



VALVE BOUNCE

July 2024



Ernie Corry in the Torana at the recent VHCC round

Image by Kev Wilson

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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.

2024 Motorsport Calendar

JULY

Friday to Sunday, 5/7	Repco V8 Supercars at Townsville FNQ
Saturday 6	AROC Supersprint, Phillip Island
Saturday 6	Tampered Motorsport Track Day Sandown
Sunday 7	Tampered Motorsport Budget Enduro Sandown
Tuesday 8	Board Meeting 7 pm Clubrooms
Friday to Sunday 12/14	R5 Shannons Superseries 2024 Queensland Raceway
<u>Sunday 14</u>	<u>Austin 7 Trials Group at Bryant Park</u>
Friday to Sunday, 19/21	Repco V8 Supercars at Sydney Motorsport Park
Saturday 20	M&DCC Boisdale Hill Climb, Twilight Long Track
Sunday 21	NSW Hill Climb Championship Round 6 at Tamworth
Sunday 28	GCC Multiclub Hill Climb at Bryant Park

AUGUST

Friday to Sunday, 2/4	Winton Festival of Speed
Friday to Sunday 2/4	R6 Shannons Superseries 2024 Queensland Raceway
Tuesday 6	Valve Bounce collation
Friday to Sunday, 9/11	ARC Gippsland Rally
Friday to Sunday, 9/11	Victorian Motor Race Championship Round 4 at Winton
Saturday 10	Tampered Motorsport Track Day Sandown
Saturday 10	2024 Hot Rod and Street Machine Show, Melbourne Showgrounds
Saturday and Sunday, 10/11	VHCC Round 6 at One Tree Hill Ararat (ACC)
Sunday 11	NSW Hill Climb Championship Round 7 at Ringwood
Tuesday 13	Board Meeting 7 pm Clubrooms
<u>Wednesday 14</u>	<u>Private track hire</u>
Friday to Sunday, 16/18	PIARC August Access at Phillip Island
Friday to Sunday, 16/18	Repco V8 Supercars at Symmons Plains, Tas
Saturday 17	Motor Events Racing, Sandown
Sunday 18	MSCA Supersprint at Winton
Sunday 18	GCC Khanacross at Bryant Park
Friday to Sunday, 23/25	Victorian State Race Series Round 4 at Sandown
Friday Aug 30 to Sunday Sept 1	R7 Shannons Superseries 2024 TBC
Saturday 24	Working Bee and Club Members Practice Day
Sunday 25	M&DCC Boisdale Hill Climb, Long track
DATE TBC	AROCA Supersprint, Broadford

SEPTEMBER

Sunday 1	GCC Multiclub Hill Climb at Bryant Park
Tuesday 3	Valve Bounce collation
Tuesday 10	Board Meeting 7 pm Clubrooms
Sunday 15	NSW Hill Climb Championship Round 8 at Gunnedah
Friday to Sunday, 13/15	V8 Supercars Sandown 500
Friday to Sunday 20/22	Victorian Motor Race Championship Round 5 at Calder
Friday to Sunday, 20/22	Victorian State Race Series at Phillip Island
Sunday 15	RACES East Sale Supersprint
Friday to Sunday, 20/22	Victorian State Race Series Round 5 at Phillip Island
Sunday 22	VSCC Vintage Hillclimb at Rob Roy
Sunday 22	Wallan Swap Meet, Wallan Secondary College
Saturday to Sunday, 28/29	HSRCA Spring Festival, ONE Raceway
Sunday 29	MSCA Supersprint at Phillip Island

Sunday 29

GCC Multiclub Hill Climb at Bryant Park

OCTOBER

Tuesday 1	Valve Bounce collation
Friday to Monday, 4/7	National Chevrolet Festival, Lakes Entrance
Sunday 6	MG Car Club Interclub Challenge Round 3 at Rob Roy
Sunday 6	M&DCC Boisdale Hill Climb, Long Track
<u>Sunday 6</u>	<u>GCC Khanacross at Gippsland Park</u>
Tuesday 8	Board Meeting 7 pm Clubrooms
Thursday to Sunday, 10/13	V8 Supercars Bathurst 1000
Saturday to Sunday, 12/13	AROCA 10 Hour Relay, Winton
Friday to Sunday 18/20	R8 Shannons Superseries 2024 Sydney Motorsport Park
Friday to Sunday, 18/20	Australian Motorcycle GP, Phillip Island
Sunday 20	MSCA Supersprint at Calder
Thursday to Sunday, 24/27	Australian Hill Climb Championship at Bryant Park
Friday to Sunday, 25/27	Repco V8 Supercars at the Gold Coast
Saturday to Sunday, 26/27	Victorian State Race Series Round 6 at Calder
Saturday to Sunday, 26/27	Australian Motorkhana Championship at Carco, WA

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
Saturday to Sunday, 2/3	Australian Khanacross Championship at Symmons Plains, Tas
<u>Sunday 3</u>	<u>GCC Khanacross at Bryant Park</u>
Tuesday 5	Valve Bounce collation
Friday to Sunday 8/10	R10 Shannons Superseries 2024 Bathurst International
Friday to Sunday, 8/10	Trident Tyre Centre Legend of the Lakes hill climb, Mt Gambier, SA
Saturday 9	M&DCC Boisdale Hill Climb, Noel Burley Memorial, Short Track
Saturday to Sunday, 9/10	Historic Sandown
Saturday to Sunday, 9/10	PIARC Supersprint and Karts, Phillip Island
<u>Sunday 10</u>	<u>BMW Drivers Club Melbourne track hire at Bryant Park</u>
Tuesday 12	Board Meeting 7 pm Clubrooms
Thursday to Sunday, 14/17	V8 Supercars Adelaide 500
Saturday 16	Bendigo National Swap Meet, Bendigo Showgrounds
Saturday to Sunday, 16/17	Australian Supersprint Championship at Winton
<u>Sunday 17</u>	<u>Nuggett Nationals track hire at Bryant Park</u>
Thursday to Sunday, 21/24	Challenge Bathurst
Friday to Sunday, 22/24	PIARC Island Magic, Phillip Island
Saturday to Sunday, Nov 30/Dec 1	HSRC Summer Festival, Sydney Motorsport Park

DECEMBER

Sunday 1	AROCA Supersprint, Phillip Island
Sunday 1	RACES East Sale Supersprint
Tuesday 3	Valve Bounce collation
<u>Sunday 8</u>	<u>GCC Khanacross at Bryant Park</u>
Tuesday 10	Board Meeting
Saturday 14	GCC Multiclub Twilight Hill Climb

CALENDAR 2025

FEBRUARY

Sunday 2

Bathurst 12 Hour Race

MARCH

Thursday to Sunday 14/16

Australian Grand Prix, Albert Park

MAY

Saturday to Sunday, 17/18

Terry Baker Motorsport Weekend

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.



For those who think they are seeing double it's OK. Yes Seddo does now have a fleet of Golf's!

Editorial Ponderings:

Welcome to the July 2024 edition of Valve Bounce.

Firstly it's exciting to say that entries for the Motorsport Australia 2024 Hill Climb Championships are now open!

It was an interesting day at the recent VHCC round where we truly had 4 seasons in 1 day at Bryant Park. Driving down to the track it was raining, then sunny, then raining and actually dry at the circuit. Each run was like a lottery in terms of grip and I managed to get one decent dry run. What I will say though is that it was a good opportunity to improve wet weather skills and it was a great learning experience for Josh who had never driven in the wet before.

One thing I am very happy to announce is that we have Trojan Tools on board as a Silver sponsor for the AHCC in October. Many thanks to Steven Buffinton who secured this sponsorship for us. Trojan have a great tools program available at Bunnings and I am very happy to have them on board.

The second exciting announcement for the AHCC is that we have secured a \$5,000 government grant to help with the running costs of this event. I'm grateful to the state government for supporting the event and this will go a long way to helping make the event financially viable.

Finally from me I apologise if I've been a bit slow to respond of late or hard to get hold of. My year long holiday from work has finally ended which means I've had to readapt to the reality of working full time again. This also means squeezing everything else into my spare time so I'm just trying to get the balance right. I'm trying to stay on top of the AHCC workload as a first priority.

See you soon:

Jarrold Bryant



2024 Australian Hill Climb Championships - Update

I thought I would provide an update of where we are currently with the coming AHCC in October.

- Sponsors – We have secured 1 Silver sponsor and now possibly have a second one we are finalising. The number of class sponsors has also increased but we are still a long way away from what we need in order for this event to be financially viable. We want to be able to provide a significant amount of prize money for this event, however this will need to be cut back if we can't afford it.
- Government Grant – I have been successful in securing a \$5k government grant from the State Government to help support the costs of running the AHCC. I had applied for a \$20k grant but \$5k is certainly better than nothing and is greatly appreciated.
- Food Van/s – Rhys has a coffee van booked and is in the process of securing a food van.
- Volunteers – This is still a major issue and we desperately need someone to coordinate the volunteers for the event. This is not a super complex task; however it is one that requires someone to spend the planning time to ensure we have people in the right places at all times.
- Emergency Services and Permits – These things are in hand with Fire & Rescue and Ambulance services booked. The permits are done and entries have officially opened!
- Bryant Park preparation plan – I have started some work on the parking and trailer parking plans. One thing is for sure, we can't allow what we have seen at the recent Victorian Rounds with trailers everywhere in the pits. There will be dedicated trailer parking areas in the grassed paddock behind our pits and in the area behind the pit sheds. All trailers will need to be parked in these areas and we will also not be allowing tender vehicles parked in the pits. Beyond this there will need to be a lot of other minor jobs completed like line marking and general working bee items before we can hold the event.
- Timing – The new system worked fantastically at the recent VHCC round which gives me a great deal of confidence for the AHCC weekend. We will continue to use this for all upcoming events.
- Toilets and Showers – I have booked portable toilets to be placed over in the spectator parking area as well as an additional shower which will be placed near the clubrooms. With these and our existing facilities and the new building running we are covered for what we need and all areas of the facility will have toilets close by.

I still need help from people to make this event a reality. Ideally it needs to be people outside of the current board who already have a number of things to work on. If you can help in any way please reach out to me.

jarrod@gippslandcarclub.com.au or my mobile 0499 732 024

AUSTRALIAN HILLCLIMB CHAMPIONSHIPS 2024



24-27TH OCTOBER

Bryant Park, Bill Schulz Drive, Yallourn

No dogs or alcohol allowed at event / Photos by Kev Wilson

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BOLWELL CARS
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The advertisement is a vintage-style illustration. It features a sleek, low-profile sports car, the Bolwell Mark 4, shown from a side profile. The car has a rounded, aerodynamic shape with a prominent front end and a small, dark grille. A driver, wearing a dark racing suit and a helmet, is seated in the open cockpit. The driver's right hand is on the steering wheel, and their left hand is resting on their hip. The background is a plain, light-colored surface. The text is arranged in a clean, sans-serif font, with the car's specifications and price at the top and the dealer's name and contact information at the bottom.

The advertisement above appeared on Facebook recently (not mine as I am not on Facebook!) and shows a Bolwell Mark 4 for the massive price of 198 pounds (pre decimal currency – the currency changed on February 14, 1966, when one pound became two dollars). Not bad for a flash sports car, when all you had to do was supply the engine and running gear and put it all together. Some who commented on this advertisement asked where the front left hand wheel was, particularly given that the driver (?) appears to be putting weight in the left hand side of the car. Is the explanation that the car is a kit car and the driver (?) is still constructing the car? 1969 Carol and I went to live in Korumburra where I was to be a teacher at Korumburra High School – imagine my surprise after a few weeks on the job when one of the other teachers at the school told me he had such a car in his garage. The car was in an unfinished state, as he had purchased it as an unfinished project from another person. It stayed as an unfinished project for the whole year, and when he left the school at the end of the year to go to another school in Melbourne, he took the unfinished project with him – I wonder if it was ever finished as I did not come across him again. His problem was that he, like me, was a sailor, and sailing got in the road of car building in his case. When I left Korumburra to live in Traralgon four years later, the Gippsland Car Club got in the road of my sailing career, so off went the yacht to live elsewhere and the rest is history.

MEMBER PRACTICE Club members are eligible to practice at the track on Working Bee days (provided they have done some work in the mornings) and also on the Saturday prior to competition days on Sundays. At this point in time, days when practice can be undertaken are as follows (more working bees will be inserted into the Calendar as the year progresses):

Saturday, July 27
Saturday, August 24
Saturday, August 31
Saturday, September 28

WORKING BEES Our last Working Bee on June 23 was pretty quiet (lacklustre is the word that has been used), as the day was far from suitable for working. It is also the case that the grass is not growing much at the moment, so there is little to mow. As such, it will be a little while until we have our next Working Bee. Keep your eye on the Calendar.

BREAK INS AT THE TRACK I included a fair amount in the last edition of Valve Bounce about the break ins at the track. Since then, we have come up with a list of damage that was caused – two roller doors on the tractor shed, one Postie bike stolen, tools stolen, 2 fire extinguishers stolen, one 7 x 5 trailer stolen, one damaged door to the scrutiny office, damage to the timing building door, damage to a door on the new building, substantial damage to one of the glass doors on the Clubrooms side entrance, one almost pulverised door to the Canteen storeroom, and one roller door inside the Clubrooms. The list of stolen items is not necessarily all that was stolen, as people who have had a break in at their home or business know that you only know exactly what has been stolen when you go to find the item to use. The estimate of damage is between 30 and 40 thousand dollars – hopefully most will be covered by insurance. The word is that the perpetrator of the damage has been apprehended by the Police.

SECURITY AT THE TRACK We have various security devices at the track, but decided at the recent Board meeting that we have to completely revise what we have, particularly given that we now have another new building on the property, and that one of the current buildings does not have a security system. Jordan James and Shane Reynolds are leading the small group tasked with coming up with our new security design.

SANDOWN VICTORIA I have included in this edition of Valve Bounce an article by Lloyd Shaw about the first races held at Sandown in 1904. Lloyd is the historian for the Victorian Historic Racing Register, and for many years was an esteemed scrutineer at our track. Lloyd also wrote the article on the Altona Motor Racing circuit which we included in Valve Bounce in the recent past. Apart from the Sandown connection with Peter Brock, it is interesting to note that the race for small cars was won by J.R. Crooke, a direct relative of Club members Jon and Dean Crooke. Thanks for the article Lloyd – another interesting read.

TAXATION Most members will probably be unaware that we have regular dealings with the Australian Taxation Office (ATO) – this is because we are registered to pay/receive Goods and Services Tax (GST), and have been for many years, as often our dealings are over the threshold for GST exemption – examples are when we constructed our Clubrooms, and currently when we received a grant to construct our new toilet/scrutiny building. As such, we are liable to pay GST on every receipt that we have, e.g. membership, entry fees, track hire fees, etc – thus, an entry fee of \$110 means that \$10 goes to the ATO. We pay GST on every payment that we make, unless the payment is GST exempt such as food. We are obliged to prepare a return to the ATO every three months setting out our GST obligations – sometimes we have to pay, sometimes we receive a refund. At the start of the year we usually have to pay as this is the time when we receive our membership fees - at other times we may receive a refund if we have to pay out large amounts of money, e.g. the costs for the new building. The difference between what we have to pay and what we receive is the amount that goes to the ATO as tax or comes to us as a refund, as with your annual tax refund. Imagine our surprise when we received a letter from the ATO recently headed **"YOUR**

ANNUAL SELF-REVIEW REPORTING OBLIGATION". We are a Not for Profit Organisation (NFP) and until now have not had to pay any type of taxation, apart from GST. From the 2023-2024 income year, non-charitable NFPs with an active ABN (which we have) are required to lodge an annual NFP self-review return to self-assess income tax exemption under one of eight categories. And on it goes. The list of instructions for this self-review is 20 pages in length – the return is due by October 31 this year. Does anyone wish to take over a Treasurer of the Club? We employ Meg Paulet (mother of Matt) to prepare our monthly statements and complete the 4 times per year GST returns, but does she want to do this new return? Apologies for the use of jargon in this item – ATO, GST, ABN, NFP – this is the way that the bureaucracy corresponds to their customers, of which we are one.

AUSTRALIAN HILL CLIMB CHAMPIONSHIP 2024 Progress is slow with the raising of sponsorship for this event, and we have nowhere enough at this point in time. The AHCC is a very expensive event to run, and the Club will make a loss on the event if we are not able to raise the funding necessary. Jarrod Bryant would like to hear from you if you are able to assist with the raising of sponsorship. The AHCC is a four day event, not the usual one of two day shows that we normally run. The timetable for the event is:

Thursday, October 24	Untimed, unofficial practice
Friday, October 25	Official practice – all entrants expected to practice
Saturday, October 26	Official time runs – four on the day
Sunday, October 27	Official timed runs – three on the day, to be followed by trophy presentation

AUSTRALIAN HILL CLIMB CHAMPIONSHIP MERCHANDISE Event merchandise is normally available at Australian Hill Climb Championship events, and it is our aim to have such merchandise for sale to competitors and others at our event in October. There has been a small amount of discussion about what merchandise we might make available, but no decisions have been made yet. The usual deal is that the merchandise is monogrammed with the GCC logo, and with event information, e.g MA Australian Hill Climb Championship, Bryant Park, October 2024. If we find an event naming rights sponsor between now and then we will have their name on the merchandise as well. Items that we have discussed so far include caps, bucket hats, rugby tops, T shirts, long sleeved cotton T shirts for drivers to wear under race suits, polo shirts, and the list goes on. One thing that you can be sure of is that we will not offer heaps of merchandise – probably only two or three items. If you have any opinions as to what merchandise we should concentrate on can you please let me know. I can assure you that the merchandise that we buy for sale is of the highest quality – you only have to look in my walk in wardrobe to see how many such items I have and I just don't seem to be able to wear them out – some of the polo shirts are over 25 years of age and still going strong (that's probably because I have half a dozen of every type of Club shirt)!

SIGNATURES ON CLUB PERMIT RENEWALS AND CLUB ENDORSEMENT FORMS The AOMC has forwarded some information from VicRoads about signatures on Club Endorsement Forms and on Club Permit Renewals. I won't put all of the information here, but what it basically says is that people can no longer sign with any type of signature other than a physical pen (described as wet pen/physically signed) – i.e. signature stamps (which I am told some people still use) or any type of computerised signature can no longer be used.

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We had a couple of groups of visitors to the Timing Building during this event, none of whom had been to or seen a khanacross before. They were entertained trying to work out what was going on, but when they woke up to what was going on, they were sufficiently entertained to want to come back and have a go at a khanacross, particularly the younger visitors. They were all fascinated by the fact that some of the faces underneath helmets were “old and grizzly”, but some were very baby faced - the reason for that is that some of them were very baby faced as they can compete in these events from the age of 12 upwards. Both groups assumed from the start that the fastest person was the winner, but that is not necessarily always the case – the fastest person often hits cones or goes the wrong way hence incurs time penalties – it is often the case that a person who is not the fastest is the winner of the event because they have not incurred any penalties. The interesting thing about both groups is that I believe they will be back to compete in a khanacross at some stage in the future. One of them came to collect some magazines from Gordon Dowthwaite featuring Goggomobiles – this guy has five of them I believe, including a Goggomobile van which I had never heard of – he thinks he will be back in one of his Goggomobiles to have a go one day. If you have never heard of a Goggomobile, have a look at a Shannon’s ad on TV.

Anyway, to the event. The weather was terrible for most of the day, with only the odd time period without rain - I can assure you, however, that being a timekeeper on such a day is very pleasant as some of us (me included) spend the day in the warm timing building – others visited but then had to go out in the rain. As the person who sets the Calendar for the year, I was told that we would not have any entries for this event as everyone went on a holiday during this long weekend period - obviously everyone except for the people who competed in our event. We had the usual number of entries, 42, which was excellent on such a terrible day in the middle of a holiday period. Of the 42 entries, three decided to stay home (I can’t say that I blame them) so 39 competed on the day. Of the 39 competitors, one third of the field, 13, were junior entrants – excellent effort from the youth of the nation – some were in their first event, and some were so small you could hardly see them in the car. One thing I am sure of, however, is that they will all be back for another khanacross, and the first time competitors certainly improved as the day went on. As is usually the case, the majority of competitors were Mazda MX5 mounted (24 in all) – some of them had a rood on their cars, but many did not – some arrived at the starting line with the roof up, but lowered it before they started. Is it the case that these cars go faster with the roof down, but I am sure that the drivers with the roof down were horribly wet at the end of each run. Our khanacross events always offer between four and eight runs per competitor, and it was thought that four might be the number given the weather, but seven was the number we achieved, and we all went home relatively early – except for the MX5 drivers who assembled in their usual fashion at Moe McDonalds after the event.

The Wills family was very successful on the day, with Simon taking out first position, Declan second and Zander in tenth position – they were all sharing the family Mazda MX5 on the day. Declan Kaegi was in third position in his Mazda MX5, with Rod Macnab in fourth, also in a Mazda MX5. Scott Seddon was in fifth position in one of his fleet of VW GTi vehicles (distinguished only by the number plates – SEDDO and SEDDO2), followed by three more Mazda MX5s driven by Rocco Spinley (first Junior driver on the day), Peter Ferguson and Bradley Dawson. David French was in ninth position in the Toyota Corona. After Rocco in the Junior class came Alyssa Perks, Lucas Adam and Aston Hill.

Whilst the tracks were very wet and slippery most of the time, all drivers were very well behaved and kept their vehicles on track most of the time – this is no doubt due to the fact that they were driving slower than is normally the case. Some of the first time juniors found the car control a little difficult at the start of the day, particularly working the clutch, but all improved as the day went on, and I am sure that they all had a good time



Two thirds of the Wills Family

We have to wait a long time for the next khanacross – two months in fact – on Sunday, August 18. This is almost at the end of winter, when the weather will be much nicer than that experienced the other day. Results for the day are included in this Valve Bounce, as are the current points score for the Khanacross and Club Championships.





Photos by Jakkii Dawson



Sandown Victoria

Birthplace of Australian Motor Sport?

"the 5/- entry fee for the 16 competitors.... was not applied"

In 1904, the names Schumacher and Moffat feature in the scheduled motor sports events organized by the newly formed Automobile Club of Victoria. Their honorary secretary Mr Harry James competed on the day. The event has been claimed by many to be Australia's first motor race meeting and was held at Sandown on March 12th.

The Sandown venue was at the current 295 acre location we all know so well. It began operation in 1888 known at that time as Oakleigh Park and was originally privately owned by William Cullen, a Brighton publican who regularly used it for horse races. He had erected two grandstands, stables, saddling paddock etc., surrounded by flower beds and trees. By 1891 the area was under the control of Samuel Wills, David Boyd and Charles Heape, who ran the Victorian Trotting Club. They changed the name to Sandown Park in 1892. A railway station had been built at the current location and another short rail line ran through the northern end of the property to the Springvale Crematorium. During the 1900 to 1904 period motor vehicles were becoming more popular and the Automobile Club of Victoria was formed. Their inaugural honorary secretary and founding father was Mr Harry James, who is also regarded by many as the father of Australian motor sport. The club's constitution precluded industry executives from holding committee positions. Mr James had been extremely proactive in matters automotive with politicians, police and potential sporting bodies, and, although a Dunlop executive, he held the position of secretary for the club's first year. During the following years he organized many motor sport events including hill climbs, sprints, day runs and Sydney to Melbourne rallies.

(Harry James was Peter Brocks great uncle) The Commercial Travellers' Association's annual picnic was scheduled for March



Spectators arriving at Sandown Park station

12th 1904, and their committee approached the Automobile Club to conduct car races during the day's activities. The offer was accepted and Harry James and other committee members from the Automobile Club examined the Sandown track and found it suitable. The grassed surfaces at other venues were not up to the required standard, and, as politicians and police were anti racing on public roads, the picnic and supervised racing went ahead at Sandown. The 5/- entry fee for the 16 competitors proposed by the Commercial Travellers' Association committee was not applied.

March 12th dawned and the weather was ideal. 1400 visitors travelled to the Sandown station by special trains during the morning whilst a further 140 odd were to travel by motor vehicle, either car or motorcycle, as part of the Automotive Club's Sandown activities. During the early afternoon about 30 cars and a similar number of motorcycles assembled at the corner of Alexandra Avenue and St.Kilda Road. The 15 mile journey over varying road surfaces took about one hour to complete.

On arrival it was necessary for drivers, riders and passengers to 'dedust' their vehicles and themselves both internally and externally prior to commencing the

programme of three races and two motor vehicle displays.

Race one - Voiturette (small car) Race, Handicap One mile and a half.

RESULTS: Won by 60 yards - Time 3 min 55+ sec.

- 1 J.R. Crooke 500 yards.
4.5hp Locomobile Steam Car
- 2 C.R. Kellow 50 yards
Possibly a 5hp Darracq
- 3 W. Hurst 250 yards
5hp Eclipse
- 4 F. Hutchins 100 yards
5hp Humberette
- 5 W.J. Warden 350 yards
4.5hp Oldsmobile
- 6 D. Mac Kenzie 350 yards
4.5hp Oldsmobile
- 7 S. Scott Jnr 200 yards
Possibly a 3.5hp Covert

J.R. Crooke had wired the steam pressure relief valve down and achieved a speed of around 30 mph. He was the owner of the Aspendale racecourse and on January 29th 1906, after spending 1700 pounds on surface preparation, opened the Aspendale speedway inside the horse track.



Competitors assembling for motor car races



Sandown Victoria

Continued



Researched and written over
4 months by Lloyd Shaw.

Race Two - Roadster Motorcycle Race.
Handicap one mile and a half.

RESULTS: Won by 6 Seconds - Time: 2
min 42 + sec

- 1 C. Mayman 50 yards
- 2 Harry James scratch
- 3 A.E. Sutton 150 yards

All of these motorcycles were 2.75hp but no type details were found. Harry James started from scratch and was beaten by only 6 seconds, but it should be noted that he practiced privately when carrying out the pre race checks and had covered the race distance in 2 min 27+ sec which was about 8 seconds faster than the Australian racehorse record for the same distance. Harry James had created a world record in 1902 by riding his Carbine motorcycle 460.5 miles on the road in 24 hours.

Race Three - Motor Car Race. Heavy
Class. Handicap Three miles

RESULTS: Margin not reported - Time
6min 55+ sec

- 1 H. Tarrant 450 yards
10hp Argyll
- 2 T. Rand scratch
16hp Decauville
- 3 C.C. Campbell 500 yards
8hp not recorded
- 4 S. Scott 250 yards
16hp Decauville

Captain Harley Tarrant built and sold

cars between 1897 and 1907 via the Tarrant Motor Co. under the brands of Fiat, De Dion, F.N., Argyll, Rover and Ford. He also developed a six cylinder car under his own name, but it is believed that only 16 were sold.

The remaining, semi static, events were for motorcars suitable for travellers not carrying samples, and for motor cars for heavy samples. Mr J. Moffat won the prize in the first category whilst Mr E.J. Robinson won the second category.

Both vehicles were 1904 De Dions.

The Commercial Travellers' Association magazine reported: "The automobile races were an 'eye opener' to most of those present, and the motor cycles particularly were hair raising. Altogether the innovation on the picnic programme was voted 'good business' and should tend much to familiarize folk with the advantages of motoring."

The attendance at the 1904 Commercial Travellers' Association picnic exceeded their previous best by approximately 500 but by 1906 they could only attract 100 interested attendees. Could that be because there were no motor races on the picnic program?

Sandown becomes eligible to celebrate its 100th anniversary on March 12th 2004. The races recorded above were held on an established race course under the administration of the car club that in 1916 became the Royal Automobile Club of Victoria (R.A.C.V.), which preceded the official administration of motor sports by CAMS. Exactly fifty-eight years later on the very same dates, March 11 &



Harry James on his Carbine motorcycle in 1902, probably after he achieved a world record covering 460.5 miles on the road in 24 hours.

12th 1962, motor racing returned to Sandown. Three years later, in 1965, horse racing also returned to Sandown.

Sources: State, municipal, club and friends, libraries, RACV, Vic Rail, Club, council and university archives. Other sources provided assistance during the four month investigation.

Researched and written over 4 months by Lloyd Shaw - Member VHRR, CAMS scrutineer and Sandown site manager 1990-2002.

P.S Mr Otto Schumacher drove his 3.5hp De Dion and Mr Jas Moffat drove a 8hp De Dion.



The winner of race 3, Mr Harley Tarrant (left) in his 10hp Argyll and Mr Tom Rand in his 16hp Decauville who finished second.

Round 3 of the 2024 VHCC was meant to be held at Mt Leura in Camperdown in March, but track problems at Mt Leura meant that it actually took place at our track, some three months after it should have been held. Eighty one entries were received, of which 78 faced the starter – this was the lowest number of entries for a VHCC round this year, but given it was held in the middle of winter the entry level was not a surprise. The day started off wet, and looked as though it may stay wet for the day, but it did dry out after a couple of runs, which meant some fast times, but then it rained again, so a number of people decided to call it a day after four or five runs – but then it dried out again, and the track was probably at its driest on the eighth and last run. All competitors were given the opportunity of eight runs, but not all took up this opportunity.



As most people are aware, I am a Formula Libre aficionado, but unfortunately there were only three such cars entered, and they came first second and third outright – 2024 VHCC Champion Mike Barker took out fastest time of day in his Hayward with a time of 35.26 seconds, some distance away from the record for this track, but this was due to the conditions on the day. Peter Minahan was in second position with a best of 38.70 in the Hayward which he shares with his brother Bruce, who was in third position with a fastest time of 38.82 seconds. Jordan James was the fastest tin top in fourth position, with a time of 38.97 in his Lancer Evo. He was followed closely by Zachary Hanlin in the BMW with a time of 39.24 seconds. Thomas Inkster finished in sixth position with a time of 39.52 seconds in his historic IDS Clubman, whilst Jacob White took out seventh in the fire breathing LS1 engined Nissan Skyline with a time of 39.81 seconds. Warren Heath was in eighth position in the indecently quick Ford Laser with a best of 40.71 seconds, with Nathaniel Kuchel in the BMW took out night with a best time of 40.85 seconds. Glenn Latter rounded out the Top 10 in the Mazda RX7 with a time of 41.38 seconds.

Harold Roberts took out the Formula Vee class by 0.53 of a second from Scott Slater, Pete Minahan won the FL up to 1300 by 0.12 of a second from brother Bruce, whilst Mike Barker was unchallenged in the FL 1301 to 2000 class. Rob Nethercote was the only starter in Clubman Sports Cars, but he unfortunately side swiped a concrete barrier quite hard on this second run, which put him out for the day. Sports Cars Open/Closed up to 2000 had a good field of seven starters, with Sei Vella coming out on top in the Mazda MX5 by 0.32 seconds from Scott Markby in the Moke, which would have been quite a breezy car to drive in the weather experienced on the day. Casey Pilcher was first in the Sports Cars Open/Closed 2001 to 3000 class from Lex Thorbecke, whilst Glenn Latter was the only runner in the over 3001 class. Five starters in the Prod Sports cars up to 2000, with Ian Speight on top in the almost all MX5 class from Cooper Davies in second. Jim McNiven was the victor in the Prod Sports 3001 and over by just over a second from John Trolove, both Nissan mounted.



David Cantwell was the top dog in the Sports Sedans up to 1600 class from the Toyota Corolla mounted father/son duo of Jarrod and Joshua Bryant. Garry McIvor took the SS 1601 to 2000 class from Les Morrall, whilst Drew Widgerry took out the SS 2001 and over class from Steve Grinstead by 0.21 of a second, with Adam Stoddart, Aaron Daniel and Chris Harwood following. Jordan James took the flag in the SS 4WD class from David Harris and Geoff Cooling. Brenton Byfield had the Time Attack class all on his own. The Improved Production classes had good fields, with Warren Heath taking the up to 1600 class from Glenn Morris and Rhys Yeomans, Ayrton Williams was the winner of the IP 1601 to 2000 class, Karl Hess in the 'flying roof racks' took out the IP 2001 to 3000 class from five others in the class, whilst Zachary Hanlin was first in IP 3001 and over from a large field of eleven all told, and Michael Rode was first in the IP 4WD class.

The Historic classes were not well subscribed, with Thomas Inkster the only entry in Historic-Other, Ernie Corry the only entry in Historic Group N 2001 and over, and Steven Weymouth-Wilson first in the two car Historic Group N up to 2000 class. The Non Log Book class was well subscribed and was taken out by Jacob White from Frank Penrose and Bobby Tuit.



A good day was had by all (or most anyway!). The next and last round of the VHCC for 2024 will be held at One Tree Hill in Ararat on the weekend of August 10 and 11. This event is for tin top cars only as the track does not have a licence for open wheeler racing car and most sports cars. The next GCC multiclub event will be held on July 28 – entries are now open. The results for the hill climb today are included in this Valve Bounce, whilst the up dated Club Championship points scores will be included in the August Valve Bounce.



VHCC ROUND 3, 2024
CLOCKWISE SHORT TRACK
Event Ranking

Rank	Jumble	Last Name	First Name	Class	Vehicle	Club	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Time	Gap
1	3	BARKER	Mike	A 4 Formula Libre 1301 to 2000cc	Hayward 06	GCC	40.50	37.70	35.26	39.22					35.26	
2	50	MINAHAN	Peter	A 3 Formula Libre up to 1300cc	Hayward 07	GCC	54.45	46.47	40.09	38.70	51.75	47.70	43.78	41.08	38.70	3.44
3	150	MINAHAN	Bruce	A 3 Formula Libre up to 1300cc	Hayward 07	GCC	48.03	42.58	38.82		45.05	44.79	40.59	39.48	38.82	3.56
4	89	JAMES	Jordan	C 4 Sports Sedans - 4WD	Mitsubishi Evolution	GCC	43.07	39.22	38.97					40.14	38.97	3.71
5	224	HANLIN	Zachary	C 9 Improved Production 3001cc and over	BMW M140i	BDCMI	42.94	40.21	39.24	52.86		42.25	39.57	39.47	39.24	3.98
6	714	INKSTER	Thomas	D 1 Historic - Other	IDS	GCC	47.37	41.66	39.52		46.19	43.53	45.18		39.52	4.26
7	331	WHITE	Jacob	F 1 Non Logged Booked cars	Nissan Skyline	GCC	46.36	41.66	39.81	49.32		46.35	40.86	40.37	39.81	4.55
8	771	HEATH	Warren	C 6 Improved Production up to 1000cc	Ford Laser	FRSOCVI	45.47	41.24	40.71		47.62	44.36	41.76	41.21	40.71	5.45
9	7	KUCHEL	Nathaniel	C 9 Improved Production 3001cc and over	BMW 135i	ACCI	47.41	41.73	40.85	47.37		44.99	44.43	41.30	40.99	5.59
10	19	LATIER	Glenn	B 4 Sports Cars Open/Closed 3001cc and over	Mazda RX-7	ACCI	55.96	45.21	42.67	50.04		47.52	44.27	41.38	41.38	6.12
11	10	RODE	Michael	C10 Improved Production - 4WD	Ford Focus	PIARC	44.90	43.28	42.27	45.84		43.06	41.78	56.84	41.78	6.52
12	95	BYFIELD	Brenton	C 5 Time Attack	Subaru WRX	SCCSAI	48.96	43.80	42.21		45.99	43.64	41.85		41.85	6.59
13	191	HARRIS	David	C 4 Sports Sedans - 4WD	Subaru WRX	SEACSAI	47.79	45.05	41.90		44.81	44.79	43.07		41.90	6.64
14	383	SPEIGHT	Ian	B 5 Prod Sports 28 & 29 up to 2000cc	Mazda MX-5	GCC	51.17	45.27	41.90						41.90	6.64
15	31	PENROSE	Frank	F 1 Non Logged Booked cars	Datsun 180b	GCC	50.47	43.49	42.17						42.17	6.91
16	8	DALLY	Anthony	C 9 Improved Production 3001cc and over	Hyundai i30N	ACCI	45.99	42.74		47.32	46.96	44.78	42.84	42.28	42.28	7.02
17	22	WIDGERY	Drew	C 3 Sports Sedans 2001cc and over	Holden Commodore	PIARC			42.39	50.89	47.25	44.81	43.10	62.43	42.39	7.13
18	431	HESS	Karl	C 8 Improved Production 2001cc to 3000cc	Honda Accord	GCC	47.64	44.19	46.54	47.38	46.83	46.55	44.05	42.40	42.40	7.14
19	801	MORRIS	Glenn	C 6 Improved Production up to 1000cc	Suzuki Swift	GMSC	47.51	43.33	42.47		46.13	44.11	43.00	42.86	42.47	7.21
20	100	WEYMOUTH-WILSON	Steven	D 2 Historic Group N up to 2000cc	Morris Cooper S	VNCCI	46.86	43.97	42.48						42.48	7.22
21	18	GRINSTEAD	Steve	C 3 Sports Sedans 2001cc and over	Holden Commodore	ACCI	47.78	50.48	42.91		46.71	44.53	42.60	42.67	42.60	7.34
22	6	VITANEN	Max	C 9 Improved Production 3001cc and over	Holden Commodore	SEACSAI	46.21	43.64	42.98	48.29	58.01	45.97	44.27	42.69	42.69	7.43
23	25	WILLIAMS	Ayrton	C 7 Improved Production 1601cc to 2000cc	Renault Clio	AROCA	47.40	43.91	43.37	48.62	44.98	45.06	43.54	42.83	42.83	7.57
24	113	MCNIVEN	Jim	B 7 Prod Sports 28 & 29 3001cc and over	Nissan 370z	GCC	50.44	44.41	42.86						42.86	7.60
25	16	YEOMANS	Rhys	C 6 Improved Production up to 1000cc	Honda Civic	GCC	47.47	44.43	43.06		47.45	46.18	44.76	43.03	43.03	7.77
26	11	DAVIES	Cooper	B 5 Prod Sports 28 & 29 up to 2000cc	Mazda MX-5	HTCAV	48.09	44.99	43.03	48.07	47.60	45.96	47.25	43.03	43.03	7.77
27	1115	CROMBIE	Brendon	C 9 Improved Production 3001cc and over	Volkswagen Scirocco	AHSDCI	49.55	45.59	43.28	48.57	47.14	46.92	44.49	43.39	43.28	8.02
28	743	VELLA	Sei	B 2 Sports Cars Open/Closed up to 2000cc	Mazda MX-5	GCC		45.86	43.39						43.39	8.13
29	147	COOLING	Geoff	C 4 Sports Sedans - 4WD	Subaru WRX	GCC	48.52	50.49	43.43						43.43	8.17
30	81	ROBERTS	Harold	A 1 Formula Vee	TubeFrames Nimbus	BACI	55.00	47.82	43.77	43.56	47.64				43.56	8.30
31	72	MCIVOR	Garry	C 2 Sports Sedans 1601cc to 2000cc	Ford Escort	GCC	51.12	46.10	43.64			46.58			43.64	8.38
32	123	JONES	Chris	C10 Improved Production - 4WD	Audi A4	SMI	45.98	43.93	43.66	45.57	46.53	44.25	44.12	44.23	43.66	8.40
33	175	MARKBY	Scott	B 2 Sports Cars Open/Closed up to 2000cc	Leyland Moke	VNCCI	50.95	45.28	43.71	51.11	49.18	46.85	44.17	43.71	43.71	8.45
34	183	RODWELL	Peter	C 9 Improved Production 3001cc and over	Hyundai i30N	VNCCI	46.25	45.70	43.97	47.40	48.46	46.49	43.94	43.74	43.74	8.48
35	24	DAVIES	Stuart	C 7 Improved Production 1601cc to 2000cc	Datsun Stanza	NDSOCCI	51.74	45.03	43.93			48.90	48.89	43.93	43.93	8.67
36	159	PITMAN	Mark	C 8 Improved Production 2001cc to 3000cc	Mini JCW	MGCCV	49.03	45.29	44.25	48.66	46.63	45.82	44.30	43.96	43.96	8.70
37	5	TROLOVE	John	B 7 Prod Sports 28 & 29 3001cc and over	Nissan 350z	GCC	50.42	46.87	43.98						43.98	8.72
38	130	DARE	Aidan	C 8 Improved Production 2001cc to 3000cc	BMW 130i	SMI	50.34	46.64	44.68			49.04			44.02	8.76
39	35	STODDART	Adam	C 3 Sports Sedans 2001cc and over	Mini Clubman	ACCI	57.30	47.29	44.04			49.75			44.04	8.78
40	58	SLATER	Scott	A 1 Formula Vee	Elfin	PIARC	50.42	46.62	44.38	44.09	48.22				44.09	8.83
41	73	CORRY	Emile	D 3 Historic Group N 2001cc and over	Holden Torana	GCC	48.77	44.85	44.12		49.12				44.12	8.86
42	189	TUIT	Bobby	F 1 Non Logged Booked cars	Izuzu Gemini	MADCC	54.03	46.48	44.95	53.54	49.55	47.66	44.95	44.18	44.18	8.92
43	38	MCKENZIE	Russell	C10 Improved Production - 4WD	Nissan Pulsar	PCVI	47.47	44.35							44.35	9.09
44	40	BLISS	Harrison	F 1 Non Logged Booked cars	Subaru Impreza	SEACSAI	75.54	46.94	46.76	48.76	47.84	46.01	46.03	44.41	44.41	9.15
45	65	PILCHER	Casey	B 3 Sports Cars Open/Closed 2001 to 300	Datsun 260z	BLCCI	48.69	46.35	44.45	48.65	46.06	45.74	44.92	77.80	44.45	9.19
46	591	PITMAN	John	C 8 Improved Production 2001cc to 3000cc	Mini JCW	MMCVT	48.48	46.23	44.45	48.87	47.77	45.58	44.59	45.08	44.59	9.33

VHCC ROUND 3, 2024
CLOCKWISE SHORT TRACK
Event Ranking

Rank	Jumble	Last Name	First Name	Class	Vehicle	Club	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Time	Gap
47	14	WILSON	Philip	C 8 Improved Production 3001cc and over	Ford Falcon	SEACSAI	49.57	46.06	44.65		49.63				44.65	9.39
48	13	CANTWELL	David	C 1 Sports Sedans up to 1600cc	Honda Civic	GCC	48.28	64.16	44.66		49.11				44.66	9.40
49	227	CROFT	Peter	B 2 Sports Cars Open/Closed up to 2000cc	Indecon Croft	MGC0V	51.72	48.39	44.78	50.62	50.27	49.44			44.78	9.52
50	56	BISHOP	David	F 1 Non Logged Booked cars	Datsun Stanza	MGC0V	50.82	46.93	45.00		50.08	47.96			45.00	9.74
51	125	PRESTON	Jye	B 2 Sports Cars Open/Closed up to 2000cc	Leyland Moke	VMCI	52.06	47.09	45.02	45.57	53.63	49.13			45.02	9.76
52	52	ARNOLD	Riley	C 8 Improved Production 2001cc to 3000cc	Mini Cooper	VMCI	50.85	46.63	45.40		49.83	50.24	49.10	45.23	45.23	9.97
53	37	BRADLEY	Francis	C 8 Improved Production 3001cc and over	Mini Cooper	VMCI	49.87	47.90	45.43	49.89					45.43	10.16
54	178	DANIEL	Arnon	C 3 Sports Sedans 2001cc and over	Holden Torana	GCC	54.36	48.64	48.10						45.43	10.17
55	152	ROBERTSON	Trent	C 8 Improved Production up to 1600cc	Honda Jazz	SMI	49.57	53.15	45.48		75.61	54.94	48.69	45.91	45.48	10.22
56	275	PRESTON	Andy	B 2 Sports Cars Open/Closed up to 2000cc	Leyland Moke	VMCI	52.14	46.15	45.99	55.10	58.11	49.19			45.99	10.73
57	9	HORTOP	Christopher	C 8 Improved Production 3001cc and over	Mini Cooper	SEACSAI	52.30	49.45	46.08	50.22	49.46	47.10			46.08	10.82
58	48	HARWOOD	Christopher	C 3 Sports Sedans 2001cc and over	Holden 48-215	ACCI	52.41	46.44	46.19						46.19	10.93
59	59	BYRANT	Jamod	C 1 Sports Sedans up to 1600cc	Toyota Corolla	GCC	54.01	51.02	46.29	49.67	52.92	51.60	48.99	46.70	46.29	11.03
60	115	CROMBIE	Christine	C 8 Improved Production 3001cc and over	Volkswagen Scirocco	AHSDCI	52.95	48.91	46.49	51.13	48.75	47.40			46.49	11.23
61	327	PENNYQUICK	Damien	F 1 Non Logged Booked cars	Mazda 3	GCC	50.68	47.54	46.98						46.98	11.72
62	12	MAUD	Ian	B 5 Prod Sports 28 & 2F up to 2000cc	Fiat 124	GCC	53.26	49.15	47.17	51.01	51.72				47.17	11.91
63	4	BLISS	Bradley	F 1 Non Logged Booked cars	Subaru Impreza	SEACSAI	51.60	52.93	47.96	53.06	47.30	49.66	47.72	47.30	47.30	12.04
64	112	JOHNSON	Laurie	C 8 Improved Production 2001cc to 3000cc	Hyundai Veloster	GCC	51.42	50.17	48.68	56.22	52.26	50.27	48.95	47.55	47.55	12.29
65	192	FORSYTH	Eliza	F 1 Non Logged Booked cars	Suzuki Swift	ACCI	52.70	49.99	47.75	56.15	56.12				47.75	12.49
66	243	VELLA	Raymond	B 2 Sports Cars Open/Closed up to 2000cc	Mazda MX-5	GCC	56.41	49.68	48.03	75.69					48.03	12.77
67	69	SCOTT	Graeme	D 2 Historic Group N up to 2000cc	Morris Mini	BLCC	54.85	50.79	49.92	54.67	52.94	52.20	50.61	48.08	48.08	12.82
68	188	COMRIE	Austin	C 8 Historic Group N up to 2000cc	Nissan Skyline	SMI	53.46	49.85	48.78						48.78	13.52
69	151	CASEY	David	B 2 Sports Cars Open/Closed up to 2000cc	Suzuki Cappuccino	GCC			53.20	49.85					49.85	14.59
70	1591	BRVANT	Joshua	C 1 Sports Sedans up to 1600cc	Toyota Corolla	GCC	55.74	51.89	49.94	53.66	53.62	52.27	50.34		49.94	14.68
71	43	ROFFEY	Wayne	B 5 Prod Sports 28 & 2F up to 2000cc	Mazda MX-5	CCRMIT	61.78	54.49	50.64	56.88	58.71	58.94			50.64	15.38
72	20	MORRALL	Les	C 2 Sports Sedans 1601cc to 2000cc	Proton Satria	GCC	65.45	53.37	50.86						50.86	15.60
73	131	MURPHY	Paul	F 1 Non Logged Booked cars	Datsun 1200	GCC	59.71	54.67	51.76		56.99	51.76	16.50		51.76	16.50
74	222	BIRT	Gary	B 5 Prod Sports 28 & 2F up to 2000cc	Mazda MX-5	VMCI	59.21	57.60	52.00	56.53	56.67	55.79			52.00	16.74
75	71	THORBECKE	Alexander	B 3 Sports Cars Open/Closed 2001 to 3000	Toyota Celica	GCC	60.52	55.89	52.33	61.98	61.39	56.52	55.53		52.33	17.07
76	62	ENGLAND	Richard	C 8 Improved Production up to 1600cc	Morris Mini	VMCI	60.60	56.44	53.80	61.24	56.31	53.53	53.69	52.82	52.82	17.56
77	92	FORSYTH	Geoffrey	F 1 Non Logged Booked cars	Suzuki Swift	WMI	54.64	55.91	53.78	62.49	56.44				53.78	18.52
78	30	NETHERCOTE	Robert	B 1 Sports Cars Custom up to 1600cc	Elfin Clubman	VHRR	56.17								56.17	20.91

GCC CLUB CHAMPIONSHIP 2024													
		15	15	15	15	15	10	15	13	12			
PLACE		VHCC Rd 2 17-Feb-24	GCC Khanacross 04-Feb-24	RACES 1 17-Mar-24	GCC Khanacross 24-Mar-24	VHCC Round 4 21-Apr-24	VKC Khanacross 28-Apr-24	GCC Multiclub Hillclimb 26-May-24	GCC Khanacross 09-Jun-24	RACES 2 16-Jun-24	Rounds Counted	CHAMPIONSHIP @ 23-Jun-24	
1	Simon Wills		20		20		20	2	20		5	82	
2	Roderick Macnab		17		17		17		15		4	66	
3	David French		13		15		15		10		4	53	
4	Bruce Minahan	11		15				13		10	4	49	
5	Ewen Moile					15		17		17	3	49	
6	Peter Minahan			17		11		15			3	43	
7	Matthew HEALY	9				13		20			3	42	
8	Scott Seddon		11				13		13		3	37	
9	David CASEY			20						15	2	35	
10	David MAHON	15				20					2	35	
11	Peter Ferguson		10		13				11		3	34	
12	Aileen French		9		6		11		7		4	33	
13	Declan Wills		15						17		2	32	
14	Mike Barker	13				17					2	30	
15	Aston Hill		6		7		8		6		4	27	
16	Zander Wills		8		9				9		3	26	
17	Jordan James	7		11		7					3	25	
18	Rhys Yeomans	2		7		6		9			4	24	
19	Alyssa Perks		7		8				8		3	23	
20	James Dyer			13		8					2	21	
21	Brett HAYWARD	20									1	20	
22	Keith Wilson	10				10					2	20	
23	Patrick Malanaphy									20	1	20	
24	Sarah Seddon		5		3		7		5		4	20	
25	Gavin Pollock			10						9	2	19	
26	Debbie Pollock			9						8	2	17	
27	Gregory ACKLAND	17									1	17	
28	Frank Penrose			4				8		4	3	16	
29	Stephen LESTER			1				10		5	3	16	
30	Caitlin Seddon		4		1		6		4		4	15	
31	Stuart Haverkort	4		8		3					3	15	
32	Gary Mason				4		10				2	14	
33	Steven Buffinton	5				9					2	14	
34	David Thirlwall									13	1	13	
35	Joel Templar							5		7	2	12	
36	Blake Coady				11						1	11	
37	Jacob White							11			1	11	
38	Dale Hocking					4		6			2	10	
39	Dean Evans				10						1	10	
40	William Morgan						9				1		



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 CLUB CHAMPIONSHIP 2024												
		15	15	15	15	15	10	15	13	12		
PLACE		VHCC Rd 2 17-Feb-24	GCC Khanacross 04-Feb-24	RACES 1 17-Mar-24	GCC Khanacross 24-Mar-24	VHCC Round 4 21-Apr-24	VKC Khanacross 28-Apr-24	GCC Multiclub Hillclimb 26-May-24	GCC Khanacross 09-Jun-24	RACES 2 16-Jun-24	Rounds Counted	CHAMPIONSHIP @ 23-Jun-24
41	Jim MCNIVEN	1						7			2	8
42	Thomas Inkster	8									1	8
43	Brent COLEMAN	6									1	6
44	Greg Brown			6							1	6
46	Ian SPEIGHT					2		4			2	6
47	Alan AIREY			5							1	5
48	Andrew Evans				5						1	5
49	Warren Heath					5					1	5
50	Adam Boughton		3								1	3
51	Archie Hammond								3		1	3
52	Colin Newitt	3									1	3
53	Don Atkinson									3	1	3
54	Ian Maud							3			1	3
55	James MCCOY			3							1	3
56	John Trolove			2				1			2	3
57	Keven Stoopman									2	1	2
58	Rehan Liyanage		2								1	2
59	Sam Crowe				2						1	2
60	Alexandra Suzic		1								1	1
61	Sei VELLA					1					1	1

FOR SALE: 1991 Toyota Celica coupe, manual.

Victorian registration: URH 600

VIN: JT7674STJ400088055

This car has been in its current ownership for many years, and has been a lady's daily driver until recently. Despite a decent mileage (530,000) it appears to be in good condition, has current registration, and recently had a new battery, alternator and radiator installed. It has a 2.2L motor, 5-speed manual gearbox, and air conditioning. The owner would like it to go to someone who will continue to look after it. They are realistic about its value, and will accept a modest offer from someone who will use it, not dismantle it.

Contact Duane on 0409073151 or Ian Maud on 0414 580921.



More pictures available

GCC SPRINT CHAMPIONSHIP - 2024							
	# GCC Entrants	36	34	0	0		
PLACE		RACES 1 17-Mar-24	RACES 2 16-Jun-24	RACES 3 15-Sep-24	RACES 4 01-Dec-24	ROUNDS RUN	CHAMPIONSHIP @ 30-Jun-24
1	Frank Penrose	1.020	1.005			2	2.025
2	Gavin Pollock	1.029	1.007			2	2.035
3	Garry McIvor	1.007	1.041			2	2.048
4	David Casey	1.012	1.038			2	2.050
5	Debbie Pollock	1.034	1.035			2	2.069
6	Stephen Lester	1.065	1.016			2	2.081
7	John Trolove	1.062	1.045			2	2.107
8	Peter Minahan	1.039	1.085			2	2.125
9	Riley Rote	1.131	1.012			2	2.143
10	Bruce Minahan	1.055	1.088			2	2.143
11	David Parr	1.000	1.147			2	2.147
12	Ian Maud	1.086	1.066			2	2.153
13	Ian Mayze	1.198	1.094			2	2.292
14	Aileen French	1.213	1.151			2	2.364
15	Steven Brilliant	1.226	1.152			2	2.378
16	Stuart Haverkort	0.966				1	0.966
17	Gary Tate	0.975				1	0.975
18	David Thirlwall		0.977			1	0.977
19	Patrick Malanaphy		0.991			1	0.991
20	Ernest MAWHINNEY	1.000				1	1.000
21	Rhys Yeomans	1.002				1	1.002
22	Don Atkinson		1.005			1	1.005
23	James Dyer	1.007				1	1.007
24	Keven Stoopman		1.015			1	1.015
25	Jordan James	1.018				1	1.018
26	Greg Brown	1.029				1	1.029
27	Ewen Moile		1.033			1	1.033
28	Joel Templar		1.035			1	1.035
29	Alan Airey	1.037				1	1.037
30	Allan Richards		1.058			1	1.058
31	Kevin Newey	1.059				1	1.059
32	Brett Barker	1.065				1	1.065
33	Dale Barker	1.066				1	1.066
34	Gary Downes	1.070				1	1.070
35	James McCoy	1.075				1	1.075
36	David Richards		1.082			1	1.082
37	John Mahy		1.086			1	1.086
38	Mark Berryman		1.098			1	1.098
39	Sean Priestly		1.100			1	1.100
40	Geoffrey McCoy	1.105				1	1.105
41	David French		1.107			1	1.107
42	Carrie Priestly		1.114			1	1.114
43	Dmitri Djulai		1.115			1	1.115
44	Terry Selwyn	1.117				1	1.117
46	Andrew Chambers	1.120				1	1.120
47	Robert Duncan		1.120			1	1.120
48	Kyle Hickling		1.124			1	1.124
49	Andrew Evans	1.142				1	1.142
50	Dean Evans	1.143				1	1.143
51	Stacey Kronk		1.149			1	1.149
52	Peter French	1.174				1	1.174
53	Arron Daniel	1.181				1	1.181
54	Paul Murphy		1.197			1	1.197
55	Adam Boughton	1.348				1	1.348
56	Jane Lester		1.646			1	1.646

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