



VALVE BOUNCE

January 2023



Congratulations to 2022 Club Champion Steven Buffinton

Gippsland Car Club Inc PO Box 493, Morwell, 3840
A3759. ABN 76 691 013 424
Website: gippslandcarclub.com.au
Bryant Park, Bill Schulz Drive, Yallourn, 3852

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PROPERTY	Bill Jennings niscap@aussiebroadband.com.au	0459 833431
MEMBERSHIP	Ken Neilson ken@streetwize.net.au	0409 427199
VALVE BOUNCE EDITOR	Jarrold Bryant jarrodbryant29@gmail.com	0499 732024
PUBLICITY AND MARKETING	James Dyer james.dyer.90@gmail.com	0437 760019
HEALTH AND SAFETY	James Dyer james.dyer.90@gmail.com	0437 760019
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CLUB WEBSITE/FACEBOOK	Rhys Yeomans rhysyeomans@gmail.com	0400 519490
CLUB PERMIT REGISTRAR	Ken Neilson P.O. Box 1377, Traralgon, 3844 ken@streetwize.net.au	0409 427199
CLUB POINTS SCORER	(enquiries to Rhys Yeomans)	
CLUB ASSET HIRE	John Bryant johnandcarolbryant@yahoo.com.au	0439 741473
SOCIAL	Jill Hickey jillracer727@gmail.com	0409 412452
GENERAL BOARD MEMBER	Ian Maud icfm710@gmail.com	0414 580921
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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.

2023 Event Calendar

JANUARY

January

Bryant Park track closed for private practice – corporate clients only - reopen January 29

<u>Tuesday 10</u>	<u>Toyota track hire</u>
<u>Thursday 12</u>	<u>KIA track hire</u>
<u>Friday 13</u>	<u>KIA track hire</u>
Sunday 15	AROCA Sprints at Phillip Island
<u>Monday 16</u>	<u>Mercedes Benz track hire (a.m. only)</u>
Tuesday 17	Board Meeting, 7.00 p.m., Clubrooms
<u>Thursday 19</u>	<u>KIA track hire</u>
<u>Friday 20</u>	<u>KIA track hire</u>
Sunday 22	MSCA Supersprint at Phillip Island
Saturday to Sunday, 28/29	Motor Events Racing Sandown
Sunday 29	Cruden Farm Festival of Motoring

FEBRUARY

Friday to Sunday, 3/5	Bathurst 12 Hour
Tuesday 7	Valve Bounce collation
Saturday to Sunday, 11/12	PIARC Supersprint Round 1 (including races) at Phillip Island
Saturday 11	Working Bee and Club Practice Day
Sunday 12	Picnic at Hanging Rock Classic Car Show
Sunday 12	AROCA Sprints at Sandown
Tuesday 14	Board Meeting, 7.00 p.m., Clubrooms
Friday to Sunday, 17/19	Victorian State Race Series Round 1 at Sandown
Saturday 18	ANNUAL TROPHY PRESENTATION, CLUBROOMS, 11.00 A.M.
Saturday 18	VHCC Round 2, Bryant Park, Twilight event
Friday to Sunday, 24/26	MA Speedseries Round 1 at Symmons Plains, Tas
Saturday to Sunday, 25/26	Motor Events Racing Morgan Park
Sunday 26	British and European Motoring Show at Caribbean Park
Sunday 26	M&DCC Boisdale Hill Climb Round 1, Long Track
Sunday 26	GCC Khanacross at Bryant Park

MARCH

Saturday 4	Lardner Park Motorfest
Saturday to Sunday, 4/5	Formula Open at Winton
Saturday to Sunday, 4/5	PIARC Access (races both days) at Phillip Island
<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
Saturday 18	MSCA Supersprint at Sandown
Sunday 19	RACES East Sale Supersprint
Sunday 19	Porsche Club Victoria Mobil Sandown 360 Regularity
Friday to Saturday, 24/25	Motor Events Racing Mallala
Friday to Sunday, 24/26	Adelaide Motorsport Festival
Saturday to Sunday, 25/26	VHCC Round 3, Mt. Leura, Camperdown
Sunday 26	M&DCC Motorkhana
Thursday 30 to Sunday 2	Australian Grand Prix, Albert Park
Friday 31 to Saturday, April 1	Motor Events Racing Sydney Motorsport Park

APRIL

Saturday to Sunday, 1/2	Australian Grand Prix, Albert Park
Sunday 2	AROCA Sprints at Winton
Sunday 2	M&DCC Boisdale Hill Climb Round 2, Short Track
Tuesday 4	Valve Bounce collation
Friday 7	Good Friday
Friday to Sunday, 7/9	MA Speedseries Round 2 at Bathurst 12 Hour
Sunday 9	Easter Sunday
Tuesday 11	Board Meeting, 7.00 p.m., Clubrooms
Saturday 15	MSCA Supersprint at Winton
Saturday to Sunday, 15/16	Formula Open at Sydney Motorsport Park
Sunday 16	Victorian Khanacross Championship Round 2 at Bryant Park
Saturday to Sunday, 22/23	Victorian State Race Series Round 2 at Winton
Sunday 23	VHCC Round 4, Bryant Park (PIARC)
Friday to Sunday, 28/30	Repco Supercars at Waneroo, WA
Saturday to Sunday, 29/30	PIARC Supersprint Round 2 (including races) at Phillip Island
Saturday to Sunday, 29/30	Victorian Motor Race Championship Round 1 (AASA) at Winton
Sunday 30	M&DCC Motorkhana

MAY

Tuesday 2	Valve Bounce collation
<u>Saturday 6</u>	<u>Nugget Nationals track hire at Bryant Park</u>
Sunday 7	MSCA Supersprint at Sandown
Tuesday 9	Board Meeting, 7.00 p.m., Clubrooms
Friday 12	Motor Events Racing Queensland Raceway
Saturday 13	AROCA Sprints at Sandown
Sunday 14	Mother's Day
Friday to Sunday, 19/21	Repco Supercars at Symmons Plains, Tas
<u>Saturday to Sunday, 20/21</u>	<u>Terry Baker Motorsport Weekend track hire at Bryant Park</u>
Saturday to Sunday 20/21	VHCC Round 5, Mt Leura, Camperdown
Saturday 20	PAC VCAS Boisdale, Twilight, Long Track
Friday to Sunday, 26/28	Victorian State Race Series Round 3 at Phillip Island
Saturday to Sunday, 27/28	46 th Historic Winton
Sunday 28	GCC Khanacross at Bryant Park

JUNE

Sunday 4	GCC Multiclub Hill Climb at Bryant Park
Sunday 4	M&DCC Khanacross
Tuesday 6	Valve Bounce collation
Friday to Sunday, 9/11	MA Speedseries Round 4 at Winton
Friday to Sunday, 9/11	Formula Open at The Bend
Saturday to Sunday, 10/11	VHCC Round 6, One Tree Hill, Ararat
Sunday 11	RACES East Sale Supersprint
Tuesday 13	Board Meeting, 7.00 p.m., Clubrooms
Friday to Sunday, 16/18	Repco Supercars at Hidden Valley, NT
Friday to Sunday, 23/25	MA Speedseries Round 6 at Sydney Motorsport Park
Saturday to Sunday, 24/25	Motor Events Racing at Winton
Saturday 24	M&DCC Boisdale Hill Climb Round 3 Twilight, Short Track

JULY

Saturday 1	AROCA Sprints at Phillip Island
Sunday 2	GCC Khanacross at Bryant Park
Tuesday 4	Valve Bounce collation
Friday to Sunday, 7/9	Repco Supercars at Townsville, FNQ
Saturday to Sunday, 8/9	PIARC Supersprint Round 3 (including races) at Phillip Island
Sunday 9	VHCC Round 1, Rob Roy (Rescheduled)

Tuesday 11
Friday to Sunday, 14/16
Saturday to Sunday, 15/16
Sunday 16
Saturday 22
Friday to Sunday, 28/30
Friday to Sunday, 28/30
Sunday 30
Sunday 30

Board Meeting, 7.00 p.m., Clubrooms
Drive Events Racing at Drivelt, Townsville FNQ
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
Drive Events Racing at Pheasant Wood NSW
GCC Khanacross at Bryant Park
M&DCC Motorkhana

AUGUST

Tuesday 1
Friday to Sunday, 4/6
Sunday 6
Tuesday 8
Friday to Sunday, 11/13
Friday to Sunday, 11/13
Saturday 12
Saturday to Sunday, 12/13
Friday to Sunday, 18/20
Saturday 19
Saturday to Sunday, 19/20
Friday 25
Friday to Sunday 25/27
Sunday 27

Valve Bounce collation
Formula Open at Queensland Raceway
AROCA Sprints at Broadford
Board Meeting, 7.00 p.m., Clubrooms
Victorian State Race Series Round 4 at Sandown
MA Speedseries Round 6 at Queensland Raceway
Drive Events Racing Mallala
Victorian Motor Race Championship Round 3 at Calder
Repco Supercars at The Bend, SA
M&DCC Boisdale Hill Climb Round 5 Twilight Long Track
PIARC Access (racing on both days) at Phillip Island
Motoring Events Racing Endurance Series at Sandown
Australian Rally Championship, Gippsland
VHCC Round 7, Bryant Park (VMCI)

SEPTEMBER

Sunday 3
Tuesday 5
September 12
Friday to Sunday, 8/10
Friday to Sunday, 15/17
Saturday to Sunday, 16/17
Sunday 17
Sunday 17
Friday to Sunday, 22/24
Saturday to Sunday, 23/24
Sunday 24
Sunday 24

Father's Day
Valve Bounce collation
Board Meeting, 7.00 p.m., Clubrooms
MA Speedseries Round 7 at Sandown, includes Formula Open
Repco Supercars at Sandown, Vic
Victorian Motor Race Championship Round 4 at Winton
M&DCC Boisdale Hill Climb Round 6 Short Track
GCC Khanacross at Bryant Park
Victorian State Race Series Round 5 at Phillip Island
Drive Events Racing Morgan Park
M&DCC Khanacross
GCC Multiclub Hill Climb at Bryant Park

OCTOBER

Sunday 1
Tuesday 3
Thursday to Sunday, 5/8
Friday to Sunday, 6/8
Tuesday 10
Friday to Sunday, 13/15
Saturday 14
Sunday 15
Saturday 15
Sunday 22
Friday to Sunday, 27/29
Friday to Sunday, 27/29
Sunday 29
Sunday 29

RACES East Sale Supersprint
Valve Bounce collation
Repco Supercars at Bathurst, NSW
Drive Events Racing Symmons Plains
Board Meeting, 7.00 p.m., Clubrooms
MA Trophy Series at The Bend, SA
AROCA 12 Hour Relay at Winton
AROCA 12 Hour Relay at Winton
M&DCC Boisdale Hill Climb Round 7 Twilight Long Track
GCC Khanacross at Bryant Park
Victorian State Race Series Round 6 at Calder
Repco Supercars at Surfers Paradise, Qld
M&DCC Motorkhana
GCC Multiclub Hill Climb at Bryant Park

NOVEMBER

Thursday to Saturday, 2/4	Drive Events Racing The Bend
Sat, Sun, Mon 4,5,6	West Gippsland Car Club
Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	MA Speedseries Round 8 at Bathurst (International)
Friday to Sunday, 10/12	MG Road Racing Championships
Saturday 11	M&DCC Noel Burley Memorial Hill Climb, Round 8 Twilight
Saturday to Sunday, 11/12	PIARC Supersprint Round 4 (including races) at Phillip Island
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
Saturday to Sunday, 25/26	Island Magic at Phillip Island, includes Formula Open
Sunday 26	RACES East Sale Supersprint

DECEMBER

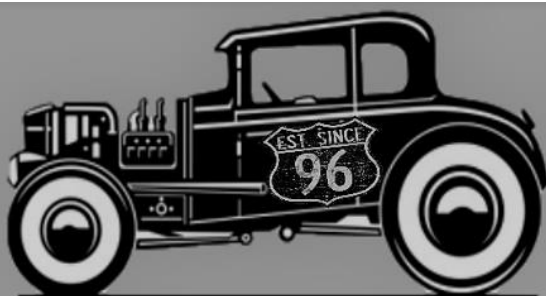
Saturday 3	GCC Multiclub Hill Climb at Bryant Park (Twilight Event)
Tuesday 5	Valve Bounce collation
Tuesday 12	Board Meeting
Sunday 11	GCC Khanacross at Bryant Park

CALENDAR 2024

November 3

Monaro Club of Victoria track hire at Bryant Park

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.



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Editorial Ponderings:

Welcome everyone to 2023, this year marks 15 years at our new facility Bryant Park after the closure of the old Morwell track Gippsland Park. I hope everyone had a safe and happy Christmas and New Year break, it's almost time to dust off those cars and get the action started for a new year.

I hope everyone has managed to give their cars some TLC over the Xmas/New Year period and fix up any of those little issues that were hanging around. I know I had a plan to do a number of things, yet the car is still in the garage under the cover and I haven't done anything! Luckily there is time before the VHCC round in Feb, with the Rob Roy round being pushed back with track works not finished, to get my butt into gear and do the work that's needed.

It seems like a long time ago but there is a writeup on the final Khanacross of 2022 and the club championship scores are also included in this edition of Valve Bounce.

As you read this I'll be up in Bright, relaxing in the high country and giving the mountain bike a workout before I have to head back to work.

See you soon....Jarrod Bryant



A Mini hard at it on the original dirt Morwell Hillclimb – mid 1960's

LARDNER PARK MOTORFEST

4TH MARCH 2023

- Factory Muscle Car & Show Car Pavilions
- Pro Burnout Competition & Driving Events
- Survivor Cars and Classics of all makes & models

- Huge Show and Shine – Bring your own car!
- Food vendors & Licensed Bars
- Trade exhibitor centre
- Family entertainment
- Onsite Camping.



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Gippsland Car Club Club Championship 2022 – Rhys Yeomans

The Club Championship was reduced to hillclimbs only after the failed addition of Sale Sprints earlier in the year (back in 2023 though!), with seven events being run throughout the year.

I aimed to include as many different layouts as possible, with no repeats of layouts in 2022. I do look forward to doing similar in 2023, including some reverse layouts.

Congratulations to all competitors who ran in hillclimbs this year. We saw some very close competition throughout the year from the top 6, with a few competitors in the top 10 who could have placed higher if they did not miss rounds.

Results can be found within this issue of Valve Bounce, and here is your top 3!!

1st Place – GCC Club and Hillclimb Championship, Steven Buffinton



2nd Place – Jim McNiven



3rd Place – Damien Pennycuik



Gippsland Car Club Khanacross Championship

Amongst the swarm of MX5s who have adopted our Khanacross events for this Motorsport events, our Khanacross Championship was dominated by Matthew Paulet in his Nissan Silvia disguised as a Hyundai Excel. Of the 7 rounds he competed in, he won 6 of them outright.

In addition to those at the pointy end of the field, we had several juniors who entered their first Motorsport events, and it was great to see the reduction in bunnyhop starts and increased confidence.

1st Place – GCC Khanacross Championship, Matthew Paulet



2nd Place – Peter Ferguson



3rd Place – Dean Evans



Club Championship Presentations – 11am Saturday 18th February

Presentations for the Club Championship will take place before Round 2 of Victorian Hillclimb Championship. I will ensure all who are receiving a trophy get an email before the event confirming the schedule for the day.

Upcoming Events at Bryant Park

Saturday 11th February – Working bee and Club Practice

Saturday 18th February – Victorian Hillclimb Championship Round 2

Sunday 26th February – Multiclub Khanacross

Saturday 11th February – Working Bee and Club Practice

9:00am – Working bee starts

12:00pm – BBQ lunch provided by the Club

1:00pm-4:00pm – Hillclimb Practice

An opportunity to prepare Bryant Park for the following week's Round 2 Victorian Hillclimb Championship

If you are unable to attend the working bee and are looking to attend practice, please let me know beforehand.

This day is for Gippsland Car Club Members only.

Saturday 18th February – Round 2 Victorian Hillclimb Championship

Event – Multiclub Hillclimb

Cost – \$100 (\$50 for Juniors)

Layout – Clockwise

Licence Requirements – Motorsport Australia Junior Speed or Higher

Entries now open Monday 9th January 2023

Supplementary Regulations and Scrutineering Forms can be found on our website

Sunday 26th February – Multiclub Khanacross

Event – Multiclub Khanacross

Cost – \$30 (\$10 for Juniors)

Licence Requirements – Motorsport Australia Junior Speed or Higher

Entries open Wednesday 1st February 2023

46th HISTORIC WINTON[®]

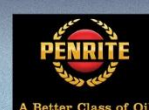
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27th and 28th May 2023



www.historicwinton.org

Winton Motor raceway, Benalla, Victoria



Austin Seven Club Inc. A0003290N | Photo - Neil Hammond

GCC CHAMPIONSHIPS 2023 The assembled throng at the Annual General Meeting of the Club held last May adopted a new set of guidelines for the Club Championship in 2023. This year will see a separate Hill Climb Championship, Sprint Championship and Khanacross Championship, an all-new method of calculating the Club Championship, and the introduction of a GCC Official of the Year. The Chris Murphy Memorial Trophy and the Reg Coldwell Memorial Trophy will continue unchanged. The rules for all of these awards are set out below.

Hill Climb Championship (no change to scoring method for this individual championship)

For hill climb events, a competitor's best time for the day will be divided by the appropriate class record at the beginning of competition for the day, with the resultant figure being the points scored by the competitor for the day, e.g. Bill Black recorded a best time of 38.11 for the day in Formula Vee, and the class record at the beginning of the day was 36.99 – Black's score for the day is thus $38.11 \div 36.99 = 1.03$. A competitor scoring 1 point for the day will have equalled the class record; a competitor scoring less than 1 point will have beaten the class record, whilst a competitor scoring more than 1 point will have been slower than the class record. Points for the Hill Climb Championship will be counted for all GCC hill climb events designated as rounds of the Club Championship (of which there are 8). The Hill Climb Champion at the end of the year will be the person who competes in the highest number of hill climbs and scores the lowest number of points.

Sprint Championship (no change to scoring method for this individual championship)

Classes contested at Sprint events conducted by Clubs other than our own will be different to those conducted by the GCC. For our GCC Sprint Championship, GCC competitors will be placed in our own Club Championship classes for the purposes of points scoring. The fastest member in each class will be awarded 1.00 points, with each other competitor in the class being compared to the fastest in the class, e.g. Yolanda Yellow records a time of 73.00 seconds to win the class, whilst Zoe Zentura records a best time of 74.72 seconds to be second in the class. Zoe will thus score $74.72 \div 73.00 = 1.02$ points. This calculation will be carried out for each competitor in each class. Points for the Sprint Championship will be counted in all sprint events designated as rounds of the Club Championship. The Sprint Champion at the end of the year will be the person who competes in the highest number of sprints and scores the lowest number of points.

Khanacross Championship (No Change to scoring method for this individual championship)

Khanacross Championship points will be scored in the following categories:

- a. Production 2WD up to 2000
- b. Production 2WD 2001 and over
- c. Production 4WD
- d. Specials (as defined in the Supplementary Regulations for an event)
- e. Juniors

Points will be allocated for the first 15 places in each category of the Khanacross as follows: 20, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1. The Khanacross Championship will be awarded to the competitor who scores the highest number of points from $(n - 1)$ rounds of the Khanacross Championship (where n is the number of rounds conducted)

CHRIS MURPHY MEMORIAL TROPHY (No Change) Points will be allocated to Gippsland Car Club member drivers of open wheeler racing cars at each GCC hill climb conducted during 2023. Points will be scored as follows: 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2 and 15th 1. The competitor with the highest points score at the end of the year will be awarded the Chris Murphy Memorial Trophy for 2023.

REG COLDWELL MEMORIAL TROPHY (No Change) Points will be allocated to Gippsland Car Club member drivers of sports sedans at each GCC hill climb conducted during 2023. Points will be scored as follows: 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2 and 15th 1. The competitor with the highest points score at the end of the year will be awarded the Reg Coldwell Memorial Trophy for 2023.

CLUB CHAMPIONSHIP (NEW METHOD) The club Championship will be made up of Hill Climb, Sprint and Khanacross rounds. Points scored in n – 1 rounds (where n is the total number of rounds contested for the year) for each of the 3 events will be used to calculate final points for the Outright Championship. Where there are 8 Hill Climbs, 4 Sprints and 8 Khanacross events the scores will be taken from the best 7 Hill Climbs, 3 Sprints and 7 Khanacross events. Points will be allocated to the top 15 outright places in each event as follows: 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2 and 15th 1. The winner of the club championship will be the person with the most points.

Club Official of the Year (NEW) Events cannot be run without volunteers. 1 point per day is given to an official for assistance with running a race meeting and half a point if they are there less than a full day. The official with the most points will be awarded GCC Official of the Year.

TRACK HIRE WITH A DIFFERENCE – VOLKSWAGEN GROUP AUSTRALIA The Volkswagen Group brought as number of the Spanish Cupra vehicles to our track recently for a media launch day. There were about eight vehicles, at least three of which were the EV Cupra sedan, which looked suspiciously like a Volkswagen Golf, and a number of SUV petrol vehicles. The aim of the exercise is to show the vehicles off to the assembled throng, to give them some lunch and some hot laps, and the participants are then meant to go off and say nice things about the vehicles. A number of the participants came by road, and a number came in three helicopters, which landed on the pit area. There were meant to be five helicopters, but two loads piked out because of the suspect weather. VW Australia has used this method at our track previously, when they launched a new VW Polo some years ago – 45 minutes from Essendon in a helicopter seems a good way to get to the track. The participants were different this time - there were the usual media types, some of whom had the pencil and pad and the photographer on hand, some of whom were doing the U Tube method, and some of whom were doing a combination of both. In addition however, and this was a first for me, there were a number of girls from the Australian Matildas soccer squad (sponsored by Cupra as it turns out), and a number of “influencers”, both male and female. Being a member of the older generation, who does not even use Facebook, I had heard of influencers, but had no idea as to the way in which they operated – after some discussions, I am not necessarily any the wiser, but I am told that if you look into your social media platforms you might see some of them singing the praises of the Cupra – I am also told that the more you look the more they get paid! The lunch was nice too!! There will be another similar day or days in January for both Toyota and Kia, but no helicopters this time.

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).

2023 CALENDAR More and more stuff is included on the Calendar for your perusal. The one thing that I do not know much about is hill climbs at other venues in Victoria – I have included the dates of the Victorian Hill Climb Championships, and intending competitors

need to note that the Rob Roy event which was to have been held in January has been postponed to July, as work being carried out on the Rob Roy Track is not yet complete. Note that our April Khanacross round is now a round of the Victorian Khanacross Championship – as I have written previously, the only difference between a GCC Multiclub Khanacross and a Victorian Khanacross Championship event is the name – all else is the same.

NEW RACING SERIES I have included in the Calendar the dates for two new racing series to take place in 2023. The first is **Motor Events Racing**, which is described by Motorsport Australia as “providing the opportunity for motor sport enthusiasts to specialise in a special endurance format of motorsport that embraces all the elements of longer races in a fun, relaxed and friendly field”. Fields of 40 or more have often been part of these events when held in other states, where competitors only need a MA Speed Licence to enter. Each driver in a team will be given six hours of track time. Winners are determined by the most number of laps accumulated over the days of the event in their respective brackets/classes. Check www.motorevents.com.au for more information. The second series is called **Australian Formula Open Series** – the Series debuted at Island Magic at Phillip Island recently with 28 cars competing – the 2023 Series commences at Winton on March 4/5 – this Series does require a full MA Licence. At this point in time the series caters for Australian Formula Three, Australian Formula Four, TRS FT50, Formula Renault and other junior formulae. Other formulae may be added as time goes on. You can find out further information of the MA website.

SOME INTERESTING READING Some of the members will be aware that I am right into book about all sorts of things, but in particular historic motor racing circuits. One of the things I received for Christmas was a book entitled **LONGFORD** The Legend of A Little Town With A Big Motor by Neil Kearney. For those of you who are not aware, Longford is a town in northern Tasmania, and motor races were held there between 1953 and 1968. Unfortunately it is no longer possible to traverse the road circuit, but some of it can still be seen. The best place to find out about the circuit and the races held there (apart from this book) is to visit the pub and read the walls – fascinating reading. The book is an excellent read, and will inform you of racing in days gone by (when I was just a kid during some of the time, but also a school teacher in other parts of the era. Another excellent read, which I have had for some time, is **GLORY DAYS** Albert Park 1953 to 1958 by Barry Green. Many of you will not be aware that races were held at Albert Park a long time prior to the current races – the circuit was not the same as the current circuit (it went in the opposite direction for a start) but it attracted huge crowds at the time, in fact, similar numbers to those currently visiting the AGP. At that time in history, the population of Australia was approximately 7 million, with 1 million living in Melbourne – 100,000 of those people, including me and my parents, went to all of the races held during the time period 1953 to 1958. Yet another good book is **PHILLIP ISLAND** a History of Motorsport since 1928 by Jim Scaysbrook. The current track at Phillip Island is not the original track or even a variation of it, and when it started there was not a bridge to get there – ships were the go! If you are a resident of Phillip Island or know the place well, you will be able to find plaques showing the corners of the original road track. Another excellent read which, like the others mentioned, contains results of all races and many fantastic photographs. Last book of the present review is **FAST TRACKS – AUSTRALIA'S MOTOR RACING CIRCUITS 1904 – 1995** BY Terry Walker. This book includes a description and a diagram of each track in Australia during that time period – I have been to many of them but certainly not all. Did you know that there were Victorian tracks at Albert Park (original), Altona (I wish someone would write a book about this circuit, the remains of which can be seen at Cherry Lake in Altona), Aspendale, Ballarat (aerodrome), Barjarg, Benalla (not Winton), Bright, Calder (could be revived this year), Corio, Darley, Dooen, Fisherman's Bend (would be great to see a book written about this track), Hume Weir, Kilmore, Motordrome (in Yarra Park), Nar Goon, Phillip Island (pre-war), Phillip Island (post-war), Point Cook, Sandown Park, Tarrawingee, Undera,

Wangaratta and Winton – what choice would we have if all of those tracks still existed? Then throw in a number of long dead hill climbs and the competitor would not have enough weekends in a year.

NEXT WORKING BEE AND CLUB PRACTICE DAY This will be held on Saturday, February 11 – this will give us the opportunity to spruce the place up after the Christmas Holiday period and will give you the first opportunity for the year to try your car out before the competition year commences.

ANNUAL TROPHY PRESENTATION FOR 2022 This year, the trophy presentation for 2002 trophy winners will be held much earlier than is normally the case – Saturday, February 18 in fact – yes, this is the same day as our first hill climb for the year (Round 2 of the 2002 Victorian Hill Climb Championship). The aim of the exercise is to present the trophies as soon as possible after the completion of the 2022 competitor year. Trophies to be presented include those determined by points scores, Clubman of the Year, Awards of Merit, Best Presented Vehicle, Most Improved Driver, and any other trophies as determined by the Board. Rhys has included a list of trophies to be presented in his writings in this edition.

HOLIDAY TRACK CLOSURE It is normal practice for us to close the track for the Christmas holiday period – the track will reopen on January 29, with the exception of Corporate hirers and a Club Working Bee and Practice Day.



FINAL EVENT FOR THE YEAR 2022 – KHANACROSS HELD ON DECEMBER 11

John Bryant

Our last competition event for 2022 was a khanacross held on December 11 – 34 starters, but only 8 from GCC – where were the rest of our members? Twenty of the competitors were from the Mazda MX5 Club, five from PAC and one from AROCA – where would we have been without the MX5 members (in fact, where would we have been for most of the year)?

All competitors completed eight runs on the day, four of which noted course designer Rob Duncan threw in as a surprise for competitors as they had not been used before – these tracks were designated New Top A and New Top B, as well as New Back North and New Back South. The New Top A and B tracks certainly looked as though they had the ability to confuse all, and they certainly had their share of penalties – two on the New Top A but 10 in the New Top B, but it turned out that the last test for the day, New Back South, had the most number of penalties on the day – 11 in all.

The Mazda MX5 Club had all of the top runners for the day – Andrew Tate won convincingly by 20 seconds from Steven Cassar, with David Mackrell and Robert De Bont closely gathered all within 2 seconds of Steven. The surprise of the day was occasional competitor Mark Homer in the Porsche Cayman in position 5 and the only GCC competitor in the Top 10 – most unusual. Simon Wills and Simon Acfield from Mazda MX5 Club were the next two, followed by Joel Templar from PAC, with Roderick McNab and Jeffrey Marsh rounding out the Top 10 in their Mazda MX5 vehicles. Where was Matt Paulet?? In fourteenth position, after completing many spins on the new courses in the pit area! Other GCC members finished in 11th position (David French), Aileen French in 15th, Jarrod Bryant in 18th (this time driving a Mazda 3 complete with bike racks on the roof – the family shopping car – using the premise that if you can't beat a Mazda you might as well join them), Andrew Chambers in 20th, Peter Ferguson in an ailing Mazda MX5 in 21st, and Alyssa Perks in the same ailing Mazda MX5 in 31st. The drive of the day was from Olivia Chatfield, 12 years of age, in the family MX5 – an excellent performance from a youngster who had never driven in competition before.



We actually stopped for a BBQ lunch at this event, during which time Rob Duncan made a presentation to Peter Ferguson and other members of the Mazda MX5 Club thanking them most sincerely for their attendance both as competitors and officials at our khanacross events during 2022. Without their attendance our events would have looked very sick, and we would have been struggling for officials. Thanks to Jarrod Bryant and Antony Franks (PAC member) for making sure the barbeque was fired up at the right time, we all had plenty of lunch. .

Congratulations to Matt Paulet for taking out the Khanacross Championship for 2022, from Peter Ferguson in second place and Dean Evans in third. Points scores for both outright and class championships are included elsewhere in this copy of Valve Bounce. Many thanks to Rob Duncan for completing a fine year as the man in charge of our khanacross events, and to Rhys Yeomans, Bill Jennings, Cliff Whitehead and Gordon Dowthwaite for officiating at this event. Gordon is the man in charge of keeping the points tally for the year, and does a magnificent job in doing so. Thanks also to the Mazda MX5 members who officiated both on the day and throughout the year.

Our next khanacross event will be held on Sunday, February 26, 2023 – keep your eye on the appropriate Motorsport Australia pages to find the entry form, which will probably be in early February.





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at Cruden Farm

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- \$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



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Understanding the Bump Stick-----Bill Freame

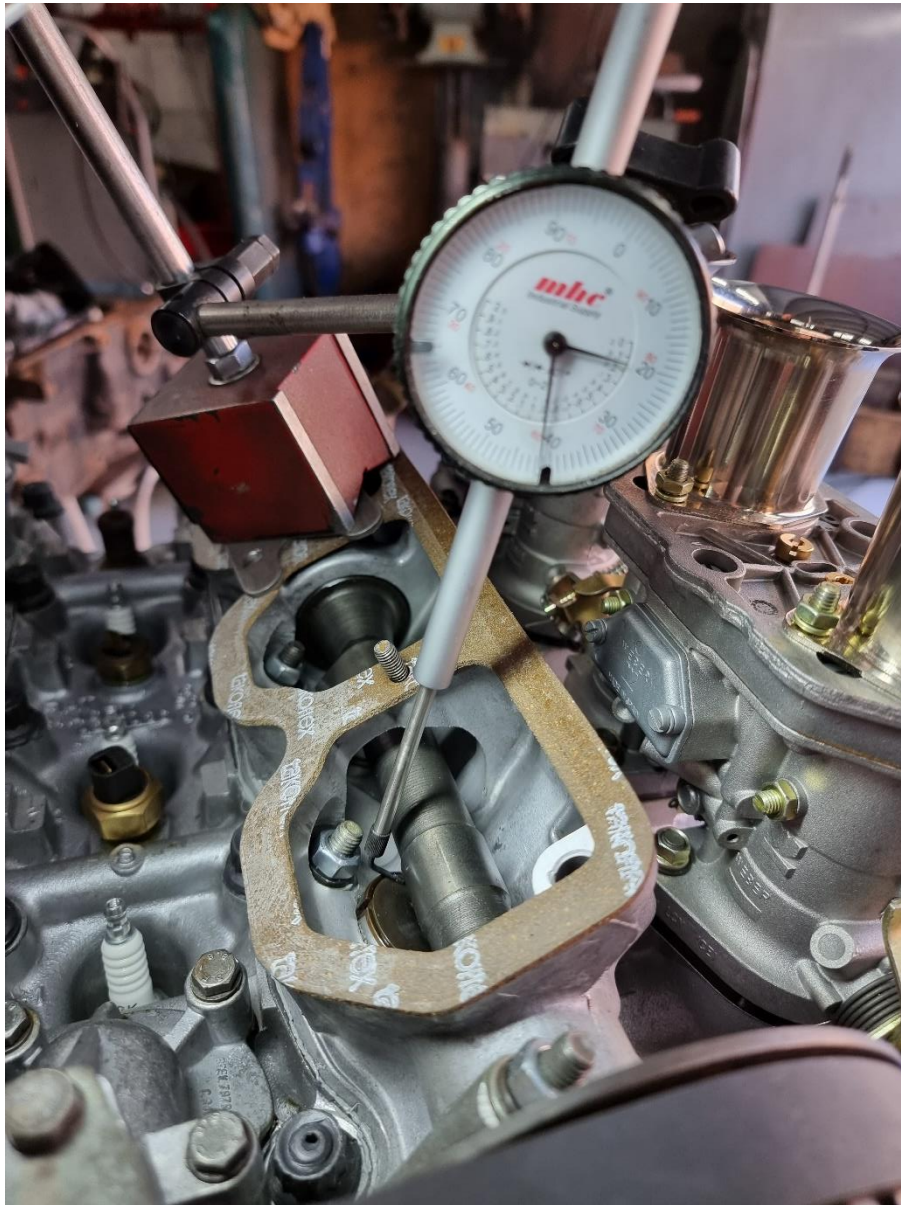
The Bump Stick, better known as the Camshaft is a device in most 4 stroke automotive engines that is used to open and close the valves when the engine is rotated. I intend to ignore any engines that have their valves activated by solenoid valves, or sleeve valve engines, instead just covering engines that use camshafts to operate poppet valves in a running engine. With that decision made, I also need to comment that the camshaft usually rotates at half the crankshaft rotational speed. That means it is exactly a 2:1 ratio, regardless of how it is being driven from the crankshaft (most often from the nose end). Some use helical spur gears, some use sprockets and timing chain, some use sprockets and a rubber (cog) belt, while some (usually vintage) have bevel gears and a vertical shaft to transfer the drive to the camshaft. That covers most of the drive systems used. Often the distributor is also driven off a gear or off the end of one of the camshafts, so that it also stays in correct timing with the rest of the engine. I can assure you that whenever the drive system fails and the camshaft stops rotating in time with the crankshaft and piston motion, very, very often some of the valves will be open and may get bent by the piston in that cylinder, with the result being a very large repair bill to get it back into operating normally and usefully capable of doing its job of transportation or racing, if indeed it can be worth being repaired.

Automobile manufacturers want their engine to start easily, idle smoothly, produce a wide torque and power curve across the operating range it is intended to be used at. In addition, the fuel economy needs to be among the best in the market for that size vehicle, or the motoring journalists will point out the thirst that owners will be stuck with. So, camshaft timing and valve lift on these vehicles will be quite mild, although previously with sporting versions of the same engine often with stepped up valve lift and duration for the competition vehicle. GTHO Falcon and XU-1 Torana spring to mind instantly, along with many other performance modifications included in the vehicle. But all that was a long time ago, eventually killed off by the threat of the Phase 4 GTHO Falcon being amongst us on the streets of suburbia because it was a time of production car racing. They were racing our street cars on the race track, at a time when the manufacturers were very keen to win, especially the one that didn't support racing, except through their dealers.

To get the cylinder to fill adequately, the inlet valve must start to open before the piston has even reached and passed over at Top Dead Centre (TDC) but the valve is usually not very far off its seat as it can't just be banged open to full lift instantly. The cam profile is designed to gently lift the valve off the seat and then accelerate it and decelerate all before it gets to full lift and then do the same thing during the closing of the valve and gently lowering it back onto its seat at the end of that cycle. That's how it should all work when the valve clearances are correct on a solid lifter camshaft, the acceleration ramp is designed to gently reduce the clearance until the valve is lifting and then a more aggressive acceleration ramp can take over. Acceleration rate is described in the amount of lift per degree of angular rotation for each cam grind and must take into account how much weight it is required to move. A heavy valve, rocker arm, pushrod and lifter, or cam bucket and shim will all affect just how aggressive the cam lobe profile can be before losing control of the follower and it no longer remains in contact with the follower/ bucket and it will bounce off the closing ramp of the cam lobe and/ or bounces off the seat until the valve spring can reassert control. Excessive engine revs per minute is the easiest way to cause this problem, it's called 'Valve Bounce'.

Now way back in the good old days, when there were very few camshaft grinding companies in this country, Waggott in Sydney, Tighe in Brisbane and Speco-Thomas and Wade in Melbourne, many of the performance grinds were referred to as Half Race, Three Quarters Race and Full Race, or Stage One, Stage Two and Stage Three. I believe these names are self-explanatory! These companies knew

that the full race cam grind would need triple valve springs to keep the valve train under control at the higher revs it would be racing up to and they could be more aggressive with the cam profile. All that was a long time ago, but to help with the further understanding of springs and profiles, Tighe and Wade had both built testing rigs that could simulate the valve train for studying the operation with the aid of a strobe light to observe valve float, spring float and loss of control plus at what RPM that would all happen.



Dial Indicator measuring valve lift at TDC

A further consideration to be mindful of is the rod length to stroke ratio of the engine. Some engines have a very long connecting rod on a short stroke crankshaft, 1300cc FIAT X1/9 comes immediately to mind, with a ratio of 2.16:1 while others are keeping the engine height shorter by using a much shorter ratio, like the Toyota 4AGE which is 1.58:1. The critical rod ratio minimum is considered and often quoted as being about 1.4:1, but I don't want to be building any engines that are that extreme. At that ratio there is a strong possibility that the rod angularity will be trying to push the piston out the side of the cylinder instead of up the bore, never a good result.

Consider this, the Toyota engine is going to have the piston further down the bore at 15 or 20 degrees past TDC than the FIAT X1/9 engine, because of the far shorter rod ratio. Thus, the cam grind acceleration rate can be far more aggressive because the piston crown is rapidly accelerating away from the inlet valve, as the valve lifts further into the cylinder. We all quote how much valve lift a cam grind has at TDC because that is an easy to find and measure location, but the valve is already accelerating off it's seat at TDC while the piston is sitting stationary (momentarily) on rock over and not yet moving back down the bore. The critical location is actually somewhere between 10 and 20 degrees after TDC, where the valve and the piston are closest, which is why we always need, at all times, at least 2mm valve head to piston clearance, best measured by using plasticine in the valve pocket, to provide a physical example of the clearance of the valve head, all around it.



Degree Wheel on a flywheel with double sided tape

Probably the above paragraph casts a little light on why there are so many different camshaft grinds available for some very similar engines. Of course we must also be taking into consideration just how efficiently the cylinder head is working, compression ratio, how much carburation and the exhaust system when we are choosing a camshaft grind. If we are forcing the air and fuel in under pressure, by a supercharger or turbocharger then we will be able to use less valve overlap than we need for a naturally aspirated engine. That needs to be discussed with the camshaft supplier, preferably he is also the camshaft grinder, so he can speak from a vast range of knowledge. Regardless of what grind we decide to install, it will usually work the best when it is installed in the correct timing to the piston travel. Yes, it will work if installed on the factory timing marks, but there may be still more performance available if we can set it up to the timings that the camshaft was ground to. Getting it right is the performance that you have already paid for, when you purchased it.

As mentioned previously, inlet valve lift at TDC is a relatively easy measurement to check and then make a cam timing adjustment if found necessary. Firstly, you need to find the true TDC, not almost or just about, but the true TDC! That is so very important, otherwise you are just wasting your time. At TDC you should find that one of the inlet valves is just starting to open and an exhaust valve is almost closed. This is referred to as valve overlap and the more aggressive the competition grind, the more overlap between the valves. Usually, a turbo grind will have very little valve overlap to reduce the loss of fresh charge out through the exhaust port. Besides, the fresh charge is being forced in past the inlet valve to easily overfill the cylinder, so we don't need extreme valve timing.

Valve lift at TDC is what we will be measuring, so now we need to mount a dial indicator on the inlet valve cap or on the bucket on an OHC head, but mounted so that the rotation of the camshaft will not disturb the dial indicator and cause it to move sideways! Now we need to rotate the engine until the inlet valve is fully closed again, so that we know that we can set the indicator at almost full lift, remembering that as the valve lifts off its seat, the indicator shaft is going to extend because the valve cap/ bucket is going away from the indicator, with the needle heading back towards zero. If the camshaft is set correctly, then when we get the engine to TDC, the lift of the valve off the seat should be correct. If we are reading less at TDC then the camshaft is installed retarded, while if it is reading too much lift then the camshaft is installed advanced to where it should be and there is the risk of the valve touching a piston crown or the bottom of the valve pocket. When the camshaft is being driven by a timing chain or a rubber belt, I will usually set the camshaft very slightly advanced to allow for chain stretch, pushrod flex, or belt stretch over time and it will slightly improve the throttle response. More valve lift than standard will provide more mid-range response with very little loss in flexibility but is much harder on the valve springs, while retarding the standard camshaft would slightly improve the top end power and gain a few more revs, which is useful knowledge for restricted engine classes.

That's covered setting the camshaft at TDC, but now we will cover checking the camshaft at full lift. All cam grinds should list the lobe centreline timing it has been ground to. As a mild example of a Stage Two cam grind advertised as 30/70, then that cam has 30 degrees opening before TDC and closes at 70 degrees after BDC, a duration of 280 degrees. Thus, by calculation the lobe centreline should be set at 110 degrees after TDC, which is exactly mid-way between the opening and closing angles of this cam lobe. This is why we need to know that we have, and work with an accurate TDC, so that we can check where the cam is set. As the cam lobe at full lift is a very large curve where it touches the cam follower, we need to record the crankshaft angle when we are about 1mm from full lift, on both sides of full lift. This will give us angles of something around 78 degrees before fully open and 142 degrees after. The split of these two angles is 110 degrees, exactly where we had calculated the cam should be set. This is the system I usually prefer to use when building an engine on an engine stand, but not when it is in a vehicle!

There are classes of motor racing where the camshaft specification is strictly controlled within the rules that they compete to. HQ Holden, 1600 Formula Ford, 1200 Formula Vee, Hyundai Excel and the 944 Porsche classes are only some of them. If the rules don't specify the lift at TDC, then there is room to fiddle and seek an improvement in performance by slightly advancing or retarding the camshaft from where the factory setting has it. This might be achieved by cutting an alternative keyway in a gear or sprocket, if permitted. Alternatively, an offset on the key, but hidden in the crankshaft has been a very successful cheat for many years.

A mild cam grind of 25/65 will usually only provide about one extra millimetre of lift at the valve over the standard cam, because to get more lift the acceleration curve might be too extreme to keep the valve train under control. A 40/80 grind has an extra 30 degrees of duration so there is more

time available to push the valve higher without extreme acceleration curves. That is why the 'hotter' cams, the ones with big numbers can also have more lift to torture the valve springs. Adding a few degrees of duration at each end of the cam lobe is quite noticeable to the driver with the increased performance measurable on the racetrack, or the street. Adding lots more duration to the camshaft of a street engine can make it almost undriveable, requiring lots of revs to avoid stalling at the traffic lights we all have to contend with. If a few extra degrees of duration are noticeable, I hope you can see how important it is to set it at the correct timing to the crankshaft.

If you have spent your hard earned on a 'performance' camshaft grind, it's worth your while making sure you are getting all it can give you. That's where (easily) adjustable cam wheels and a stint on a chassis dynamometer with a skilled operator is worth every cent you are charged for the session.



Reg Coldwell with a big lockup into Murphy's at Gippsland Park

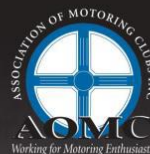


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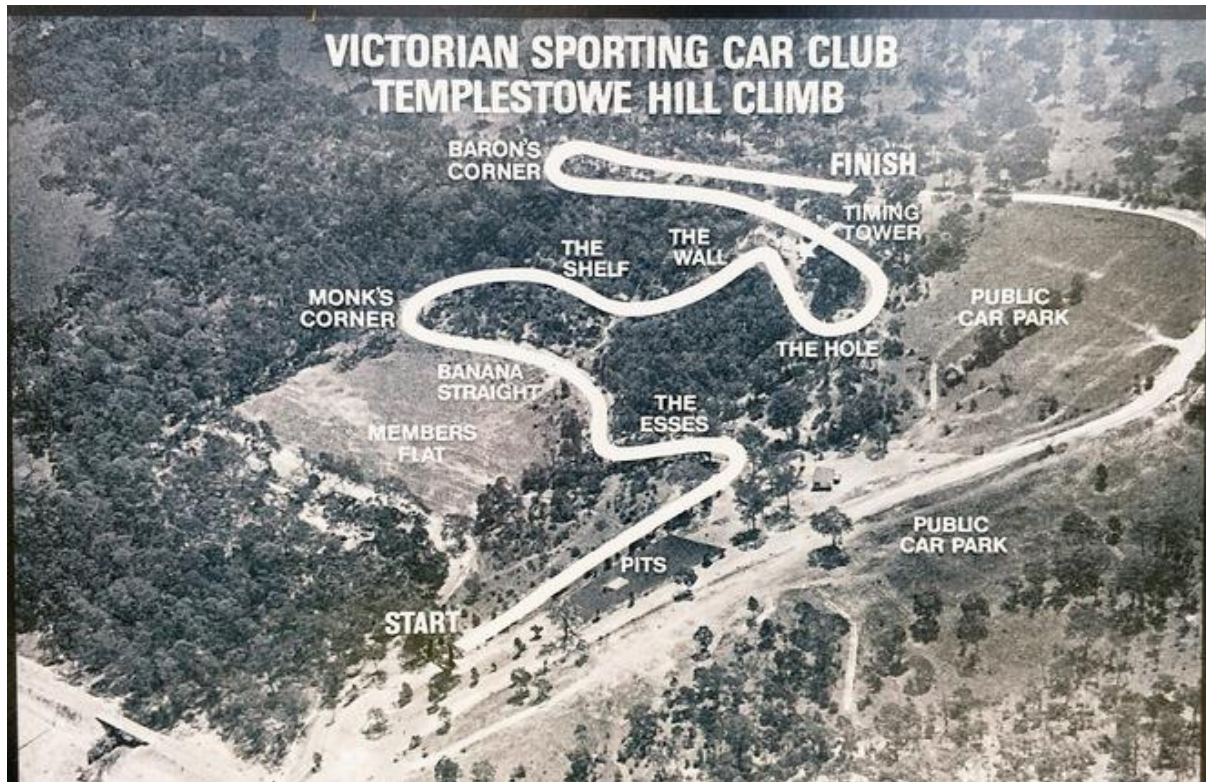
Sunday 26th February 2023

Event Central at Caribbean Park

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

Hillclimbs of the world – Templestowe Victoria

Templestowe Hill Climb was a 969m track which first ran in March 1951 as an unsealed road, soon after to be sealed before the second meeting in June 1952. The track featured an infamous 100m section known as the wall which claimed to be the steepest bitumen road in the country with a gradient of 1 in 2.5.




The surfacing certainly made a difference to the times with the fastest run of 70.6 in the first event lowered to 61.6 with the asphalt surface for the second event.

Templestowe Hill Climb Circuit

This tranquil bushland setting was once the scene of the Templestowe Hill Climb motor-race meetings, where up to 20,000 spectators thrilled to the sound of high-revving engines as drivers tested their skill on the bends and rises of this challenging circuit.

After World War II, a general scarcity of race circuits in Victoria led the Victorian Sporting Car Club to enter into a lease arrangement with farm owner Mr 'Andy' Andrews to construct a hill climb track and operate an agreed number of race meetings each year. On these days, the cattle that normally grazed on the property would be moved to a nearby paddock by the Yarra River.




Harry Firth on 'The Wall' in 1955, in his MG-Holden... a V type MG with Melbourne-built body and 2.4L Holden 2J grey motor.

Described in 1951 as Australia's most spectacular hill climb course, the 969-metre-long Templestowe circuit featured an incredibly steep rise at its halfway mark. Known as *'The Wall'*, this 100-metre section with a gradient of 1 in 2.5 was the steepest bitumen road in Australia, and today can still be walked by the energetic.

The first Templestowe event, held on the unsealed track on 12 March, 1951, was won by Cec Warren with a time of 70.6 seconds.

To overcome severe dust and traction problems, the track was sealed for the next meeting in June 1952, won by Reg Hunt in his supercharged Hunt-Vincent with a time of 61.6 seconds.



Centre spread from the program for the 87th Hill Climb, held on 13 July 1969, showing the features of the Templestowe circuit.

Templestowe Hill Climb Records			
Year	Driver	Car	Time
1951	Cec Warren	MG	70.6
1952	Reg Hunt	Hunt-Vincent	61.6
1953	Graham Houston	1000cc MG-TC	58.2
1954	John Durrant	MG	57.8
1955	Harry Firth	MG-Holden	57.2
1956	John Durrant	MG	56.8
1957	John Durrant	MG	56.4
1958	John Durrant	MG	56.0
1959	John Durrant	MG	55.6
1960	John Durrant	MG	55.2
1961	John Durrant	MG	54.8
1962	John Durrant	MG	54.4
1963	John Durrant	MG	54.0
1964	John Durrant	MG	53.6
1965	John Durrant	MG	53.2
1966	John Durrant	MG	52.8
1967	John Durrant	MG	52.4
1968	John Durrant	MG	52.0
1969	John Durrant	MG	51.6
1970	John Durrant	MG	51.2
1971	John Durrant	MG	50.8
1972	John Durrant	MG	50.4
1973	John Durrant	MG	50.0
1974	John Durrant	MG	49.6
1975	John Durrant	MG	49.2
1976	John Durrant	MG	48.8
1977	John Durrant	MG	48.4
1978	John Durrant	MG	48.0
1979	John Durrant	MG	47.6
1980	John Durrant	MG	47.2
1981	John Durrant	MG	46.8
1982	John Durrant	MG	46.4
1983	John Durrant	MG	46.0
1984	John Durrant	MG	45.6
1985	John Durrant	MG	45.2
1986	John Durrant	MG	44.8
1987	John Durrant	MG	44.4
1988	John Durrant	MG	44.0
1989	John Durrant	MG	43.6
1990	John Durrant	MG	43.2
1991	John Durrant	MG	42.8
1992	John Durrant	MG	42.4
1993	John Durrant	MG	42.0
1994	John Durrant	MG	41.6
1995	John Durrant	MG	41.2
1996	John Durrant	MG	40.8
1997	John Durrant	MG	40.4
1998	John Durrant	MG	40.0
1999	John Durrant	MG	39.6
2000	John Durrant	MG	39.2
2001	John Durrant	MG	38.8
2002	John Durrant	MG	38.4
2003	John Durrant	MG	38.0
2004	John Durrant	MG	37.6
2005	John Durrant	MG	37.2
2006	John Durrant	MG	36.8
2007	John Durrant	MG	36.4
2008	John Durrant	MG	36.0
2009	John Durrant	MG	35.6
2010	John Durrant	MG	35.2
2011	John Durrant	MG	34.8
2012	John Durrant	MG	34.4
2013	John Durrant	MG	34.0
2014	John Durrant	MG	33.6
2015	John Durrant	MG	33.2
2016	John Durrant	MG	32.8
2017	John Durrant	MG	32.4
2018	John Durrant	MG	32.0
2019	John Durrant	MG	31.6
2020	John Durrant	MG	31.2
2021	John Durrant	MG	30.8
2022	John Durrant	MG	30.4
2023	John Durrant	MG	30.0
2024	John Durrant	MG	29.6
2025	John Durrant	MG	29.2

Bruce Walton, 6-time Australian Hill Climb Champion in his supercharged Cooper JAP.

The Templestowe venue rapidly became the preferred Victorian hill climb track and hosted the Australian Hillclimb Championship in November 1968, which was won by Dick White.

As public interest in hill climbs declined and suburbia encroached, the 'Last Templestowe Hill Climb' was finally held on 6 December 1987, after 6 previous supposed 'last' events.

Many famous names ran at the circuit and record holders included the likes of Bib Stillwell, Stan Jones, Bruce Walton, Harry Firth and Alan Hamilton. Walton held the record 9 times between 1956 and 1962 before Hamilton lowered the previous record by over a second in his Porsche.



Alan Hamilton

At its peak the track boasted to house crowds of up to 20,000 spectators and hosted the Australian Hillclimb Championship in 1969, which was won by Dick White in the White 2000. In 1958 Paton's Brakes donated the famous giant PBR Brake Shoes to adorn the start line of the track, luckily these were saved when the track closed and now can be seen in a restored state at the start of the Rob Roy track.



Norm Beechey at the start line



Bruce tips the Walton Cooper into the first corner at Templestowe

Unfortunately with interest waning and suburbia getting closer and closer the track eventually ran it's last event in December 1987, although you can still walk sections of the track.



GCC CLUB CHAMPIONSHIP - 2022										
# GCC Entrants		41	37	25	24	30	29	34		
PLACE		GCC Multiclub Hillclimb 19-Feb-22	VHCC4 18-Apr-21	GCC Multiclub Hillclimb 19-Jun-22	GCC Multiclub Hillclimb 24-Jul-22	VHCC7 28-Aug-22	GCC Multiclub Hillclimb 25-Sep-22	GCC Multiclub Hillclimb 04-Dec-22	Rounds Counted	CHAMPIONSHIP @ 12-Dec-22
1	Steven Buffinton	1.051	0.998	1.013	0.912		0.985	0.915	6	5.874
2	Jim McNiven	1.041	1.038		0.938	1.011	0.856	1.003	6	5.887
3	Damien Pennycuick	1.017	0.999	0.977	0.971	0.997	0.952		6	5.913
4	Ian Speight	Dropped	1.011	0.954	1.000	1.025	1.000	1.000	6	5.990
5	Larry Kogge	1.011	1.007	0.999	1.000	1.007	Dropped	0.987	6	6.012
6	Wim Janssen	Dropped	1.096	0.985	1.000	1.034	1.058	1.100	6	6.272
7	Jordan JAMES	1.041	1.028			0.989	1.000	1.014	5	5.072
8	Dale Hocking	1.066	1.023		0.934	1.051		1.058	5	5.132
9	Garry Mclvor	1.095	1.121	1.036			0.881	1.065	5	5.198
10	Frank PENROSE			1.046	1.043	1.077	1.015	1.019	5	5.199
11	Ewen Moile	1.094	1.073			1.013	1.043	1.067	5	5.290
12	Kevin Baptist	1.075	1.078	1.075		1.074		1.137	5	5.440
13	Ian MAYZE		1.125	1.071	1.095		1.109	1.092	5	5.492
14	David Casey	1.211	1.144		1.000		1.095	1.128	5	5.577
15	Lex Thorbecke	1.208	1.232	1.206	1.045			1.159	5	5.850
16	Rhys Yeomans	0.980		0.990	0.960	0.988			4	3.918
17	Sei Vella	1.058	1.025	0.947		1.000			4	4.030
18	Colin Newitt	1.042	1.003	1.028				1.015	4	4.088
19	Terrence Selwyn	1.014				1.075	0.998	1.037	4	4.124
20	Geoffrey Bower	1.097	1.160	1.101			1.041		4	4.399
21	Raymond Vella	1.160	1.114	1.070		1.057			4	4.401
22	Laurie JOHNSON		1.252	1.166		1.224	1.133		4	4.775
23	Alan Foley	1.062				0.941	0.950		3	2.954
24	Warren HEATH		1.003		0.958	1.001			3	2.962
25	Bruce MINAHAN		1.066			0.982	0.986		3	3.034
26	Peter MINAHAN		1.068			1.043	1.001		3	3.111
27	Stuart Haverkort	1.072	1.066			0.989			3	3.128
28	Thomas Inkster	1.081	1.059			1.000			3	3.139
29	Ian Maud	1.106		0.981		1.080			3	3.167
30	Michael Goossens	1.094	1.018			1.081			3	3.192
31	David Cantwell	1.082	1.108			1.024			3	3.213
32	Brody Goossens	1.092	1.036			1.091			3	3.218
33	Matthew Morgan	1.111			1.068		1.056		3	3.235
34	Raymond Dore	1.090	1.072			1.081			3	3.243
35	Jarrold BRYANT				1.086		0.973	1.205	3	3.264
36	David FRENCH			1.134	1.066			1.075	3	3.276
37	Geoff Cooling	1.101	1.107			1.108			3	3.316
38	Wesley Inkster	1.107	1.148			1.130			3	3.385
39	Aileen FRENCH			1.200	1.094			1.144	3	3.438
40	James DYER				0.876			1.049	2	1.925
41	Tim Boyd	1.050					1.005		2	2.055
42	Lasith LIYANAGE						1.013	1.056	2	2.069
43	Gregory Ackland	1.071					1.000		2	2.071
44	Craig WEBB				1.000			1.110	2	2.110
46	Mike BARKER		1.111			1.001			2	2.111
47	Mitchell Newton	1.100		1.045					2	2.146
48	Scott CAMPBELL				1.099		1.088		2	2.188
49	Euan MURPHY			1.196			1.000		2	2.196
50	Barry Gibbons	1.080						1.122	2	2.202

	# GCC Entrants	41	37	25	24	30	29	34			
PLACE		GCC Multiclub Hillclimb 19-Feb-22	VHCC4 18-Apr-21	GCC Multiclub Hillclimb 19-Jun-22	GCC Multiclub Hillclimb 24-Jul-22	VHCC7 28-Aug-22	GCC Multiclub Hillclimb 25-Sep-22	GCC Multiclub Hillclimb 04-Dec-22	Rounds Counted		CHAMPIONSHIP @ 12-Dec-22
51	Brett Wild	1.092	1.112						2		2.204
52	Dmitri DJULAI						1.082	1.130	2		2.213
53	Keith Charman	1.141	1.102						2		2.242
54	Allan Boyd	1.143					1.106		2		2.249
55	Benjamin Selwyn	1.162						1.113	2		2.275
56	Ernest MAWHINNEY				1.092			1.193	2		2.285
57	Valeriy DJULAI						1.130	1.161	2		2.290
58	Paul Grey	1.164	1.177						2		2.341
59	Levi AZZOPARDI			1.200	1.161				2		2.361
60	Dylan Grey	1.209	1.172						2		2.381
61	Keith Wilson	1.454					1.067		2		2.521
62	Noel LINDSAY		1.416			1.416			2		2.832
63	Travis Selwyn	0.997							1		0.997
64	Mark SAMSON							1.000	1		1.000
65	Stephen BANKS			1.023					1		1.023
66	Dennis ORR							1.024	1		1.024
67	Jeremy BOOTH							1.027	1		1.027
68	Jai AZZOPARDI				1.027				1		1.027
69	Robert DUNCAN			1.054					1		1.054
70	John MAHY			1.062					1		1.062
71	Mark Newton	1.062							1		1.062
72	Col HUNTER		1.095						1		1.095
73	Richard SAMSON							1.096	1		1.096
74	Connor HUNTER				1.096				1		1.096
75	Lloyd REYNOLDS						1.102		1		1.102
76	Paul Murphy	1.143							1		1.143
77	Robert Cowman	1.201							1		1.201
78	Stacey Kronk	1.221							1		1.221
79	Peter HORTER							1.238	1		1.238
80	Emily Newtorn	1.251							1		1.251
81	Penny NEWMAN							1.258	1		1.258
82	David PARR		1.270						1		1.270
83	Joshua BRYANT							1.324	1		1.324
84	Mark ATKINSON		1.327						1		1.327
85	Svasdivong SVASDIKUL NA AYUT			1.392					1		1.392

GCC CLUB CHAMPIONSHIP - 2022										
PLACE		GCC Multiclub Hillclimb 19-Feb-22	VHCC4 18-Apr-21	GCC Multiclub Hillclimb 19-Jun-22	GCC Multiclub Hillclimb 24-Jul-22	VHCC7 28-Aug-22	GCC Multiclub Hillclimb 25-Sep-22	GCC Multiclub Hillclimb 04-Dec-22	Rounds Counted	CLASS RANKING @ 12-Dec-22
Formula Vee										
1	Barry Gibbons	1.080						1.122	2	2.202
Formula Libre up to 1300										
1	Ewen Moile	1.094	1.073			1.013	1.043	1.067	5	5.290
2	David Casey	1.211	1.144		1.000		1.095	1.128	5	5.577
3	Alan Foley	1.062				0.941	0.950		3	2.954
4	Bruce MINAHAN		1.066			0.982	0.986		3	3.034
5	Peter MINAHAN		1.068			1.043	1.001		3	3.111
6	Keith Wilson	1.454					1.067		2	2.521
7	Mark ATKINSON		1.327						1	1.327
Formula Libre 1301 to 2000										
1	Wim Janssen	Dropped	1.096	0.985	1.000	1.034	1.058	1.100	6	6.272
2	Gregory Ackland	1.071					1.000		2	2.071
3	Mike BARKER		1.111			1.001			2	2.111
4	Noel LINDSAY		1.416			1.416			2	2.832
Clubman Sports Cars up to 1600										
1	Steven Buffinton	1.051	0.998	1.013	0.912		0.985	0.915	6	5.874
2	Dale Hocking	1.066	1.023		0.934	1.051		1.058	5	5.132
3	Colin Newitt	1.042	1.003	1.028				1.015	4	4.088
Sports Sedans up to 2000										
1	Jim McNiven	1.041	1.038		0.938	1.011	0.856	1.003	6	5.887
2	Garry McIvor	1.095	1.121	1.036			0.881	1.065	5	5.198
3	Stuart Haverkort	1.072	1.066			0.989			3	3.128
4	David Cantwell	1.082	1.108			1.024			3	3.213
5	Jarrod BRYANT				1.086		0.973	1.205	3	3.264
6	Brett Wild	1.092	1.112						2	2.204
Sports Sedans 2001 and over										
1	Robert DUNCAN			1.054					1	1.054
2	John MAHY			1.062					1	1.062
Sports Sedans 4WD										
1	Jordan JAMES	1.041	1.028			0.989	1.000	1.014	5	5.072
2	Lasith LIYANAGE						1.013	1.056	2	2.069
3	James DYER				0.876				1	0.876
4	Col HUNTER		1.095						1	1.095
5	Uloyd REYNOLDS						1.102		1	1.102
Improved Production up to 2000										
1	Kevin Baptist	1.075	1.078	1.075		1.074		1.137	5	5.440
2	Rhys Yeomans	0.980		0.990	0.960	0.988			4	3.918
3	Geoffrey Bower	1.097	1.160	1.101			1.041		4	4.399
4	Warren HEATH		1.003		0.958	1.001			3	2.962
5	Matthew Morgan	1.111			1.068		1.056		3	3.235
6	Paul Grey	1.164	1.177						2	2.341
7	Dylan Grey	1.209	1.172						2	2.381
8	Travis Selwyn	0.997							1	0.997
9	Terrence Selwyn	1.014							1	1.014
10	Jai AZZOPARDI				1.027				1	1.027
11	James DYER							1.049	1	1.049
12	Connor HUNTER				1.096				1	1.096
13	Paul Murphy	1.143							1	1.143
14	Peter HORTER							1.238	1	1.238
15	Svasdivong SVASDIKUL NA AYUT			1.392					1	1.392

PLACE		GCC Multiclub Hillclimb 19-Feb-22	VHCC4 18-Apr-21	GCC Multiclub Hillclimb 19-Jun-22	GCC Multiclub Hillclimb 24-Jul-22	VHCC7 28-Aug-22	GCC Multiclub Hillclimb 25-Sep-22	GCC Multiclub Hillclimb 04-Dec-22	Rounds Counted	CLASS RANKING @ 12-Dec-22
Improved Production 2001 and over										
1	Damien Pennycuick	1.017	0.999	0.977	0.971	0.997	0.952		6	5.913
2	Frank PENROSE			1.046	1.043	1.077	1.015	1.019	5	5.199
3	Laurie JOHNSON		1.252	1.166		1.224	1.133		4	4.775
4	Raymond Dore	1.090	1.072			1.081			3	3.243
5	David FRENCH			1.134	1.066			1.075	3	3.276
6	Geoff Cooling	1.101	1.107			1.108			3	3.316
7	Aileen FRENCH			1.200	1.094			1.144	3	3.438
8	Tim Boyd	1.050					1.005		2	2.055
9	Terrence Selwyn					1.075	0.998		2	2.073
10	Mitchell Newton	1.100		1.045					2	2.146
11	Scott CAMPBELL				1.099		1.088		2	2.188
12	Dmitri DJULAI						1.082	1.130	2	2.213
13	Allan Boyd	1.143					1.106		2	2.249
14	Valeriy DJULAI						1.130	1.161	2	2.290
15	Mark Newton	1.062							1	1.062
16	Robert Cowman	1.201							1	1.201
17	Stacey Kronk	1.221							1	1.221
18	Emily Newtorn	1.251							1	1.251
Historic Group N up to 2000										
1	Terrence Selwyn	1.014						1.037	2	2.051
Historic Group N 2001 and over										
1	Larry Kogge	1.011	1.007	0.999	1.000	1.007	Dropped	0.987	6	6.012
Historic Other										
1	Thomas Inkster	1.081	1.059			1.000			3	3.139
2	Wesley Inkster	1.107	1.148			1.130			3	3.385
3	Craig WEBB				1.000			1.110	2	2.110
4	Keith Charman	1.141	1.102						2	2.242
Circuit Excel										
1	Dennis ORR							1.024	1	1.024
Junior										
1	Benjamin Selwyn	1.162						1.113	2	2.275
2	Levi AZZOPARDI			1.200	1.161				2	2.361
3	Joshua BRYANT							1.324	1	1.324
Production Sports Cars up to 2000										
1	Ian Speight	Dropped	1.011	0.954	1.000	1.025	1.000	1.000	6	5.990
2	Ian MAYZE		1.125	1.071	1.095		1.109	1.092	5	5.492
3	Sei Vella	1.058	1.025	0.947		1.000			4	4.030
4	Raymond Vella	1.160	1.114	1.070		1.057			4	4.401
5	Ian Maud	1.106		0.981		1.080			3	3.167
6	Michael Goossens	1.094	1.018			1.081			3	3.192
7	Brody Goossens	1.092	1.036			1.091			3	3.218
8	Stephen BANKS			1.023					1	1.023
9	Jeremy BOOTH							1.027	1	1.027
10	Penny NEWMAN							1.258	1	1.258
11	David PARR		1.270						1	1.270
Production Sports Cars 2001 and over										
1	Lex Thorbecke	1.208	1.232	1.206	1.045			1.159	5	5.850
2	Euan MURPHY			1.196			1.000		2	2.196
3	Ernest MAWHINNEY				1.092			1.193	2	2.285
4	Mark SAMSON							1.000	1	1.000
5	Richard SAMSON							1.096	1	1.096

[illegible]

GIPPSLAND CAR CLUB

KHANACROSS

December 11, 2022

RESULTS

Outright Place	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		New Top A		New Top B		New Back Nth		New Back Sth		
		Rank	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty
1	Andrew Tate	MX5VT	Mazda MX5	D	1	29.62		29.05	33.19	33.85	51.82	57.78	F	60.80	60.31		356.42	
2	Steven Cassar	MX5VT	Mazda MX5	D	2	32.06		29.78	35.71	36.08	55.06	58.70		63.67	62.83		373.89	
3	David Mackrell	MX5VT	Mazda MX5	C	1	29.72		29.36	35.16	34.40	56.80	F		64.16	67.88		374.22	
4	Robert De Bont	MX5VT	Mazda MX5	C	2	30.87		30.62	36.53	36.25	53.69	59.78	T	64.49	64.49		376.63	
5	Mark Homer	GCC	Porsche Cayman	D	3	29.82		29.85	32.57	WD	53.27	56.18	T	64.40	66.38	F	384.31	
6	Simon Wills	MX5VT	Mazda MX5	C	3	44.80	F	29.56	36.90	36.33	55.96	52.46		65.11	64.12		385.24	
7	Simon Acfield	MX5VT	Mazda MX5	C	4	33.13		33.73	39.16	39.22	54.77	53.76		64.77	67.08		387.55	
8	Joel Templar	PAC	Subaru Impreza	G	1	30.40		WD	35.58	36.85	53.45	54.55		67.45	68.07		388.82	
9	Roderick Macnab	MX5VT	Mazda MX5	C	5	WD		28.60	34.97	38.85	F	51.80		65.71	73.01	F	390.66	
10	Jeffrey Marsh	MX5VT	Mazda MX5	C	6	31.75		31.88	38.28	36.05	58.66	57.31		68.68	68.60		391.13	
11	David French	GCC	Toyota Corona	D	4	33.21		31.88	36.18	36.36	56.55	56.83		71.36	69.79	F	392.16	
12	Bradley Dawson	MX5VT	Mazda MX5	C	7	31.51		30.78	37.51	36.36	55.91	55.97		71.05	73.56	T	392.65	
13	Darren Greatorex	MX5VT	Mazda MX5	C	8	31.20		31.49	39.58	38.73	56.41	56.14		73.97	67.67		395.19	
14	Matthew Paulet	GCC	Hyundai Excel	F	1	29.16		37.47	32.22	34.11	54.00	85.78	T	58.92	67.78		399.44	
15	Aileen French	GCC	Toyota Corona	D	5	37.41	F	31.92	38.13	36.87	57.65	58.03		68.21	71.34		399.56	
16	Antony Franks	PAC	Ford Fiesta	C	9	32.03		30.32	37.41	38.15	56.65	57.72		69.71	77.60	F	399.59	
17	Jack Greatorex	MX5VT	Mazda MX5	J	1	31.24		31.41	40.50	40.29	57.25	56.31		71.53	71.10		399.63	
18	Jarrod Bryant	GCC	Mazda 3	D	6	37.27	F	32.12	38.25	39.36	57.29	58.99		79.03	71.20		413.51	
19	Declan Wills	MX5VT	BMW 120i	C	10	33.01		WD	41.73	39.94	60.31	59.57		70.46	70.17		417.66	
20	Andrew Chambers	GCC	Toyota Yaris	C	11	31.20		30.44	37.02	39.54	54.72	WD		73.37	F	66.88	418.95	
21	Peter Ferguson	GCC	Mazda MX5	C	12	31.59		32.22	38.85	40.91	59.99	63.66	T	81.26	70.56		419.04	
22	David Saiter	MX5VT	Mazda MX5	C	13	33.41		32.50	41.42	39.46	57.86	59.01		69.29	WD		426.40	
23	Robert Krygsman	MX5VT	Mazda MX5	C	14	WD		34.48	41.58	40.71	57.55	67.43	T	72.49	72.08		431.12	
24	Max Christensen	PAC	Monaro	J	2	40.91		36.00	43.91	39.77	62.43	72.09	F	77.62	68.29		441.02	
25	Andrew Waddleton	MX5VT	Mazda MX5	C	15	37.22		35.65	WD	42.10	61.72	67.25	T	74.82	73.09		442.97	
26	Paul Sadler	MX5VT	Mazda MX5	C	16	WD		WD	40.08	39.25	62.62	63.28		72.18	WD		458.13	
27	Jeremy Dawson	MX5VT	Mazda MX5	J	3	41.29	F	37.91	44.61	45.75	63.01	63.51		86.50	T	78.93	461.51	
28	Neil Christensen	PAC	Monaro	D	7	WD		35.64	38.87	37.52	74.42	63.46		WD	78.93	X	463.73	
29	Marisa Gangemi	AROCA	Abarth 500	D	8	33.00		33.62	46.12	51.84	60.75	70.35	F	90.09	T	93.45	479.22	
30	Daniel Stepanenko	MX5VT	Mazda MX5	C	17	WD		WD	FS	43.20	WD	64.60		81.05	F	73.50	480.16	
31	Alyssa Perks	GCC	Mazda MX5	J	4	34.08		33.98	44.21	42.37	WD	58.41		77.86	79.12		489.53	
32	Zander Wills	MX5VT	Mazda MX5	J	5	38.88		37.04	51.37	51.96	68.19	69.80		86.08	86.86		490.18	
33	Oliver Franks	PAC	Ford Fiesta	J	6	35.29		35.87	48.50	47.86	64.46	63.50	T	DNS	84.25	T	532.79	
34	Olivia Acfield	MX5VT	Mazda MX5	J	7	94.34		76.59	84.27	94.72	135.56	182.35	T	181.18	F	178.55	F	1,027.56

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.

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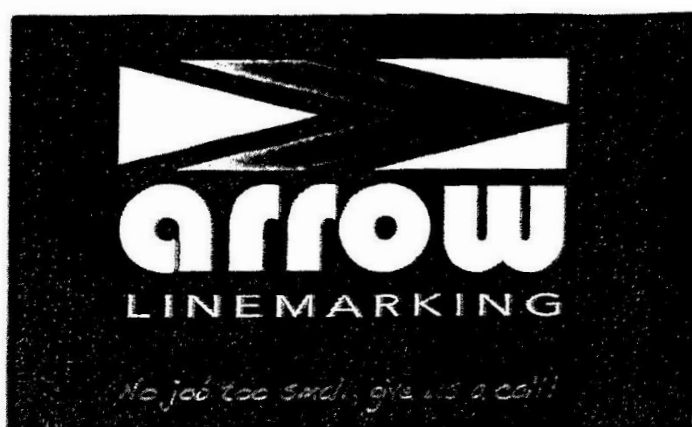
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Gippsland Car Club

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.