Meeting, 7.00 p.m., Clubrooms
Friday to Sunday, 15/17	Repco Supercars at Sandown, Vic
Friday to Sunday, 15/17	MA Speedseries Round 6 at Sandown
Saturday to Sunday, 16/17	Victorian Motor Race Championship Round 4 at Winton
Sunday 17	M&DCC Boisdale Hill Climb Round 6 Short Track
Sunday 17	GCC Khanacross at Bryant Park (TBC)
Friday to Sunday, 22/24	Victorian State Race Series Round 5 at Phillip Island
Sunday 24	M&DCC Khanacross
Sunday 24	GCC Multiclub Hill Climb at Bryant Park

OCTOBER

Sunday 1	RACES East Sale Supersprint
Tuesday 3	Valve Bounce collation
Thursday to Sunday, 5/8	Repco Supercars at Bathurst, NSW
Tuesday 10	Board Meeting, 7.00 p.m., Clubrooms
Friday to Sunday, 13/15	MA Trophy Series at The Bend, SA
Saturday 15	M&DCC Boisdale Hill Climb Round 7 Twilight Long Track
Sunday 22	GCC Khanacross at Bryant Park (TBC)
Friday to Sunday, 27/29	Victorian State Race Series Round 6 at Calder (TBC)
Friday to Sunday, 27/29	Repco Supercars at Surfers Paradise, Qld
Sunday 29	M&DCC Motorkhana
Sunday 29	GCC Multiclub Hill Climb at Bryant Park

NOVEMBER

Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	MA Speedseries Round 7 at Bathurst (International)
Saturday 11	M&DCC Noel Burley Memorial Hill Climb, Round 8 Twilight
Tuesday 14	Board Meeting, 7.00 p.m., Clubrooms
Saturday to Sunday, 18/19	Victorian Motor Race Championship Round 5 at Winton
<u>Sunday 19</u>	<u>Nugget Nationals track hire at Bryant Park</u>
Thursday to Sunday, 23/26	Repco Supercars at Adelaide Parklands, SA
Sunday 26	RACES East Sale Supersprint

DECEMBER

Saturday 3	GCC Multiclub Hill Climb at Bryant Park (Twilight Event)
Tuesday 5	Valve Bounce collation
Tuesday 12	Board Meeting
Sunday 11	GCC Khanacross at Bryant Park (TBC)

CALENDAR 2024

November 3	Monaro Club of Victoria track hire at Bryant Park
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NOTE: All dates shown above are subject to change - please check with the organisers of the events to confirm the dates. TBC alongside an event means date to be confirmed. Events shown as **Bold** are rounds of the Gippsland Car Club Championship (some of these dates may be changed): events shown as **Bold Italics** are rounds of the Gippsland Car Club Khanacross Championship. GCC Practice Days are for members and associate members only, and will run from 1.00 p.m. until 4.00 p.m.. If you believe that any of the dates listed are incorrect, please contact John Bryant and they will be amended.

Editorial Ponderings:

Firstly I wish everyone a safe and happy Christmas and New Year break and look forward to seeing you in 2023.

I had a run at East Sale in November in their first “Comeback Sprint” after an earlier single car event failed to excite. This was my first time in a proper sprint meeting there and I must say it was a fantastic event, look out for a story in this edition on the Nov 27 event.

The last Hillclimb for the year was also held on Dec 3rd and it was certainly a hot one with a top of 30 degrees making it a very warm day inside the car. For me it was an exciting event as my youngest son Josh was graduating from Khanacross to his first Hillclimb event, although it almost didn’t happen for him. I went out for my first run and managed to break the car after crossing the finish line, limping back to the pits with a very low front left corner. Initially I suspected I had broken something and our day was done without Josh getting a run however, thanks to the help of my mate Andrew, we discovered that the front left spring had popped out courtesy of the car being up on a hoist during the week and we managed to get it seated properly and back up and running.

As a parent it was a bit of a nervous experience watching Josh go out for his first run, the benefit of Khanacross is that I can sit in the car with him, however in a Hillclimb he is out on his own. He went out for a cautious lap on his first run and managed to come back safe and sound. From then on it was all a learning experience, how to take off properly, when to change gears, how late to brake, the best way to line up at the start and by the end of the day he had taken over 9 seconds off the time from his first run and was having a ball.

I want to thank all the club members who gave him words of encouragement, advice and feedback. It means a lot that it’s such a supportive environment for a young person to have a go for the first time, and it’s this environment that means he will keep coming back now that he’s hooked.

See you soon....Jarrod Bryant



Chairman's Report – Rhys Yeomans

Membership Renewals – As per many years previous, Gippsland Car Club Memberships are due at the end of the calendar year, which means that it is Membership renewal time. A membership renewal form can be found in this issue of Valve Bounce as well as on our website. We have seen several very punctual members renewing already!

I believe we have some of the best Motorsport facilities in the state, a great calendar of Motorsport events and a group of Members who make attending any event at Bryant Park a joy.

If you have any friends interested in joining our Club, now is the time to twist their arm and get them involved in some of the great Motorsport fun we have!

Canteen – At our final hillclimb for the year (Which is tomorrow!) we will once again have a canteen! Thank you to Paul and Jill Hickey, along with their son's partner Sonia Mancarella for volunteering to take on this task. The menu for tomorrow's hillclimb is quite simple, though I expect we will expand and offer some seasonal delights throughout the year. Hot soup during winter would be great! If you have any suggestions for the canteen or are interested in assisting, please let me or those mentioned above know. If it is not obvious already, this club is run by volunteers, and it is great when the workload is able to be spread across a number of Club Members.

We will also have card payments next year; I underestimated the time required to do this before tomorrow's event!

Thank you – Thank you to all Members for their contribution to the club this year. It was great to return to a full year of competition (minus sprints, though looking very promising for 2023!). Running events is much more rewarding than cancelling them!

I've had a number of heated and passionate conversations with many members this year regarding Club Championships, Classing and results of events. While at times they were quite stressful, I do appreciate the passion people put into the Club and their Motorsport.

At practice for one of the out and back layouts we ran this year, several of us in very different cars running similar times (and very close in the Club Championship!) were more than willing to share braking and cornering information, in an effort to ensure we all went as fast as we could. This doesn't sound like much, but it is one example of the great comradery amongst members and competitors in the Club. I always leave Bryant Park happy, though this was an instance that stood out. Also a great reminder for everyone to take advantage of Saturday practice for hillclimbs. It is invaluable track time and not utilised by enough competitors.

I hope everyone has a safe Christmas and New Year, and we'll see you in 2023!



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VALVE BOUNCE Approximately one third of the membership has their Valve Bounce delivered electronically, whilst the other two thirds rely on the trusty postman to deliver their copy. Those of us who live in the Latrobe Valley are well aware that the Maryvale Mill is the only producer of copy paper in Australia. We also know that the supply of hardwood to the Mill has basically dried up, so that the production of copy paper may well cease between now and Christmas, and many workers at the Mill may no longer have a job. This is, unfortunately, a political situation, whereby contractors are no longer able to source hardwood from the Gippsland forests. I have spoken to one of the largest retailers of copy paper in Australia, and was advised to buy supplies of copy paper if we are to continue to publish our magazine – this I have done and probably have enough for four to six months, or we print thinner magazines, which is an option. The hope is that the situation may well be resolved in the not too distant future. The January edition of Valve Bounce will be printed one week later than normal, to give the production crew a rest over the Christmas New Year period.

MEMBERSHIP 2023 It is time to pay your membership for 2023. The Club has kept the membership subscription at the same level as it has for many years, that is \$110 senior membership, \$140 family membership, \$50 junior membership, \$66 for both associate and interstate senior membership, \$80 associate and interstate family membership, and \$40 associates junior and interstate membership. A membership form can be found in this edition of Valve Bounce, or on our website. It is easier for the Club if you pay by direct debit, but if cheques are still your go, post the membership and the cheque to our Club address (shown on the Membership Form).

NEW BUILDINGS As members will be aware, we received earlier this year a substantial government grant to erect new toilets and scrutiny office on the grassy area between the timing building and the scrutiny bay – we have received around half of the grant to date, and will very shortly spend some of it. The lead up to the actual building being on the site is very long and drawn out, particularly the obtaining of permits for the installation of the structures. Ian Maud undertook the preparation of the successful submission whilst Ken Neilson is now doing the “on the ground” work to get the process rolling. Ken has now obtained Council permits for the installation of the buildings, which enables us to actually order the buildings. The Board has chosen buildings by McGregor Portables of Keilor Park. Included in this edition of Valve Bounce are two pages, one showing the exterior of the buildings (one of which will be a toilet block and the other a new scrutiny office) and the other page being a plan from above. The time from order to installation is long – for the next month or more the factory will be closed for annual holidays, and then the actual buildings take approximately 120 days to construct – then they are brought to our site on five semi-trailers for the actual installation. The estimate is that it will be June or July before the buildings are ready for occupation.

2023 CALENDAR Included in this edition of Valve Bounce is a much more comprehensive Calendar for 2023 than was included in the November edition, and this time the TBC has been removed, as there is now much more certainty of the dates. In the last Valve Bounce we basically only had our own hill climb and khanacross dates. This time we have the Boisdale (M&DCC) hill climb and motorkhana/khanacross dates, four dates for the East Sale Supersprints, all of the dates for the Repco Supercar Series, the dates for the new Motorsport Australia Speed Series, and the dates for a number of individual events. We still have some hill climb dates to find for other Clubs, as well as some sprint dates - the first four MSCA Supersprint dates are included.

CLUB CHAMPIONSHIP At our Annual General Meeting held last May, a new system of scoring for the Club Championship was passed at the meeting, to be implemented in 2023. I have to admit that I cannot remember what the rules for the new system are, nor can I find the written copy that we were given at the AGM. What I can remember, however, is that all events that we conduct (hill climbs and khanacrosses) and the East Sale sprints will be points scoring events. I will find the rules of the game and include them in the January edition of Valve Bounce. The classes conducted at East

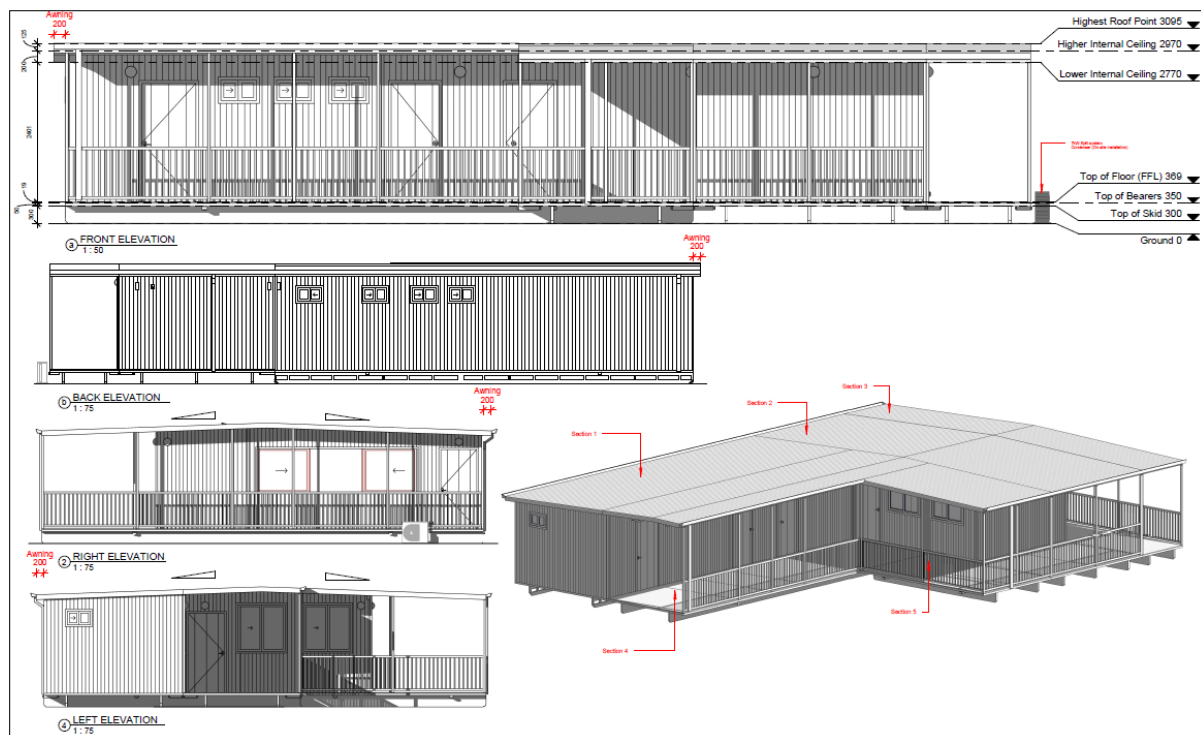
Sale are different to those that we conduct at our own hill climbs – an example from last weekend is that Sports Sedans (except for 4WD) of all capacities were in the one class, so Jarrod Bryant in the stock standard 1600cc Toyota Corolla was competing against Andrew and Craig O’Connell in the Group A Falcon – what we do for our own GCC points scores is put the cars in the class that they would compete at our own events, and then work out the points, so a Toyota Corolla would not be competing against a Group A Falcon for points.

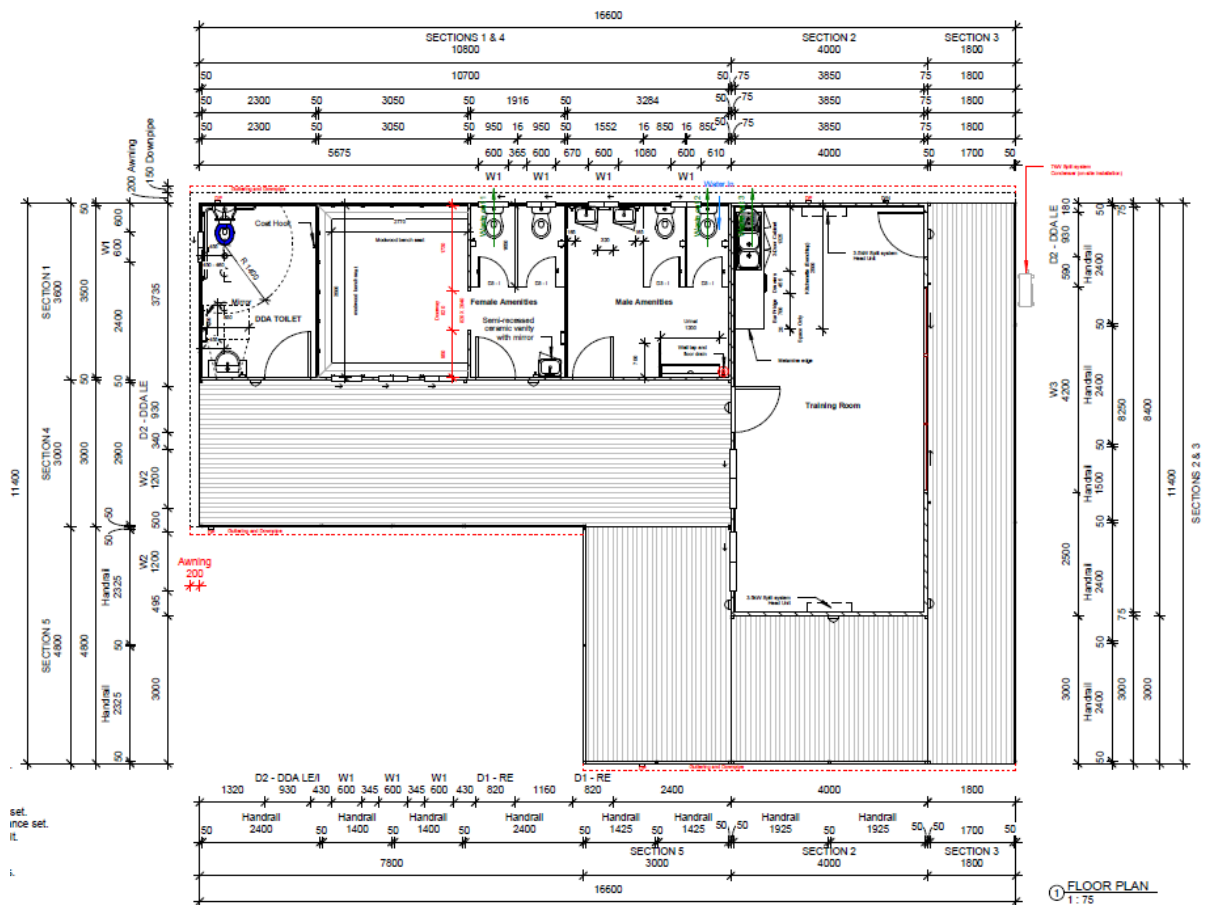
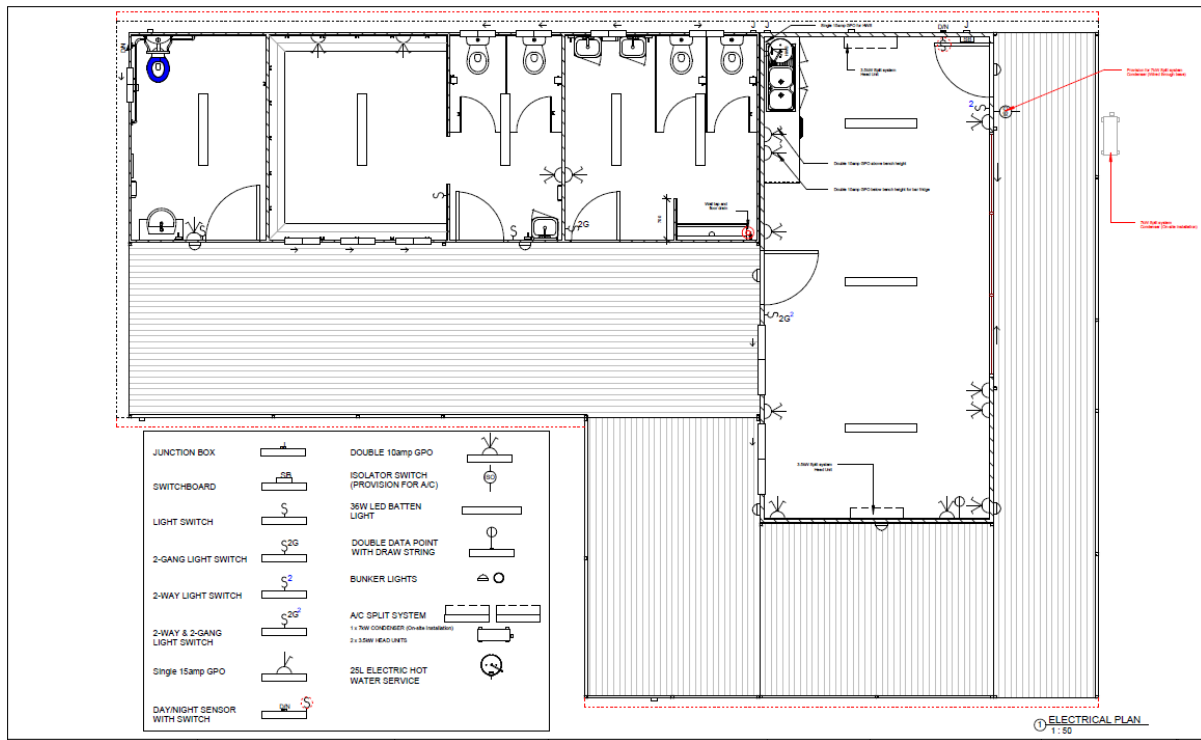
TIMING I have given up asking for volunteers to learn the timing system! Maybe one day when I get old(er) and am unable to go to the track because of health issues and therefore cannot use the system any longer, and Rob Wilson and Rob Duncan are unable to be at an event on a particular day, and we have to call off a hill climb on the day because we do not have any timekeepers, maybe, just maybe, someone might volunteer!

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 on December 15, soon after our final khanacross for the year, and the day after the Volkswagen Group of Australia has a track hire for the launch of a new vehicle and reopen towards the end January – the closure gives those who spend half of their life at the track a holiday period.

Final designs for the new multipurpose building





HILL CLIMBS ARE ALL OVER FOR 2022

John Bryant

Our last hill climb for the year was a twilight event held last Saturday, December 3. Forty one entries faced the starter, which is a little less than has been the case in the past, but about the average for our multiclub events this year. One interesting thing about our entries this year is that we appear to have a core of about twenty people for each of our events, and another twenty or so who come to the events occasionally – if they all came at the same time, we would have heaps of entries for each hill climb. Lower entry numbers always leave a number of classes with only one entry – the only competition these drivers have is against the class record rather than against their fellow competitor. We had four such classes with only a single entrant – Larry Kogge succeeded in lowering the record in the Historic Group N 2001 and over class, and Dennis Orr set the record for the Circuit Excel class, a class that we have not run on this track configuration previously

The proposed program for the day was ten runs per competitor on the Clockwise Short Track, and then possibly a couple of runs on the Clockwise Figure 8 Track, depending on what time we finished the first ten runs – the time was such that everyone had the opportunity of undertaking the twelve runs, and we still finished early. Two very interesting cars which most of us had never seen before, particularly at our track, were Mini Muscle Cars – a Falcon driven by Declan Kirkham, and a Monaro driven by Andrew Rhodes-Anderson – they look and sound spectacular, and they go fast as well – check out their Facebook page to see what they look like (two thirds scale of the real thing).



Wim Janssen was the fastest on the day with a time of 35.43 seconds, a fraction in front of Ewen Moile who recorded 35.74. David Casey was not far behind in third with a time of 37.79 seconds. Jordan James was the first tin top in fourth position with a near record time of 38.57 seconds, from Steve Buffinton in the Westfield in a new record time of 38.58 for the Clubman Sports Car Class. Jim McNiven finished sixth, also in a new record time for the Sports Sedans up to 2000 class with a time of 39.11 seconds. Colin Newitt followed in seventh in the Locost, Lasith Liyanage in eighth, Frank Penrose in the very nicely presented Datsun 180B in ninth, and Mark Samson in the also very nicely presented MG ZS 180 in tenth.



In the classes with more than one entrant, some very close times were recorded. Wim Janssen won the Formula Libre class by 0.31 of a second, Steve Buffinton the Clubman Sports Car class by 0.89 of a second, Ian Speight the Production Sports Cars up to 2000 by 1.09 seconds, Mark Samson the Production Sports Cars 2001 and over by 2.24 seconds, James McNiven the Sports Sedans up to 2000 by 2.44 seconds, Declan Kirkham the Sports Sedans 2001 and over by 0.72 of a second. Jordan James the Sports Sedans 4WD by 1.59 seconds, James Dyer had a bigger gap in the Improved Production up to 2000, winning by 3.37 seconds, Frank Penrose took out the Improved Production 2001 and over by 0.99 of a second, and Benjamin Selwyn took out the Junior class by 3.39 seconds. As the writer of this story, and a family member, I can say that I was very impressed with Joshua Bryant (driving the stock standard Toyota Corolla) in his first hill climb event, and one of the few times he has driven a manual car – all without any practice on this track as he had to work on Saturday morning – Joshua improved his times over the day by nine seconds - well done Josh!



The conduct of a hill climb relies on many people to carry out many tasks on the day – thanks to scrutineers Cliff Whitehead, Lesley Smart, John Rowe, Linus Dalton-Smith and Bruce Wilson, timing building and race officials Rob Duncan, Darryl Hamilton, Bill Jennings, Phil Tullett and John Moss. **A special mention must go to the Hickey Family who not only resurrected the Canteen (and I am told will be doing this for our events next year), but worked in it all day, and also provided the after event barbeque – excellent effort and much appreciated by all in attendance.** Thanks also go to our Emergency Response Services members who attend our events all year to look after our medical problems and to the WAP Motorsport crew who tow people back who have broken down or hit something and not able to proceed – without either in attendance we would not be able to run our events.



Results for the day are included in this Valve Bounce. Our next event is a long way from now, which will give you time to do the summer spruce up of your car – Sunday, February 18, which is Round 2 of the 2023 Victorian Hill Climb Championship. For those concerned about the name of the event, it is exactly the same as our multiclub events with slightly different classes – any club member can enter this event (and any other VHCC event for that matter).

The myths and facts about electric vehicles.

In the September AOMC newsletter, we published an article asking if electric vehicles will really cut our CO2 emissions. This article created some feedback, and questioning of some of the assertions.

This month we are reproducing information from reports done by RACV and NRMA into some of the facts and misconceptions around electric vehicles.

Electric vehicles have charged ahead in 2022. With increasing numbers of car manufacturers launching electric models and the European Union looking to phase out new internal combustion -powered vehicles by 2035, what was seen as a niche market for the rich and environmentally obsessed is suddenly a very real consideration for many of us. In fact, a 2020 RACV survey found that 47 per cent of members would consider an electric vehicle when buying a new car, while eight per cent of respondents were actively looking at buying an electric vehicle.

Our options are expanding, too. There are now around 30 electric vehicle models to choose from, with more due in the next 12 months.

1. EVs are more environmentally friendly

That depends where and how you recharge them. Use renewable electricity – such as solar from your rooftop, or from any power point in Tasmania (which uses renewable and hydro power) – and there are no carbon dioxide (CO2) emissions.

In Victoria, about 71 per cent of electricity is generated from CO2-intensive sources such as coal and gas. According to the Department of Environment, Land, Water and Planning that amounts to 1.13 kg of CO2 per kiloWatt hour. In an EV with an 80kWh battery that amounts to 90.4kg of CO2.

Allowing for an energy use of 16kWh over 100km, a typical mid-sized EV will travel around 500km.

To get a similar 500-kilometre driving range from a similar petrol-powered car, such as a Kia Sportage or Mazda CX-5, you would need about 40 litres of fuel, which emits 92kg of CO2. So the electric car is just ahead.

There's also a broader debate about the environmental cost of sourcing materials, shipping vehicles and recycling older cars. That's cracking the proverbial can of worms, albeit one many car makers are addressing, with plans to be CO2 neutral within decades.

2. EV batteries last longer

Like all batteries, those used in electric vehicles degrade over time, reducing their ability to hold charge. However, they're designed to last much longer than those in your smartphone or laptop.

EVs also don't use the entire capacity of the battery – again to extend its life.

Most car makers back their batteries for seven or eight years and guarantee the capacity won't drop below 70 or 80 per cent of its original capacity.

3. EVs are cheaper to run than petrol cars

Electricity typically costs about 30 cents per kilowatt-hour, depending on what deal you've sourced and where you live (country areas can cost more).

On a small EV such as the Hyundai Kona Electric that translates to \$19.20 for a full charge claimed to take you 450 kilometres. Away from the laboratory the range may be closer to 400km, so around \$5 per 100km.

Assuming an average petrol price of \$1.80 each 100km in the petrol version of the Kona (claimed consumption of 6.7L/100km for the 1.6 turbo engine) will cost more than \$12 per 100km if we make the same assumptions that the official fuel figures are optimistic.

Those figures suggesting EVs cost about half as much to power as petrol cars are in keeping with comparisons on other models.

4. You can charge it at home with a normal power point

Yes, but very slowly. A household power point puts out 2.4kW of power, which for an 80kW/h battery, such as you'd find in a Tesla, means 33 hours of charging. A 40 to 65kW/h battery, like the Kona's, would take about 15 to 24 hours to charge. Fitting a 15-amp outlet would bring the time down to around 11 to 17 hours.

Smaller batteries, such as those used in PHEVs (with, say, a 12kW/h battery) can be charged in about five hours, although the electric-only driving range may only be about 30 kilometres.

Wallbox chargers priced from \$2000 typically provide between 7.5 and 22kW of power, significantly reducing that charge time and making overnight charges feasible.

5. You can't drive as far between charges

As with petrol-powered cars, that depends on the size of the car, the capacity of the battery (or fuel tank) and how you drive it.

Most full EVs are targeting a range of at least 400km, although those figures are derived from government standards that usually aren't representative of what you'll achieve in the real world; you can usually knock about 10 to 15 per cent off the claims.

That said, some EVs claim a range of more than 500km and each new generation of battery has increased capacity, which improves travelling distance.

The outside temperature can also reduce the driving range because electricity is used to heat or cool the batteries, in turn sapping energy that would otherwise have been used to power the car.

6. An EV last longer than a petrol car and need fewer repairs

Electric motors don't usually require regular maintenance and should easily outlast other components of the car. But items such as the batteries will degrade over time, potentially leading to big replacement bills – although that's likely to be at least a decade or more into the car's life.

Other wearing items such as windscreen wiper blades, tyres, brakes and suspension components will also need checking and replacing periodically.

7. They hold their value longer than petrol cars

No, at least not according to Ross Booth, general manager of valuations experts Redbook.com.au.

He says for the vast majority of models, EVs hold their value worse than petrol, diesel and hybrid-powered cars in the Australian market. He blames this on various factors, including the low demand for EVs, something that flows through to the used-car market. And the fact most people won't pay a premium for an EV also affects what most will pay in the used market.

"EVs are really seen as a technology purchase today," he says, likening it to the desire by many to get the latest iPhone.

The exception, he says, are Teslas, which have genuine appeal in the used market and hold their value well – thanks to limited supply controlled closely by factory-owned dealerships. Ross believes the resale value of other EVs will improve over time, in much the same way that second-hand hybrid vehicles now command similar prices to their petrol counterparts. But he says that could take as long as 10 or 15 years.

8. There aren't enough public chargers

Public charging stations are nowhere near as prolific as petrol stations, although there are more being opened every month. Governments, businesses and the RACV are installing charging networks on major routes, including the Hume Highway north of Melbourne. There are various websites and apps – including Plugshare – that provide regularly updated information on charging locations.

9. They take a long time to charge

It depends on the power of the charging station, how much electricity the car can accept and the ambient temperature. Batteries don't like extreme heat or cold (20 to 25 degrees is considered ideal) so in certain circumstances the car's computer will reduce how much charge the car can accept.

Further complicating things is the throttling back of charging power as the battery approaches its maximum levels, something controlled by software in order to prolong the life of the battery.

That's why many brands quote charging times for an 80 per cent fast charge; that 80 per cent charge can often be done at full power, but beyond that it may take an hour or more to top up the last little bit.

That said, most modern EVs can be charged up to 80 per cent within about 40 minutes, provided you're using a DC charger that delivers the car's maximum charging capacity. AC chargers used at home are much slower than you'll find at a charging station and will usually require a few hours or overnight.



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East Sale RACES Sprint Meeting – Nov 27th

Jarrold Bryant

I was very much looking forward to taking part in this event. It was the debut of the new look track at East Sale and it didn't disappoint. The only challenge at the event was for spectators as the paddock was quite a distance away from the circuit and there was no viewing area established.

The Gippsland Car Club was very well represented with the highest member count from any club taking part. All up 24 GCC members lined up for the start across all of the different classes. A very interesting debut for the event was Wim Janssen's new Honda S600 (seen below) built with a slight horsepower upgrade courtesy of motorcycle power. It was a fantastic looking machine but unfortunately Wim was plagued by some braking issues over the weekend and was forced to retire early.



Andrew and Craig O'Connell were crowd favourites in the AU Falcon V8 Supercar and the sound from the car at full noise down the straight was amazing. They had a few different dramas during the day however it didn't stop Andrew taking out the fastest time on the new circuit with a time of 51.01 seconds. He didn't have it easy however with Kerran Pridmore in the WRX right on his heels to take second overall with a 51.18.

David Casey and Ewen Moile took out 3rd and 4th both in the 52 second bracket with only 0.6 of a second between them. The next 3 were some very quick modified over 2L cars with Tom Mulligan in the Honda Civic, Paul Fixter a Mazda 3 MPS and James Jorgensen in a Ford Laster TX3. The top 10 was then rounded out by Lloyd Harbridge in the Westfield who was left to run by himself in the last few runs, Jordan James in the Evo and Craig Rowley in a Nissan Skyline.



Jordan James took out 9th overall in the Lancer Evo

The way the classes are split at this event is interesting and, as a log booked Sports Sedan, I found myself up against Andrew and Craig in the V8 Supercar so it was fair to say I was happy coming in 3rd a long way behind them! I had a couple of great dices with Ian Mayze in the MGB over the last couple of runs with Ian coming away in front with just a little too much straight line speed for me to keep up.

Unfortunately for John Moss he made the trip only to have a suspected electrical gremlin with the fuel injection on his BMW meaning his quickest time was with a tow rope attached!



All in all the event was a success and, pending some dates for 2023, it would appear we will be back up and running with GCC sprint championship next year. I'm looking forward to getting back there, if only I could find a few more HP via a second camshaft.



THE ASSOCIATION OF
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Festival of Motoring

at Cruden Farm

Sunday 29th January 2023

Open to all Historic, Veteran, Vintage, and Classic vehicles over 25 years old.

Club displays welcome

*Get your year off to a good start by attending this event and supporting
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- **Display Vehicles Must Be Pre Booked** www.aomc.asn.au/festival-of-motoring
- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9am
- \$18 Entry for display cars (Includes passengers)
- Spectator entry and car park off Cranhaven Rd.
- Spectator Admission \$10 per person, Children free
- Funds raised by this event will be donated to Beyond Blue
- Childrens Entertainment, Music, Food & Trophies



Presented by the Association of Motoring Clubs in associations with RACV
For further detail contact 0473 832 277
www.aomc.asn.au and aomc facebook

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,
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As Simple as 123!-----by Bill Freame

An accurate and reliable ignition system is something we take for granted with modern internal combustion motor vehicles, where everything to do with the running of the engine is controlled by electronic devices that we loosely call 'Computers'. These are computer chips developed and then adapted to control the accurate ignition timing needed to minimize the emissions and improve fuel consumption. This was all forced onto the auto manufacturers by strict emissions laws introduced in California, in the USA and then several European countries quickly followed suit. Now if you have no interest in the recent but classic motor vehicles from the past, stop reading this and move on to the next story, because the information explained and contained in this story is probably not for you.

The classic petrol engines of our past were quite simple machines, especially those made during the massive expansion of personal motoring following on from WW2. Ignition was activated by a simple rotating device called a 'Distributor' which has a shaft internally that is rotated at exactly half the crankshaft rotation speed and is used to trigger and distribute the coil voltage to fire the spark plugs by a spring-loaded normally closed switch that is called 'Points'. The points are opened by a multi lobe cam that is rotated by the distributor shaft inside the distributor. Usually, the number of lobes on the cam is the same as the number of cylinders in the engine. Four-cylinder engines will have four lobes, six cylinders will have six lobes, eight cylinders will have eight lobes but with 12 cylinders they would often have two distributors of six lobes in each, as totally separate distributor units, with the additional expense of needing two coils, one for each of them.

So now having covered the basics of how the ignition system works, as you can imagine, over the life of the engine before the first rebuild, the distributor will have rotated many, many times and most of them were constructed with only simple plain bearings that are only lubricated by the oily mist inside the operating engine. So, obviously, during any reconditioning of the engine, the distributor is an item that should be inspected for wear and repaired to original condition, or a replacement acquired instead. Now as the points are operating multiple times during normal operation of the engine, those points are a serviceable item that must be adjusted often and are usually replaced at most major services. Other moving items inside the distributor also wear. There are spring loaded balance weights that wear on their pivot shafts. These balance weights are used to automatically advance the ignition timing as the engine revs increase, where for starting and idling the ignition will be triggering the spark plugs to fire at about 10 degrees before the piston in that cylinder is at 'Top Dead Centre', whereas by the time the engine has reach about 3500RPM, the ignition will have automatically advanced fully to about 32 degrees before TDC to ensure good performance and fuel economy. With weak springs (from age) on the balance weights, the ignition advance will be happening earlier, perhaps by too much thus causing detonation within the cylinder, the engine sounding like something is rattling.

There have been many attempts over the years to get away from the points method of triggering the ignition, especially with the stupid location that some of the distributors are placed in. Many of the small block Chevrolet V-8's have the distributor at the rear of the engine, almost against the firewall and a long way from any of the three sides where a mechanic can be standing. But in my opinion, worse still is the Ford Lotus Twin-Cam engine where the distributor is mounted on the side of the production Ford engine, hidden under the manifold and Weber side-draught carbys that completely block your vision of the distributor. For that reason alone, there have been many systems that use a rotating trigger wheel past a magnetic switch to trigger the ignition sequence, a system that theoretically should never go out of adjustment. The ignition is still automatically advanced just as with a points system. Pertronix can supply the module system to replace the factory points system.

Phil at BOI Performance has been successfully using a system that is manufactured by Albertronic in Holland, under the brand name of '123'. Magnificently engineered and manufactured from quality materials, whenever they are permitted to be used in the competition rules, he will use them in

most of his classic cars. A simple explanation of the operation is there is an aluminium disc attached to the distributor shaft, within this disc there are small but very strong magnets, one for each cylinder. They magnetically trigger a switch in the base of the distributor, as they pass by during the rotation of the distributor. There is also some type of computer chip that is within the distributor and there is a total of 16, all slightly different advance curves built into the chip, in the very popular basic model. This makes it very easy to set the tuning of the engine to get the best performance from various octane rated fuels, where it might be advantageous to soften the advance curve to run on 91 octane fuel on the street and 98+ octane for competition.

While these basic model 123 distributors offer good tuning outcomes, Phil prefers to use the more adjustable 123 distributors that allow him to set his own parameters within the distributor, by being able to use either 'Bluetooth' or the alternative is to plug in a Lap-top computer to the distributor between dynamometer runs and make additions or subtractions to the ignition curve at various revs, an extremely useful means of tuning when searching for everything you can get out of an engine. At this time these 123 distributors are not permitted in some racing classes, the HQ Holden class and some of the Historic classes to name just two. However, it is certainly possible to tune an engine with the Lap-top plug in to seek out and obtain the best advance curve and then build (or have built) a more traditional and normal race legal distributor to those specifications for racing. Don't think that this isn't actually happening right now, by many of the winners in those classes.



With these 123 distributors made in Holland, which is a part of Europe, the range of vehicles that these distributors are available for is quite comprehensive. When confronted with a vehicle that is not on the available list, Phil has very successfully converted something from another 123 unit that can be altered to fit the engine. He has yet to be stumped by any requirement. All 123 distributors are very easy to install and to set to the correct ignition timing, with the assistance and operation of an LED light that is built into the distributor to set the static ignition timing before TDC.

As I have mentioned previously, it is possible to have at least two separate advance curves that will best suit the demands of your engine and it is easy to then switch from one to the other. A handy help to the amateur driver, a rev limiter can be set all the way up to 8000 crankshaft revs, however the distributor will continue working beyond 8000 revs but the tachometer in the distributor is graduated only up to 8000. 123 distributors can also have a vacuum advance connection and for supercharged and turbocharged engines there is boost retard also available.

The sensible people at 123 have even made our lives simple, by making and supplying these quality distributors with either Bosch or Ducellier caps and rotor buttons, instead of attempting to make their own special and unique caps and buttons. Why re-invent the wheel?

PERFORMANCE IGNITION can and do rebuild and supply distributors with modified advance curves that will comply with the racing requirements of various classes as well as the supply of high-performance coils.

PERTRONIX can supply module systems to replace the points mechanism in many distributors and can also supply high-performance coils.

ALBERTRONIC manufacture the three styles of 123 distributor to replace the original distributor, as discussed in this story.

That's the '16 advance curve settings' in the standard basic 123 distributor.

'Programmable by Bluetooth' 123 distributors where you decide and install the ignition parameters between dynamometer runs.

'Programmable by a Lap-top' 123 distributors where you can plug the computer into the distributor to install and change the ignition parameters between dynamometer runs.



John Bryant in the Mini over Skyline at Gippsland Park

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See over page for more details.

Sunday 26th February 2023

Event Central at Caribbean Park

Entry from Ferntree Gully Road, 1km north east of the Eastlink junction

AOMC Carbon Offset Program

The Association of Motoring Clubs (AOMC), in partnership with Greenfleet, is proud to announce a new initiative where motoring enthusiasts can support green programs in Australia through a carbon offset scheme.



Your support of this program demonstrates the enthusiast movements commitment to both the environment and the preservation of moveable cultural heritage and allows the AOMC to advocate that the environment and our heritage fleet can exist in harmony.

To play your part

- Nominate how many kilometres you will travel each year in your historic vehicle(s).
- Pay a small annual fee to offset the carbon generated.
- It's that simple.

GreenFleet invests funds by planting and maintaining legally protected, biodiverse forests and since 1997 GreenFleet has planted over 10 million trees creating 500 native forests and your support enables this fabulous work to continue and thrive.

All donations to Greenfleet are tax deductible and you will also receive a certificate in recognition of your support.

To be part of this exciting new program today

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million trees
planted



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created

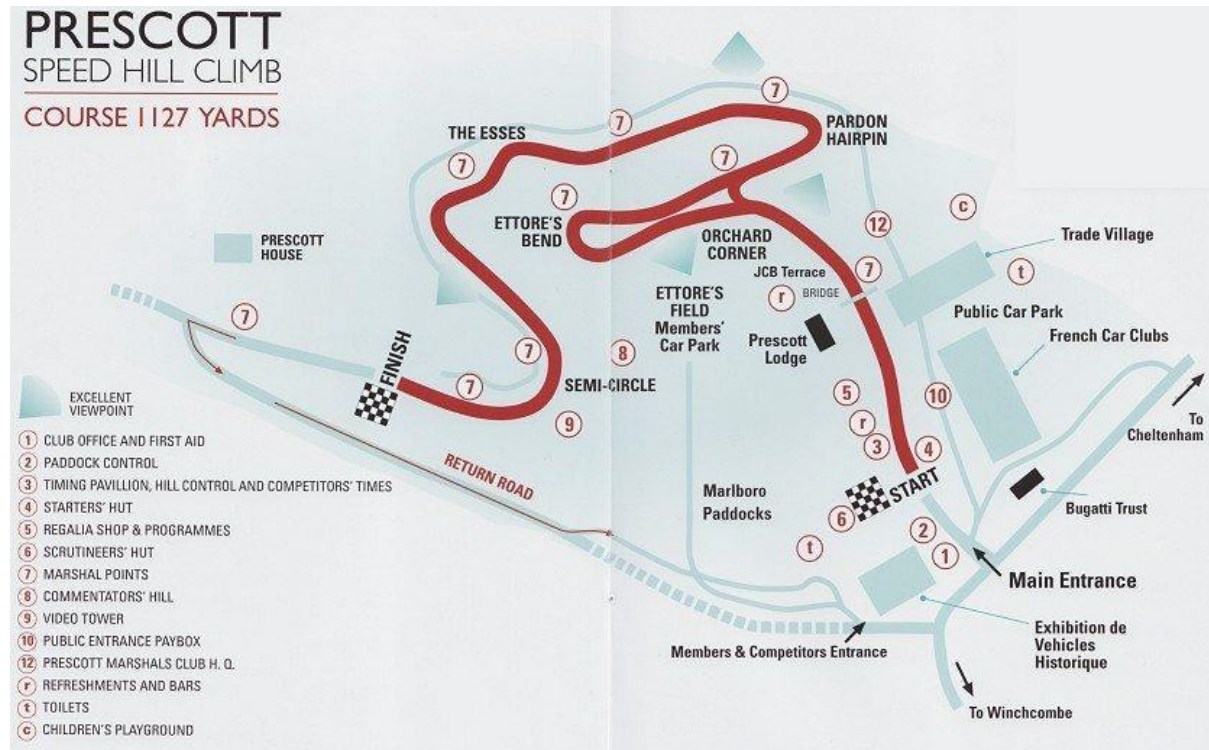


3.9
million tonnes of
carbon offsets

Hillclimbs of the world – Prescott Speed Hillclimb UK

The Prescott Speed Hillclimb was established in 1938 by the Bugatti Owners Club and is still in operation today. The first meeting was held in May 1938 with the winner Arthur Baron in a type 51 Bugatti with a time of 51.7 seconds.

The track is 1127 yards which rises over 200 feet with the whole facility set on an estate across 69 acres. The fastest modern cars now make the journey up the hill in under 36 seconds.



The track is a tight and technical circuit with the main straight coming off the start line before the twisty parts start.





Steven Potter – OMS 2000M on his way to 1st in class



Leigh Carter in the Fiat 695SS Abarth

GCC MULTICLUB HILL CLIMB
CLOCKWISE SHORT TRACK
Event Ranking

Rank	Last Name	First Name	Club	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10	Run 11	Run 12	Time	Gap
1	Janssen	Wim	GCC	Wimp 003	Formula Libre up to 1300	36.51	36.54	35.55	35.43	35.78	35.67	35.62				59.75		36.43	
2	Molle	Evert	GCC	Rambler M88	Formula Libre up to 1300	35.80	36.02	36.01		35.74	35.91		36.32			60.08		36.74	0.31
3	Cassey	David	GCC	Cassey CR1	Formula Libre up to 1300	38.47	38.20	37.79	38.04		41.26							37.78	2.36
4	Jamec	Jordan	GCC	Mitsubishi Evo	Sports Sedans 4WD	39.02	38.76	38.79	38.57		39.67	38.74	38.74	38.83				38.67	3.14
5	Buffinlon	Steven	GCC	Westfield	Clubmen Sports Cars up to 160	39.13	39.26	39.21	38.84	39.08	39.04	38.72	38.58	38.91	39.01	64.18	62.64	38.68	3.15
6	McIlven	James	GCC	Toyota Corolla	Sports Sedans up to 2000	39.86	40.54	40.09	39.50	40.19	40.85	39.20	39.11	39.67				38.11	3.68
7	Newell	Colin	GCC	Locost	Clubmen Sports Cars up to 160	40.86	40.74	40.39	40.08	40.89	39.91		39.54	39.47		63.97	62.49	38.47	4.04
8	Lyname	Leslie	GCC	Ford Focus RS	Sports Sedans 4WD	40.86	40.28	40.49			40.16	42.76	40.40					40.18	4.73
9	Penrose	Frank	GCC	Datsun 180b	Improved Production 2001 and over	41.14	41.23	41.06	40.40	40.38	40.91	40.40	40.42	40.42	40.31		55.36	40.31	4.88
10	Samson	Mark	GCC	MG ZS 180	Production Sports Cars 2001 & over	41.20	41.26	40.42		40.74		40.33			40.65	55.15		40.33	4.90
11	Dyer	James	GCC	Suzuki Ignis	Improved Production up to 2000	42.09	41.05	40.42	41.23		40.86	40.54	40.56					40.42	4.99
12	Kirkham	Declan		XB Falcon	Sports Sedans 2001 and over			45.84	42.63	41.52	40.45	40.92						40.46	5.02
13	Speight	Ian	GCC	Mazda MX5	Production Sports Cars up to 2	41.35	41.44	40.86	40.63	40.88	42.06	41.89	41.64	40.95	41.01			40.83	5.20
14	Koogee	Larry	GCC	Holden Torana	Historic Group N 2001 and over	41.57	41.64	41.28		40.94	40.77	40.63	40.75	40.84				40.83	5.20
15	Hooking	Dale	GCC	Dairick	Clubmen Sports Cars up to 160	41.74	41.14		42.52		41.28	41.61						41.14	5.71
16	Rhodes-Anderson	Andrew		Holden HQ	Sports Sedans 2001 and over			46.88		44.07	45.99	41.44	41.88	41.37	41.17	68.91		41.17	5.74
17	Armstrong-Fray	Craig		Mini Cooper S	Improved Production 2001 and over	42.99	43.07	43.01	42.11	42.04	41.58	41.30	41.85					41.30	5.87
18	Mohor	Garry	GCC	Ford Escort	Sports Sedans up to 2000	45.10	44.14	43.52	42.32	42.21	54.85	42.02	41.55	41.74				41.66	6.12
19	Booth	Jeremy	GCC	Suzuki	Production Sports Cars up to 2	43.40	43.31	42.85	42.85	42.52	41.74	42.13	41.72	61.88	42.04			41.72	6.29
20	Frenoh	David	GCC	Toyota Corona	Improved Production 2001 and over	43.72	43.74	43.87	43.15	43.04	43.37	42.93	42.52	42.70	43.38			42.62	7.09
21	Byfield	Mason		Nissan 370Z	Production Sports Cars 2001 & over	44.00	42.77	42.80	42.57	43.83	43.09	42.67	43.53					42.67	7.14
22	Gibbons	Barry	GCC	Elfin	Formula Vee	44.87	44.36	43.70	43.63	42.82								42.82	7.39
23	Baptist	Kevin	GCC	Ford laser	Improved Production up to 2000	45.52	45.75	45.42	44.77	49.83	43.79	44.34						43.78	8.36
24	Orr	Denis	GCC	Hyundai Excel	Circuit Excel	45.37	44.38	46.26	45.32	45.07	53.36	44.30	44.60	43.86				43.88	8.43
25	Samson	Richard	GCC	MG ZS 180	Production Sports Cars 2001 & over	46.75	45.84		44.57		44.19			44.29				44.18	8.76
26	Mayze	Ian	GCC	MG B	Production Sports Cars up to 2	46.08	46.01	45.51	44.52	45.12	44.80	44.72	45.31	44.38		45.12	73.66	44.38	8.95
27	Djalil	Dmitri	GCC	BMW325i	Sports Sedans 2001 and over	47.39	46.11	46.03	45.25	44.81	44.71							44.71	9.28
28	Selwyn	Terry	GCC	Datsun 1600	Historic Group N up to 2000	46.55	46.29	45.90		45.13	44.96	45.46	45.78	45.39				44.88	9.53
29	Frenoh	Aileen	GCC	Toyota Corona	Improved Production 2001 and over	46.46	45.55	45.57	45.44	45.26	45.24	45.74	45.40	45.33				46.24	9.81
30	Templar	Joel		Subaru Impreza	Sports Sedans 4WD	46.03	46.04	45.90	45.78	45.98	45.86	45.99	46.05					46.78	10.35
31	Djalil	Valeriy	GCC	BMW 325i	Sports Sedans 2001 and over	47.44	46.96	46.87	47.07	46.27	45.91							46.91	10.48
32	Webb	Craig	GCC	Kay Bee Honda	Historic Other	47.02	46.36	46.22	51.99	46.06								48.08	10.63
33	Frankie	Anthony		Ford Fiesta	Improved Production up to 2000	48.01	47.86	46.92	46.66	46.55	46.35	46.14	47.21	46.63		46.84	76.55	48.14	10.71
34	Thorbecke	Alexander	GCC	Toyota Celica	Production Sports Cars 2001 & over	48.88	47.87	47.10		48.08	46.74	45.79	46.99	47.41				48.74	11.31
35	Bryant	Jamod	GCC	Toyota Corolla	Sports Sedans up to 2000	47.81												48.88	11.56
36	Horler	Peter	GCC	Ford Escort	Improved Production up to 2000	48.78	47.68											47.88	12.25
37	Mahelney	Ernest	GCC	Sunbeam	Production Sports Cars 2001 & over	49.98	49.24	48.65	49.14	49.17	48.12	49.08		49.17				48.12	12.69
38	Selwyn	Benjamin	GCC	Datsun 1600	Junior	48.25	48.32	48.56	83.85	51.35	49.31	50.07	48.54					48.26	13.82
39	Parr	David	GCC	Honda Integra	Production Sports Cars up to 2	52.14	50.49	49.62	49.70	49.18	49.83	49.66	49.65	49.55	49.99	80.40		48.83	13.40
40	Newman	Penny	GCC	Peugeot 206cc	Production Sports Cars up to 2	53.79	52.72	52.12	52.03	52.13	51.4	52.61	51.10	51.48	52.07	85.38	86.07	51.10	15.67
41	Bryant	Joshua	GCC	Toyota Corolla	Junior			60.55	60.55	56.20	54.90	55.59	53.97	52.64		51.64	83.65	61.84	16.21

RACES Sprint 27 Nov 22



Pos.	Driver	Vehicle	Class	Fastest Time
1.	Andrew O'Connell	Ford Falcon AU	E-Sports Sedans	0:51.011
2.	Kerran Pridmore	Subaru Impreza	D-Modified AWD	0:51.183
3.	David Casey	Casey TH109R	F-Open Wheeler	0:52.042
4.	Ewen Moile	Ramblebee Mk 8	F-Open Wheeler	0:52.687
5.	Tom Mulligan	Honda Civic	C-Modified O2L	0:53.867
6.	Paul Fixter	Mazda MP3	C-Modified O2L	0:54.523
7.	James Jorgensen	Ford Laser TX3	C-Modified O2L	0:54.621
8.	Lloyd Harbridge	Westfield SE	F-Open Wheeler	0:54.789
9.	Jordan James	Mitsubishi EVO	D-Modified AWD	0:55.144
10.	Craig Rowley	Nissan Skyline	C-Modified O2L	0:55.312
11.	Callan Mahilall	Mitsubishi EVO	D-Modified AWD	0:55.570
12.	Craig O'Connell	Ford Falcon AU	E-Sports Sedans	0:55.750
13.	Ben Lascelles	Subaru WRX Sti	D-Modified AWD	0:55.820
14.	Roona! Jepaul	Ford Mustang	C-Modified O2L	0:55.855
15.	David Thirlwall	BMW 1M	C-Modified O2L	0:56.273
16.	Steven Pugliese	BMW E46	C-Modified O2L	0:56.679
17.	Lachlan Jorgensen	Ford Laser TX3	B-Modified U2L	0:57.429
18.	Pun Hy	VW Golf R	D-Modified AWD	0:57.570
19.	Grant Ellers	BMW E36 M3	C-Modified O2L	0:57.945
20.	Nicholas Antuar	Renault RS265	C-Modified O2L	0:58.191
21.	Nic Berryman	Mazda 323	C-Modified O2L	0:58.519
22.	Cai Allen	BMW 135i	C-Modified O2L	0:59.273
23.	Mark de Santis	Subaru Impreza	C-Modified O2L	0:59.433
24.	Nelson Li	Subaru BRZ	B-Modified U2L	0:59.613
25.	Alan Rumble	Holden Commodore	C-Modified O2L	0:59.968
26.	Richardo Martin	Toyota Celica	B-Modified U2L	1:00.003
27.	Warren Smith	Ford Fiesta XR4	A-Standard	1:00.089
28.	Bobby Tuit	Holden Gemini	C-Modified O2L	1:00.250
29.	Mark Johnstone	Subaru WRX	A-Standard	1:00.734
30.	Mason Byfieldt	Nissan 350Z	C-Modified O2L	1:00.773
31.	James Walduck	VW Golf R32	D-Modified AWD	1:01.382
32.	Sei Vella	Mazda MX5	B-Modified U2L	1:01.394
33.	Matthew Bumpstead	Hyundai Excel	B-Modified U2L	1:01.597
34.	Ken Jorgensen	Mazda Familia	C-Modified O2L	1:01.816

Pos.	Driver	Vehicle	Class	Fastest Time
35.	Matt Morris	BMW 325	A-Standard	1:01.843
36.	Ray Vella	Mazda MX5	B-Modified U2L	1:02.414
37.	Mark Berryman	Mazda 323	C-Modified O2L	1:02.582
38.	Valeriy Djulai	BMW 325i	A-Standard	1:02.996
39.	Dmitri Djulai	BMW 325i	A-Standard	1:03.316
40.	Aaron Pattinson	Hyundai Excel	B-Modified U2L	1:03.394
41.	Ben Selwyn	Hyundai Excel	B-Modified U2L	1:03.765
42.	Kyle Hickling	Mazda 323	B-Modified U2L	1:04.324
43.	David Richards	Datsun 120Y	B-Modified U2L	1:04.351
44.	Darren Hickling	Mazda 323	B-Modified U2L	1:04.433
45.	Allan Richards	Datsun 120Y	B-Modified U2L	1:04.582
46.	Bob Johnstone	Subaru WRX	A-Standard	1:04.796
47.	Wim Janssen	Wim P003	F-Open Wheeler	1:04.867
48.	Patrick Eddy	Ford Laser	A-Standard	1:04.886
49.	Terry Selwyn	Hyundai Excel	B-Modified U2L	1:05.023
50.	David Parr	Honda Integra	A-Standard	1:06.101
51.	Stacey Kronk	Mitsubishi Starion	C-Modified O2L	1:06.296
52.	Peter Suzic	Dodge Challenger	C-Modified O2L	1:06.304
53.	Stuart Eddy	Ford Laser	A-Standard	1:06.347
54.	Ian Mayze	MGB Roadster	B-Modified U2L	1:06.796
55.	Dion Benis	Mazda MX5	A-Standard	1:07.648
56.	Robert Bumpstead	Hyundai Excel	B-Modified U2L	1:08.050
57.	Sam Fridey	Mitsubishi Lancer	A-Standard	1:09.046
58.	Jarrold Bryant	Toyota Corolla	E-Sports Sedans	1:09.121
59.	Laurie Johnson	Hyundai Veloster	A-Standard	1:09.949
60.	Les Bradd	Nissan Pulsar	D-Modified AWD	1:10.039
61.	Earnest Mawhinney	Sunbeam Alpine	E-Sports Sedans	1:10.730
62.	Jeremy Blore	Hyundai Excel	B-Modified U2L	1:10.738
63.	Kon Benis	Mazda MX5	A-Standard	1:11.296
64.	Chris Clark	Nissan Pulsar	B-Modified U2L	1:16.078
65.	Sophie Fridey	Mitsubishi Lancer	A-Standard	1:39.269

MOE PARKLANDS MOTEL



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

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

RECEPTION HOURS : 7.30 am to 9.30 pm

98 Narracan Drive, Moe, Victoria

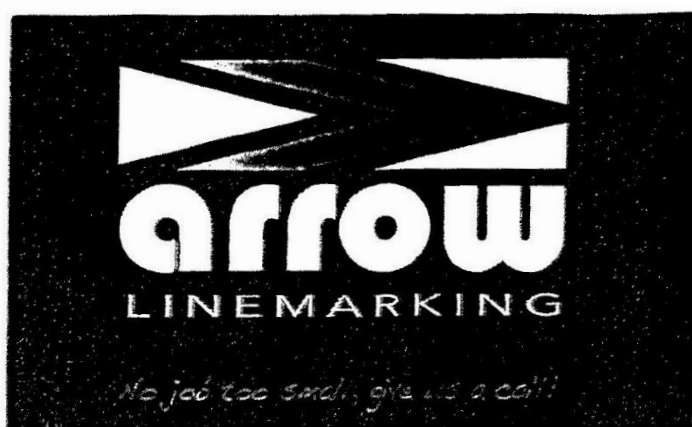
Telephone 03 5127 3344

EMAIL: stay@moeparklandsmotel.com.au
WEBSITE: www.moeparklandsmotel.com

SUPPORTERS AND ADVERTISERS INDEX

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

Name	Product	Contact Details
Moe Parklands Motel	Accommodation	03 5127 3344 stay@moeparklandsmotel.com.au
Fowlers Asphalting	Roadmaking	03 5633 2918 admin@fowlersasphalting.com.au
Arrow Linemarking	Linemarking	0458 882 353 arrowlinemarking@y7mail.com
O'Connell's tyres	Suspension, front end, brakes, shocks	03 5126 2822 Facebook presence https://oconnellstyres.weebly.com/
Capaldo Automotive Repairs	Mechanical, alignment and MX 5 specialist	5134 4328 Ask for Steve





Gippsland Car Club

MEMBERSHIP APPLICATION/RENEWAL
TAX INVOICE ABN 76 691 013 424

I/We hereby make application to join/rejoin the Gippsland Car Club Incorporated as a Junior/Single/Family Membership.
All Gippsland Car Club Membership's expire on the last day of calendar year.

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

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

NAME _____

ADDRESS _____

POSTCODE _____

TELEPHONE _____

OCCUPATION _____

EMAIL ADDRESS _____

NAME OF EACH PERSON COVERED BY THIS MEMBERSHIP

(Please write the date of birth for each junior member. A junior member is under 18 at January 1, 2023).

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

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

SIGNATURE/S _____

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

2023 Fees (all fees include GST):

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

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

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

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

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

The term **JUNIOR** in the categories above relates to a single person under the age of 18 years at January 1, 2023.