



VALVE BOUNCE

November 2023



Ian Mayze on the line at the October 29th Hillclimb

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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.

CALENDAR 2023

NOVEMBER

Friday to Sunday, 10/12	Historic Sandown
Friday to Sunday, 10/12	MA Speedseries Round 8 at Bathurst (International)
Friday to Sunday, 10/12	MG Road Racing Championships)at Historic Sandown)
Saturday 11	M&DCC Noel Burley Memorial Hill Climb, Round 8 Twilight, Boisdale
Saturday to Sunday, 11/12	Bendigo National Swap Meet
Saturday to Sunday, 11/12	PIARC Supersprint Round 4 (including races) at Phillip Island
Sunday 12	Display Day Chrysler, Yarra Glen Racecourse
Sunday 12	Working Wheels, new display opening at The Maffra Shed
Tuesday 14	Board Meeting, 7.00 p.m., Clubrooms
Saturday 18	GCC members Working Bee and Club Practice Day
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
Sunday 19	Jaguar Concours and Display Day, Wesley College, Glen Waverley
Sunday 19	Mercedes Benz Concours, Wandin East Reserve
Sunday 19	Wangaratta Swap Meet
Sunday 19	Bass Coast Show&Shine, Dalyston Rec Reserve
<u>Sunday 19</u>	<u>Nugget Nationals track hire at Bryant Park</u>
<u>Wednesday to Thursday 22/23</u>	<u>Monash University SAE track hire at Bryant Park</u>
Thursday to Sunday, 23/26	Repco Supercars at Adelaide Parklands, SA
Friday to Sunday, 24/26	Geelong Revival
Thursday to Sunday, 23/26	Challenge Bathurst
Saturday to Sunday, 25/26	Island Magic at Phillip Island, includes Formula Open
Sunday 26	National Holden 75 th Anniversary Celebration, Trafalgar Holden Museum
Sunday 26	Maldon Swap Meet, Racecourse Reserve
Sunday 26	RACES East Sale Supersprint
<u>Wednesday to Thursday 29/30</u>	<u>Monash University SAE track hire at Bryant Park</u>

DECEMBER

Friday 21	Tampered Motorsport Budget Enduro at Sandown
Saturday 2	GCC Multiclub Hill Climb at Bryant Park (Twilight Event)
Saturday 2	Tampered Motorsport Track Day at Sandown
Tuesday 5	Valve Bounce collation
Saturday 9	GCC members Working Bee and Club Practice Day
Monday 11	Daimler Truck Australia Pacific track hire at Bryant Park
Tuesday 12	Board Meeting
Wednesday 13	Daimler Truck Australia Pacific track hire at Bryant Park
Sunday 10	GCC Khanacross at Bryant Park
Saturday 17	Wodonga Track Days 0412 574010



PO Box 199 Trafalgar Vic 3824

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

CALENDAR 2024

JANUARY

Sunday 21 Festival of Motoring at Cruden Farm
Sunday 21 VHCC Round 1 at Rob Roy (MGCC)

FEBRUARY

Saturday to Sunday, 3/4 Heritage Vehicle & Machinery Display, Lardner Park
Sunday 4 **GCC Khanacross at Bryant Park**
Friday to Sunday, 9/11 R1 Shannons Superseries 2024, Sandown
Sunday 11 Picnic at Hanging Rock
Wednesday to Sunday 18/25 Repco V8 Supercars at Bathurst Superfest
Friday to Sunday, 16/18 Bathurst 12 Hour Race
Sunday 18 British and European Motoring Show, Yarra Glen Racecourse
Saturday 17 **VHCC Round 2 (Twilight event) at Bryant Park (GCC)**
Friday to Sunday, 23/25 SBK World Superbikes at Phillip Island
Sunday 25 Porsche Club of Victoria track hire at Bryant Park

MARCH

Friday to Sunday, 1/3 Variety Rally Around Victoria
Friday 1 Twilight Car Show, Raymond Island
Sunday 3 SAAB Club track hire at Bryant Park (half day)
Friday to Sunday, 8/10 Phillip Island Classic
Friday to Sunday, 15/17 Victorian Motor Race Championship Round 1 at Calder
Friday to Sunday, 15/17 Adelaide Motorsport Festival. Adelaide Parklands
Friday to Sunday, 15/17 R2 Shannons Superseries 2024 Race Tasmania
Saturday to Sunday, 16/17 VHCC Round 3 at MT Leura, Camperdown (BLCC)
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
Friday 29 Good Friday
Sunday 31 Easter Sunday

APRIL

Friday to Sunday, 12/14 R3 Shannons Superseries 2024 Phillip Island
Friday to Sunday, 19/21 Repco V8 Supercars at Taupo, NZ
Sunday 21 VHCC Round 4 at Bryant Park (PIARC)
Thursday 25 Anzac Day

MAY

Sunday 10 VHCC Round 5 at Rob Roy (VMCI)
Friday to Sunday, 10/12 Victorian Motor Race Championship Round 2 at Winton
Saturday to Sunday, 18/19 Terry Baker Motorsport Weekend at Bryant Park
Friday to Sunday, 24/26 R4 Shannons Superseries 2024 The Bend

JUNE

Friday to Sunday, 7/9 Victorian Motor Race Championship Round 3 at Calder
Friday to Sunday, 14/16 Repco V8 Supercars at Hidden Valley, NT

JULY

Friday to Sunday, 5/7 Repco V8 Supercars at Townsville FNQ
Friday to Sunday 12/14 R5 Shannons Superseries 2024 Queensland Raceway
Friday to Sunday 19/21 R6 Shannons Superseries 2024 Queensland Raceway

AUGUST

Friday to Sunday, 2/4	Winton Festival of Speed
Friday to Sunday, 9/11	ARC Gippsland Rally
Friday to Sunday, 9/11	Victorian Motor Race Championship Round 4 at Winton
Saturday and Sunday, 10/11	VHCC Round 6 at One Tree Hill Ararat (ACC)
Friday Aug 30 to Sunday Sept 1	R7 Shannons Superseries 2024 TBC

SEPTEMBER

Friday to Sunday 20/22	Victorian Motor Race Championship Round 5 at Calder
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OCTOBER

Friday to Sunday 18/20	R8 Shannons Superseries 2024 Sydney Motorsport Park
Friday to Sunday, 18/20	Australian Motorcycle GP, Phillip Island
Friday to Sunday, 25/27	Repco V8 Supercars at the Gold Coast

NOVEMBER

Friday to Sunday 1/3	R9 Shannons Superseries 2024 Sydney Motorsport Park
Friday to Sunday, 1/3	Victorian Motor Race Championship Round 6 at Winton
Friday to Sunday 8/10	R10 Shannons Superseries 2024 Bathurst International

DECEMBER

Saturday 1	GCC Multiclub Twilight Hill Climb
Sunday 8	GCC Khanacross 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 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.

Working Bee Update

We were greeted by fantastic weather at our most recent working bee on October 21st. This was lucky given the time of year as there was a need to get a lot of jobs done after we were washed out for the previous one.

A pretty good turnout meant that we got a fair bit done in preparation for the upcoming events including mowing and brush cutting all of the track edges as well as the spectator areas and pit surrounds. All of the track edging was also sprayed for weeds and Phil managed to get some planting done on the bank at classic corner to help with some erosion problems.

There were several other cleanup jobs done and the track and surrounds were looking fantastic for the upcoming events.

The next working bee is Saturday November 18th and I encourage all members to get along and help out. The grass grows quickly at this time of year and helping out in the morning means the opportunity to practice in the afternoon for upcoming events.

Editorial Ponderings:

Welcome to the November edition of Valve Bounce.

October was a busy month with Hillclimb's, Khanacross and Working Bees on at the track. The working bees are particularly important at this time of year given the speed that the grass and weeds grow in Spring so it would be great to see a big crowd at our November 18th one.

It was good to finally get my car back out on the track in October, despite some issues meaning it wasn't running the greatest. I also managed to get my son Josh back out for a drive, he loved getting back behind the wheel and has caught the bug again.

Courtesy of club member John Weymouth I have recently come across a treasure trove of Valve Bounce back issues, old results and club correspondence which I will progressively scan and share. There is some amazing history in our club and I am a strong believer in ensuring that it is documented and shared for future generations of club members.

Historic Sandown is coming up on the weekend of November 11th and 12th. If you have never attended one of the big three historic meetings (Phillip Island, Winton and Sandown) do yourself a favour and get down there for a look. Sandown is a great circuit to be able to wander through the pits and watch from the grandstand so it makes for a pretty cruisy day that's a lot closer than the other circuits.

See you soon:

Jarrold Bryant



Josh getting back behind the wheel

Chairmans Report – Rhys Yeomans November 2023

Membership Renewal and Price Increases for 2024

I made mention last month of our increased costs for insurances, and the most recent permit increases from Motorsport Australia.

At the most recent board meeting, we discussed the pros and cons of covering these costs via membership or entry fees, and to summarise the lengthy discussion...we're going to do it via a small membership fee increase.

As of 1st January 2024, membership costs will be as follows

2024 Fees (all fees include GST):

Standard Membership:	Senior \$125, Family \$160, Junior \$50.
Associate Membership	Senior \$80, Family \$100, Junior \$40
Interstate Members:	Senior \$80, Family \$100, Junior \$40

As mentioned before, entries to our hillclimb and khanacross events will remain as they are for 2024, so we can continue to offer (what I think) are some of the best run Motorsport events, as well as being great value for the competitor.

To beat the price rise, please renew your Gippsland Car Club membership before the end of this year and pay the current rates. As much as we'd like your money to cover the various price increases, I do believe we're able to reward or thank you as members with the better price for the moment.

If these price increases or membership costs in general are of a concern, please don't hesitate to reach out. I do understand that there are peaks and troughs in everyone's finances.

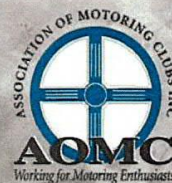
Australia Hillclimb Championship 2024

I was hoping to have heard back by now as to whether we will be hosting this event, but at this point I have not. I've had some suggestions from those who attended this year's event at Ringwood Park on what we can do to improve the running of next year's event at Bryant Park, which once we are confirmed, we'll work to put in place.

If you are interested in being involved in running this event, or any of our events in general, please let me know. We have a small, dedicated team of volunteers who run both our events, and are happy to have more people contributing either on the day or in the planning stages.



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Sunday 19th November 2023

Event Central at Caribbean Park Scoresby

WHERE ARE WE AT WITH OUR NEW TOILETS AND SCRUTINY BUILDINGS? The first few lines from last month still apply – *“Work is proceeding, but like all construction projects, it appears as though not much is happening – it is, however. Underground boring for the placement of power conduits took place Monday, September 11, and power lines will shortly be placed in the conduits to connect the power from our switchboard on the south side of the Clubrooms to the new buildings. The sewage system also needs to be connected. As such, electricians and plumbers will be working on the site during the next few weeks. Another piece of hardware that has to be installed within 60 metres of the new building site is a Fire Services Tank, which is now law for all new buildings within a fire prone area – this is in addition to the other tanks which are alongside the building.”* Richard Patray is continuing with the plumbing, and is well on the way to completion with all of the connections for the building. Richard Samson is well on the way to completion with all of the electrical works. Estimated time of completion is years end, and the building will have the big official opening early in the New Year. By the end of the year, plumbing and electrical works will be done, the fire services tank will have been installed, and the safety barrier along the pit edge will have been installed.

BARRIERS - The matter was discussed at the last Board Meeting, and the decision was made to purchase both steel safety barriers and plastic safety barriers. The aim was to have the plastic barriers in use by the October 22 khanacross, but this did not happen due to a supply problem. The steel guardrail has been purchased and is on site but yet to be installed. The plastic barriers, we are told, will be supplied within the next two weeks,.

CALENDAR 2024 – The Calendar has had a number of events added, but none of ours yet. It is usually the case that many of the major race events have dates in place by this time of the year, but this is not the case this year. The Repco V8 Supercars basically determine the rest of the dates for the year, and they have not released all of their dates for 2024 yet. Clubs like ours, which are basically at the end of the “food” chain, wait until most of the other dates have been determined, and then we fit ours in. The reason for this is that both competitors and officials tend to go to the major race meetings rather than a local hill climb.

AUSTRALIAN HILL CLIMB CHAMPIONSHIP 2024 – Still no decision as to which track in Victoria will be running this event. As has been made known recently, our Club has applied to run the 2024 event, but still no word from Motorsport Australia. The longer the decision takes, the harder it is to organise such an event. Whilst we have run a number of Australian Championships, we have always known in plenty of time so that we were able to publicise our event prior to the previous year’s event and start to gather sponsors for the event. If we use the past four AHCC events run at our track, we have been able to gather sponsorship (cash and trophies) for all of the major placegetters in the event, as well as the first, second and third in each class, and there are approximately 40 classes – this means that we need to gather together approximately \$30,000 in prize money, as well as the funding required to pay for all of the other expenses of the meeting. As such, we need to start work quickly if we are going to be able to source the necessary finance. Jarrod Bryant has volunteered to undertake the leadership role of the organising committee, and he would be keen to hear from anyone who is prepared to assist in this task. If we are allocated this meeting for 2024, it will be held in the second half of October.

PRACTICE OPPORTUNITIES- As was published recently in Valve Bounce, members now have more opportunities for free practice than was previously the case. For the remainder of 2023, the following dates are free practice days (from 1.00 p.m. onwards) - November 18 and December 9. If the practice day is shown on a designated working bee day, it is an expectation that the working bee is attended prior to using the track for practice. The track may be available for practice on other days, but this will cost \$55 per member, and will only occur if we can have a Board member in attendance to look after the practice. Do not just arrive at the track assuming that someone will be there and the gate will be open – please contact me first as I have a list of track hires that take place during the week, and these are not necessarily published in the Valve Bounce Calendar.

VOLUNTEERS We had a successful multiclub hill climb on October 29, but we had our usual one **BIG** problem - a distinct lack of officials to run the meeting. We are a very big club, and we should have members coming out of the proverbial woodwork to help us with our events, but they do not. We are praised by most competitors for our events, but most do not see what goes on behind the scenes. On that hill climb day, Rob Duncan and Jarrod Bryant did most of the timing – I could not do much as I had recently had an eye operation, and both eyes were not working the same as each other. Rhys Yeomans and Joshua Bryant worked on the start for much of the day. What did they all have in common? They were competitors in the event, and my personal belief is that they should have been concentrating on their driving on the day rather than helping run the event. Shane Reynolds worked the start for a number of hours with Bill Jennings assisting at times. What do we do to encourage members to work as officials for part of the day? If we are even contemplating running the Australian Hill Climb Championship, we will need many members volunteering to be officials.

AUSTRALIAN HILL CLIMB CHAMPIONSHIP 2023

Congratulations to the following members who competed in the recently held 2023 AHCC:

Greg Ackland	Third outright and first in the Formula Libre 1301 to 2000 class
Alan Foley	Sixth outright and second in the Formula Libre 1301 to 2000 class
David Mahon	Seventh outright and first in the Formula Libre up to 1300 class
Warren Heath	First place in the up to 1600 Improved Production class
David Cantwell	Third place in the Sports Sedans up to 1600 class
Jordan James	Fourth place in the Sports Sedans 3001 to 6000 class

LONG MULTICLUB HILLCLIMB, October 29, 2023

John Bryant

A good field of 46 competitors ran in this event, which used the Clockwise Figure 8 plus Additional Loop track – hence the word “long” in the heading above. Formula Libre and Sports cars were a little thin on the ground, but there were a good number of Improved Production and Sports Sedans entered. A number of records were set, they being Thomas Inkster in Historic Group Q, Rhys Yeomans in Improved Production up to 2000, Ian Speight in Production Sports Cars up to 2000 and Sei Vella in Sports Cars Open/Closed up to 2000. Average times for the day were probably around 85 to 90 seconds such is the length of this particular track. One disappointment on the day was the distinct lack of officials to assist with the event. A number of drivers were needed to work the start line for half of the day, and the timing for the event for most of the day. Whilst this is not necessarily a bad thing, it can affect the concentration level of a driver who has a short period of time to go from an officials task to a driving task.

Ewen Moile, driving his Bumblebee Mark 8 took out the fastest time of day for the second consecutive hill climb, closely followed by Peter Minahan in the Hayward 7. The only other Formula Libre car was the Lewis Dallara of Eddie Lewis, competing. I believe, in his first hill climb in this brand new car - the car suffered a few teething problems but should be faster as time goes on, Eddie finished in 6th position. Thomas Inkster was 3rd on the day, Rhys Yeomans 4th and the first tin top, and Sei Vella 5th – these three drivers all broke records on the day. New member Gavin Pollock was in 7th position, just a shade in front of the other record breaker on the day, Ian Speight. The ‘roof racks’ man Karl Hess was in 9th position, with Frank Penrose 0.11 of a second behind Karl in 10th position.



A few incidents on the day caused a bit of car damage and some time hold ups to the event, but we were able to complete six runs for all who wished to do so, and still finished at the normal finishing time of 4 p.m.. Thanks to the WAP Motorsport teams for retrieving three vehicles in a short period of time and enabling the meeting to continue with minimum time delays.

The Improved Production class 2001 and over was well contested with nine entrants. Karl Hess was a mere whisker in front of Frank Penrose, with Terry Selwyn another 0.62 of a second back in third place. Rhys Yeomans was a convincing winner in the seven man Improved Production up to 2000 class by over five seconds from David McCann, although David was only able to compete one run before damaging his car on his second run. Ian Speight finished convincingly in front of the other four entrants in the Production Sports cars up to 2000 class. Sei Vella finished six seconds in front of David Casey in the Sports Carts up to 2000 class. Dale Barker was 0.52 of a second in front of Dale Barker in the 6 person Sports Sedans up to 2000 class.



It is interesting when using this track and some of our other longer configurations, the time distance between the competitors. Whilst some distances were in the less than 1 second bracket, some classes were over 20 seconds between first and last in the class - this rarely happens in Australian hill climbs. However, this will not happen in our next and last event for the year, the Twilight event on Saturday, December 2. This event will be using our shortest track, the Clockwise Short layout, and most people will record times in the 30 seconds bracket.

Results for the hill climb are contained elsewhere in this Valve Bounce, as are the points scores for all of our Championships for the year.

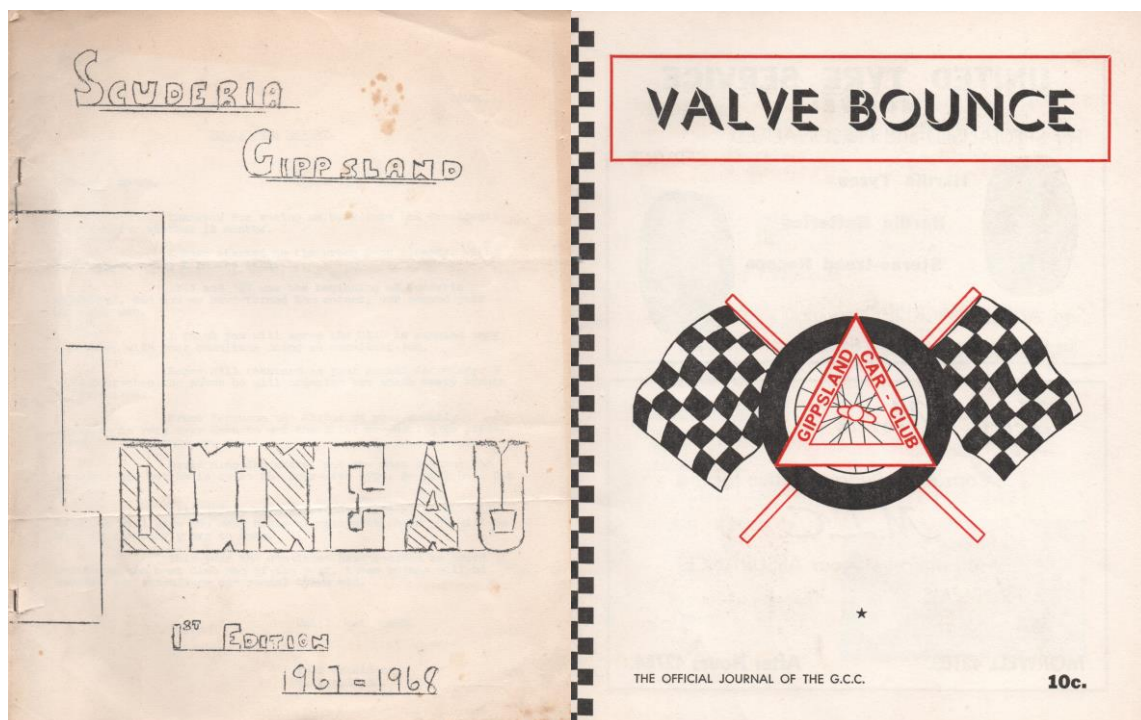
A History Lesson – Jarrod Bryant

The club wasn't always known as the Gippsland Car Club, originally referred to as the Latrobe Valley Motorsports Club it was also amalgamated with Scuderia Gippsland which operated in the 60's.

Below are the covers of the first ever club magazines. Scuderia Gippsland "Tonneau" 1st edition from 1967-1968 was A4 hand drawn and typed magazine produced for the club with a lot of members who were familiar names in the early days of the GCC.

The Valve Bounce below is one of the first (if not the first) editions from July 1968. It was a more upmarket A5 document, printed in 3 colour and featuring advertising.

At the time of these documents Geoff Donaldson was the President of Scuderia Gippsland with Bruce Ferguson the editor of the magazine. Graeme Cornell was the President of the Gippsland Car Club with John Weymouth as the editor of Valve Bounce. John was a member of both clubs, as were a number of others.



The amazing thing for me as the current editor of Valve Bounce is that the publication is currently in its 55th year of existence which I think is pretty impressive for a club newsletter. Despite the 55 years of time passing you can see the similarities between the cover of the original Valve Bounce and what we produce today.

Over the next little while I'll continue to scan and share some of this amazing club history. I'm always on the lookout for information and documentation from the history of the club so if you have it please share it.

KHANACROSS, OCTOBER 22 – WHAT A DAY!!

John Bryant

I am not sure if it is the case or not, but I am sure that the weather for this khanacross was the worst I have encountered at our track. Given that I am old and almost infirm, I was lucky enough to spend the day in the timing building, but it shook and rattled around so much that I thought I might well land in the Yallourn coal mine at one stage. There was an earth tremor centered on Apollo Bay at some stage of the day, and I think we might have been involved in the after shakes. Thirty four brave souls entered the event, and thirty one of them actually competed on the day – excellent performance given that a reasonable number of them were driving Mazda MX5s without a roof – would have been a bit wet towards the end of the day!

Computer man Gordon Dowthwaite spent about three quarters of the day in the timing building, but did manage to get extremely cold and wet during the last two tests which are not timed from the timing building. Rob Duncan put on his usual excellent job in running the show, but he, Rhys Yeomans, Bill Jennings and Cliff Whitehead did spend much of the day out in the wild weather doing the timing on all of the tests, of which there were eight in all. Scott Seddon arrived later in the day after competing in a cowboys and Indians shooting competition (Australian championship) in Adelaide, so he stood out in the rain to take some photographs for us. We were ably assisted by three members of the MX5 Club who spent the day chasing around picking up course markers and trying to dodge the wind and the rain– the tough part about the day was that the wind was so strong that the markers kept blowing around.



Mazda MX5 member Andrew Tate was the fastest on the day, winning by just over 5 seconds from GCC member Matt Paulet. The next three placings were occupied by Mazda MX5 members, they being Simon Wills, Rod Macnab and Daniel Kaegi. David French was the only other GCC member in the top 10, taking sixth position. The remaining positions in the top 10 were taken by David Mackrell, Bradley Dawson, Jack Gretorex and Jeffrey March – eight Mazda MX5s in the top 10! MX5 member Jack Gretorex, in ninth position, was the top junior on the day. GCC member Alyssa Perks,

also Mazda MX 5 mounted, was second junior, Zander Wills, third, Aston Hill fourth, and he was followed by the rest of the juniors, they being Sarah Seddon, Charlie Pote, Caitlin Seddon, Angus Clark, Sam Gillson, Isla Clark and Olivia Afield – 11 juniors in all – an excellent entry. Thanks to the parents for bringing these kids (and some of them are very little!) to compete in our khanacross events. Thanks in particular to Col and Laura Hunter for bring three juniors (grandkids) to compete on the day. Our club was better represented at this event with 13 members competing. Results for the day are contained elsewhere in this edition of Valve Bounce.

We have one khanacross remaining for this year, being on December 11. If you have never been to or competed in a khanacross, why not give it a go – this is extremely cheap and cheerful motorsport, and you do not need a racing car to compete – your ordinary road car is fine, and this is what many entrants in our events do drive. You do need a Motorsport Australia licence, and you do need a crash helmet to compete – the events are low speed, and junior drivers from the age of 12 upwards can compete, and many do compete in our events.



Current points scores for the GCC Khanacross Championship are included in this Valve Bounce. Matt Paulet is currently leading with 117 points, from David French with 105 and Aileen French with 81 – Scott Seddon with 73 and Dean Evans with 69 make up the top 5. Peter Ferguson is leading the Production 2WD up to 2000 class with 94 points, from Ray Vella with 87 and William Morgan with 30. David French is leading the Production 2WD 2001 and over with 121, points, Aileen French is in second position with 101 points, and Scott Seddon is in third with 87 points. Matt Paulet is leading the Specials class with 120 points, from Andrew Evans with 54 and Byron Townsend with 32. Alyssa Perks is the leading junior with 97 points, Caitlin Seddon is second with 91 points, and Sarah Seddon is in third position with 90 points. The remaining juniors are not far behind, and the last event in December will determine the winner of this closely contested class.

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- DAB Radio / Bluetooth
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- Full front and rear climate control
- Nappa leather interior
- Tyre Pressure Monitoring system
- Towbar factory fitted
- Factory Roof Racks
- The list goes on and on!

TECHNICAL

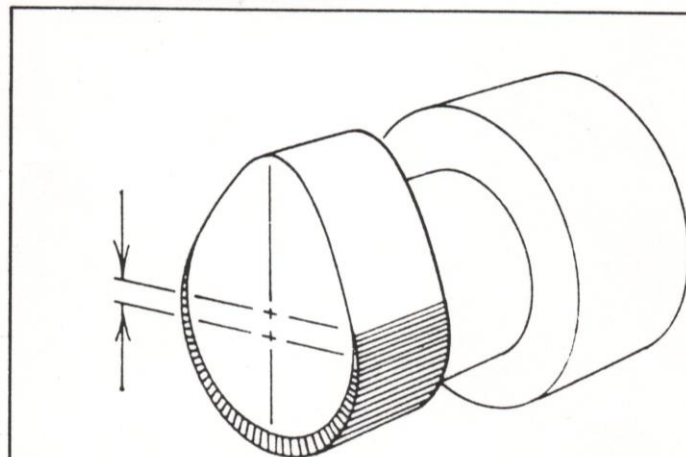
Camshafts are probably one of the most misunderstood, confusing and unappreciated aspects of engine tuning as far as the average enthusiast is concerned, but in the following pages we hope to shed some light on the dark mysteries surrounding the design and workings of the camshaft and its relationship to engine output.

Reduced to its most simple terms the camshaft is merely a device designed to open and close the valves in a four-stroke engine: effectively the camshaft controls how your engine 'breathes' or to be more precise it controls just exactly when your engine 'inhales' and 'exhales'. As such the cam is one of the major factors in determining how your engine performs — within the design limits of the cylinder head and the inlet and exhaust manifold it is the cam which dictates your engine's rev limit, its peak power output, its slow-speed running, and indeed the torque characteristics of your engine.

In an age where automotive technology is steadily merging with electronics, where 'black boxes' control anything and everything from fuel injection to turbo boost, the cam remains a simple mechanical method of controlling how the engine performs. And since it is a simple mechanical method, it's one that most enthusiasts can grasp, and tamper with to meet their own needs.

Not of course that the average enthusiast ever need sully his hands actually modifying a camshaft, for there is a plethora of aftermarket grinds available for almost every possible application. However with the choice comes a certain amount of confusion, and the best armour against that confusion and the possibility of making the wrong choice is a little knowledge and understanding of what you are looking for in a camshaft and what you hope to achieve by installing it.

Basically there are four characteristics that come into play in the design of any cam: duration, lift, timing and overlap. Doubtless you have heard these terms before, but before we go any further let's define them so that we are completely sure of what we mean. Duration is the period in which the valve is off its seat being opened, held open and then being closed, and is usually expressed in degrees of crankshaft rotation. Lift refers to the maximum distance the valve head is lifted from the valve seat, and even in this metric age it is usually referred to in thousandths of an inch. The timing, once again expressed in degrees of crankshaft rotation, indicates the disposition of the valve — either opened or closed, and the overlap, also expressed in crank degrees, is the period in which the



Regrinding a cam increases the amount of valve lift since removing material from the heel of the cam effectively raises the centre-line.

GETTING SHAFTED

Sooner or later the quest for performance leads to the camshaft, this issue AMR+GT takes a look at what makes the bump-stick tick . . .

inlet and exhaust valves are simultaneously open.

OK, having introduced the technical terms we are now in a position to try and explain why you might want to consider changing your camshaft. The simple answer is of course for more power, but before we go any further let's consider what makes an engine produce power. Without going into specifics the amount of power generated is proportional to the amount of combustible mixture filling the cylinder and the efficiency with which it flows in and out. Since the cam controls the breathing of the engine it also controls the amount of combustible gas you can cram into the cylinder: ergo for more power you need a cam which effectively allows the engine to 'breathe deeper'.

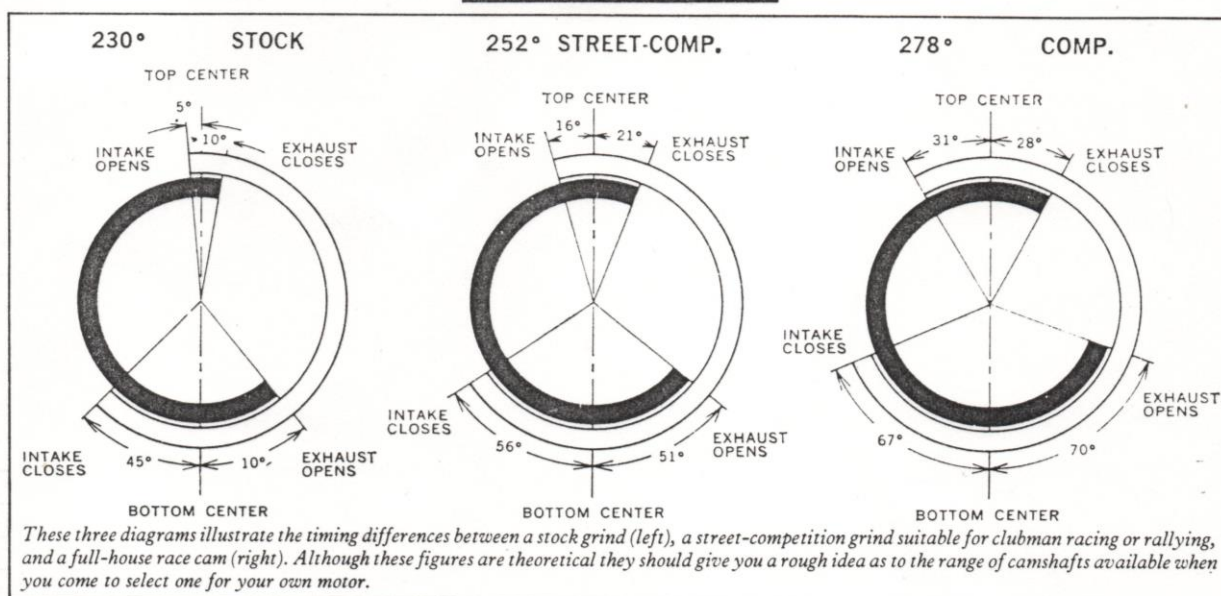
Right, down to business and the ways and means by which the abovementioned characteristics affect the cam's ability to endow your engine with a good set of lungs.

Let's consider lift first. A camshaft affects lift by acting on the valve stem — either directly in the case of an overhead cam, or indirectly by pushrods and rockers in more conventional engines — the amount of lift being dictated by the profile of the cam lobe. Obviously the higher a valve can

be lifted off its seat the more gas can flow in or out of the cylinder thus increasing the engine's power potential. Unfortunately there are several mechanical limitations to the amount of valve lift an engine can employ, amongst which valve to piston clearance is by no means the least. Increasing valve lift, incidentally, does not necessarily decrease engine flexibility, and you'll often find that clearances allowing cam grinders add an extra bit of lift to increase gas flow with little performance trade off anywhere along the line.

Where the trade off does occur is in an increase in valve wear and the greater possibility of valve bounce. Obviously increasing the lift increases the distance the valve travels thus increasing wear on the valve guide and stem, however the major problem comes not so much from the distance travelled but from the acceleration imparted to the valve by making it travel further during the same period of time. This added momentum can often persuade the valve that it is better off forgetting about taking orders from the cam, forcing the valve to remain open longer than it should, often with devastating results. The answer here is to employ stronger valve springs and/or reduce the actual rate of lift

TECHNICAL



by providing a cam profile which opens the valves more gently. This is the reason why many aftermarket cams come with different valve springs, or why cam grinders recommend that you check and renew springs that have sagged.

Timing, duration and overlap are interrelated, and their effect on the functioning of the internal combustion engine is best considered in terms of what *does not* work — once that is understood you begin to appreciate why things are the way they are.

Consider for instance if the intake valve were to open at top dead centre — just as the engine is about to begin its induction stroke — and if it were to close at bottom dead centre as the engine begins the power stroke. Think back to your laws of inertia — a body at rest tends to remain at rest unless acted on by an outside force, while a body in motion tends to remain in motion unless acted on by an outside force. The column of gas in an inlet manifold is just such a body, and if the valve is opened at top dead centre the piston will have travelled a fair way down the barrel before the gas is able to overcome inertia and start to flow into the cylinder. The amount of gas flowing into the cylinder is therefore lagging behind the amount of space that can be filled, however once in motion the gas continues to fill the cylinder until the valve closes. If the valve closes at bottom dead centre it effectively prevents the gas flow from filling the available volume — remembering the lag in getting the gas to start moving — and hence the volumetric efficiency of the engine is decreased — put simply, less power.

To overcome the problem of inertia the

cam designer makes the inlet valve open slightly before top dead centre and closes it slightly after bottom dead centre — effectively allowing the incoming gas more time to get moving and cram itself into the available space. As a result of this early opening (timing) and later closing (duration) each cylinder is now filled to a much greater capacity than it would have been if you chose the 'logical' stages at which to operate the valves.

Just as the incoming mixture has to overcome inertia so too does the burnt gas of the power stroke. By the time the piston approaches bottom dead centre on the power stroke most of the energy released by the controlled burning of the fuel/air mixture has been expended, however the cam designer can take advantage of the gas' continued expansion by opening the valve before BDC, allowing the increasing volume to help overcome the inertia and send the gas out the exhaust port. The earlier the exhaust port opens the easier it is for the spent gases to escape, and thus the more volume available to the incoming fresh charge, likewise the longer the valve is open the more gas can quit the cylinder.

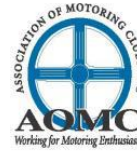
This is where overlap comes into the picture. As the piston ascends the barrel on the exhaust stroke the burnt gas flees down the exhaust port ahead of it. As the piston approaches top dead centre the exhaust valve remains open, but we have already started to open the inlet port. At this stage inertia starts to work for us, and as the remainder of the burnt gas disappears up the exhaust port it leaves a partial vacuum which drags in the incoming charge. This phenomenon is known as scavenging —

where the inertia imparted to the outgoing gas by the early opening of the exhaust valve cleans the cylinder of burnt gas and sucks in the fresh charge.

Here is where the cam grinder's art comes into its own. By juggling timing, duration and overlap the cam grinder can decide exactly where scavenging has most effect. Since this is the point where the engine gulps down the most air/fuel mixture this is where maximum power is produced. Almost worth wading through all the technical explanations to get that bit of knowledge wasn't it?

Now for the catch, the exhaust and inlet gases need to be travelling relatively quickly for scavenging to have any effect, so if you attempt to introduce overlap at low engine speeds you get inlet gases bolting down the exhaust port and exhaust gases wandering up the inlet port trying to meet new friends near the carburettor. Consequently camshafts with large overlap reduce engine power and low speeds while improving performance within a suitable rev range.

And this is where your specific needs as an enthusiast come in and this technical article leaves off. If you're running a GT car it's probably quite acceptable to have an engine that only produces power between 6000rpm and 7000rpm, but if rallying is your bag you probably need a nice even spread of power between say four and six grand. Actually specifying what grind you need for your particular use needs years of experience and training, but by studying the figures and comparing cams you can now make a sensible selection on the basis of the knowledge you've just absorbed. Happy cam selecting . . .



THE ASSOCIATION OF
MOTORING CLUBS

Festival of Motoring

at Cruden Farm

Sunday 21st January 2024

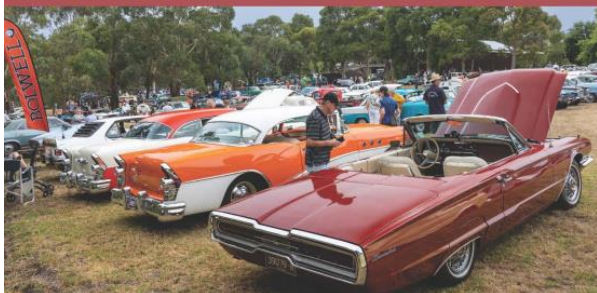
Open to all Historic, Veteran, Vintage, and Classic vehicles over 25 years old.

Club displays welcome

A Celebration of Motoring Throughout the Decades.



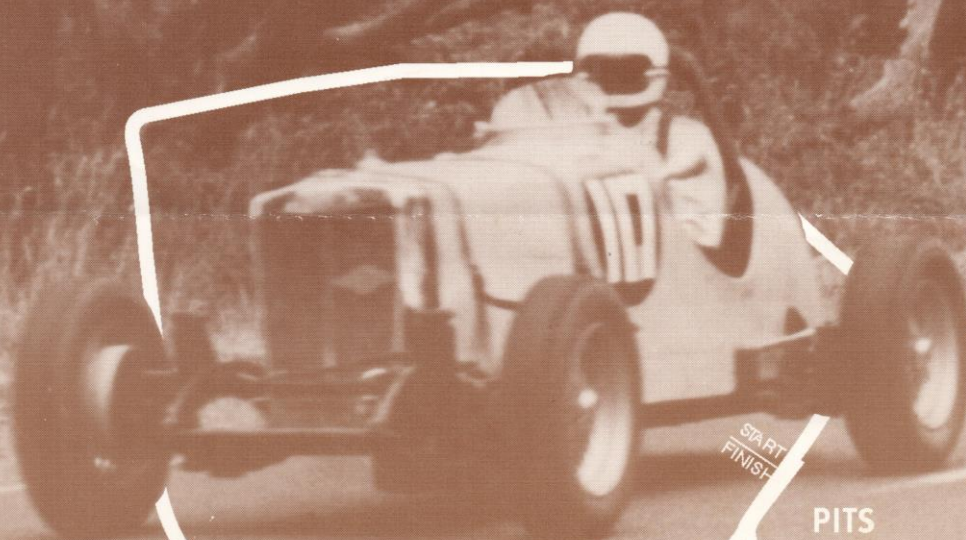
- **Display Vehicles Must Be Pre Booked** www.aomc.asn.au/festival-of-motoring
- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9am
- \$20 Entry for display cars (Includes passengers)
- Spectator entry and car park off Cranhaven Rd.
- Spectator Admission \$10 per person, Children free
- All profits from this event will be donated to Beyond Blue
- Childrens Entertainment, Music, Food & Trophies



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Vintage Trials



HAUNTED HILLS CIRCUIT YALLOURN

Saturday 29th March, 10am to 4pm

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Inaugural Haunted Hills

Vintage Trials

Saturday march 28

Although the forecast was for showers the weather dawned fine and sunny and stayed that way all day. Good Friday was spent getting the Alpine ready for its first competitive event in about twenty years, the last being the Morwell hill climbs back in the late seventies. Saturdays meeting was to be on the new road course layed out on existing roads in the haunted Hill between Yallourn and Moe in the Latrobe Valley. Eventually the track will be developed to full international standard circuit for endurance touring car races as an alternative to Bathurst. However at this stage it mostly three rural road connected by a section of the old Princes Highway. Invited clubs to this opening meeting were the MG car club Gippsland Car Club and the Historical Motorcycle Racing Association of Victoria. As a member of both the Sunbeam Car Club and the Gippsland Car Club I was able to take part in this historic event on a representative of both clubs. Friday proved a bad omen as during a test run we managed to empty the radiator when the heater control decided to come apart thus necessitating the blocking of the heating system, after that all we had to do was screw in the fire extinguisher and give the old girl a final polish in readiness for the next days excitement. All went well at scrutineering except that from now on we will have to have bonnet straps on our forward opening bonnets. A familiarisation run of four laps was planned behind the clerk of courses Land Rover Discovery which got progressively faster until he left most of the field behind. After that there was to be timed laps consisting of one warm up lap a flying timed lap and cool down lap, needless to say that everyone seemed to do all three laps flat out, however it was at the start of the timed laps that our omen of yesterday dealt its blow and knocked the starter motor out of play. Thus it was with some ignominy that the first Sunbeam to put tyre to this potentially great track had to be push started, with the eyes of the world looking on in the form of WIN TV and the local press. Never the less we manager two runs for the day at 3.31 and 3.27 respectively before we called it a day, which is not to bad for an over 5km track that can double as a Hill climb venue in some sections. This circuit is reportedly going to have up to \$15,000,000 spent on it over the next few years and has the blessing of the Victorian Special Events committee including Messrs Kennett and Walker, it was therefore an Historic occasion and great buzz to be able to represent the club at this meeting and hope to do so next year, as there is talk of it becoming an annual event.

Original write up from John Weymouth on the one and only Haunted Hills road event.

[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		20	20		117
2	David French	10	17	9	15	20	17	17		105
3	Aileen French	9	13	13	11	11	11	13		81
4	Scott Seddon	15		17	13	13	15			73
5	Dean Evans	11		11	17	17	13			69
6	Peter Ferguson	8		15		10	10	15		58
7	Mark Newton	13		6	6			10		35
8	Alyssa Perks	1		8		6	8	11		34
9	Raymond Vella	5	9	7	5		7			33
10	Blake Coady		15			15				30
11	Angus Clark		11	4	1	3		5		24
12	Sarah Seddon		7	2		2	6	7		24
13	Andrew Evans	6			10	7				23
14	Sam Gillson		10	3			4	4		21
15	James Dyer	20								20
16	Caitlin Seddon		8	1		1	3	6		19
17	Mitchell Newton			5	4			9		18
18	Rick Dathan	7		10						17
19	Byron Townsend				8	5				13
20	William Morgan	4					9			13
21	Aston Hill						5	8		13
22	Jarrold Bryant	3			9					12
23	Isla Clark		6				2	3		11
24	Dale Barker					9				9
25	Gregory Brown					8				8
26	Peter Roufaeil				7					7
27	Scott Campbell					4				4
28	Nicholas Spackman				3					3
29	Hamish Murphy	2								2
30	Luke Spackman				2					2
Production 2WD up to 2000 capacity										
		R1	R2	R3	R4	R5	R6	R7	R8	Total
	NAME									
1	Peter Ferguson	17		20		17	20	20		94
2	Raymond Vella	15	20	17	20		15			87
3	William Morgan	13					17			30
4	James Dyer	20								20
5	Blake Coady					20				20
6	Nicholas Spackman				17					17
7	Luke Spackman				15					15
8	Dale Barker					15				15
9	Jarrold Bryant	11								11
10	Terry Selwyn	10								10
Production 2WD 2001 and over										
		R1	R2	R3	R4	R5	R6	R7	R8	Total
1	David French	13	20	11	17	20	20	20		121
2	Aileen French	11	17	17	13	13	13	17		101
3	Scott Seddon	20		20	15	15	17			87
4	Dean Evans	15		15	20	17	15			82
5	Mark Newton	17		10	9			15		51
6	Mitchell Newton	8		9	8			13		38
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										
		R1	R2	R3	R4	R5	R6	R7	R8	Total
1	Matthew Paulet	20	20	20	20		20	20		120
2	Andrew Evans	17			17	20				54
3	Byron Townsend				15	17				32
4	Blake Coady		17							17
JUNIOR										
		R1	R2	R3	R4	R5	R6	R7	R8	Total
1	Alyssa Perks	17		20		20	20	20		97
2	Caitlin Seddon	15	15	11	13	13	11	13		91
3	Sarah Seddon		13	13	17	15	17	15		90
4	Angus Clark		20	17	20	17		11		85
5	Sam Gillson		17	15	15	11	13	10		81
6	Isla Clark		11	10	11		10	9		51
7	Aston Hill						15	17		32
8	Hamish Murphy	20								20

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GCC Multiclub Hillclimb			29-October-2023				
Clockwise Fig 8 Double Loop		TRACK RECORD	71.99				
		New Class Record					
Club Rank	Run Time	Class	Class Record	SCORE	CLASS POSITION	Club Ch'ship Points	
1	Thomas INKSTER	83.44	Historic Other	85.14	0.980	1	15
2	Ian SPEIGHT	89.07	Production Sports Cars up to 2000	90.52	0.984	1	8
3	Sei VELLA	87.82	Sports Cars up to 2000	88.28	0.995	1	11
4	Rhys YEOMANS	85.94	Improved Production up to 2000	85.32	1.007	1	13
5	Larry KOGGE	89.84	Historic Group N 2001 and over	88.82	1.011	1	5
6	Karl HESS	89.56	Improved Production 2001 and over	86.52	1.035	1	7
7	Frank PENROSE	89.67	Improved Production 2001 and over	86.52	1.036	2	6
8	Terrence SELWYN	90.29	Improved Production 2001 and over	86.52	1.044	3	4
9	Gavin POLLOCK	88.96	Sports Sedans 4WD	85.13	1.045	1	9
10	David CASEY	93.21	Sports Cars up to 2000	88.28	1.056	2	
11	Dale BARKER	93.27	Sports Sedans up to 2000	87.60	1.065	1	
12	Brett BARKER	93.79	Sports Sedans up to 2000	87.60	1.071	2	
13	Raymond VELLA	94.52	Sports Cars up to 2000	88.28	1.071	3	
14	David FRENCH	92.85	Improved Production 2001 and over	86.52	1.073	4	1
15	Ian MAYZE	97.48	Production Sports Cars up to 2000	90.52	1.077	2	
16	Wesley INKSTER	91.75	Historic Other	85.14	1.078	2	3
17	Ewen MOILE	78.09	Formula Libre up to 1300	71.99	1.085	1	20
18	Garry MCIVOR	95.22	Sports Sedans up to 2000	87.60	1.087	3	
19	Robert DUNCAN	92.30	Sports Sedans 2001 and over	84.79	1.089	1	2
20	Cameron HUGHES	94.28	Improved Production 2001 and over	86.52	1.090	5	
21	Deborah POLLOCK	93.39	Sports Sedans 4WD	85.13	1.097	2	
22	Peter MINAHAN	79.22	Formula Libre up to 1300	71.99	1.100	2	17
23	Aileen FRENCH	99.06	Improved Production 2001 and over	86.52	1.145	6	
24	Geoff BOWER	98.40	Improved Production up to 2000	85.32	1.153	2	
25	Jarrold BRYANT	101.23	Sports Sedans up to 2000	87.60	1.156	4	
26	Robert FORSYTH	102.03	Sports Sedans up to 2000	87.60	1.165	5	
27	Juan HIDAYAT	103.88	Sports Sedans up to 2000	87.60	1.186	6	
28	Laurie JOHNSON	104.89	Improved Production 2001 and over	86.52	1.212	7	
29	Edward LEWIS	88.22	Formula Libre up to 1300	71.99	1.225	3	10
30	Ernest MAWHINNEY	109.91	Production Sports Cars 2001 and over	89.45	1.229	1	
31	David PARR	115.04	Sports Cars up to 2000	88.28	1.303	4	
32	Joshua BRYANT	116.05	Junior	87.60	1.325	1	

GCC HILLCLIMB CHAMPIONSHIP - 2023										
	# GCC Entrants	42	36	27	31	30	27	32		
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	VHCC Rd7 27-Aug-23	GCC Multiclub Hillclimb 24-Sep-23	GCC Multiclub Hillclimb 29-Oct-23	Rounds Counted	CHAMPIONSHIP @ 31-Oct-23
1	Rhys Yeomans	1.004	0.999	1.009	0.969	1.025	1.005	1.007	7	7.018
2	Ian Speight	1.064	1.007	0.987	1.009	1.022	1.009	0.984	7	7.081
3	Sei Vella	1.044	1.028	0.935	0.961	1.020	1.144	0.995	7	7.126
4	Raymond Vella	1.104	1.083	0.956	0.996	1.079	1.245	1.071	7	7.534
5	James MCNIVEN	1.028	0.983	0.980	0.906	1.011	1.037		6	5.944
6	Garry Mcivor	1.074	1.031	1.054	1.036	1.087		1.087	6	6.368
7	Colin Newitt	1.036	1.005	1.078		1.054	1.006		5	5.179
8	Wim Janssen	1.132	0.938	0.982	1.073	1.089			5	5.216
9	Ewen Moile			0.970	1.063	1.056	1.078	1.085	5	5.251
10	Karl Hess			1.105	1.073	1.068	1.045	1.035	5	5.326
11	David FRENCH		1.082	1.079	1.074		1.076	1.073	5	5.385
12	Peter Minahan	1.052	1.101		1.059		1.095	1.100	5	5.407
13	Ian Mayze	1.177		1.091	1.115		1.117	1.077	5	5.577
14	Aileen FRENCH		1.144	1.124	1.160		1.141	1.145	5	5.714
15	David Casey	1.209	1.205	1.076			1.209	1.056	5	5.754
16	David Parr	1.236	1.272			1.291	1.451	1.303	5	6.554
17	John Trolove			0.990	0.945	1.152	1.008		4	4.095
18	Frank Penrose	1.060		1.020	1.025			1.036	4	4.141
19	Robert Duncan			1.025	1.011		1.091	1.089	4	4.214
20	Bruce Minahan	1.082	1.068		1.058		1.093		4	4.301
21	Terry Selwyn	1.121	1.218				1.071	1.044	4	4.454
22	Lex Thorbecke	1.228	1.209	1.048	1.058				4	4.543
23	Thomas Inkster	1.010	1.000					0.980	3	2.990
24	Jordan James	1.051	0.990			1.014			3	3.055
25	David MAHON	1.027	1.001			1.031			3	3.058
26	Warren Heath	1.028	1.016			1.017			3	3.062
27	Dale Hocking	1.068	1.025	1.025					3	3.118
28	Ian Maud	1.117				1.011	1.020		3	3.148
29	Kevin Baptist	1.089	1.064			1.045			3	3.198
30	David Cantwell	1.091	1.026			1.106			3	3.223
31	Wesley Inkster	1.097	1.082					1.078	3	3.257
32	Dennis Orr	1.124	1.154	1.000					3	3.278
33	Dale Barker				1.106		1.119	1.065	3	3.290
34	Brett Barker				1.119		1.148	1.071	3	3.337
35	Geoff Bower	1.082	1.132					1.153	3	3.368
36	Keith Wilson	1.162	1.160			1.118			3	3.439
37	Arron Daniel	1.214		1.312		1.133			3	3.660
38	Noel Lindsay	1.551	1.209			1.372			3	4.133
39	Damien Pennycuik				1.008	0.991			2	1.999
40	Stuart Haverkort	1.053	0.967						2	2.020
41	Gregory ACKLAND	1.034				0.987			2	2.022
42	Lasith LIYANAGE		0.980			1.044			2	2.025
43	John Mahy			1.028	1.001				2	2.029
44	James Dyer	1.076	0.982						2	2.058
46	Henry MCLEAY					1.065	1.077		2	2.142
47	Patrick Malanaphy	1.106	1.088						2	2.194
48	Mike Barker	1.148				1.054			2	2.202
49	Cameron Hughes				1.128			1.090	2	2.218
50	Raymond DORE		1.141			1.120			2	2.260

GCC HILLCLIMB CHAMPIONSHIP - 2023										
	# GCC Entrants	42	36	27	31	30	27	32		
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	VHCC Rd7 27-Aug-23	GCC Multiclub Hillclimb 24-Sep-23	GCC Multiclub Hillclimb 29-Oct-23	Rounds Counted	CHAMPIONSHIP @ 31-Oct-23
51	Scott Campbell			1.137	1.133				2	2.271
52	Euan Murphy	1.144	1.148						2	2.292
53	Les Morrall	1.194	1.102						2	2.296
54	Joseph Gagola				1.094		1.202		2	2.296
55	Ernest Mawhinney			1.142				1.229	2	2.370
56	Jarrod Bryant	1.216						1.156	2	2.372
57	Alan Foley	1.349				1.051			2	2.400
58	Benjamin Selwyn	1.164	1.251						2	2.415
59	Laurie JOHNSON						1.227	1.212	2	2.440
60	Robert Dyer			0.988					1	0.988
61	Brett Matheson				1.000				1	1.000
62	James Lambert				1.000				1	1.000
63	Larry KOGGE							1.011	1	1.011
64	Tim Boyd			1.020					1	1.020
65	Jai Azzopardi			1.022					1	1.022
66	Andrew RICHARDS						1.025		1	1.025
67	Gavin POLLOCK							1.045	1	1.045
68	Steven Buffinton	1.053							1	1.053
69	Mark Newton	1.08							1	1.078
70	Francis OOSTERMEYER						1.080		1	1.080
71	Byron Townsend				1.096				1	1.096
72	Deborah POLLOCK							1.097	1	1.097
73	Curtis Dexter				1.101				1	1.101
74	Les Dole	1.10							1	1.102
75	Dmitri Djulai				1.102				1	1.102
76	William Morgan				1.104				1	1.104
77	Gary TATE						1.109		1	1.109
78	Mark Samson	1.111							1	1.111
79	Geoff Cooling	1.125							1	1.125
80	Mitchell Newton	1.128							1	1.128
81	Gavin LANGMUIR					1.131			1	1.131
82	Eric Irvine	1.133							1	1.133
83	Ernie Corry	1.151							1	1.151
84	Robert FORSYTH							1.165	1	1.165
85	Levi Azzopardi			1.172					1	1.172
86	Thomas Foley	1.174							1	1.174
87	Juan HIDAYAT							1.186	1	1.186
88	Bobby Tuit	1.217							1	1.217
89	Edward LEWIS							1.225	1	1.225
90	Richard Samson	1.248							1	1.248
91	Joshua BRYANT							1.325	1	1.325
92	Angus CLARK					1.368			1	1.368

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GCC CLUB CHAMPIONSHIP 2023

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	VHCC Rd7 27-Aug-23	Khanacross 17-Sep-23	GCC Multiclub Hillclimb 24-Sep-23	RACES 3 01-Oct-23	Khanacross 22-Oct-23	GCC Multiclub Hillclimb 29-Oct-23	Rounds Counted
36	Caitlin Seddon			8		1			1		3					6		5
37	Mitchell Newton					5			4							9		3
38	Rick Dathan	7				10												2
39	Alan Foley											17						1
40	Gavin Pollock															8	9	2
41	James McCoy		4					7								5		3
42	Karl Hess									4				5			7	3
43	Dale Hocking						13											1
44	William Morgan	4									9							2
46	Andrew RICHARDS													13				1
47	Aston Hill										5					8		2
48	Jarrod Bryant	3							9									2
49	Warren Heath				4							7						2
50	Garry Mcivor		6				5											2
51	Lloyd Harbridge														11			1
52	Isla Clark			6							2					3		3
53	Marco Timperio		10															1
54	Jai Azzopardi						10											1
55	Dale Barker										9			1				2
56	Keven Stoopman														10			1
57	Edward LEWIS																10	1
58	Deborah Pollock																	1
59	Lastith LUTANAGE				5							3						2
60	Gregory Brown										8							1
61	Stuart Haverkort				7													1
62	Peter Roufaeli								7									1
63	Brett Matheson									7								1
64	Robert Duncan						1							4			2	3
65	Terry Selwyn													3			4	2
66	Bobby Tuit		3					3										2
67	Ian Maud													6				1
68	Gavin Langmuir		5															1
69	John Trolove							2		3								2
70	Byron Townsend										5							1

[illegible]

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	VHCC Rd7 27-Aug-23	Khanacross 17-Sep-23	GCC Multiclub Hilclimb 24-Sep-23	RACES 3 01-Oct-23	Khanacross 22-Oct-23	GCC Multiclub Hilclimb 29-Oct-23	Rounds Counted
71																	5	1
72																		1
73	4																	1
74								4										1
75			1												3			2
76															4			1
77																		1
78									3								3	1
79												2						1
80																		1
81		2																2
82							2	1										2
										1								2

BRITISH & EUROPEAN MOTORING SHOW 2024

OPEN TO ALL VEHICLES MANUFACTURED IN THE UK & EUROPE.

Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS



Supported by
THE RACV



Celebrating 125 years of Fiat

Celebrating 60 years of the Mercedes Benz Pagoda

Display cars from 9.00 am

Spectators from 10.00 am

Event details 0473 832 277

For site plan and more info:

www.aomc.asn.au/britishandeuropean

fb.com/infoaomc



Sunday 18th February 2024
Yarra Glen Racecourse Armstrong Grove, Yarra Glen

MOE PARKLANDS MOTEL



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

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

RECEPTION HOURS : 7.30 am to 9.30 pm

98 Narracan Drive, Moe, Victoria

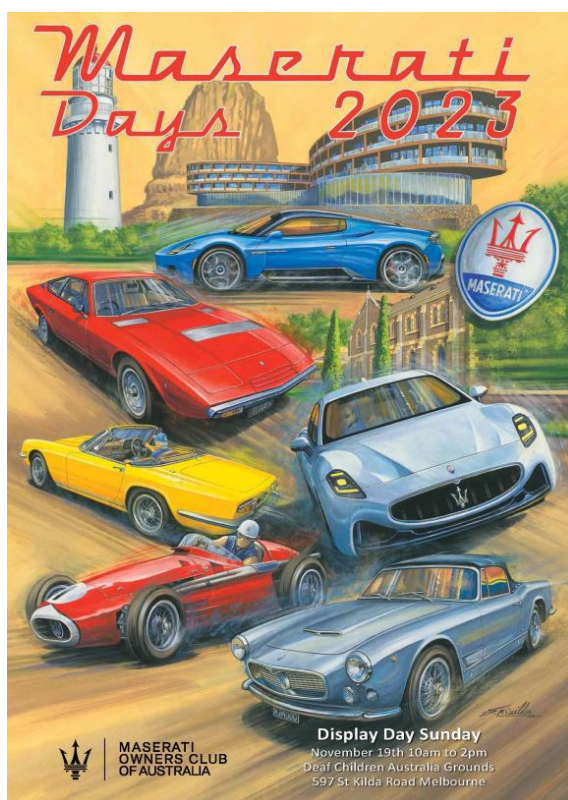
Telephone 03 5127 3344

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

SUPPORTERS AND ADVERTISERS INDEX

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

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



The Mercedes-Benz Club of Victoria presents
Concours d'Elegance
~ A Celebration of the Marque ~
November 19, 2023
Wandin East Reserve, Monbulk-Seville Rd, Wandin East, 3139

The Mercedes-Benz Club of Victoria Concours d'Elegance is the pinnacle event of the club calendar. The event is a showcase of a wide variety of models, past and present, celebrating the wonderful history of the Mercedes-Benz marque.

All visitors welcome from 10am
Gate entry \$5pp (free entry for children)
Refreshments, Trade Displays, Club Merchandise

Master sponsor: **RACV**

Contact: Concours Director, Marion Kemper concoursevents@mbcv.org.au



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, 2024).

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.

2024 Fees if joining or renewing before 1st January 2024(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

2024 Fees if joining or renewing from 1st January 2024(all fees include GST):

Standard Membership:	Senior \$125, Family \$160, Junior \$50.
Associate Membership	Senior \$80, Family \$100, Junior \$40
Interstate Members:	Senior \$80, Family \$100, 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, 2024.