



VALVE BOUNCE

August 2023



Vale John Althuizen

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

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WEB PAGE: www.gippslandcarclub.com.au

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

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

CALENDAR 2023

AUGUST

Friday to Sunday, 4/6	Formula Open at Queensland Raceway
Sunday 6	AROCA Sprints at Broadford
Tuesday 8	Board Meeting, 7.00 p.m., Clubrooms
Friday to Sunday, 11/13	Victorian State Race Series Round 4 at Sandown
Friday to Sunday, 11/13	MA Speedseries Round 6 at Queensland Raceway
Saturday 12	Drive Events Racing Mallala
Saturday to Sunday, 12/13	Cross Border Challenge, One Tree Hill, Ararat
Saturday to Sunday, 12/13	Victorian Motor Race Championship Round 3 at Calder
Sunday 13	VSCC Vintage Rob Roy
<u>Thursday 17</u>	<u>Private track hire at Bryant Park</u>
Friday to Sunday, 18/20	Repco Supercars at The Bend, SA
Saturday 19	Working Bee and Club Practice Day
Saturday 19	M&DCC Boisdale Hill Climb Round 5 Twilight Long Track
Saturday to Sunday, 19/20	PIARC Access (racing on both days) at Phillip Island
Sunday 20	Wodonga Track Days 0412 574010
Friday 25	Motoring Events Racing Endurance Series at Sandown
Friday to Sunday 25/27	Australian Rally Championship, Gippsland
Sunday 27	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, 8/10	MA Speedseries Round 7 at Sandown, includes Formula Open
Friday to Sunday, 15/17	Repco Supercars at Sandown, Vic
Friday to Sunday, 15/17	Wangaratta Annual Spring Rally
Saturday to Sunday, 16/17	Victorian Motor Race Championship Round 4 at Winton
Sunday 17	M&DCC Boisdale Hill Climb Round 6 Short Track
Saturday 17	Wodonga Track Days 0412 574010
Sunday 17	GCC Khanacross at Bryant Park
Friday 22	<i>Driver Safety track hire at Bryant Park</i>
Friday to Sunday, 22/24	Victorian State Race Series Round 5 at Phillip Island
Saturday 23	Tampered Motorsport Budget Enduro at Sandown
Saturday 23	GCC Club members and hill climb entrants practice day
Saturday to Sunday, 23/24	Drive Events Racing Morgan Park
Sunday 24	M&DCC Khanacross
Sunday 24	Tampered Motorsport Track Day at Sandown
Sunday 24	GCC Multiclub Hill Climb at Bryant Park
Saturday, September 30	Australian Motorkhana Championship at Nirimba Education Precinct, Western Sydney

OCTOBER

Sunday 1	Australian Motorkhana Championship at Nirimba Education Precinct, Western Sydney
Sunday 1	MGCC Interclub Challenge Round 3 at Rob Roy
Sunday 1	RACES East Sale Supersprint
Tuesday 3	Valve Bounce collation
Thursday to Sunday, 5/8	Repco Supercars at Bathurst, NSW
Friday to Sunday, 6/8	Drive Events Racing Symmons Plains
Saturday to Sunday, 7/8	Heritage Machinery Festival, Alexandra Museum

<u>Sunday 8</u>	<u>Drive Events track hire at Bryant Park</u>
Tuesday 10	Board Meeting, 7.00 p.m., Clubrooms
Friday to Sunday, 13/15	MA Trophy Series at The Bend, SA
Saturday 14	Tampered Motorsport Track Day at Sandown
Saturday to Sunday, 14/15	VSCC Mt Tarrengower Hill Climb at Maldon
Saturday to Sunday, 14/15	Australian Supersprint Championship at Morgan Park, Queensland
Sunday 15	AROCA 12 Hour Relay at Winton
Sunday 15	AROCA 12 Hour Relay at Winton
Sunday 15	Lara Lions Classic Car Show, Pirra Homestead, Lara
Saturday 15	M&DCC Boisdale Hill Climb Round 7 Twilight Long Track
Friday to Sunday, 20/22	Moto GP at Phillip Island
Sunday 22	Wodonga Track Days 0412 574010
Sunday 22	GCC Khanacross at Bryant Park
Monday to Saturday, 23/28	Targa Tasmania - CANCELLED
Thursday to Sunday, 26/29	Australian Hill Climb Championship at Ringwood Park Motor Complex, NSW
Friday to Sunday, 27/29	Victorian State Race Series Round 6 at Calder
Friday to Sunday, 27/29	Repco Supercars at Surfers Paradise, Qld
Sunday 29	M&DCC Motorkhana
Saturday 28	GCC Club members and hill climb entrants practice day
Sunday 29	GCC Multiclub Hill Climb at Bryant Park

NOVEMBER

Thursday to Saturday, 2/4	Drive Events Racing The Bend
<u>Monday 6</u>	<u>West Gippsland Car Club</u>
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
<u>Saturday or Sunday 11 or 12</u>	<u>SAAB Club track hire</u>
Saturday 11	M&DCC Noel Burley Memorial Hill Climb, Round 8 Twilight
Saturday to Sunday, 11/12	Bendigo National Swap Meet
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
Sunday 19	31 st Historic and Classic Rob Roy
Sunday 19	Shannons American Motoring Show, Caribbean Park
Sunday 19	Wodonga Track Days 0412 574010
<u>Sunday 19</u>	<u>Nugget Nationals track hire at Bryant Park</u>
Thursday to Sunday, 23/26	Repco Supercars at Adelaide Parklands, SA
Thursday to Sunday, 23/26	Challenge Bathurst
Saturday to Sunday, 25/26	Island Magic at Phillip Island, includes Formula Open
Sunday 26	RACES East Sale Supersprint

DECEMBER

Friday 2	Tampered Motorsport Budget Enduro at Sandown
Saturday 3	GCC Multiclub Hill Climb at Bryant Park (Twilight Event)
Saturday 3	Tampered Motorsport Track Day at Sandown
Tuesday 5	Valve Bounce collation
Tuesday 12	Board Meeting
Sunday 11	GCC Khanacross at Bryant Park
Saturday 17	Wodonga Track Days 0412 574010

CALENDAR 2024

FEBRUARY

Friday to Sunday, 16/18 Bathurst 12 Hour Race

MARCH

Friday to Sunday, 15/17 Adelaide Motorsport Festival. Adelaide Parklands
Sunday 17 Porsche Club of Victoria track hire at Bryant Park
Thursday to Sunday, 21/24 Australian Grand Prix at Albert Park
Saturday 23 MSCA Sandown Sprint
Sunday 24 Porsche Club of Victoria 6 Hour Relay at Sandown

MAY

Saturday to Sunday, 18/19 Terry Baker Motorsport Weekend at Bryant Park

DECEMBER

Saturday 1 GCC Multiclub Twilight Hill Climb

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



Editorial Ponderings:

Welcome to the August edition of Valve Bounce.

It was sad to hear the news of the passing of long-time club member John Althuizen during July. John was a fierce competitor for many years, particularly at our old circuit at Gippsland Park in the Scorpion Open Wheeler. I had known John since I was a young child and he will be sadly missed, especially by those who have been around the club for a number of years.

I'm happy to say I've made some progress on my car in the last little while and have continued to capture this with a little write up in this edition. I've had a bit of a pause while organising my youngest son's 18th birthday but now that's behind me it's time to get back into it and try to get back on the track.

Over the next few Valve Bounce's I am including parts of an article written by Lloyd Shaw on the old Altona Motor Racing circuit. It's a great read and an insight into the motor racing scene in the 1950's.

Finally Rhys gives us a good insight into the Calder Park circuit which seems to be making a pretty big comeback of late.

See you soon:

Jarrood Bryant



Rodney Patterson was always good for a show in his Monaro at Gippsland Park

John has caught the writers bug this month and has covered off most Club items, so I'll write about my day at Calder Park with Drive Events.

Group chats are great for organising and communicating in a (mostly) efficient manner, though they are also great at peer pressuring your friends into doing things, like applying for annual leave or calling in sick to attend a track day on a work day!



Drive Events are one of the groups running very regular track days at Calder Park this year and a few friends and I ditched work to attend on Friday 28th July. I had missed the hey day of Calder Park, and other than attending a couple of Friday night drag events to spectate, I'd never had the opportunity to drive there. I had heard many reports of the condition of the track, big bumps in areas and changing track surfaces, though I do like to attend other people's events both to see how they run theirs and also to enjoy Motorsport without any responsibility from an organisers perspective, which doesn't happen as often as I'd like with the number of GCC events we hold and the others I've been involved with running at Winton.

Drive Events run a great event, their drivers briefing is very thorough without going overboard and all staff (I believe they are all paid, rather than volunteers) are extremely helpful when approached.

Grouping for the day was as follows: Circuit Excels, cars slower than Excels, cars faster than Excels, super karts and open wheelers. This seemed like a strange way to group cars, but worked quite well for me in the cars faster than Excels group. My car is never going to slow many other cars down in the corners, and I'm very easy to pass on the straights if you have at least triple digit kilowatts.



I had heard horror stories of the condition of the track so was not expecting much. I was pleasantly surprised it wasn't AS rough as reported, don't go comparing the surface to Phillip Island unless you want to be sorely disappointed! The main straight is extremely long, putting me at 190km before braking into T1, which is just shy of 400rpm from the maximum speed my car can do. The back section of the track is made up of multiple right and left turn combinations and are more technical than a track map of the venue would have you believe. The run from turn 2, with the rise over the hill after turn 3 and then the incredibly fast turn 4 or 5 chicane, followed by the heavy braking zone into turn 6 (which is almost half the track!) is a real treat and I enjoyed going through this section for all of the 45 laps I did for the day.

Calder is a fun track and I'm glad it is back operating as a circuit option both for track day goers like me and also racing cars in the coming months with both AASA and Motorsport Australia running events there. I will return before the end of the year to try and beat my 1:12.02 pb from the day and hope that with some future investment, Calder can continue to be improved on and both with the circuit and facilities.

30th January – Multiclub Khanacross

First, I'd like to highlight how efficient we all were at running this event! 8 runs and everyone packing up to head home by 2:30 is surely some kind of record, even with the confusion regarding the long car park layout!

Just shy of 35 entrants for this event, made up of the Mazda MX-5 Club Of Victoria and Tasmania Inc group, then Gippsland Car Club and others. We did have one regular competitor get the call up the big leagues, with Matt Paulet a late addition to Jim McNiven's 6 Hour Relay team, though we did have the addition of Barry Nowell from Geelong Motorsport Club in his Baztec Special to take his place.

I am writing this without seeing the results, so I'll just highlight a few cars that I enjoyed watching for the day. I also didn't take many photos, so you'll have to use your imagination...!

Barry Nowell from Geelong Motorsport Club was a reasonably late entry in his homebuilt Baztec Special. Powered by a motorcycle engine he sits to the left off, the acceleration of this vehicle was incredible. It did look extremely reactive to any steering input, though this didn't seem to slow Barry down setting several the fastest runs of the day on multiple layouts. Rod Macnab from the MX-5 Club is always a competitor to look out for. Not the flashiest driver, just smooth and extremely consistent in his NC MX-5. Bradley Dawson was out in his new Subaru BRZ in race car red. The 2.4 litre engine which replaces the 2 litre in the older version seems to fill the horsepower deficit, and other than what look liked some heavy-handed traction control at some points, the car moved like the sportscar it should be!

Speaking of 'old' BRZs, new GCC member Gregory Brown was out in his new to him turbo 86 competing in their first event together. Quite a tidy package with a few dollars thrown at it, I expect Greg to get at the pointy end of any khanacross or hillclimb he enters in the future.



Bringing the smoke show in his Skyline was Andrew Evans, with his turbo LS providing fists of horsepower. It may not be the fastest way through the layouts, Andrew is able to steer the pink boat sideways all day. Quite the crowd favourite!

I hope the results are hidden in the back of this issue for you to see, it was a great day out! Our next khanacross event is Sunday 17th September and I aim to open entries by Monday 21st August!

Lara Lions Classic CAR SHOW

With Bikes

SUNDAY 2023
15th October

Pirra Homestead

108 Windermere Road Lara

\$10 Show Cars

Pirra Tours

\$2 Per Person Entry

Sausage Sizzle



John 0439 391 790
motorsatm@outlook.com



WHERE ARE WE AT WITH OUR NEW TOILETS AND SCRUTINY BUILDINGS? There are some photos included of the finished buildings, albeit still at the manufacturer in Keilor Park. However, by the time you read this edition, they will have been transported to our track on five semi-trailers, placed in position, and be almost ready to go – the next time you come to the track they may even be completed and in use. Check out the verandas in the photos!



THE MYTHS AND FACTS ABOUT ELECTRIC VEHICLES The July edition of Valve Bounce contained an article about electric vehicles. The article was very interesting and made even more so because some people had to stand on their head to read it. Jarrod Bryant is the editor of Valve Bounce, and does a very good job doing so. John Bryant prints the Valve Bounces for those members who wish to receive a hard copy of Valve Bounce, and normally does a good job doing so. On this occasion, the person in charge of the printing did not do a good job, as the article about electric vehicles finished up upside down – sincere apologies for this blunder – I will try and do better in the August edition.

WHERE WAS JOHN BRYANT DRIVING HIS MORRIS COOPER S IN THE PHOTOS SHOWN? The first photograph was at Camperdown going around what I think is called Dickers Corner. The second photo is at Gippsland Park – the corner was normally the last corner prior to the finish line, but when using a reverse track layout becomes the first corner! It would be nice if I still had that Mini. The other question in the July Valve Bounce was about a hill climb held on September 24, but no year and no track layout – I still do not know the answer, even though two current club members feature in the results..

DISCUSSED AT THE JULY BOARD MEETING – SPEEDING IN PIT/Paddock AREA Amongst other things, speeding in pit/paddock area was seen as a matter of concern particularly for the very young spectator's and the very old spectators. There are a number of signs around the place asking drivers to travel at walking pace in these areas. This is adhered to by most competitors', but not all unfortunately. The area of most concern is that part of the pit/paddock immediately at the top of the track exit road (which is also the track entrance road for most track configurations) – many people drive up this part of the track at a higher speed than is necessary as it is difficult to actually see where the road goes, even though all of our competitors know where the road goes. **PLEASE SLOW DOWN IN THIS AREA BEFORE AN ACCIDENT OCCURS.**

ALSO DISCUSSED AT THE JULY BOARD MEETING – VOLUNTEERS

QUESTION: Why does the Gippsland Car Club require volunteers??

ANSWER: No volunteers equals no club.

IN WHAT AREAS OF THE CLUB OPERATIONS DO WE REQUIRE ASSISTANCE?

1. Board membership – members who volunteer to stand for election to the Board must be prepared to work hard for the Club in a range of areas, not just the area of their portfolio. Currently we have a “full” Board, but if anyone else wishes to volunteer we will gladly allocate a position to them – they may wish to operate as a team with a current Board member.
2. Organisation of competition – a large number of people are required to organise and participate in the conduct of our competition areas – hill climbs, khanacross, track hire plus any other events that we may wish to organise.
3. Non-competitive events at the track – may include hill climbs, and mid-week car tests, photo shoots, etc..
4. Valve Bounce – we have a small team operating at the moment, but will not knock back anyone else who is interested.
5. Working Bees and practice days
6. Canteen – currently we do not have a Canteen due to lack of volunteers – the Hickey Family took over recently for a short time period, but were unable to continue due to family reasons, and we have been unable to find anyone else to take over.

HOW MANY VOLUNTEERS DO WE NEED TO CARRY OUT OUR ACTIVITIES?

1. Hill Climbs. The ideal mix and number of people required to conduct a hill climb is as follows:
 - Clerk of Course
 - Assistant Clerk of Course
 - Club Steward – preferably two
 - Timekeepers – preferably two
 - Observers – preferably two
 - Dummy Grid marshal – preferably two
 - Scrutineers – preferably four for most events
 - Corner officials – Dummy Grid, Start, Oh Shit, Red Flag at a minimum – preferably a minimum of two at each point, with additional officials to change during the day
 - At least two officials to set up and tear down the venue – ensure that the rescue vehicle and trailer are in place, witches hats etc. placed where appropriate, **fire extinguishers located in appropriate positions** and packing up at the end of the day, ensuring that all garages and containers are locked.

Prior to the meeting, the Competition Secretary/Timekeepers need to undertake all of the preliminary work required – preparation of Supplementary Regulations, distribution of Supp Regs, administration of entries, preparation of programs (if necessary), running order for competitors, printing of programs and running order and loading all of the relevant information into the timing computer. Following the meeting, the timekeeper/s should produce appropriate competition results, which the Competition Secretary then forwards to competitors and other appropriate destinations. The Competition Secretary will also send reports of the meeting to Motorsport Australia as required.

Note that it is rare for GCC events that we have the number of officials as outlined above – on some occasions we have had to make do with five or less. All officials should have a Motorsport Australia Officials Licence (easy to obtain these days), whilst Clerk of Course, Stewards, Scrutineers, Timekeeper/s and event Secretary should all have a MA Bronze Licence as a minimum. For an Australian Hill Climb Championship, an MA Silver Licence is required for some of the above positions.

2. Khanacross. The ideal number of people to run a khanacross is as follows:
 - Clerk of Course/Director
 - Scrutineer – two ideal
 - Timekeeper/s – two preferably but more to enable two tests to be carried out concurrently
 - Spotter/observer – two ideal, particularly if we are able to use two tests at the one time
 - At least one official to assist with setting up and tearing down of the venue

Prior to the meeting, the Competition Secretary will complete and submit Supp Regs to MA, circulate the Supp Regs, and provide appropriate information to the timekeeper to place in the timing computer. Following the meeting the timekeeper/s will produce the results of the meeting, and the Competition Secretary will distribute results to competitors, and forward appropriate reports to MA.

3. Non-competitive events. Such events range from untimed hill climbs that some clubs organise at our track, to (usually) mid-week hires for such events as magazine and TV shots for, in many cases, new car releases, or in some cases comparison of older cars as carried out by magazines such as Unique Cars. The number of members required to assist at such events is minimal as the hirers provide all of their own personnel. We require a minimum of one person to open the place, look after it during the day, and lock up at the end. This can be a boring task if only one person is there for the day – a minimum of two or more to share the task would be advisable.
4. Valve Bounce. An onerous task to edit, produce and collate. There is an appointed editor who is always on the lookout for contributions from members, which rarely appear. Contributing to the magazine is a good way of volunteering to do something for the Club. One person prints the magazine, which takes at least 7 hours per month.
5. Working Bees and Club Practice days. What can I say here?? Many hands make light work, and the only way we can get most of our work done is to rely upon the membership to assist at working bees. If this does not occur, we would have to pay people to do the work, and this is usually not an option in Clubs such as ours. A minimum of two people are required to run the Practice Day component of working bee days. This aspect of the Clubs operations

has been running very smoothly in recent times, but we can always do with more volunteers here.

HOW DO WE OBTAIN VOLUNTEERS FOR ALL OF THE ABOVE?? That is a question that the Board is currently contemplating,

ADDITIONAL OPPORTUNITIES FOR PRIVATE PRACTICE Up until this time, private practice can be undertaken at a cost during the week (and some weekends) providing that a Board member is able to be present to open up and look after the track. There are opportunities for free practice on the days that we have working bees at the track, but the rule is that members participating in the free practice are expected to have been at the working bee in the morning. As competitors are aware, the track is available for practice for hill climb entrants on the Saturday afternoon prior to a hill climb – up until now this has only been available to hill climb entrants who are competing the next day. We have now decided to make such practice sessions available to all members free of charge (in the same manner as the working bee practice days). Such practice afternoons will be available on the Saturday of a Sunday multiclub hill climb. This free practice will not be available on the day prior to a Victorian Hill Climb Championship event. Check the Club Calendar to see the dates of such practice days. The long and the short of this decision is that members can now participate in the working bee practice days, and also in the new practice days prior to a multiclub hill climb. **Note that this free practice option is not available at our next event as this is a Victorian Hill Climb Championship event.**

BOOKS Avid readers of Valve Bounce will know that I am heavily into motor sport books, particularly those which are about the past. Three such publications that have passed my way in recent times are:

- From Sump Oil to Dust, the first 50 years of the North Eastern Car Club, based in Wangaratta. Written by Jeff Whitten, this book gives an excellent precis of the NECC in the period 1953 to 2003. Thanks to Rob Wilson for a loan of this book – Rob spent much of his life in the Riverina and the NE of Victoria, and was a member of the NECC. One point that Jeff Whitten makes in his book is that it is relatively easy to write such a book if one has access to the minutes of the Club – we do have all of our minutes from the first meeting in 1964 to the present day – who do we have who could write such a book?
- Altona – an excellent short booklet written by our long term scrutineer Lloyd Shaw, one of the few people in the Club older than me and one of the only people, apart from myself, who went to the motor races at the Altona Circuit. An excellent story by Lloyd, and certainly brings back memories to me, as my father took me to every event held at this track when I was a teenager in the 1950s. I am sure that most of you will never have heard of this track, but if you live in Melbourne and have nothing to do one day, go for a drive down Millers Road south off the freeway and find Cherry Lake – once there walk around the lake, and you will find evidence of the track still there. We are going to publish this booklet in Valve Bounce over the next couple of months.
- Elfin – I am sure that all of you will have heard of Elfin cars, and some of you may even own “Australia’s Elfin Sports and Racing Cars” as I do. This book is good, but pales into insignificance alongside the newly published Elfin book, which James Lambert showed me at the hill climb a week or two ago. Magnificent is a word that best describes this book – the book is very thick, has hundreds of photos (many taken by James), and weighs a virtual ton. If you can find this book anywhere (limited production run of 350 copies) be prepared to part out with \$350 for the privilege of owning it.





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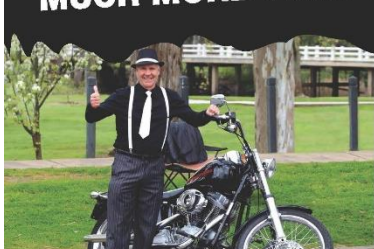
Show Bikes \$5
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General Public \$5
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This year's event theme is
The 1960s
FASHION PARADE
Prizes for the best period costume
for both men and women

SUNDAY OCTOBER 1st. 2023 8am to 3.30pm
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JULY 16 MULTICLUB HILL CLIMB – THERE AND BACK TO SEE HOW FAR IT IS, OR MAYBE OUT AND BACK WITH A CLOCKWISE LOOP!

Better weather than our June event may have led to a slightly larger entry for this event, although the sunny start soon gave way to a very cold middle of the day. For a change, only two classes had a single entry, while Improved Production 2001 and Over had an excellent entry of ten, and Sports Sedans 2001 and over had five as did Production Sports Cars 2001 and Over – it seems as though bigger engines are the go at the moment, but this does not prevent the smaller engine motorcycle vehicles from being the fastest on the day.

The aim of the exercise on this day was to have up to 10 runs each (probably more than would occur), providing that there were no hold ups. It was anticipated that all competitors would record times of between 70 and 100 seconds per run, and it did work out this way. The only problem, however, and completely unanticipated, is that we had a number of power black outs early in the day which caused the timing to malfunction, and thus many competitors had to have re-runs, particularly in the second run for the day. The outcome of all of this is that it took two hours to complete two runs, instead of the anticipated one and a quarter hours – it also caused much frustration in the timing building as we had to reset the timing system every time that a black out occurred. A further outcome was that we were unable to print the Class results until the end of the day. We think the electricians amongst the group traced the problem, and the rest of the runs took place without any problems. The possible up to 10 runs became 6 runs each. Everything turned out well in the long run and all competitors seemed happy, particularly those who had reruns!



The first 10 competitors drove a range of vehicles, with Wim Janssen taking out FTD with a time of 69.25 seconds, followed closely by Bruce Minahan with a time of 70.43 seconds, Peter Minahan with a best of 70.44 seconds (how close could the Minahan's be?), and Ewen Moile in fourth with 70.76 seconds – 1.51 seconds from first to fourth! Somewhat further back we came to the tin top and sports cars – Damien Pennycuik took out 5th place in the Nissan Skyline with 79.32 seconds, Rhys Yeomans 6th with 79.37 seconds (the first six were the only drivers under 80 seconds for the day) and Frank Penrose in 7th with a best time of 80.65 seconds. Jim McNiven was almost unrecognisable on the track as he was driving a Nissan 370z rather than his usual Toyota Corolla- Jim was in 8th place with a best time of 81.06 seconds – Scott Matheson was in 9th in a Subaru WRX with 81.96, and Ian Speight was in 10th with his best time of 82.31 seconds.

In addition to the first four open wheeler cars, there was one other – James Lambert in his beautifully prepared Elfin Mono running in the Historic Class, which he won as he was the only entrant! As mentioned previously, the Improved Production 2001 and over class had the most entries on the day, with first and second in the class being taken out by Damien Pennycuick and Frank Penrose as mentioned above – these two were well in front of the other entrants in the class, with Karl Hess in third 3 ½ seconds behind Frank, and marginally in front of David French. Curtis Dexter, Dmitri Djulai and Michael Finger were very close in positions 5, 6 and 7. A little bit further back were Cameron Hughes, Scott Campbell and Aileen French (our onsite electrician). The Sports Sedans 2001 and over class was taken out by Tony Buckland closely followed by John Mahy. Rob Duncan was in third but is now on the lookout for a new engine after his final run. Joe Gagola appeared for the first time in a while in his Celica (which I had not seen before) to take fourth, and he was followed by what I think is a magnificent car, the Byron Townsend Austin 1800 ute – a car which you will go a long way to find another such vehicle.



Garry McIvor fell in in the Sports Sedans up to 2000 class by 0.21 seconds from Dale Barker in the ex Webster, ex Hickey Toyota Corolla and he was followed closely by Brett Barker sharing the same vehicle. Jim McNiven was first in the Production Sports Cars 2001 and over, with Tegan Collins in second place over 2 seconds behind, with John Trolove, Luke Parker and Lex Thorbecke spread out in positions 3, 4 and 5. The other classes had only two entries, and were not overly close in times between positions 1 and 2.

A number of new records were set on the day, they being Production Sports Cars 2001 and over (Jim McNiven, Nissan 370z), Sports Sedans 4WD (Brett Matheson, Subaru WRX), Improved Production up to 2000 (Rhys Yeomans. Honda Civic), Historic Group O (James Lambert, Elfin Mono). Congratulations to the new record holders.

Many thanks to Rob Wilson and Darryl Hamilton for carrying out most of the timing on the day – the only run that did not work properly was run 2 when we had all of the black outs – and that was the run I was looking after, so I was sacked after that performance! Times for the day are included in this Valve Bounce, and are also on the website. The next event is on Sunday. August 27 – this is the final round of the 2023 Victorian Hill Climb Championship, and is also a round of our Club Championship (points for which are found in this edition of Valve Bounce) – the event is exactly the same as one of our Multiclub Hill Climbs, but has a different name and is run by a different Club as a

track hire – the Victorian Mini Club is running the event. You can enter in the same way as you enter our events. The VMC has chosen the Clockwise Short Track for this event so that entrants will have more runs for the day.



ALL HISTORIC RACING

Pheasant Wood Circuit
8 Prairie Oak Road, Marulan
(02) 4841 1422
pheasantwood.com.au



PHEASANT
WOOD
CIRCUIT



*Sights & Sounds
Of History*



8TH, 9TH, 10TH SEPTEMBER 2023



Updated: Motorsport Australia Event Entry

We are pleased to announce that Version 2 of the Motorsport Australia Event Entry has just been released. This update has [implemented several enhancements](#) to improve the event creation and management process for Event Organisers.

To ensure you have access to the new and improved Event Entry, you will first need to link your Event Organiser account to your Motorsport Australia Member account.

Our records show that you do not have a Motorsport Australia Member account, therefore you need to sign up for an account to link to your Event Organiser account. If you do have a Motorsport Australia Member account, you can jump to Step 4.

Please follow this guide to link your Event Organiser account to your Member account:

1. [Click here to access the Motorsport Australia Member Portal](#)
2. Select 'Sign up now!'
3. Complete the sign up process, including activation
4. Login to the [Member Portal](#) using your Member ID and password
5. Select **Event Entry** on the left menu
6. Select the orange **EO ACCOUNT** on the top right
7. Enter the Event Organiser username and password
8. Select **LINK**

You should now have access to the two new menu options: 'Club Events' and 'Paper Entries'.

Please note, as part of this upgrade and to improve the security of your account, the practice of sharing Event Organiser accounts is now strictly prohibited, requiring each user to have their own organiser account linked to their respective member account. Please contact your Club Secretary or Regional Development Executive to request a new account.

Museum of Vehicle Evolution is a must visit

Shepparton's Museum of Vehicle Evolution is thriving after a \$6.7 million redevelopment that cements it as a mecca for motoring enthusiasts.

The expansion has created 10,000sqm of floorspace including a 900sqm undercover area which is perfect for visiting car clubs to park up on the hard standing.

"We want clubs to see MOVE as a rallying point to explore the Museum but also the region and all it has to offer," MOVE Executive Officer Peter Hill said.

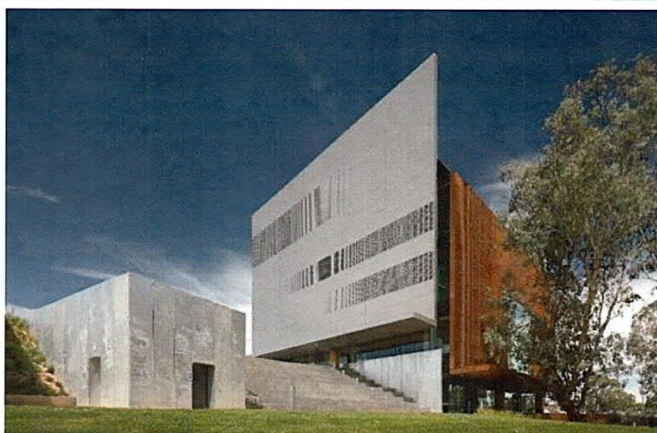
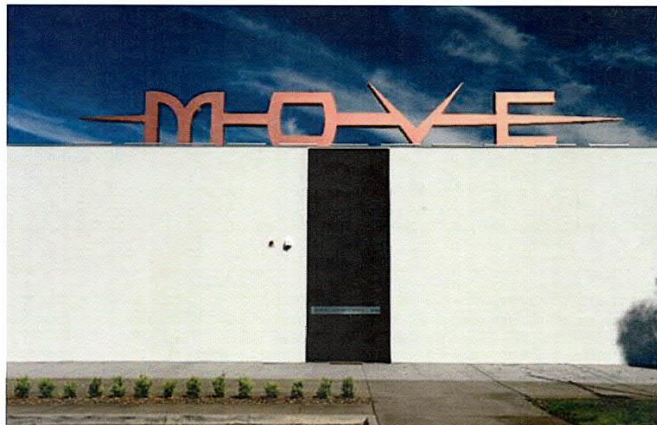
"We work closely with Greater Shepparton City Council, accommodation providers, food and wine and other attractions to put together a package to suit any length of stay."

MOVE is part of Shepparton's emergence as a tourist destination.

The city has always been popular for visiting families and friends, and over the past decade has developed an outstanding reputation for hosting events and conferences.

Soon after MOVE relaunched in September 2021 the new Shepparton Art Museum also opened in the heart of the city on Victoria Park Lake.

The \$50 million building houses SAM's extensive collection of Australian ceramics and a growing collection of Aboriginal and Torres Strait Islander art. The gifting of the Carrillo and Ziyin Gantner Indigenous Art Collection was part of the inspiration to build the new and impressive regional art museum.



"With MOVE and SAM, our natural attractions, great wineries and restaurants and an abundance of accommodation choices, Shepparton is worth more than a flying visit," Peter Hill said.

So, what is MOVE?

For those who visited the original Shepparton Motor Museum and Collectables, you will barely recognise it.

MOVE is a community based not-for-profit run by an independent, skills-based board with a mission to display and promote the history of transport, and the role it has played in shaping our lives.

Along the way, we've expanded from cars and motorcycles to include trucks, bicycles, buses, and bicycles.

We have also found room for important historical collections which help tell the broader story of our evolution such as the Loel Thomson Costume Collection. Loel gathered the collection while researching for the restoration of Noorilim, a grand 1879 villa on the Goulburn River near Murchison.

Over 40 years Loel collected more than 10,000 items of clothing and accessories. The collection consists of things we wore over the past 200 years, ordinary clothing that was shaped by the fashion and norms of the period. You can see great social change reflected in the costumes.

The collection of telephones, radios and broadcast equipment belonging to the late Dick Clayton is also important to MOVE. Dick was one of the visionaries who first pushed for the establishment of a museum.

The Furphy Museum tells the story of one of Australia's oldest family businesses.

J. Furphy & Sons and Furphy Foundry are still operating after 150 years and through their iconic water carts, which became places for rumours to be exchanged amongst troops in WWI, has become part of our language.

A "Furphy" is story too tall to be true, but the Big Furphy Water Cart is very real, it sits out the front of MOVE.

"In many ways the Furphy story helped us embrace the same tales of enterprise, hard work and success when it came to adding trucking and transport to the new MOVE," Peter Hill said.

"Our Transport Legends in the Kenworth Pavilion tell remarkable story of how immigration, irrigation and orchards led to the Shepparton having the highest concentration of heavy transport registrations in Victoria.

"Those trucks belong, or belonged to, pioneering companies that broke the monopoly of rail freight and forged a new era of interstate transport, they were innovators and sometimes inventors and they succeeded."



The Garth Wallace Collection spans nearly 100 years of production of the iconic Harley Davidson brand. There are restored bikes but many in the collection are survivors, left exactly as they were when they were rediscovered.



The Farren Bicycle Collection is so outstanding that a lot of 'car guys' walk out exclaiming that it was their favourite thing. Paul Farren built one of the best early bicycle collections in the world.

It includes 160 pre-1900 bicycles, including hobby horses, boneshakers and Penny Farthings, as well as early 20th-century models. The collection charts the development of the bicycle, which foreshadows the invention of the motor car in many surprising ways.

Finally, there's the cars.

"We benefit greatly from the generosity of private collectors and enthusiasts who lend us their vehicles to exhibit," Curator Jade Burley said.

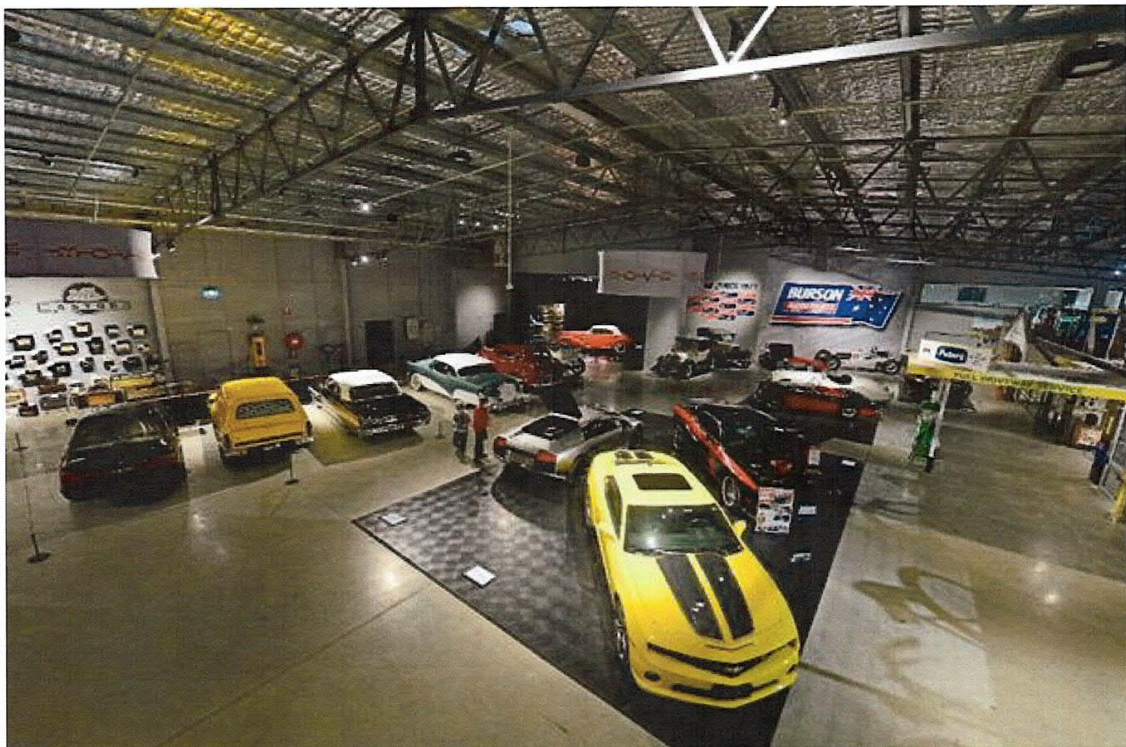
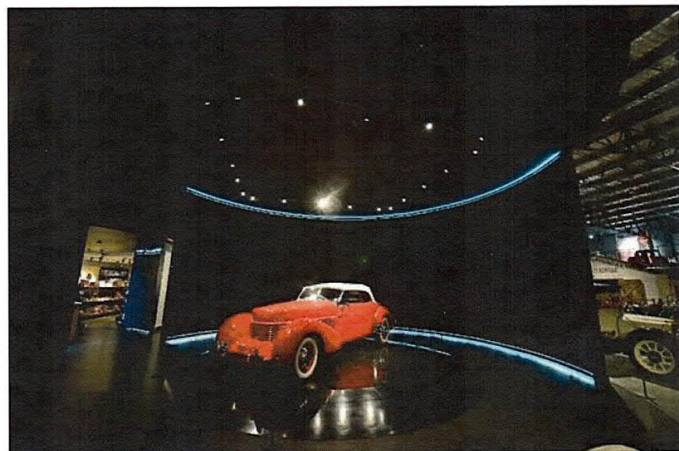
"We benefit in two ways, firstly there are so many unique, rare, beautiful, odd, extravagant, and everyday cars out there that you will always find things you want to see. Secondly, we don't own our vehicles, so unlike many other Museums we have the flexibility to change frequently, swapping out individual cars or bringing in entire themed exhibitions for a particular era, marque, or model."

"MOVE is constantly changing and so whenever you come, or come back, there will be new things to see."

MOVE is located at Emerald Bank, which is on the Goulburn Valley Hwy just south of Shepparton.

"The facility has a range of meeting and function spaces, and we are happy to work with clubs and associations directly to meet their needs and ensure everyone has a great experience," Mr Hill said.

If you want to make an inquiry email exo@moveshepparton.com.au



For Sale: Framed Phillip Island Poster and Circuit Photo

Just the thing for a man cave/shed/garage. Both in good condition, although there is some minor creasing on the Historics poster. The frame of the circuit picture measures 805 x 555mm and the historic poster frame is 605 x 455mm.

\$110 – Peter Minahan faster28c@yahoo.com.au



1961 Jaguar Mark II 3.4 Litre

3.4 litre manual overdrive with rare factory power steering, built 1961 Australian delivered and sold by Bryson Industries Melbourne.



Mechanically restored in 2010 with original numbers matching 3.4L 210 HP engine and painted in Golden Sand. Interior upgraded with new red leather XJ40 power seats, retractable seat belts, interior walnut panelling restored.

Rust free body, XJS front discs, 15 x 6 Minilite wheels and Pirelli P5000 tires. Many period "Coombs" modifications such as louvered bonnet, Coombs rear wheel arches, cold air intake, 19mm sway bar and Nolathane bushes, boot mounted battery. \$47,000 with RWC.

Gary Tate, Newborough Vic

Phone: 0407 505935

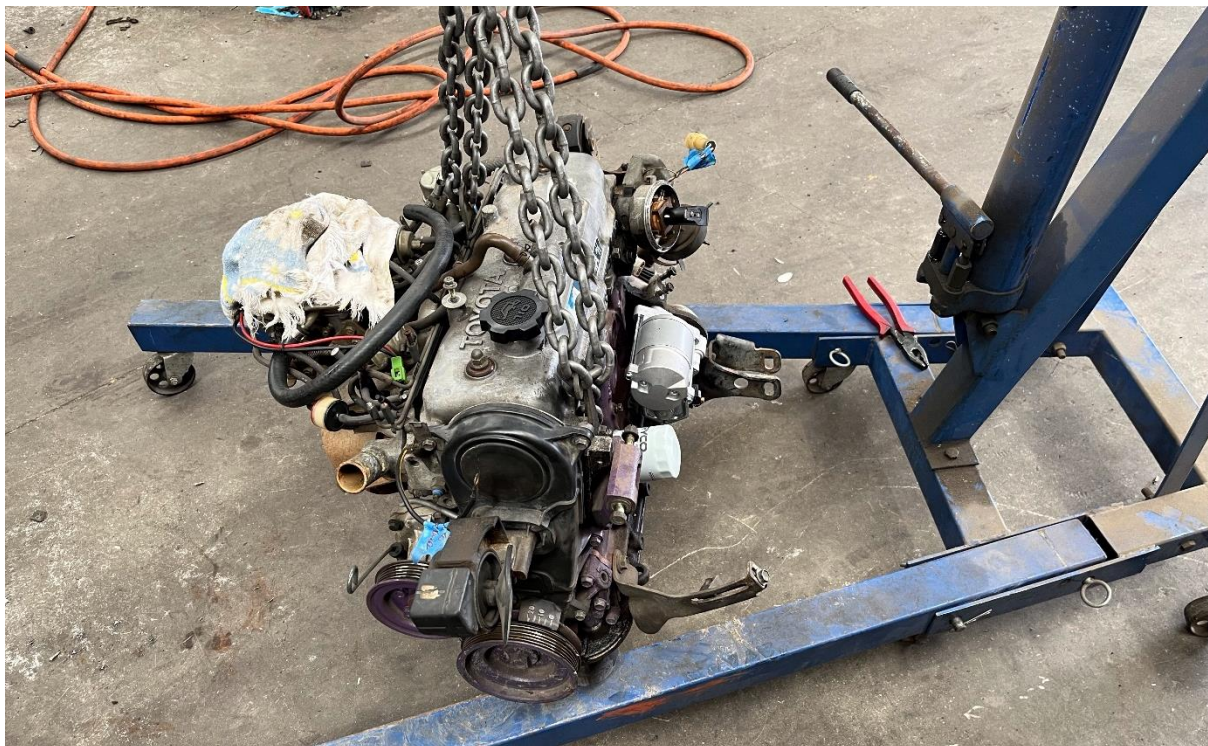


Well I am glad to say there has been some further progress over the last little while and I'm getting closer to a transplant.

I spent a significant amount of time stripping and labelling everything that was needed to come out before I could remove the old engine from the race car. Everything was pretty much going to plan with work a little slow in the cramped confines of my garage until I reached the axle nuts. It's fair to say that they were tight. I tried every trick I knew to loosen them off with the last attempt involving me snapping a breaker bar courtesy of the added torque of the long length of pipe on the end, yet they still wouldn't budge.

With my tail between my legs I headed down to see a mate in his workshop to ask the question of how to get them off. His response was simple, they use a $\frac{3}{4}$ " truck rattle gun and they come off easily. I decided the best approach was to trailer the car down to see him, get the nuts off and borrow a hoist and some gear to pull the engine and gearbox out all in the one trip.

The old adage of having the right equipment could never have been more true, with the rattle gun getting the nuts off in about 3 seconds! With that hurdle overcome the car went up on the hoist to remove the axles and undo the last exhaust manifold nuts. I also took advantage of having it up there to remove the old handbrake cables and fit the new disc brake ones to the rear, a job far easier to do there than at home.

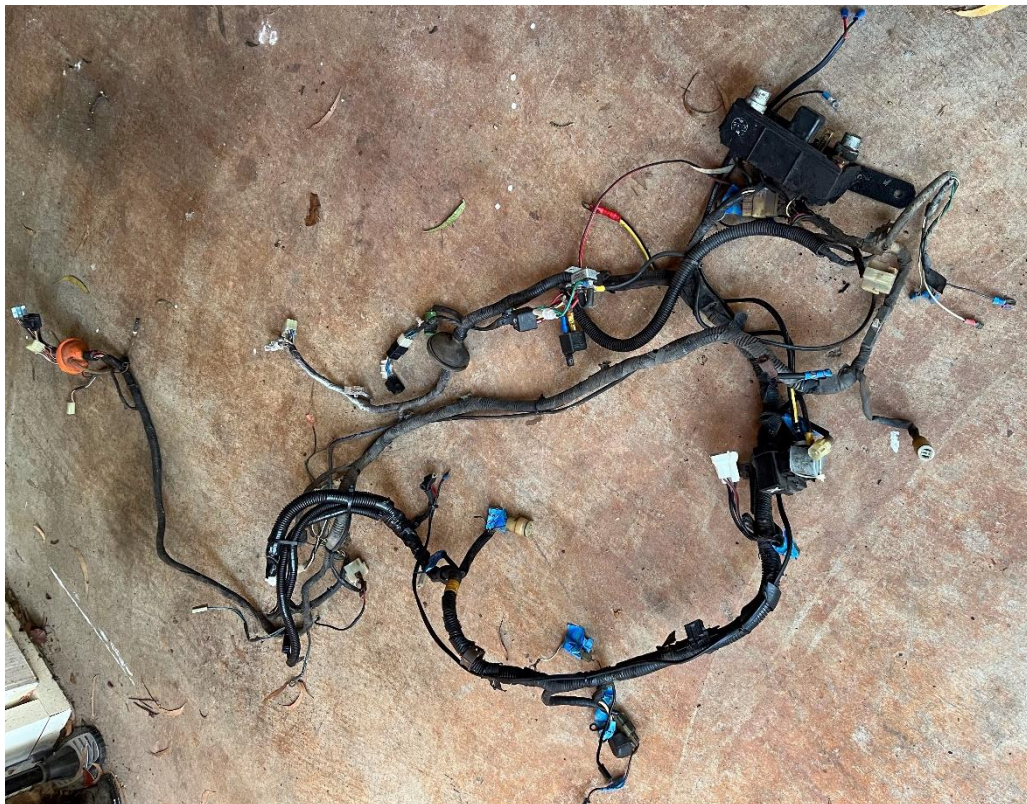


From there it was a pretty straightforward job of convincing the engine mount bolts to come loose and some manoeuvring of the engine and gearbox to get the right angles and out they came.

With that task achieved the whole lot went home again on the trailer and it was back to the garage.



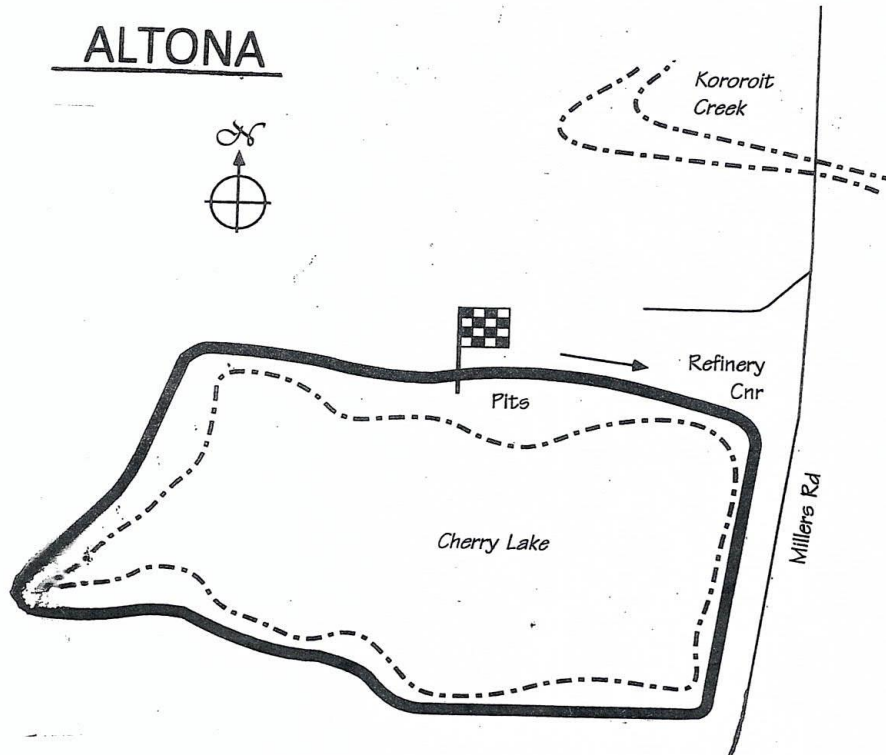
The next major task was to strip out the old engine bay wiring loom and clean up a few things in order to be able to drop in the twin cam. I must say I was very surprised by both the amount of wiring and also the weight of it all. I pulled out the loom all of the way from the drivers footwell fuse box, through the engine bay and back into the passenger side footwell, there was a lot of wiring!




What's next? Repeat the whole exercise with the donor car, but park the race car next to it so when the engine and gearbox come out they go straight in, hopefully in time for the next edition.


Victorian Sporting Car Clubs

ALTONA





VICTORIAN SPORTING CAR CLUB

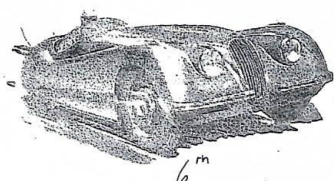


First
ALTONA CAR RACES
Monday, March 8th,
1954

Held under the International Sporting Code of the
F.I.A. and the National Competition
Rules of the C.A.M.S.

Programme 1/-

**VICTORIAN SPORTING CAR
CLUB LTD.**



^{6th}
Altona
Motor Race Circuit
Sunday, May 29th
1955

Held under the International Sporting Code of the
F.I.A. and the National Competition
Rules of the C.A.M.S.

Programme 1

VICTORIAN SPORTING CAR CLUBS

ALTONA

The early 1950's saw membership of the Victorian Sporting Car Club (**VSCC**) increasing as the restrictions introduced during WW2 eased and competitive motorsport in Australia was again becoming popular. Simultaneously the Australian Automobile Association (**AAA**) was passing the administration of motor sport to the newly formed Confederation of Australian Motorsport (**CAMS**). Motor sports international controlling organization the Federation Internationale Automobile (**FIA**), finally approved CAMS total administration control of Australian motor sport late in 1954.

Access to suitable venues for events in the earlier 1950's raised difficulties, the Point Cook, Albert Park and even Fisherman's Bend sites were all subject to bureaucratic administrations. The semi-Government administered Commonwealth Aircraft Corporation did permit various clubs to hold races on their Fisherman's Bend runways throughout the 1950's.

The proactive **VSCC** Committee were interested in establishing permanent motor sport venues and had finally completed the Templestowe Hill Climb site in 1952. Committee member Maurice (Maurie) Monk had been the driving force throughout its construction. Maurice had serious involvement in the formation of **CAMS** and was to become its Founding President and assisted another VSCC member, Donald Kingsley (DKT) Thomson, to become the original **CAMS** Secretary. Surely their involvement and competitive activities within the VSCC would have influenced some of CAMS future decisions.

The plot thickens. The VSCC wants a venue. Committee member Neal Charge was driving a company truck in the Altona area and came across a suitable area. Melbourne's history will show that, at that time, gas was the major source of fuel for industrial and domestic heating and cooking. It was produced using a technical/chemical process from black coal that resulted in vast amounts of cinders and ashes of different sizes. There were a number of plants throughout Melbourne but the largest were in West and South Melbourne. The Charge family had a trucking business and were contracted to remove the ashes etc from various sites on a 24/7 basis via their 8 trucks.

Markets existed for those by-products, and that was why Neal was delivering in the Altona area.

Note – *The ashes were used under many of the grassed competition areas for Melbourne's Olympic Games.*

Several members of the Charge family were active motorsport competitors and had served as VSCC Committee members. The committee was keen to follow up the Templestowe successes with a circuit within easy reach of the Melbourne CBD and had found Altona. Access was adequate with sealed Millers Road abutting the eastern boundary and railway stations, Seaholme and Altona within easy walking distance. Spectators travelling by train would have to change trains at Newport.

The 300 acre site was not perfect. It was virtually a swamp adjacent to the Kororoit Creek and occasionally subject to serious inundation, there were many huge volcanic blue stone boulders that provided shelter for the resident tiger snakes. Despite these anomalies the site was purchased via a quickly formed a consortium of six enthusiasts, plans were prepared for a 2.25 mile (3.6km) circuit about 25 feet (7.5m) wide and basically rectangular with four sharp corners, esses and a few other wobbles. The pits and start/finish would be on the northern straight. Initially the control centre would be a retired double decker bus. Parking areas for 300 spectator vehicles would be provided. The newly formed consortium accepted responsibility for all financing and construction aspects of the project whilst remaining within the VSCC's requirements.

Construction started in mid 1953. Neal Charge took 12 months leave from the family's trucking business and was on site every working day throughout construction almost certainly with sleeves rolled up and frequently with shovel in hand (*to kill the snakes*). Neal had regular visits by brother Stuart, their father Ken and consortium members. There were frequent meeting with local authorities about the regulations for toilets and other amenities, and of course CAMS officials to maintain compliance with the FIA rules and licences.

With the true circuit determined and the blue stone boulders relocated and many snakes dispatched the tracks foundations were underway using the largest, and most permeable ashes to raise the final surface above the known high water level. The family's trucks had brought in thousands of cubic yards of varying density ashes material. When the course material based rough foundations were finished, compacted and ready the final layers of a smoother ashes were introduced, levelled and smoothed and again compacted the track was ready for sealing. There was no hot mix in 1953 so the surface was tar sprayed then dust covered with finer ashes. It is interesting to note that some of the resident blue stone boulders were used to identify the tracks perimeter and obviously accepted by CAMS.

By early 1954 everything is ready and on February 19th the Williamstown Chronicle placed the following advert.

.....

**NEW 35,000 POUND SPEED TRACK TO OPEN
RECORD CROWDS
EXPECTED AT
ALTONA ON SUNDAY**

The highest speeds yet clocked in Australia should be recorded at the new 35,000 pound Altona motor racing circuit when it opens on February 21. The opening meeting will be conducted by the Harley Club of Victoria. Australia's leading motor cycle stars will compete at the meeting.

A special feature of the meeting will be a time trial race between Stan Jones, crack Australian racing car driver, and Frank Sinclair, national motor sidecar driver.

Jones will race in his Cooper Special and Sinclair on his Vincent Special. Both vehicles are capable of more than 130mph.

It will be the first time in the world that a racing car and racing bike have competed in a time trial.

The new track, which cost, 35,000pound, was built by well-known racing drivers Stewart and Neal Charge and is the first of its kind to be built in Australia.

They have laid more than 2 1/4 miles of all weather bitumen track fully enclosed by a steel safety fence. Modern sanitary conveniences have been installed and future plans provide for stands, changing rooms, fully equipped racing pits and permanent refreshment rooms.

Free parking space is available for 3000 cars.

By rail the track is only a few hundred yards from Altona and Seaholme stations. By road it is off Geelong Road near Millers Road.

Special busses direct to the track will meet every train at North Williamstown station.

.....

GCC Multiclub Hillclimb			16-July-2023			
Out & Back Clockwise Loop		TRACK RECORD	64.53			
		New Class Record				
Club Rank	Run Time	Class	Class Record	SCORE	CLASS POSITION	Club Ch'ship Points
1	Jim McNiven	81.06 Production Sports Cars 2001 and over	89.46	0.906	1	8
2	John Trolove	84.50 Production Sports Cars 2001 and over	89.46	0.945	2	3
3	Sei Vella	82.35 Sports Cars up to 2000	85.71	0.961	1	5
4	Rhys Yeomans	79.37 Improved Production up to 2000	81.89	0.969	1	10
5	Raymond Vella	85.35 Sports Cars up to 2000	85.71	0.996	2	
6	Brett Matheson	81.98 Sports Sedans 4WD	81.98	1.000	1	7
7	James Lambert	88.76 Historic Other	88.76	1.000	1	
8	John Mahy	84.97 Sports Sedans 2001 and over	84.89	1.001	1	1
9	Damien Pennyquick	79.32 Improved Production 2001 and over	78.67	1.008	1	11
10	Ian Speight	82.31 Production Sports Cars up to 2000	81.60	1.009	1	6
11	Robert Duncan	85.79 Sports Sedans 2001 and over	84.89	1.011	2	
12	Frank Penrose	80.65 Improved Production 2001 and over	78.67	1.025	2	9
13	Garry Mcivor	87.94 Sports Sedans 2001 and over	84.89	1.036	3	
14	Lex Thorbecke	94.63 Production Sports Cars 2001 and over	89.46	1.058	3	
15	Bruce Minahan	70.43 Formula Libre up to 1300	66.54	1.058	1	17
16	Peter Minahan	70.44 Formula Libre up to 1300	66.54	1.059	2	15
17	Ewen Moile	70.76 Formula Libre up to 1300	66.54	1.063	3	13
18	Karl Hess	84.39 Improved Production 2001 and over	78.67	1.073	3	4
19	Wim Janssen	69.25 Formula Libre 1301 to 2000	64.53	1.073	1	20
20	David French	84.51 Improved Production 2001 and over	78.67	1.074	4	2
21	Joseph Gagola	92.86 Sports Sedans 2001 and over	84.89	1.094	4	
22	Byron Townsend	93.05 Sports Sedans 2001 and over	84.89	1.096	5	
23	Curtis Dexter	86.61 Improved Production 2001 and over	78.67	1.101	5	
24	Dmitri Djulai	86.70 Improved Production 2001 and over	78.67	1.102	6	
25	William Morgan	90.39 Improved Production up to 2000	81.89	1.104	2	
26	Dale Barker	88.15 Sports Sedans up to 2000	79.72	1.106	1	
27	Ian Mayze	90.98 Production Sports Cars up to 2000	81.60	1.115	2	
28	Brett Barker	89.17 Sports Sedans up to 2000	79.72	1.119	2	
29	Cameron Hughes	88.75 Improved Production 2001 and over	78.67	1.128	7	
30	Scott Campbell	89.16 Improved Production 2001 and over	78.67	1.133	8	
31	Aileen French	91.29 Improved Production 2001 and over	78.67	1.160	9	



PO Box 199 Trafalgar Vic 3824

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

GCC HILLCLIMB CHAMPIONSHIP - 2023							
	# GCC Entrants	47	35	28	31		
PLACE		GCC Multiclub Hillclimb 18-Feb-23	VHCC Round 4 23-Apr-23	GCC Multiclub Hillclimb 04-Jun-23	GCC Multiclub Hillclimb 16-Jul-23	Rounds Counted	CHAMPIONSHIP @ 18-Jul-23
1	Jim McNiven	1.028	0.983	0.980	0.906	4	3.896
2	Sei Vella	1.044	1.028	0.935	0.961	4	3.967
3	Rhys Yeomans	1.004	0.999	1.009	0.969	4	3.981
4	Ian Speight	1.064	1.007	0.987	1.009	4	4.067
5	Wim Janssen	1.132	0.938	0.982	1.073	4	4.126
6	Raymond Vella	1.104	1.083	0.956	0.996	4	4.139
7	Garry Mcivor	1.074	1.031	1.054	1.036	4	4.194
8	Lex Thorbecke	1.228	1.209	1.048	1.058	4	4.543
9	Frank Penrose	1.060		1.020	1.025	3	3.105
10	Dale Hocking	1.068	1.025	1.025		3	3.118
11	Colin Newitt	1.036	1.005	1.078		3	3.119
12	Bruce Minahan	1.082	1.068		1.058	3	3.208
13	Peter Minahan	1.052	1.101		1.059	3	3.211
14	David FRENCH		1.082	1.079	1.074	3	3.235
15	Dennis Orr	1.124	1.154	1.000		3	3.278
16	Ian Mayze	1.177		1.091	1.115	3	3.383
17	Aileen FRENCH		1.144	1.124	1.160	3	3.428
18	David Casey	1.209	1.205	1.076		3	3.489
19	John Trolove			0.990	0.945	2	1.935
20	Thomas Inkster	1.010	1.000			2	2.010
21	Stuart Haverkort	1.053	0.967			2	2.020
22	John Mahy			1.028	1.001	2	2.029
23	Ewen Moile			0.970	1.063	2	2.033
24	Robert Duncan			1.025	1.011	2	2.035
25	Jordan James	1.051	0.990			2	2.041
26	Warren Heath	1.028	1.016			2	2.044
27	James Dyer	1.076	0.982			2	2.058
28	David Cantwell	1.091	1.026			2	2.117
29	Kevin Baptist	1.089	1.064			2	2.154
30	Karl Hess			1.105	1.073	2	2.178
31	Wesley Inkster	1.097	1.082			2	2.179
32	Patrick Malanaphy	1.106	1.088			2	2.194
33	Geoff Bower	1.082	1.132			2	2.214
34	Scott Campbell			1.137	1.133	2	2.271
35	Euan Murphy	1.144	1.148			2	2.292
36	Les Morrall	1.194	1.102			2	2.296
37	Keith Wilson	1.162	1.160			2	2.322
38	Terry Selwyn	1.121	1.218			2	2.339
39	Benjamin Selwyn	1.164	1.251			2	2.415
40	David Parr	1.236	1.272			2	2.508

GCC HILLCLIMB CHAMPIONSHIP - 2023							
	# GCC Entrants	47	35	28	31		
PLACE		GCC Multiclub Hillclimb 18-Feb-23	VHCC Round 4 23-Apr-23	GCC Multiclub Hillclimb 04-Jun-23	GCC Multiclub Hillclimb 16-Jul-23	Rounds Counted	CHAMPIONSHIP @ 18-Jul-23
41	Arron Daniel	1.214		1.312		2	2.526
42	Noel Lindsay	1.551	1.209			2	2.761
43	Lasith LIYANAGE		0.980			1	0.980
44	Robert Dyer			0.988		1	0.988
46	Brett Matheson				1.000	1	1.000
47	James Lambert				1.000	1	1.000
48	Damien Pennycuik				1.008	1	1.008
49	Tim Boyd			1.020		1	1.020
50	Jai Azzopardi			1.022		1	1.022
51	Greg Ackland	1.034				1	1.034
52	Steven Buffinton	1.053				1	1.053
53	Mark Newton	1.078				1	1.078
54	Joseph Gagola				1.094	1	1.094
55	Byron Townsend				1.096	1	1.096
56	Curtis Dexter				1.101	1	1.101
57	Les Dole	1.102				1	1.102
58	Dmitri Djulai				1.102	1	1.102
59	William Morgan				1.104	1	1.104
60	Dale Barker				1.106	1	1.106
61	Mark Samson	1.111				1	1.111
62	Ian Maud	1.117				1	1.117
63	Brett Barker				1.119	1	1.119
64	Geoff Cooling	1.125				1	1.125
65	Mitchell Newton	1.128				1	1.128
66	Cameron Hughes				1.128	1	1.128
67	Eric Irvine	1.133				1	1.133
68	Raymond DORE		1.141			1	1.141
69	Ernest Mawhinney			1.142		1	1.142
70	Mike Barker	1.148				1	1.148
71	Ernie Corry	1.151				1	1.151
72	Levi Azzopardi			1.172		1	1.172
73	Thomas Foley	1.174				1	1.174
74	Jarrold Bryant	1.216				1	1.216
75	Bobby Tuit	1.217				1	1.217
76	Richard Samson	1.248				1	1.248
77	Alan Foley	1.349				1	1.349

GCC CLUB CHAMPIONSHIP 2023

PLACE	GCC Multiclub Hilclimb 18-Feb-23	Khanacross 26-Feb-23	RACES 1 19-Mar-23	Khanacross VKC2 16-Apr-23	VHCC Round 4 23-Apr-23	Khanacross 28-May-23	GCC Multiclub Hilclimb 04-Jun-23	RACES 2 11-Jun-23	Khanacross 02-Jul-23	GCC Multiclub Hilclimb 16-Jul-23	Khanacross 30-Jul-23	Rounds Counted	CHAMPIONSHIP @ 01-Aug-23
1	Matthew Paulet	17	9	20		20		5	20			6	91
2	Bruce Minahan	13	17		17			17		17		5	81
3	Peter Minahan	17	15	13				15		15		5	75
4	Wim Janssen	15		20			20			20		4	75
5	David French		10	17		9			15	2	20	6	73
6	Scott Seddon		15			17			13		13	4	58
7	Aileen French		9	13		13			11		11	5	57
8	Dean Evans		11			11			17		17	4	56
9	Patrick Malanaphy	10		20	15			13				3	45
10	James Dyer		20	7	3							4	43
11	Rhys Yeomans	3			9		11	8		10		5	41
12	Peter Ferguson		8			15					10	3	33
13	Frank Penrose			8			8	6		9		4	31
14	Damien Pennyquick			11				9		11		3	31
15	David Casey	6			1		3	20				4	30
16	Raymond Vella		5	9		7	4		5			5	30
17	Ewen Molle						17			13		2	30
18	Blake Coady			15							15	2	30
19	Jim McNiiven	4			2		15			8		4	29
20	Mark Newton		13			6			6			3	25
21	Mark Homer			13				10				2	23
22	Andrew Evans		6				6		10		7	3	23
23	Colin Newitt	8			7							3	21
24	Greg Ackland	20										1	20
25	Keith Wilson	9			11							2	20
26	Angus Clark			11		4			1		3	4	19
27	Thomas Inkster	7			10							2	17
28	Rick Dathan		7			10						2	17
29	Jordan James	2			4		9	11				3	17
30	Ian Speight									6		2	15
31	Alyssa Perks		1			8					6	3	15
32	Dale Hocking	1					13					2	14
33	Sei Vella			2			7			5		3	14
34	Sam Gillson				10	3						2	13
35	Jarrod Bryant		3						9			2	12

GCC CLUB CHAMPIONSHIP 2023													
PLACE	GCC Multiclub Hillclimb 18-Feb-23	Khanacross 26-Feb-23	RACES 1 19-Mar-23	Khanacross VKC2 16-Apr-23	VHCC Round 4 23-Apr-23	Khanacross 28-May-23	GCC Multiclub Hillclimb 04-Jun-23	RACES 2 11-Jun-23	Khanacross 02-Jul-23	GCC Multiclub Hillclimb 16-Jul-23	Khanacross 30-Jul-23	Rounds Counted	CHAMPIONSHIP @ 01-Aug-23
36	Mike Barker	11										1	11
37	Garry Mcivor		6				5					2	11
38	James McCoy		4					7				2	11
39	Sarah Seddon			7	2				2			3	11
40	Marco Timperio		10									1	10
41	Jai Azzopardi						10					1	10
42	Caitlin Seddon			8	1					1		3	10
43	Mitchell Newton					5		4				2	9
44	Dale Barker										9	1	9
46	Stuart Haverkort				8							1	8
47	Gregory Brown									8		1	8
48	Peter Roufael							7				1	7
49	Brett Matheson									7		1	7
50	Isla Clark			6								1	6
51	Lasith LIYANAGE				6							1	6
52	Bobby Tuit		3					3				2	6
53	Steven Buffinton	5										1	5
54	Gavin Langmuir		5									1	5
55	Warren Heath				5							1	5
56	John Trolove							2		3		2	5
57	Byron Townsend								5			1	5
58	Scott Campbell								4			1	4
59	Steve Baird							4				1	4
60	William Morgan	4										1	4
61	Karl Hess									4,000		1	4
62	Nicholas Spackman							3				1	3
63	Hamish Murphy	2										1	2
64	Tim Boyd						2					1	2
65	John Mahy							1		1		2	2
66	Ernie Corry		1									1	1
67	Robert Duncan						1					1	1

[illegible]

2023 GCC KHANACROSS CHAMPIONSHIP										
		R1	R2	R3	R4	R5	R6	R7	R8	Total
		26-Feb	16-Apr	28-May	2-Jul	30-Jul	17-Sep	22-Oct	11-Dec	
OUTRIGHT										
1	Matthew Paulet	17	20	20	20					77
2	David French	10	17	9	15	20				71
3	Scott Seddon	15		17	13	13				58
4	Aileen French	9	13	13	11	11				57
5	Dean Evans	11		11	17	17				56
6	Peter Ferguson	8		15		10				33
7	Blake Coady		15			15				30
8	Raymond Vella	5	9	7	5					26
9	Mark Newton	13		6	6					25
10	Andrew Evans	6			10	7				23
11	James Dyer	20								20
12	Angus Clark		11	4	1	3				19
13	Rick Dathan	7		10						17
14	Alyssa Perks	1		8		6				15
15	Sam Gillson		10	3						13
16	Byron Townsend				8	5				13
17	Jarrold Bryant	3			9					12
18	Sarah Seddon		7	2		2				11
19	Caitlin Seddon		8	1		1				10
20	Mitchell Newton			5	4					9
21	Dale Barker					9				9
22	Gregory Brown					8				8
23	Peter Roufaeil				7					7
24	Isla Clark		6							6
25	William Morgan	4								4
26	Scott Campbell					4				4
27	Nicholas Spackman				3					3
28	Hamish Murphy	2								2
29	Luke Spackman				2					2
Production 2WD up to 2000 capacity										
		R1	R2	R3	R4	R5	R6	R7	R8	Total
	NAME									
1	Raymond Vella	15	20	17	20					72
2	Peter Ferguson	17		20		17				54
3	James Dyer	20								20
4	Blake Coady					20				20
5	Nicholas Spackman				17					17
6	Luke Spackman				15					15
7	Dale Barker					15				15
8	William Morgan	13								13
9	Jarrold Bryant	11								11
10	Terry Selwyn	10								10
Production 2WD 2001 and over										
1	David French	13	20	11	17	20				81
2	Aileen French	11	17	17	13	13				71
3	Scott Seddon	20		20	15	15				70
4	Dean Evans	15		15	20	17				67
5	Mark Newton	17		10	9					36
6	Mitchell Newton	8		9	8					25
7	Rick Dathan	10		13						23
8	Jarrold Bryant				11					11
9	Gregory Brown					11				11
10	Peter Roufaeil				10					10
11	Scott Campbell					10				10
12	Euan Murphy	9								9
13	Emily Newton				7					7
SPECIAL										
1	Matthew Paulet	20	20	20	20					80
2	Andrew Evans	17			17	20				54
3	Byron Townsend				15	17				32
4	Blake Coady		17							17
JUNIOR										
1	Angus Clark		20	17	20	17				74
2	Caitlin Seddon	15	15	11	13	13				67
3	Sam Gillson		17	15	15	11				58
4	Sarah Seddon		13	13	17	15				58
5	Alyssa Perks	17		20		20				57
6	Isla Clark		11	10	11					32
7	Hamish Murphy	20								20

MOE PARKLANDS MOTEL



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

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- 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.
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RECEPTION HOURS : 7.30 am to 9.30 pm

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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/
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