



VALVE BOUNCE

March 2025

Position Vacant: Valve Bounce Editor 2025

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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.

2025 Motorsport Calendar

MARCH

Friday to Sunday, 6/8	Phillip Island Classic
Saturday to Sunday, 8/9	Adelaide Motorsport Festival
Sunday 9	Clunes Historic Truck Show, Clunes Showgrounds
Sunday 9	The 2025 Morris Finance – MG Car Club Geelong Car Display, Eastern Beach, Geelong
Monday to Sunday, 10/16	Corowa Swim In and Military Vehicle Gathering
Tuesday 11	Board Meeting, 7 p.m., Clubrooms
Thursday 13	Back to Wangaratta – 50 th Anniversary of the Vauxhall Owners Club of Australia, Wangaratta
Thursday to Sunday 13/16	Australian Grand Prix, Albert Park
Thursday to Sunday, 13/16	20 th Falcon Nationals, Shepparton
Saturday 15	Working Bee and Club Members Practice Day
Sunday 16	Mercedes Benz Club of Victoria Concours, Cruden Farm
Sunday 16	Leongatha Show N Shine and Swap Meet, Recreation Reserve
Saturday 22	MSCA Super Sprint Championship Round 3 at Sandown
Saturday to Sunday, 22/23	VHCC Round 3, Mt Leura, Camperdown
Sunday 23	Porsche Club Vic 5 Hour Regularity Sandown
Sunday 23	American Breed Car Show, Manhattan Hotel, Ringwood
Sunday 23	Shepparton Motor Show, Market Day & Swap Meet, Shepparton Showgrounds
<u>Wednesday 26</u>	<u>Dave Zalstein group track hire at Bryant Park</u>
Friday to Sunday, 28/30	AOMC/RACV Florence Thomson Tour
Saturday 29	Eddington Sprints
Saturday to Sunday, 29/30	Rob Roy Revival
Sunday 30	AOMC Aussie Classic Car Show, Manhattan Hotel, Ringwood
Sunday 30	Chiltern Cancer Cruise- Car & Bike Show, Chiltern Park Recreation Reserve
<u>Sunday 30</u>	<u>Alfa Romeo Owners Club of Australia track hire at Bryant Park</u>

APRIL

Tuesday 1	Valve Bounce collation
Saturday to Sunday, 5/6	Melbourne Motor Show
Saturday 5	Melbourne to MOVE, Museum of Vehicle Evolution, Kialla
<i>Sunday 6</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>
Tuesday 8	Board Meeting, 7. p.m., Clubrooms
Friday to Sunday, 11/13	Repco V8 Supercars at Taupo, NZ
<u>Sunday 13</u>	<u>Nugget Nationals track hire at Bryant Park</u>
Saturday 19	Working Bee and Club Members Practice Day
Saturday 26	MSCA Super Sprint Championship Round 4 at The Bend
Sunday 27	VHCC Round 4, Bryant Park (PIARC Track Hire)

MAY

Sunday 4	VHRR Historic Rob Roy
<i>Sunday 4</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>
Tuesday 6	Valve Bounce collation
Friday 9	AHCC Sponsors Ride Day
Friday to Sunday, 9/11	Repco V8 Supercars at Symmons Plains, Tas
Saturday 10	AROCA Supersprint at Sandown
<u>Saturday 10</u>	<u>Monaro Club of Victoria track hire at Bryant Park (half day)</u>
Sunday 11	Mother's Day
Tuesday 13	Board Meeting, 7 p.m. , Clubrooms
<u>Saturday to Sunday, 17/18</u>	<u>Terry Baker Motorsport Weekend at Bryant Park</u>
Sunday 18	AOMC/RACV National Motoring Heritage Day
Friday 23	Benalla Historic Vehicle Tour, Benalla Gliding Club

Saturday 24
Saturday to Sunday, 24/25

Working Bee and Club Members Practice Day
Historic Winton

JUNE

Sunday 1
Tuesday 3
Friday to Sunday, 6/8
Sunday 8
Tuesday 10
Sunday 15
Friday to Sunday, 20/22
Sunday 22
Saturday 28
Sunday 29
Sunday 29

GCC Multiclub Hill Climb at Bryant Park
Valve Bounce collation
Repco V8 Supercars at Perth, WA
Rob Roy Interclub Challenge Round 2
Board Meeting, 7 p.m., Clubrooms
RACES East Sale Supersprint
Repco V8 Supercars at Hidden Valley, NT
Victorian Khanacross Championship Round at Bryant Park
Working Bee and Club Members Practice Day
VHCC Round 5 at Rob Roy (MCV)
MSCA Super Sprint Championship Round 5 at Sandown

JULY

Tuesday 1
Sunday 6
Tuesday 8
Friday to Sunday, 11/13
Saturday 19
Sunday 27

Valve Bounce collation
AROCA Supersprint at Phillip Island
Board Meeting, 7.p.m., Clubrooms
Repco Supercars at Townsville, FNQ
Working Bee and Club Members Practice Day
GCC Multiclub Hill Climb at Bryant Park

AUGUST

Sunday 3
Tuesday 5
Friday to Sunday, 8/10
Saturday to Sunday, 9/10
Tuesday 12
Saturday 16
Saturday 16
Sunday 17
Friday to Sunday, 22/24
Sunday 24
Sunday 31

GCC Multiclub Khanacross at Bryant Park
Valve Bounce collation
Repco V8 Supercars at Queensland Raceway
VHCC Round 6, One Tree Hill, Ararat
Board Meeting, 7 p.m., Clubrooms
MSCA All British Day at Winton
Working Bee and Club Members Practice Day
MSCA Supersprint Championship Round 6 at Winton
TCR Race Winton
GCC Multiclub Hill Climb at Bryant Park
AROCA Supersprint at Broadford

SEPTEMBER

Tuesday 2
September 7
Sunday 7
Tuesday 9
Friday to Sunday, 12/14
Sunday 14
Sunday 14
Sunday 21
Sunday 21

Valve Bounce collation
Father's Day
RACES East Sale Supersprint
Board Meeting, 7.p.m., Clubrooms
Repco V8 Supercars at The Bend, SA
GCC Multiclub Khanacross at Bryant Park
VSCC Vintage Rob Roy
MSCA Supersprint Championship Round 7 at Phillip Island
GCC Multiclub Hill Climb at Bryant Park

OCTOBER

Saturday to Sunday, 4/5
Sunday 5
Tuesday 7
Thursday to Sunday, 9/12
Saturday to Sunday, 11/12
Saturday 11
Sunday 12
Tuesday 14
Saturday to Sunday, 18/19
Sunday 19
Friday to Sunday, 24/26

AROCA 10 Hour Relay at Winton
Rob Roy Interclub Challenge, Round 3
Valve Bounce collation
Repco Bathurst 1000
2025 Australian Hill Climb Championship, The Bend, SA
Working Bee and Club Members Practice Day
MSCA Supersprint Championship Round 8 at Calder Park
Board Meeting, 7.p.m., Clubrooms
Mt Tarrengower Hill Climb
GCC Multiclub Hill Climb at Bryant Park
V8 Supercars at the Gold Coast

Sunday 26

GCC Multiclub Khanacross at Bryant Park

NOVEMBER

Saturday to Sunday, 1/2

Tuesday 4

Tuesday 11

Friday to Sunday, 14/16

Sunday 16

Sunday 16

Sunday 16

Saturday 22

Thursday to Sunday, 26/30

Saturday 29

Sunday 30

Sunday 30

Australian Khanacross Championship at Bendigo

Valve Bounce collation

Board Meeting, 7 p.m., Clubrooms

Repco V8 Supercars at Sandown

RACES East Sale Supersprint

33rd Historic and Classic Hill Climb, Rob Roy

Nugget Nationals track hire at Bryant Park

Working Bee and Club Members Practice Day

Repco V8 Supercars in the Adelaide Parklands, SA

GCC Multiclub Twilight Hill Climb at Bryant Park

MSCA Come and Try Day at Phillip Island

AROCA Supersprint at Phillip Island

DECEMBER

Tuesday 2

Sunday 7

Tuesday 10

Valve Bounce collation

GCC Multiclub Khanacross at Bryant Park

Board Meeting

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

(VICE) Chairmans Report – Rhys Yeomans. March 2025

Thank you

Thank you to the Club for the support during my time as Chairman. I've been vocal in my plans to transition away from Chairman and look forward to supporting Jarrod as he leads the Club into the future.

Proposed Club Championship Changes for 2025

At our AGM, we moved the change to the Club Championship points score for 2025, these can be found in this copy of Valve Bounce.

Annual General Meeting

Thank you to those who attended this year's AGM. We'll work on the weather for next year! I have been told I moved through General Business too fast and some had points to raise. We'll make sure Jarrod does not do the same in 2026!

Chairman's Report:

Welcome to the March 2025 edition of Valve Bounce.

At the moment I have the dual responsibility as our new board Chairman while still editing Valve Bounce until we can find a replacement. If you think maybe you can take on Valve Bounce please reach out. It's not a highly complex task, just a bit of time required to pull together all of the submissions into a template and send through to John for printing.

I'm excited to be taking on the Chairman's role on the after a very successful stint from Rhys in the position. Firstly I must thank Rhys for his amazing contributions over a number of years in the role and I also thank him for his continued support in the Vice Chairman's Role.

I've been a part of the Gippsland Car Club since birth and have actively been involved in the club for the best part of 40 years in one way or another. I look forward to continuing the long legacy of those who have contributed to the club before me and I'm focussed on making both the GCC and Bryant Park the best it can be.

I have a strong background running businesses and teams both large and small and I am really looking forward to getting a number of key projects on the go to improve our facilities. A lot of these have been on the radar for some time and just require focus and resource to make them happen. If you have any feedback on the club (positive or negative) I'm happy to hear it will and take anything into consideration.

A couple of things I have noticed in recent times are our entry numbers have started to drop away. We had a very successful VHCC round recently however our entry numbers of 75 were significantly lower than the Rob Roy round with 110. There may be many reasons for this, the layout, the Saturday event, less events on offer at Rob Roy or the twilight timing but I'd be keen to hear from those who might know people who didn't enter for a particular reason. We pride ourselves in giving competitors value for money and we offer a longer layout, more runs than most other events and a world class facility, yet we are still seeing lower numbers. Our end of year December Hill Climb last year was another example of very low entry compared to previous years.

The other thing that has dropped away since Covid is the number of track hires from other clubs. We rely on these for income for the club and I'd like to see us doing a better job of marketing to other car clubs. When we first opened Bryant Park the facility was used more than 40 weekends in a single year by ours and other clubs.

That's enough from me for now, I look forward to seeing everyone at upcoming events and representing the club to the best of my ability.

See you soon

Jarrold Bryant

CLUB ANNUAL PRESENTATION DAY A good number of members were in attendance at the recent Annual Trophy Presentation, which was combined with the AGM, a Working Bee, a sausage sizzle and a members practice in the afternoon. Congratulations to all trophy winners, a list of whom has been provided by Rhys and is included in this edition. Two Life Memberships were conferred at the meeting on Ken Neilson and Ian Speight – congratulations to both and a very big thank you for the work they have done for the Club and hopefully will continue to do so.

SHITBOX RALLY Have you ever heard of this event?? Check it out on the internet. The events (more than one a year) are designed for drivers to compete in under \$1500 cars, and the aim is to raise money for cancer research – they have raised over \$20 million in the past 15 years. Greg Ackland, who is a gun driver on the asphalt and not bad also at dirt hill climbs, is competing in the Shitbox Spring Rally this year – the route goes via a roundabout way from Alice Springs to the Gold Coast. The expectation is that each competitor will raise at least \$5000 for Cancer Research. I have included in this Valve Bounce, and will probably repeat it in more, the Acky and Bazz on tour fund raising page. It would be good to see if members of the Club can get behind this venture, and donate to the cause. Many members of the Club either have or have had cancer, particularly of the Prostate Cancer variety. Cancer is an insidious disease, and one that you may not know you have unless you get tested, or it is too late. I did not know I had Prostate Cancer until I virtually demanded that the doctor check me out – it was serious. Thirty seven bouts of radiation later, I thought I was cured – I was for a couple of years, and then it came back, so I now have three monthly bouts of treatment in the hope of keeping it at bay. A number of members have had treatment, and they are in remission, which is good – some others are in a situation where nothing has yet been done but they are in a watching brief situation. The purpose of this fund raising is to raise money for Cancer Research – we have some brilliant scientists in Australia, who may one day find a cure for cancer, but they must have funding to keep their research going. I will be donating to the Acky and Bazz adventure – hopefully many of you will also.

MEMBER PRACTICE – WHEN CAN I HAVE FREE PRACTICE AT THE TRACK? 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. When a competition day is on a Saturday, there is no opportunity for member practice. At this point in time, days when practice can be undertaken are as follows:

Saturday, March 15
Saturday, April 19
Saturday, May 24
Saturday, May 31
Saturday, June 28
Saturday, July 19
Saturday, July 26
Saturday, August 16
Saturday, August 23
Saturday, September 29
Saturday, October 11
Saturday, October 18

CALENDAR There are eight hill climbs listed, eight khanacross and four East Sale Sprints included in the 2025 Club Championship, and all are at Bryant Park unless otherwise noted. The events are as follows:

Sunday, April 6	Khanacross
Sunday, April 27	VHCC Round 4
Sunday, May 4	Khanacross
Sunday, June 1	Hill Climb
Sunday, June 15	East Sale Supersprint
Sunday, June 22	Khanacross (this is also a round of the Victorian Khanacross Championship)
Sunday, July 27	Hill Climb
Sunday, August 3	Khanacross
Sunday, August 24	Hill Climb
Sunday, September 7	East Sale Supersprint
Sunday, September 14	Khanacross
Sunday, September 21	Hill Climb
Sat to Sunday, Oct 11/12	Australian Hill Climb Championship, The Bend, SA
Sunday, October 19	Hill Climb
Sunday, October 26	Khanacross
Sunday, November 16	East Sale Supersprint
Sunday, November 29	Hill Climb
Sunday, December 7	Khanacross

If there are any changes to this Calendar, they will be notified as soon as possible prior to the amended date.

ARTICLES FROM THE PAST Another of my past articles is included in this edition. This time it is about the 1977 Australian Hill Climb Championship, held at Gippsland Park in Latrobe Road, Morwell. I am sure that if we knew then what we know now, we would never have applied to run this event. It was a huge event that we were probably ill equipped to organise and run, but we did and it turned out to be a brilliant event, with well over 100 entries and a large crowd, and lots of money on offer to competitors who were successful. Everyone was squeezed onto a very small block of land, with a very small pit area. There were cars everywhere, and we were lucky to gain eleventh hour permission from Australian Paper to use their forest opposite the track as parking areas, and also from the power company next door (I am not sure what it was called at the time) to use the farm south of the track for parking - they were both packed. One of our Committee members at the time, Richard Sharpe, had the idea that we should pursue Peter Brock for the event – he did, was successful and Peter was probably the main reason that there were so many people in attendance. This meeting marked my first time as the Clerk of Course at an event, and I am still going!

MOTORSPORT AUSTRALIA RE CONCUSSION Included in this edition is an article from Motorsport Australia re concussion guidelines for use in motor sport. It is not often that we have an incident at our track where concussion is a possibility, but it does happen occasionally – it happened at our last hill climb! As explained elsewhere, we had to stop the meeting for a while when one of our competitors was in the ambulance undergoing concussion protocols – in this case he was fine. We are less likely in motorsport to have incidents where concussion is a possibility when compared to other sports such as rugby, football, etc. where head knocks are common. Please read the item from MA, and if you are unfortunate enough to have an incident, this is the protocol that will be followed.

FINANCIAL REPORTS One of the important aspects of the Annual General Meeting is the presentation to those present of the Annual Financial Reports. I have included these reports in this Valve Bounce for your edification – they are set out in such a manner where you can compare what went on in 2023 with what went on in 2024. One item that stands out immediately is that our profit on operations in 2024 was only just over \$1000, whereas in 2023 it was over \$100,000! We were asked at the previous AGM why we did not spend any of our money – in 2024 WE DID! Have a look at the area around the new building, which has now become a favoured viewing spot – concrete, fencing, fencing around the veranda of the new building, etc. Many thanks to Meg Paulet, who is our Bookkeeper, and makes my role as Treasurer a lot easier than it otherwise, might be.

ASSOCIATION OF MOTORING CLUBS (AOMC) The AOMC is a not-for-profit organisation established in 1976 that represents over 250 membership clubs comprising some 45,000 motoring enthusiasts in Victoria. The Association, run by volunteers, represents all Victorian hobby motorists, including vintage, veteran and classic car, motorcycle and truck enthusiasts. Our Club is a member, and you might ask why a large number of our members have cars on a Club Permit, and the AOMC is the peak lobby body on this matter. The organisation prints a magazine every three months, and it contains many interesting articles – we have included one of them in Valve Bounce this month titled The Other Australian Car Manufacturer. Interesting reading. The AOMC encourages Clubs to use their articles to keep members informed. You can look at any of their Newsletters by simply putting AOMC in your search engine and off you go – well recommended for owners of Club Permit cars. The AOMC also prints another magazine titled Country Motor, also well worth a read, particularly if you are into vintage and veteran cars.

VALVE BOUNCE Will this be the last Valve Bounce you will read for some time? It might well be unless we gain a volunteer to undertake the role of Editor. As I have said previously, I am quite happy to continue with my role in the production of Valve Bounce (write some articles, print the magazine, distribute to members) but I am not taking on the role of Editor again, a position I carried out for over thirty years until 2018. Bill Revill took on the job for a while, but family illness prevented him from continuing, Ian Maud took over for a time, and Jarrod has been doing the job for the past three years – **MAYBE IT IS YOUR TURN!** If you are interested, contact Jarrod or me for details of the task.



Gippsland Car Club – Club Championship 2024

Club Championship

1st – Simon Wills

2nd – Roderick Macnab

3rd – David French

Hillclimb Championship

1st – Ian Speight

2nd – Rhys Yeomans

3rd – Jim McNiven

Chris Murphy Memorial Trophy – Mike Barker

Reg Coldwell Memorial Trophy – Jacob White

Name	Class	Position
Peter Minahan	Formula Libre up to 1300	First
Mike Barker	Formula Libre 1301 to 2000	First
Steven Buffinton	Clubman Sports Cars up to 1600	First
Sei Vella	Sports Cars up to 2000	First
David Casey	Sports Cars up to 2000	Second
Jarrold Bryant	Sports Sedans up to 2000	First
Joshua Bryant	Sports Sedans up to 2000	Second
Jim McNiven	Sports Sedans up to 2000	Third
Jacob White	Sports Sedans 2001 and over	First
Rhys Yeomans	Improved Production up to 2000	First
Alan Airey	Improved Production up to 2000	Second
Frank Penrose	Improved Production 2001 and over	First
Karl Hess	Improved Production 2001 and over	Second
Ian Speight	Production Sports Cars up to 2000	First
Simon Wills	Production Sports Cars up to 2000	Second
John Trolove	Production Sports Cars 2001 and over	First



PO Box 199 Trafalgar Vic 3824

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Khanacross Championship

1st – Simon Wills

2nd – Roderick Macnab

3rd – David French

Name	Class	Position
Simon Wills	Production 2WD up to 2000 capacity	First
Roderick Macnab	Production 2WD up to 2000 capacity	Second
Peter Ferguson	Production 2WD up to 2000 capacity	Third
David French	Production 2WD 2001 and over	First
Scott Seddon	Production 2WD 2001 and over	Second
Aileen French	Production 2WD 2001 and over	Third
Alyssa Perks	Junior	First
Aston Hill	Junior	Second
Zander Wills	Junior	Third

Sprint Championship

1st – Don Atkinson

2nd – David Parr

3rd – David Casey

Name	Class	Position
David Casey	Formula Libre up to 1300	First
David Parr	Sports Cars up to 2000	First
John Mahy	Sports Sedans 2001 and over	First
Robert Duncan	Sports Sedans 2001 and over	Second
Geoffrey McCoy	Sports Sedans 2001 and over	Third
Gavin Pollock	Sports Sedans 4WD	First
Debbie Pollock	Sports Sedans 4WD	Second
James McCoy	Sports Sedans 4WD	Third
Don Atkinson	Improved Production up to 2000	First
Allan Richards	Improved Production up to 2000	Second
Terry Selwyn	Improved Production up to 2000	Third
Kevin Newey	Improved Production 2001 and over	First
Steven Brilliant	Improved Production 2001 and over	Second
Ian Maud	Production Sports Cars up to 2000	First
Riley Rote	Production Sports Cars up to 2000	Second
Ian Mayze	Production Sports Cars up to 2000	Third
John Trolove	Production Sports Cars 2001 and over	First
David French	Production Sports Cars 2001 and over	Second
Aileen French	Production Sports Cars 2001 and over	Third

Additional Awards

Clubman Of The Year – Rhys Yeomans

Best Presented Car – Jordan James

Most Improved Driver – Aston Hill

Most Improved Driver – Joshua Bryant

Most Improved Driver – Alyssa Perks

Award Of Merit – Robert Duncan

Award Of Merit – Ian Mayze

Award Of Merit – Darryl Hamilton

Award Of Merit – Richard Samson

Award Of Merit – Joshua Neilson

Award Of Merit – Ernest Mawhinney

Award Of Merit – Julie Barker

Award Of Merit – Gordon Dowthwaite

Life Membership – Ian Speight

Life Membership – Ken Neilson



PHILLIP ISLAND *Classic*

FESTIVAL OF MOTORSPORT

MARCH 7-9TH 2025

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ARTIST JOHN KETCHELL ~ LEGENDARY PORSCHE 917-30 ~ OWNER PETER HARBURG



Our first event for the year was the khanacross held on February 9 – the middle of summer supposedly, but blowing a reasonably cold hurricane at the track – what is unusual you might ask? The normal very small crowd of our officials were in attendance, ably assisted by a few regulars from the Mazda MX5 Club. The entry was very good – 47 in all of whom 43 made the day and competed in eight tests marked out for the day. Approximately 25% of the field were junior competitors – Grandma and Grandpa of the year, Col and Laura Hunter, bought along four grandchildren to compete, all sharing the matchbox car Ford Fiesta.

As is the norm at our khanacross events, the field is divided into two groups, with both groups competing in different tests at the same time. One group completes two tests known as Carpark Up and Carpark Down, at the same time as the other group completes Back Clockwise and Back Anticlockwise – Back in this terminology is the bottom loop of the hill climb track. When both have completed their two tests, they swap locations and complete the next two – four tests done in a relatively short space of time. Tests five and six are on both sides of the track – Test 5 starts at the Timing Building and goes in a Clockwise direction down to the Crossover, does a 180 degree turn and comes back to the Timing Building. Test 6 is on the south side of the track, commencing not far from the Finish Line, down to the Crossover, a 180 degree turn and back to where they come from. When both groups have completed this test, they swap over and complete the opposite one – six tests completed and it is not even 2 p.m. Test 7 is a course that starts and finishes in front of the Timing Building, and completes a Figure 8 in the carpark. Test 8 was a repeat of Test 3. The two groups change over again after completing their respective tests. Finish, and not long after 3 p.m.! Our khanacross events follow all of the normal Motorsport Australia rules (which you can find on the MA website), with one exception – given that ours is an asphalt khanacross, competitors are penalised if they venture onto the grass at any time.

As has been the case for quite some time, the Mazda MX5 is the car of choice for these events. Declan Wills took out FTD from Club Champion Runner up Rod Macnab, and Club Champion Simon Wills. Both Rod and Simon incurred penalties which had an effect on their final time. Jeffrey Marsh and Andrew Tate followed, making the first five all Mazda MX5 drivers. David French was the first non-Mazda driver finishing in sixth position in his Toyota Corona. William Roder and Jack Greatorex were in positions 7 and 8, whilst Scott Seddon, in his speedy VW Golf was the second non Mazda in the top 10, finishing in position 9. The top 10 was made up by David Mackrell, driving, would you believe, a Mazda MX5.

Experienced junior, Alyssa Parks, was the fastest junior on the day in position 17, with Santino Gervacio second junior in position 28, Toby Pratt third junior in position 29, and Angus Clark fourth junior in position 30. It was good to see Hannah Williams driving in this event – at her previous and first attempt at a khanacross, her day came to a sudden end when a collision with one of our garages took place. The car sported a new front mudguard for this event, and Hannah drove well. All of the Col and Laura Hunter grandchildren drove well, with first timer Zoe Gillson driving carefully and showing many others how to complete the tests without incurring any penalties. The Hunter Ford Fiesta completed the day in one piece, covering more distance than any other car in the event, with four drivers completing every test.

A successful day was had by all. Thanks to Rob Duncan for his organisational skills, to Gordon Dowthwaite for his timekeeping expertise, and to Rhys Yeomans for shepherding all competitors to where they should be when they should be. Our next khanacross event is on Sunday, April 9. Results for the day are included elsewhere in this Valve Bounce. Apologies for the lack of photos, but I could not find anyone who took photos on the day.

VICTORIAN HILL CLIMB CHAMPIONSHIP, FEBRUARY 22, 2025

John Bryant

After five runs for the day, Greg Ackland (centre) came out on top with a best run of 51.82 seconds, from Queensland visitor Dean Tighe (right) in second position with a best of 53.54 seconds, and Alan Foley (left) in third with his best time of 54.16 seconds. Current Victorian Champion Mile Barker is seen peering over Alan Foley's right shoulder!



We had a disappointing entry of 75 for this event, with 69 appearing on the day - this can be compared with Round 1 this year at Rob Roy where 110 entrants competed. Why is this we asked ourselves? Is it because the event was on a Saturday, is it because it was a twilight event, is it because it was a twilight event on a Saturday, is it because people do not like the track we used (Reverse Figure 8), is it because the World Superbikes were on at Phillip Island at the same time – any number of reasons could be put forward, but the long and the short of it is that the number of entrants was much less than we have had at this event in previous years.



Greg Ackland on his way up the hill towards the finish line.

Entrants were promised four runs and probably five – five is what transpired, and could have been six but for one incident that took up over half an hour of the running time, and a couple of timing problems that also took up some of the running time. Mark Thomas, driving an MG F, left the track near the proverbial red flag corner, and collided with the bank and a big tyre – whilst it did not take long to clean up the site, Mark was kept in the ambulance under observation for half an hour, so we could not run (the rules are that you cannot continue with competition if the ambulance is not available) – he was OK then “released” after his observation. Whilst it would be good to have two ambulances on site (as at the Australian Hill Climb Championship) we pay just under \$2000 for the ambulance for the day, and would find it financially taxing to have two ambulances at all of our events.

As mentioned above, Greg Ackland (Ninja GA8) took out the honours for the day, from Dean Tighe (Empire Wraith) and Alan Foley (RFOLEY) in second and third positions. Current champion Mike Barker (Hayward 06) was in fourth place, with South Australian visitor (and past VHCC Champion) Dave Mahon (Dallara F394) fifth, Ewen Moile (Ramblebee Mk8) sixth, Matthew Healy (Yacar) seventh, Warren Heath, having a “works” drive in the RFOLEY, came eighth in his first drive in the car, Mirko Grbic (Mitsubishi Evolution) was next and the first tin top in ninth position, and Wim Janssen in the rebuilt Wimp 001 rounded out the Top 10.



Dean Tighe (Empire Wraith) and Wim Janssen (Wimp 001)



Mirko Greibic (Mitsubishi) and Scott Slater (Torana XU-1) in action.

As most will be aware, I am an open wheeler aficionado and it was good to see 15 such vehicles performing. Scott Slater was first in the Formula Vee class, 0.30 of a second in front of Harold Roberts, with Ryan Nothard third. There were four entrants in the Formula

libre up to 1300 class, taken out by Ewen Moile by 0.45 of a second from Matthew Healy.. Six competitors faced the flag in the FL 1301 to 2000 class, with Greg Ackland victorious, from Alan Foley in second and Mike Barker in third. Dean Tighe had the FL 2001 and over class all to himself. Steven Buffinton took out the Clubman Sports Car class whilst Sei Vella was first past the post in the Sports Cars Open/Closed up to 2000 class, with other GCC members David Casey and Ray Vella in third and fifth positions. Lex Thorbecke was in third position in the Sports Cars O/C 2001 to 3000 class.

Lasith Lyanage was the winner of the Production Sports Cars up to 2000, just 0.87 of a second in front of Ian Speight. Jim McNiven was first in all Toyota Corolla Sports Sedans class up to 1300cc from Brett Barker and Jarrod Bryant. SS 1601 to 2000 saw David Cantwell in position one, whilst Adam Stoddart won the SS2001 and over class. Thomas Foley took the closest win of the day in SS 4WD, winning by just 0.09 of a second from Jordan James. Mirko Grbic was on his own in the Time Attack class. Rhys Yeomans was an easy winner in the Improved Production up to 1600 class, as was Ayrton Williams in the IP 1601 to 2000 class. Karl Hess came out first in a field of five in the IP 2001 to 3000 class, with Zachary Hanlon victorious in the eight entrant IP 3001 and over class. Brent Coleman was a clear winner in the IP 4WD class.

The Historic classes were thinly contested, with Steven Weymouth-Wilson the winner of the Historic Group N up to 2000 class, Scott Slater (the same person who won the Formula Vee class!) drove a real Torana XU-1 in the Historic Group N 2001 and over class, with Craig Webb the only starter in the Historic – Other class. Bobby Tuit was the winner of the Non Log Book class by 0.82 of a second from Alan Airey.

Ten new records were set on the day:

Formula Vee, Scott Slater (Elfin), 68.05 seconds, Formula Libre up to 1300, Ewen Moile (Ramblebee Mk 8), 57.83 seconds, Formula Libre 2001 and over, Dean Tighe (Empire Wraith), 53.54 seconds, Sports Cars Open/Closed up to 2000, Sei Vella (Mazda MX5), 64.50 seconds, Sports Cars Open/Closed 2001 to 3000, Casey Pilcher (Datsun 260Z), 73.21, Rhys Yeomans (Honda Civic, Improved Production up to 1600), 63.93 seconds, Zachary Hanlon (BMW M140), Improved Production 3001 and over, 63.34 seconds, Brent Coleman (Subaru WRX), Improved Production 4WD, 61.53 seconds, Steven Weymouth-Wilson (Morris Cooper S), Historic Group N up to 2000, 68.64 seconds, and Craig Webb (Cyclo Kawasaki), Historic – Other, 68.20 seconds. Congratulations to all.

Our next event will be on Sunday, April 27 – a long way from now, but there is a lot on between now and then. Results for the event are to be found elsewhere in this edition of Valve Bounce.

DEFENSIVE DRIVING

Peter Ferguson

When our daughter Jenna, (now in her mid '40s) first got her licence, we put her through a Murcotts Defensive Driving course at Sandown Park, as a means of helping to keep her alive, particularly in the early years of driving where many mistakes are made.

It has worked well and she has always been a confident and safe driver.

Now her daughter, Alyssa, is nearly 17, and has been competing in khanacross for a few years, it seemed a good time to put her through a similar course.

The course is not motorsport themed or about driving fast – it's about knowing what the car will do when it all turns to crap and also the actions the driver can take to drive around issues that other drivers may cause.

The particular course she recently undertook was delivered by Boost 2 Drive* and was a "short course" (morning only) version of their preferred course which runs a full day. There were only 4 in attendance, 2 on P plates and 2 on L plates, plus the "supervising adults" in the 2 L plate cars.

The course was delivered in the carpark at Bryant Park – an ideal location. They also do courses at Lardner Park. Both are good in that they have large bitumen areas with good run offs and also have classrooms available.



Being the short course, the emphasis was on handling of the car and as all students were in "later" model cars with ABS and traction control, the learning was focussed on cars with these features.

The students progressively moved up in speeds of emergency stops and were told to stand HARD on the brakes and let the ABS do its job. Once they had their head around this, braking HARD in a curve was introduced and finally, braking HARD while changing direction twice was undertaken.

I have to say I was pleasantly surprised at the capability of the ABS/Traction Control combo, particularly in the double change of direction. I was also impressed by Alyssa's instinctive reactions in the change of direction test also where she managed to maintain good control while everything was locked up – p'raps the khanacross training is actually doing something!

Coming from a gravel road rallying background, I always get annoyed when the car starts “helping me” and ABS or traction control starts cutting in when I don’t want it to – having seen the effectiveness of both in the extreme, I’ll be a little less critical in the future!

The 4 kids there left with a new respect for the “weapons” they were driving but also with a greater understanding of what to do if it all turns to crap.

The classroom session was necessarily short being a morning only course, and tried to fairly briefly cover off the dangers of drinking, drugs, speed Etc. I’d love to see this extended a bit into more info on defensive driving where the kids need to assume that everyone else on the road is totally incompetent and likely to have an accident, which YOU have a responsibility to avoid, etc. However, even with 4 staff on site to deliver and supervise the course, it was a busy morning with a fair bit of seat time involved, just to get through what was covered.

Even with the shortcomings (my perception only) of the classroom session, I would highly recommend that you consider putting your kids through this course – anything that can be done to assist young drivers through their first year or two HAS to be worthwhile and a good investment in their lives.

Ensuring they are driving cars with modern safety features such as ABS, traction control, air bags etc., is also a great investment.

**Boost 2 Drive can be contacted on 0410 036840, Stuart Barkway, Course cost was in the order of \$200 which seemed excellent value to me.*



8:55 PM
04/02/25
Cash Basis

Gippsland Car Club Inc.
Profit & Loss
January through December 2024

	Jan - Dec 24	Jan - Dec 23
Ordinary Income/Expense		
Income		
Aust Hill Climb Championship		
AHCC 330	27,635.44	0.00
AHCC Garage Hire	3,027.28	0.00
AHCC24 Merchandise	726.36	0.00
AHCC Sponsorship	18,909.06	0.00
Total Aust Hill Climb Championship	50,298.14	0.00
Canteen Sales	11,854.15	4,075.91
Event Entry	50,481.82	39,972.72
Garage Hire	6,891.06	3,818.21
Gifts & Donations	220.00	575.19
Interest received	8,249.65	3,680.56
Membership Dues		
Associate Membership	1,429.14	841.83
Standard Memberships	31,998.49	37,240.64
Total Membership Dues	33,427.63	38,082.47
Merchandise Sales	238.54	0.00
Other revenue	11,598.19	2,753.00
Sponsorship	5,909.08	0.00
Track Hire	26,386.37	38,104.55
Total Income	205,354.63	131,062.61
Gross Profit	205,354.63	131,062.61
Expense		
AHCC24 Prizes	22,600.00	0.00
Computer Expenses		
Equipment	526.93	3,058.91
Total Computer Expenses	526.93	3,058.91
Accountancy fees		
Bookkeeping	2,200.00	1,800.00
Total Accountancy fees	2,200.00	1,800.00
Advertising & Promo Expenses	220.00	600.00
Bank Fees	161.88	-41.02
Canteen Allowance	0.00	360.00
Cleaning	190.91	0.00
Council Rates	5,482.10	5,450.90
Event Permit		
Hillclimb	300.00	0.00
Khanacross	27.27	0.00
Total Event Permit	327.27	0.00
First Aid & Safety		
Equipment	0.00	5,500.00
Event	32,652.30	14,002.92
Total First Aid & Safety	32,652.30	19,502.92
Fuel and Oil	1,554.42	713.63
General expenses	0.00	393.00
Grounds Maintenance	0.00	692.32
Hire of plant and equipment	23,345.72	3,188.00
Honorariums	6,650.00	3,517.50
Insurance		
Professional indemnity	513.38	516.25
Vehicle	10,354.34	9,398.51
Total Insurance	10,867.72	9,914.76
Legal costs	49.00	122.30
M/V Expense - Tractor		
Repairs	0.00	1,118.72
Tyres	0.00	1,080.00
Total M/V Expense - Tractor	0.00	2,198.72

8:55 PM

04/02/25

Cash Basis

Gippsland Car Club Inc.
Profit & Loss
January through December 2024

	Jan - Dec 24	Jan - Dec 23
Membership Affiliations	286.00	286.00
Permits, licences, fees	16,554.74	11,187.94
Postage	5,502.70	4,277.09
Printing and stationery	5,642.93	6,114.86
Refund	0.00	200.00
Rent		
Leasehold	2,837.20	1,944.20
Total Rent	2,837.20	1,944.20
Repairs & Maintenance		
Building Repairs	18,494.64	3,745.00
Equipment Repairs	10,597.69	2,004.91
Track & Car Park Repairs	16,914.00	0.00
Total Repairs & Maintenance	46,006.33	5,749.91
Security Costs	2,518.26	655.92
Sponsorship Event	600.00	600.00
Supplies		
Canteen	4,411.37	2,322.12
Catering	3,431.99	2,975.52
Cleaning	2,149.09	0.00
Event	53.63	0.00
Grounds Maintenance	265.45	492.36
Marketing	1,919.79	0.00
Office	948.71	1,811.48
Total Supplies	13,180.03	7,601.48
Telephone	0.00	1,181.33
Trophies	8,486.33	3,671.54
Waste disposal	2,233.77	1,256.12
Website Maintenance	120.00	147.03
Total Expense	210,796.54	96,345.36
Net Ordinary Income	-5,441.91	34,717.25
Other Income/Expense		
Other Income		
GST Refund	6,639.00	8,954.00
Government Grants	0.00	58,529.02
Total Other Income	6,639.00	67,483.02
Net Other Income	6,639.00	67,483.02
Net Income	1,197.09	102,200.27



Internet delivered *differently*

8:54 PM
04/02/25
Cash Basis

Gippsland Car Club Inc.
Balance Sheet
As of December 31, 2024

	Dec 31, 24	Dec 31, 23
ASSETS		
Current Assets		
Chequing/Savings		
Gippsland Car Club Inc.CN01	19,285.59	91,083.74
Square account CN 8824450/1201	1,339.66	1,617.47
Gippsland Car Club Inc Grants	1,060.49	11,604.31
Term Deposit Account	181,648.85	173,981.24
Term GCC Cash	0.00	34.79
Total Chequing/Savings	203,334.59	278,321.55
Accounts Receivable		
Accounts Receivable	0.00	-50.00
Total Accounts Receivable	0.00	-50.00
Other Current Assets		
Stock on Hand	0.00	904.20
Total Other Current Assets	0.00	904.20
Total Current Assets	203,334.59	279,175.75
Fixed Assets		
Buildings & Improvements		
Club rooms	850,156.40	850,156.40
Multi purpose building	366,187.84	299,694.53
Pit Garages	100,000.00	100,000.00
Scrutineering building	35,000.00	35,000.00
Security System	6,000.00	6,000.00
Solar Panel Inverter	2,000.00	2,000.00
Solar Panels on Roof	10,000.00	10,000.00
Timing Building	54,806.91	54,806.91
Toilet Block	5,500.00	5,500.00
Water Tanks	6,000.00	6,000.00
Total Buildings & Improvements	1,435,651.15	1,369,157.84
Canteen & Club rooms		
Chairs x 140	9,800.00	9,800.00
Framed Photographs x 30	12,000.00	12,000.00
Freezer & Refrigerators	3,000.00	3,000.00
General kitchen utensils	4,500.00	4,500.00
Honour Board x 2	6,500.00	6,500.00
Tables x 16	3,200.00	3,200.00
Total Canteen & Club rooms	39,000.00	39,000.00
Furniture and Fittings	880.91	880.91
Motor Vehicles		
Mitsubishi Triton	4,500.00	4,500.00
Tractor	35,000.00	35,000.00
Total Motor Vehicles	39,500.00	39,500.00
Office Equipment		
Safe, Fireproof Filing Cabinet	5,100.00	5,100.00
Total Office Equipment	5,100.00	5,100.00
Office furniture/equipment	1,119.09	1,119.09
Plant & Equipment		
20 ft Container	1,800.00	1,800.00
4 in 1 Bucket	8,500.00	8,500.00
40 ft Container	4,000.00	4,000.00
AED (defibrillator)	4,580.00	4,580.00
Alarm System	6,801.00	6,196.00
Blade	2,300.00	2,300.00
Bollard	590.00	590.00
Deutscher Slasher	786.49	786.49
Fire Extinguishers	4,500.00	4,500.00
Fire Trailer	5,000.00	5,000.00
Flail Mower	3,500.00	3,500.00
Kubota Mower	6,002.32	6,002.32
Laptop Computer	1,315.00	0.00
Miscellaneous Tools	3,500.00	3,500.00
PA System	4,000.00	4,000.00
Pressure Cleaner	999.09	0.00

8:54 PM
04/02/25
Cash Basis

Gippsland Car Club Inc.
Balance Sheet
As of December 31, 2024

	Dec 31, 24	Dec 31, 23
Rescue Trailer	3,000.00	3,000.00
Safety Barriers	7,538.00	7,538.00
Slasher	2,500.00	2,500.00
Timing System	24,883.00	24,883.00
Wood Chipper	2,590.00	2,590.00
Total Plant & Equipment	98,684.90	95,765.81
Track & Infrastructure		
Car Park & Pit Area	100,000.00	100,000.00
Concrete Barriers	25,000.00	25,000.00
Picnic Tables x 2	3,800.00	3,800.00
Track	1,300,000.00	1,300,000.00
Trees & Fencing	30,560.00	29,384.55
Total Track & Infrastructure	1,459,360.00	1,458,184.55
Total Fixed Assets	3,079,296.05	3,008,708.20
TOTAL ASSETS	3,282,630.64	3,287,883.95
LIABILITIES		
Current Liabilities		
Other Current Liabilities		
Tax Payable	-5,561.60	-18,347.19
Total Other Current Liabilities	-5,561.60	-18,347.19
Total Current Liabilities	-5,561.60	-18,347.19
TOTAL LIABILITIES	-5,561.60	-18,347.19
NET ASSETS	3,288,192.24	3,306,231.14
EQUITY		
Asset Revaluation Reserve	1,678,078.52	1,697,314.51
Opening Bal Equity	1,064,860.46	1,064,860.46
Retained Earnings	544,056.17	441,855.90
Net Income	1,197.09	102,200.27
TOTAL EQUITY	3,288,192.24	3,306,231.14



GIPPSLAND CAR CLUB CHAMPIONSHIP 2025 – APPROVED RULES

Hill Climb Championship (No change for 2025) For hill climb events, a competitor's best time for the day will be divided by the appropriate class record at the beginning of competition for the day, with the resultant figure being the points scored by the competitor for the day, e.g. Bill Black recorded a best time of 38.11 for the day in Formula Vee, and the class record at the beginning of the day was 36.99 – Black's score for the day is thus $38.11 \div 36.99 = 1.03$. A competitor scoring 1 point for the day will have equalled the class record; a competitor scoring less than 1 point will have beaten the class record, whilst a competitor scoring more than 1 point will have been slower than the class record. Points for the Hill Climb Championship will be counted in (n-1) GCC hill climb events. If a competitor competes in more than (n-1) GCC hillclimb events, their 'worst' rounds over (n-1) will be dropped from their overall score for the year.

N = total number of nominated GCC Hill Climb events.

Sprint Championship (No change for 2025) Classes contested at Sprint events conducted by Clubs other than our own will be different to those conducted by the GCC. For our GCC Sprint Championship, GCC competitors will be placed in our own Club Championship classes for the purposes of points scoring. For sprint events, a competitor's best time for the day will be divided by the appropriate class record at the beginning of competition for the day, with the resultant figure being the points scored by the competitor for the day, e.g. Bill Black recorded a best time of 38.11 for the day in Formula Vee, and the class record at the beginning of the day was 36.99 – Black's score for the day is thus $38.11 \div 36.99 = 1.03$. A competitor scoring 1 point for the day will have equalled the class record; a competitor scoring less than 1 point will have beaten the class record, whilst a competitor scoring more than 1 point will have been slower than the class record. Points for the Sprint Championship will be counted in (n – 1) sprint events. If a competitor competes in more than (n-1) sprint events, their 'worst' rounds over (N-1) will be dropped from their overall score for the year.

N = total number of nominated GCC Sprint events.

Khanacross Championship Khanacross Championship points will be scored in the following categories:

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

For khanacross events, a competitor's best time for each layout of the day will be divided by the appropriate class record at the beginning of competition for the day for that layout, with the total resultant figure being the sum of all layout points scored by the competitor for the day, **which is then divided by the total number of runs on the day** e.g. Bill Black is very consistent and recorded a best time of 38.11 in his Production 2WD up to 2000 classed vehicle in 6 of the layouts offered, and the class record at the beginning of the day for each of these 6 layouts was 36.99 – Black's score for the day is thus $38.11 \div 36.99 = 1.03$ for each of the 6 layouts offered, **giving him a preliminary score of 6.18. As there were 6 runs on the day, his score of 6.18 is divided by 6, resulting in a final score of 1.03** A competitor scoring 1 point for the day on a layout will have equalled the class record; a competitor scoring less than 1 point will have beaten the class record for a layout, whilst a competitor scoring more than 1 point will have been slower than the class record of the layout. Points for the Khanacross Championship will be counted in (n – 1) khanacross events. If a competitor competes in more than (n-1) khanacross events, their 'worst' rounds

over (N-1) will be dropped from their overall score for the year.
N = total number of nominated GCC Khanacross events.

Trophies for class championships will be awarded to the 1st, 2nd and 3rd place competitors overall and for classes. Competitors are to compete in more than 50% of total championship rounds to be eligible for a trophy. For example, if a total of 8 hill climb championship rounds are offered, competitors are to compete in at least 5 of these 8 rounds to be eligible for an outright or class trophy.

Trophies for club championship are to be awarded for outright 1st, 2nd and 3rd place competitors. There is not a minimum of events required for competitors to be eligible for 1st, 2nd and 3rd place trophies.

CHRIS MURPHY MEMORIAL TROPHY Points will be allocated to Gippsland Car Club member drivers of open wheeler racing cars at each GCC hill climb conducted during 2023. Points will be scored as follows: 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2 and 15th 1. The competitor with the highest points score at the end of the year will be awarded the Chris Murphy Memorial Trophy for 2025.

REG COLDWELL MEMORIAL TROPHY Points will be allocated to Gippsland Car Club member drivers of sports sedans at each GCC hill climb conducted during 2023. Points will be scored as follows: 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2 and 15th 1. The competitor with the highest points score at the end of the year will be awarded the Reg Coldwell Memorial Trophy for 2025.

CLUB CHAMPIONSHIP The club Championship will be made up of Hill Climb, Sprint and Khanacross rounds. **Where there are 8 Hill Climbs, 4 Sprints and 8 Khanacross events in 2025, the scores will be taken from each competitor's best 4 Hill Climbs, 2 Sprints and 4 Khanacross events (50% of each discipline). Points will be allocated in line with the individual discipline championship scoring detailed above. The Club Champion will be determined by the competitor who has the lowest score from completing the nominated Club Championship rounds. If a Club Member does not complete all nominated Club Championship rounds, the winner will be determined as the Club Member who completed the most rounds and scored the lowest number of points.**

WINTER CUP HILLCLIMB CHAMPIONSHIP

A Winter Cup Hillclimb Championship will be conducted over the Multiclub hillclimbs scheduled on 1st June, 27th July and 24th August, with points scored in the same manner as for hill climbs designated as rounds of the Hillclimb Championship and open to all competitors. The competitor who completes the three rounds and has the lowest total points will be the winner of the Winter Cup. Points scored during the Winter Cup by Gippsland Car Club Members will count towards the Hillclimb and Club Championship.

Help us raise **\$5,000** for Cancer Research with Box Rallies

Acky and Bazz on tour

Greg Ackland & Barry Winkler are fundraising for the Cancer Council

Shitbox Rally Spring 2025 is not a race, rather a challenge to achieve the unthinkable... To drive cars worth just \$1,500 across Australia via some of its most formidable roads, all in the name of charity.



Scan the QR code to donate



Why we are rallying

We are really pleased to announce that we're taking part in Shitbox Rally 2025 - Spring! This year, all the teams are driving their shitboxes from Alice Springs to Gold Coast.

Shitbox Rally is the largest community lead fundraiser for Cancer Council in Australia and is now in its 15th year. Part of the participation is that all teams have to raise a minimum of \$5,000 but most teams raise well above this amount as you can see with the Spring 2025 rally target set at \$2,000,000 plus.

These funds go to Cancer Council and we are extremely proud to be doing our part to support such a worthy charity. The fundraising is the hard part, so any donation you can give is greatly appreciated. Please make sure to follow our progress via this page and the blog post below.



Dear Motorsport Community,

Motorsport is an exhilarating, high-performance sport that demands the very best from competitors, officials, and support teams. As with all sports, the understanding of concussion and its long-term effects continues to evolve, and it is essential that safety measures evolve with it. Motorsport Australia is committed to ensuring the wellbeing of everyone involved in the sport by implementing the latest evidence-based concussion protocols.

Across all levels of sport, there is growing recognition of how concussions impact athletes, and motorsport is no exception. By continually improving our understanding of concussion and refining safety measures, Motorsport Australia is ensuring that competitors, officials, and spectators benefit from world-class medical advice and best-practice protocols. This commitment is driven by Motorsport Australia's dedicated National Medical Advisory Committee (NMAC).

With this in mind, Motorsport Australia has now published the [2025 Concussion Management Guidelines](#). These revisions, first announced in December 2024, have been endorsed by the Motorsport Australia Board following recommendations from NMAC.

The updated guidelines align with globally recognised best practices, incorporating the latest Concussion Recognition Tool (CRT6) and Sport Concussion Assessment Tool

(SCAT6). These tools provide healthcare professionals at motorsport events with the most up-to-date methods for recognising and assessing concussion, ensuring that affected individuals receive the appropriate care and follow-up procedures.

Stay informed and ensure the safety of all involved in motorsport by reviewing the updated 2025 [Concussion Management Guidelines](#) and the [Eleven Steps of Concussion Management Infographic](#).

Together, let's continue to prioritise safety in our sport.

Frequently Asked Questions: Updated Concussion Guidelines

What this means for competitors:

- **Improved Safety Measures:** The latest concussion assessment tools (CRT6 and SCAT6) will help medical professionals quickly and accurately diagnose concussions, ensuring safer competition conditions.
- **Clearer Return-to-Competition Protocols:** If a competitor is suspected of having a concussion, there will be structured and medically supervised steps for returning to racing, reducing the risk of premature participation.
- **Clear Exclusion periods:** Adults (18 years and over) - a minimum exclusion period of 14 days from date of incident, and clearance by a medical practitioner (medical doctor). Under 18 years - a minimum exclusion period of 21 days from date of incident, and clearance by a medical practitioner (medical doctor).
- **Greater Awareness and Education:** Competitors will benefit from increased understanding of concussion risks, symptoms, and necessary precautions, helping them make informed decisions about their health.
- **Consistent Medical Evaluations:** The guidelines will standardise concussion assessments across all Motorsport Australia-sanctioned events, ensuring fairness and consistency in medical evaluations.

What this means for medical staff:

- **Enhanced Assessment Tools:** The introduction of CRT6 and SCAT6 provides a more structured and reliable approach to evaluating potential

concussions, allowing for faster and more accurate diagnoses.

- - **Standardised Protocols:** Medical teams will follow a uniform process across all Motorsport Australia-sanctioned events, ensuring consistency in how concussions are identified and managed.
 - **Clearer Return-to-Participation Criteria:** The guidelines outline definitive steps for determining when a competitor is fit to return, reducing the risk of premature clearance.
 - **Improved Medical Preparedness:** On-site medical teams will be better equipped with up-to-date knowledge and best practices, strengthening their ability to handle concussion cases efficiently.

SUPERCHEAP
AUTO



Gallagher



COLOR
SPEC

RACER
INDUSTRIES

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DISC BRAKES AUSTRALIA

CRC

MICHELIN

STAR
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Ed: Here is another of John Bryant's wonderful 'how we were' articles: prepare to be amazed!

1977 AUSTRALIAN HILL CLIMB CHAMPIONSHIP – John Bryant

Gippsland Car Club has been lucky enough to be awarded the Australian Hill Climb Championship on eight occasions – four at Morwell Hill Climb/Gippsland Park and four at Bryant Park. The four held at Morwell Hill Climb/Gippsland Park were in 1977, 1989, 1999 and 2004, and could be said to be events that were in the era of the big banger hill climb cars – the four at Bryant Park in 2009, 2011, 2016 and 2018 have all been held in the era of the motor cycle engine specials.

This short story is about the 1977 event - a one day affair held on November 27, 1977 – one day you say – that is how things were in those days. I think we may have had a short practice the day before, but the large majority of the entrants turned up on the day of the event. Prior to this time, the Club had conducted what were known as closed hill climbs, and also ran a number of Victorian Hill Climb Championship events – all, however, were very small compared to the AHCC which the Club had bravely offered to host. The average entry at events prior to this time was around 40 – not a lot but a nice number for the very cramped facilities at what was known as Morwell Hill Climb at the time. In those days, the only pit area was probably smaller than our current area adjacent to the timing building at Bryant Park, and it was unsealed! At the time, the only areas for car and trailer parking were within the confines of the track and behind Skyline Corner– we did not have the additional pit areas at this time.

At the time of this event, the Club had less than 100 members, so this was indeed a big deal, and it is fair to say that none of us had any idea as to what to expect, or where we were going to put all of the competition cars and tender vehicles/trailers. We expected about 70 to 80 competitors, and thought that would be a squeeze – we actually had 116 entrants!! We did not have clubrooms at this stage, and the canteen was a small affair at the bottom of the timing tower – but we coped.

How did we get so many competitors?? A lot of hard work from a few people (nothing different to what currently happens) saw a very large amount of money (for the time) raised for prizemoney for outright and classes, and contact with British Leyland saw them tip in a large amount of cash for the Super Leyland Series. In addition, we had the Jephcott Jewellery Award of a gold watch (worth a packet then) to the winner of the AHCC. The first prize was actually \$2000, the same amount as we have presented to the winner of every AHCC held by our Club ever since (one could say that the winners of the AHCC at our track ever since have been “screwed” in real terms as the value of money has diminished over time). We did not have an event sponsor – I do not think that we even thought that any business would be interested in putting up a heap of money for such event. A heap of advertising and personal contact was then done in the lead up to the event to try and attract competitors, including some who would be known to the general public – who was one of the biggest names at the time?? PETER BROCK – and we did secure him to drive his Bill Patterson Racing Torana A9X. Peter Janson also entered in his Torana A9X – Janson arrived complete with double decker bus towing his own portable toilet!! Competitors came from all over the country, with the exception of WA – there were 32 open wheeler racing cars, 26 sports cars, including the Cheetah Clubman currently owned by Steve Hill, 35 sports sedans (including Ron Harrop in the Marlboro HDT Torana) and 23 Touring Cars. But where were you Ian Speight – your name is not on the entry list! We had the entry, we had the track (even though we did not know where we would put them all), and we just had to let the locals know that it was on.

The answer to the publicity was simple – some negotiation with the Latrobe Valley Express saw them print the programme as a lift out in the LV Express a couple of days prior to the event. This was not quite as easy as it sounds – our part in the process was to find a number of local advertisers who would have their business advertised on the program (for a price). We did find them – 21 in all who were prepared to put their money up and pay for an advertisement on the program, which was a four page lift out affair. I have a copy of the paper from the time in my possession, and I will include the front page (Car number 77 on this page is Ian Judd in his Cheetah Oldsmobile), but my apologies for the quality – newspaper kept for a long period of time becomes discoloured, so it is not as clear as I would like it to be. We actually have a much clearer block mounted version at the Clubrooms – it is not on display as we have been afraid that someone might “pinch” it – maybe it is time to put it on display again. It is interesting to note that of the 21 advertisers, only one (Ashby's Electrical) is still in business with the others all having gone by the wayside. I have a vague recollection (but I may well be wrong) that the cost of the insert, which went to every house in the Latrobe Valley, was \$400, with each advertiser asked to tip in \$20 – doesn't sound much but in those days a reasonable amount of money.






24th AUSTRALIAN HILLCLIMB CHAMPIONSHIP

Incorporating "Super Leyland Series"

Live Your Dream!
SUNDAY NOVEMBER 27 Racing starts **9.30 a.m.**

Latrobe Road, Morwell (6km. from Highway)

Organised by the Gippsland Car Club

"Super Leyland Series"
A consecutive competition called "Super Leyland" based on the use of all Super Leyland cars & Leyland turbo diesels & Leyland diesel engines. For details in each of the Super Leyland classes an entry charge of \$100.00 will be paid. For the fastest overall Super Leyland car for the three events an extra \$100.00 will be paid.

"The Independent Club"
The Independent Club was formed in 1980 by a group of men who were interested in a sport of speed and technique against the clock. From a meeting held through a closed door in a room over a shop, the club began to grow. It is now a club of men who are interested in "open wheel" racing cars to include from the classic "hot rod" to the latest in all other forms of open wheel racing, from racing on tarmac to racing on dirt. A better model club can be found nowhere else.

The Judds' Greatest Race
The Judds' Greatest Race will be the winner of the Australian Hillclimb Championship and a gold electronic watch will be presented.

Authority based under International Sporting Code of the F.I.A. and the Constitution of Australian Motor Sports Council No. 67178

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Hill climbs held in the 1970s were somewhat different to those held today - the rules were one practice run and three official runs – no more. Timing was to be to 1/10 of a second, even though we had equipment that could time to 1/100 of a second. At that time, only one car was allowed to be on the track at the time, so efficient running and hopefully very few delays would mean that we could get through our possible 464 runs for the day – luckily for us a few competitors did not arrive, so this made things just a little bit easier.

The big day came – we had everything prepared except to work out where the hell we would put all of the competition vehicles and trailers, let alone the spectators who might arrive. Our decision was to let only the competitor vehicles, trailers etc. over the bridge to the infield, with all other vehicles parking wherever they could. And park wherever they could they did!! Latrobe Road, the main road to Yallourn North, was lined with cars on both sides of the road for up to a kilometre in each direction – the pine forest over the road from the entrance also became an impromptu car park for both spectators and tender vehicles – the pines were a no go zone but luckily we managed to get eleventh hour permission on the morning of the event to park in and around the pines. Spectators came from everywhere – mainly to see Peter Brock, who had been built up in the local media as a possible winner of the event (that was never going to happen!).

Possible contenders for the title included the (then) current champion Peter Hollinger in the Hollinger Repco, Peter Larnar (noted engine builder) in the Elfin England, club member Werner Rodkin in the Brabham BMW, Garry Cosser from NSW in the Wortmeyer SCV (which was later transformed into the SCV of multiple AHCC winner Peter Gumley), noted circuit racer Clive Millis in an Elfin, Barrie Garner from NSW in the Bowin Hay, and on we go. It is interesting to note that current member Graeme McCaughan also competed in his Elfin Ford. Touring car competitors, in addition to Brock and Janson, included seven other Toranas of the A9X, L34 and XU1 varieties, and in the smaller class was noted circuit racer John Faulkner.



Peter Hollinger, 1977
AHCC, Hollinger Repco.
(source: Facebook:
Jarrod Bryant -
Gippsland Park Morwell
Hillclimb 1960's-2008)

Time to start, at precisely 9.30 a.m. – the time taken for this practice run would determine how late into the night the event would go before we were able to finish! After practice, which did not count towards the results, Peter Larnar had recorded a time of 34.0 seconds, Ian Judd from Camperdown in the Cheetah Oldsmobile 34.1, Werner Rodkin 34.1, Peter Hollinger 34.6 and Clive Millis 34.9. Peter Brock, on his first ever look at the track, recorded a 37.1, the same as Peter Janson, who was a regular competitor in VHCC events at the time – however, they were both behind Marshall Brewer (later to become a Thunderdome star) who put in a time of 36.8. Could Brock be beaten the crowd

wondered. Graham Watson, in a Watson Clubman, was the leading sports car in practice with a time of 36.6, whilst Bruce Robinson from NSW was the leading sports sedan with a time of 36.1.

Practice over, everyone still in one piece, and three official runs to go. The event was wide open. The interesting thing then was were the competitors going to go hard right from the start and rest on their laurels, or do what all good hill climbers do – go faster with each run and reach a peak in the third and final run, when hopefully the time is such that it cannot be beaten.



Charles Milner, 1977
AHCC, Renault.
(source: Facebook:
Jarrod Bryant -
Gippsland Park Morwell
Hillclimb 1960's-2008)

First official run. Fifty three drivers recorded their fastest time for the day on Run 1, but the following times are not necessarily the fastest for the day for each driver – they are merely the times they put in on that run. Peter Larnier recorded a time of 34.1 seconds, Clive Millis 34.7, Peter Holinger 34.5, Ian Judd 34.1 (same as Peter Larnier), Barrie Garner 35.6, Paul Hamilton (NSW – Elfin 600) 35.7, the same time as Dean Richards from SA in the three cylinder two stroke and smoky 738cc Ragno. Tight at the top in the open wheelers, from whom the most likely winner would emerge. Paul Aitken from NSW was leading the sports car in the Cougar Leyland with a time of 37.0 seconds. Bruce Robinson (Torana with a V8 engine) was again the leading sports sedan with a time of 36.1, not far in front of GCC member Graeme Brown who recorded 36.7 on this run (Torana 6). Peter Brock displayed his driving prowess to the crowd on this run – 35.8 seconds!! – well in front of Peter Janson (37.0), Harry Bargwanna (37.3) and John Faulkner (Capri V6) with a time of 38.8.

Second official run. Who went hard early or who was improving on their times in this run? Would you believe that only two people in the whole field improved their time from Run 1 - Brian Lear in an Historic Cooper Peugeot and Bill Thompson in an Honda S800, which featured a 1599cc engine. A number of people were significantly slower on this run than run 1, which reflected the weather conditions at the time of this run.

Third and last official run. Of the contenders, Peter Larnier was slower with a time of 36.0, Clive Millis was slower with a time of 35.8, Paul Hamilton was a DNS, Peter Holinger was slower with a 35.8, Barrie Garner was slower with a 37.2 and Ian Judd was slower with a 35.9. Interesting!! Paul Aitken was slower in the Cougar Leyland with a time of 37.7 seconds, whilst Peter Jones in the Cheetah Clubman (now owned by Steve Hill) recorded a 37.1 and almost took out the sports car class. In the sports sedans, Bruce Robinson recorded a DNF (off track excursion), whilst Graeme Brown put in his fastest run for the day to record 36.4, and only just miss out being the fastest sports sedan. The crowd was revved up by the commentator (the late Graeme Slater) when Peter Brock

came to the line for his last run, and most of them believed that Brock could have taken off an unlikely FTD – not to be however, as he blew a head gasket on the line and could only record a time of 36.8 seconds (which is still extremely fast!)

The day finished with two drivers with equal fastest times, so a count back had to be instituted to determine their second fastest times (I cannot recall this happening since that time in an AHCC). As a result, Ian Judd from Camperdown was declared the winner, with Peter Larnar second. The top ten placings were thus:

1 st	Ian Judd	Cheetah Oldsmobile	34.1 (35.9)
2 nd	Peter Larnar	Elfin England	34.1 (36.0)
3 rd	Peter Holinger	Holinger Repco	34.5
4 th	Clive Millis	Elfin	34.7
5 th	Barrie Garner	Bowin Hay	35.6
6 th	Dean Richards	Ragno Special	35.7 (37.9)
7 th	Paul Hamilton	Elfin 600	35.7 (43.1)
8 th	Peter Brock	Torana A9X	35.8
9 th	Kym Rorlach	VW Special	35.9
10 th	Allan Robbins	Code Mk3	36.1 (39.6)

Ron Foley was the fastest in the Super Leyland Series with a 36.6, edging out Doug Byrne who a time of 37.8. We finished before dark, although it was pretty late by the time everyone had their third and final run. Presentations took place in the open air (nowhere else to hold them), and the competitors and crowd slowly dispersed and the place returned to normal – I believe that after the event we actually had the police in attendance to look after the traffic.

The Committee was happy – a very small club with a small country track had pulled off an amazing Australian Hill Climb Championship. This came about through planning and foresight. One thing that we did learn from the whole experience was that we could not even think about running such an event again without having heaps more land for competitors, tender vehicles and spectators. As a result our priority became expanding the area that we occupied – over the next couple of years we were able to negotiate with the Council and APM to take over a large wedge of land immediately to the north of the track, which, after much earthwork, probably gave us five times more pit area than was the case for the 1977 AHCC. We also managed to rent the farm immediately to the south of the track, and that became car parking for large events, and also the area that we used for motorkhanas and khanacrosses.

The 1977 AHCC was by far the largest event that the Club had ever run, and remained that way for many years. We ran many VHCC events, but the number of competitors in these events in those times usually only averaged about 40 for each event, as did our closed hill climbs – both were a nice number for the track that we had, and enabled us to make a little bit of money which was poured back into the track. The event immediately prior to the AHCC had 35 competitors, whilst the next event after the AHCC had 22, and the next VHCC event had 48 – back to reality!!

Back to planning for the next AHCC – in 1989!!

(At the completion of this article, I learned that Peter Larnar had just passed away.)

Australian Motor Industries. *The Other Australian Car Manufacturer*

The following article was first published on the Club Standard and Triumph of Victoria website in 2023.

All vehicles that were produced at AMI are welcome at the Aussie Classic Car Show in March.

Australian Motor Industries (AMI) was an automobile assembly firm based at Fishermans Bend, that played a significant role in the early history of the automotive industry in Australia. A company called Eclipse Motors was established in the 1920s for the purpose of imported automobile distribution in Australia. In the 1930s, with the assistance of Standard-Triumph, Eclipse was able to procure cheap land at Port Melbourne from the Victorian Government for the purpose of motor vehicle manufacture and built a plant on the site at the southern end of Salmon Street, Fishermans Bend, down the road from GM-H. After the war, Standard-Triumph bought into the company, built a new factory and began building cars from imported parts in the new assembly plant in 1952. These included the Standard 8, Vanguard, Spacemaster and the Triumph Mayflower. When Aleck Dick, Standard-Triumph's Managing Director, visited the Port Melbourne assembly plant in 1954, it was fully operational. He was very impressed, seeing tremendous opportunities for expansion potential in the plant itself, with the flow-on benefits to increase the company's dominance in this region. By 1956, the factory employed over 1600 workers.

It would appear that the assembly of the 'Australian' Triumph TR3 roadster, introduced in 1957, was at first outsourced by Standards to Floods Bodybuilding Company in Footscray. Floods did a lot of coach-building for Standards prior to this assignment and saw the assembly of the trickle of CKD TR3 roadsters as steady and ongoing work for the company. By the fact that Standards had an extremely efficient operation, local Management saw the Triumph TR3 roadster as spasmodic in comparison and it made good business sense to outsource rather than disrupt or slow down the steady flow of the more popular Standard and Vanguard vehicles rolling off the lines, one of which was a Vanguard utility designed in Australia. By this time, the Standard name had negative connotations, so the Australian operation changed its name to Australian Motor Industries Limited (AMI) in an attempt to distance itself from anything simply "Standard".



Standard 8 (8hp) in the 1940s



Vanguard Ute

In 1958 the company negotiated an agreement with Daimler-Benz to assemble and distribute Mercedes Benz vehicles in Australia. In recognition of this new agreement the company was renamed Australian Motor Industries and a new subsidiary company was formed to handle the Mercedes Benz franchise. Through its long association with the Standard Motor Company, AMI also held the franchise for Triumph cars and assembled Ferguson tractors through another subsidiary company of the group, British Farm Equipment. An extensive dealer network throughout NSW and Victoria saw Standard cars and Ferguson tractors sold side by side in country areas. The most popular car sold was the Vanguard model.

In October 1960, AMI signed an agreement with American Motors Corporation (AMC) to assemble the Rambler range of cars from complete knock down (CKD) kits. Another deal with Fiat was planned to replace the Ferguson tractors distributed by BFE. The Standard Motor Company had sold their tractor facility in Coventry to Massey Ferguson and focused on automobile production.

AMI ran into financial trouble during the Australian credit squeeze of 1961 and the company was forced to sell off many assets and vehicle stock to remain solvent. Part of the restructure resulted in the sale of their share in the Mercedes Benz franchise to the German parent company. In 1963 the company secured the Australian franchise for Toyota cars and began assembly of the Tiara range. From this point the financial position of the company steadily improved and by 1967 AMI was assembling 32 different models for the Australian market, as well as importing fully assembled Toyota Corollas for their dealer network.

Other cars assembled by AMI included the Rambler range from American Motors and Triumph cars from Leyland Motors. Leyland had inherited shares in AMI when it had merged with Standard-Triumph International in 1961. During the early 1960s the foreign share of the automobile motor vehicle market was estimated to be 95%, and as the only sizeable producer with a local equity, AMI continued to manufacture overseas designs.

AMI assembled the Triumph Herald from 1959 to 1966 and produced some unique Australian models. The Triumph 2000/2500 range was assembled in Port Melbourne from 1964 to the mid-1970s. By 1965, the demise of the Standard Vanguard and the loss of assembly rights for Mercedes-Benz vehicles left AMI with additional capacity to assemble Rambler, Triumph, and Toyota models.

Starting in 1960, AMI assembled a broad range of AMC cars, all with right-hand drive and carried the Rambler brand name. This meant that Australians could purchase a Rambler Javelin, AMX, Hornet, American, Rebel, or Matador long after the Rambler marque was dropped from use on the equivalent US-market models.

Complete knock down kits were shipped from AMC's Kenosha, Wisconsin facility (all knock-down kits to all assembly operations were from Kenosha), but the Australian cars were assembled with a percentage of "local content" to gain tariff concessions. This was done using parts and components (such as seats, carpet, lights, and heaters) from local Australian suppliers. AMI specified what parts were not to be included in the unassembled kits sent by AMC. Other necessary parts specified by the assembler were boxed and shipped for assembly at the final destination in Australia. It is unknown exactly how many parts were included to be installed by the assembly operation, that varied with each operation. Outside colours were chosen by AMI and were the same as used on AMI assembled Triumph and Toyota cars of that period. The distinctive AMI exterior emblems were used on Ramblers, as well as Triumph and Toyota cars assembled by AMI from 1968 onward.



Mercedes' on the production line.



A total of 24 AMC AMXs, all 1969 models were made by AMI between August, 1969 and July, 1970. All featured the 343 cu in (5.6 L) V8s. Differences to the RHD two-seater AMXs compared to the U.S. models included swapping the power brake booster and heater motor on the firewall, the power steering pump remained in its usual left location, although the rest of the steering components had to be on the right side of the cars. All of the Australian AMX interiors were finished in black featuring a unique RHD dashboard with a wood-grained instrument cluster in front of the driver. While the AMX was marketed as a performance muscle car in the U.S. marketplace, the Australian AMXs came with a large high level of equipment that was optional in the U.S., and these AMXs were advertised as personal luxury cars.



The AMI Rambler Javelin

One AMC Gremlin was also assembled AMI in Port Melbourne for evaluation purposes and branded as a "Rambler Gremlin". The car features the standard 232 cu in (3.8 L) I6 engine with three-speed manual transmission, as well as right-hand drive and the mandated percentage of locally produced content. The Australian assembled Rebel was assembled from 1967 until 1971, even though the last year of the American model was 1970. 345 Rebels were assembled in 1970 and a further 307 in 1971. Australian Rebels were equipped with the round dials of the 1967 AMC Ambassador for all models and was continued with the 1971-1974 Australian assembled AMC Matador.

From 1971, Australian assembled Matadors were equipped with standard column shift automatic transmissions, power steering, power windows, air conditioning, and an AM radio. The engine in the later years was AMC's 360 cu in (5.9 L) V8. Options included exterior sunvisor, vinyl roof cover, tow hitch, and mud flaps. Registrations for AMC vehicles dropped after 1974. A total of 118 Hornets and 145 Matadors (118 sedans, 27 wagons) were sold during 1974. Registrations for 1975 were 136 Hornets and 118 Matadors (85 sedans 33 wagons). In 1976 there were 88 Matadors (78 sedans, 10 wagons), while 1977 saw just 24 Matador sedans and 3 wagons. Additionally, Matador coupe CKD kits arrived in late-1974, and the assembly of 80 cars began in 1976. One fully assembled AMC Pacer was imported for evaluation purposes.

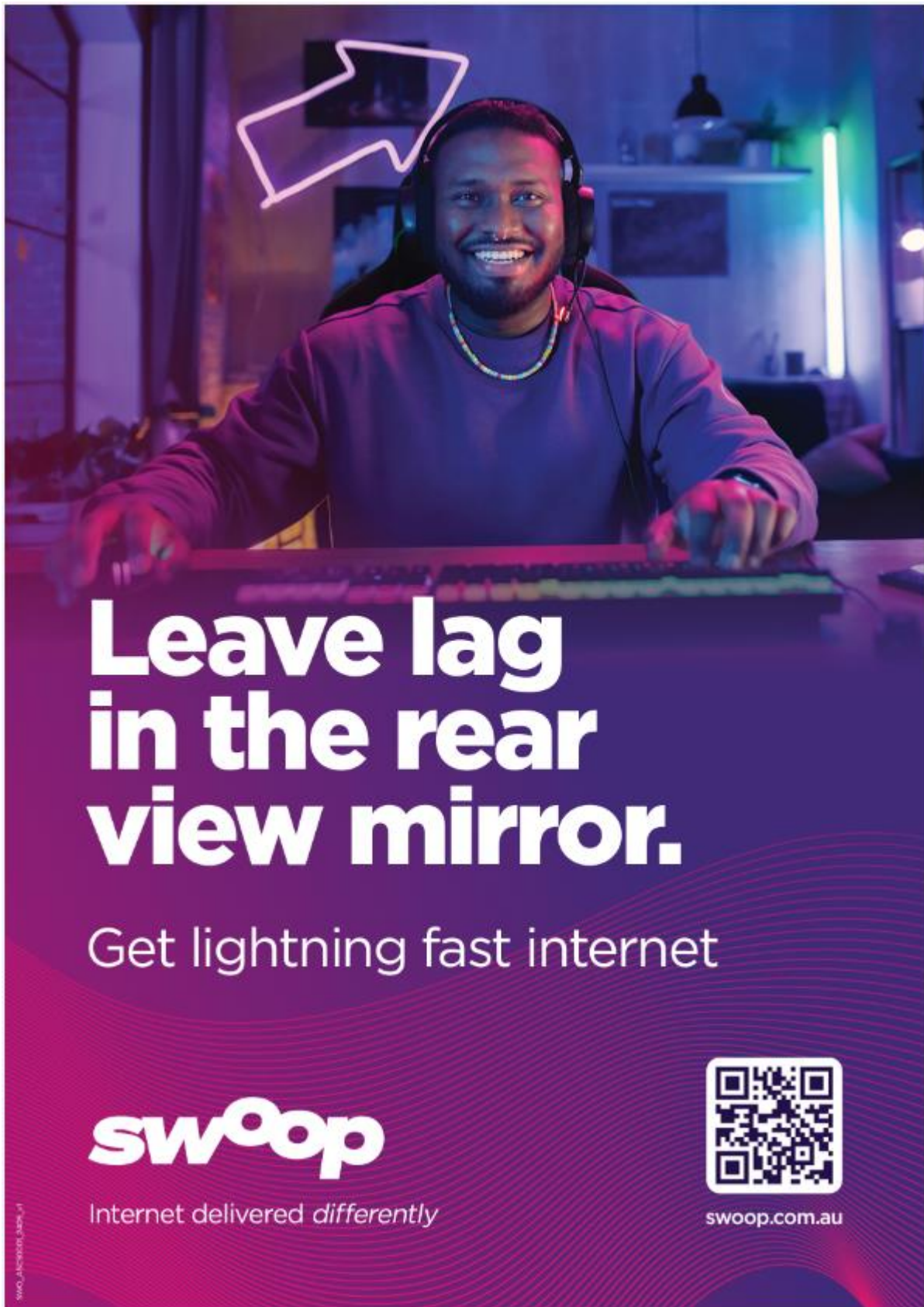
American Motors cars were assembled in Port Melbourne by AMI up to 1978. The company retained a niche market as the sole U.S. sourced cars available in the Australian marketplace. For example, the Government of New South Wales selected the Rambler Rebel and the Matador as official vehicles in the 1970s. The Toyota Tiara was the first Toyota model assembled by AMI. It was the first Toyota car ever built outside Japan with assembly by AMI commencing in April 1963. The AMI production of Toyotas expanded in the 1960s to also include the Crown, Corona, and Corolla assembled at AMI's Port Melbourne factory. Toyota Motor Corporation of Japan purchased 10% of outstanding AMI shares. As a fast-growing company, took a controlling interest in AMI in 1968 as a contract with the British Leyland ended. Toyota also purchased a 40% share in Thiess Holdings, an importer of light commercial vehicles, which it renamed Thiess Toyota.

Recognising the majority owner of the company and the products that it manufactured and marketed, AMI renamed itself as AMI Toyota Ltd in 1985. The company continued to be listed on the Australian Stock Exchange with a minority Australian shareholding until 1987, when Toyota moved to acquire the shares held by the remaining shareholders. The Japanese company then amalgamated the company with its other Australian operations in 1989 to form two arms. Toyota Motor Corporation Australia which was responsible for passenger vehicles and Toyota Motor Sales Australia which was responsible for both Toyota commercial vehicles and Hino trucks.

Toyota vehicle production was transferred from the historic Port Melbourne factory to the company's new \$420 million facility at Altona, Victoria in 1994.



The first model of a Toyota vehicle to be assembled outside Japan - The Toyota Tiara



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Rank	Number	Last Name	First Name	Class	Vehicle	Club	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Time	Gap
1	999	ACKLAND	Gregory	A 4 Formula Libre 1301 to 2000cc	Ninja GA8	GCC	51.82	52.57	64.12	53.15				51.82	
2	12	TIGHE	Dean	A 5 Formula Libre 2001cc and over	Empire Wraith	QRDAI	54.95	53.54	54.54		62.83			53.54	1.72
3	250	FOLEY	Alan	A 4 Formula Libre 1301 to 2000cc	RFOLEY	GCC	54.61	54.49	80.43	54.54	54.16			54.16	2.34
4	3	BARKER	Mike	A 4 Formula Libre 1301 to 2000cc	Hayward 06	GCC	56.39	56.63	56.55	56.27	56.04			56.04	4.22
5	99	MAHON	David	A 4 Formula Libre 1301 to 2000cc	Dallara F394	GCC	56.83		59.34	57.27				56.83	5.01
6	70	MOILE	Ewen	A 3 Formula Libre up to 1300cc	Ramblebee Mk8	GCC	58.12	90.57	57.83	58.10				57.83	6.01
7	647	HEALY	Matthew	A 3 Formula Libre up to 1300cc	Yacar	MDCC	60.73	58.28						58.28	6.46
8	258	HEATH	Warren	A 4 Formula Libre 1301 to 2000cc	RFOLEY	GCC	61.50	59.78	60.98		59.72			59.72	7.90
9	177	GRBIC	Mirko	C 5 Time Attack	Mitsubishi Evolution	MCA	64.13	60.86	60.01	59.84				59.84	8.02
10	771	JANSSEN	Wim	A 4 Formula Libre 1301 to 2000cc	Wimp 001	GCC	61.40	61.15						61.15	9.33
11	815	COLEMAN	Brent	C 10 Improved Production - 4WD	Subaru WRX	GCC	62.03	63.26	61.53					61.53	9.71
12	41	WILSON	Keith	A 3 Formula Libre up to 1300cc	Ninja BH1	GCC	63.01	63.66	63.89	63.86				63.01	11.19
13	224	HANLIN	Zachary	C 9 Improved Production 3001cc and over	BMW M140i	BDCMI	63.98	63.34	63.78	63.42				63.34	11.52
14	171	BUFFINTON	Steven	B 1 Sports Cars Clubman up to 1600cc	Westfield Clubman	GCC	64.62	64.45	64.29	63.79	64.24			63.79	11.97
15	90	FOLEY	Thomas	C 4 Sports Sedans - 4WD All	Audi S3	GCC	67.08	65.36	63.92	68.93				63.92	12.10
16	16	YEOMANS	Rhys	C 6 Improved Production up to 1600cc	Honda Civic	GCC	64.88	64.27	64.17	63.97	63.93			63.93	12.11
17	89	JAMES	Jordan	C 4 Sports Sedans - 4WD All	Mitsubishi Evolution	GCC	64.58	65.08	64.98	64.01				64.01	12.19
18	743	VELLA	Sei	B 2 Sports Cars Open/Closed up to 2000cc	Mazda MX-5	GCC	65.53	65.56	64.91	64.50				64.50	12.68
19	84	BONACCORSO	Oliver	A 3 Formula Libre up to 1300cc	Arrow X4	VSCI	68.65	66.26		64.60				64.60	12.78
20	431	HESS	Karl	C 8 Improved Production 2001cc to 3000cc	Honda Accord	GCC	66.09	65.47	65.79	65.37	64.99			64.99	13.17
21	52	HOCKING	Dale	B 1 Sports Cars Clubman up to 1600cc	Dalrick Clubman	GCC	66.58	66.72	65.07					65.07	13.25
22	113	MCNIVEN	Jim	C 1 Sports Sedans up to 1600cc	Toyota Corolla	GCC	65.19	66.03	67.78	68.62				65.19	13.37
23	97	SIMPSON	Graig	C 9 Improved Production 3001cc and over	Renault Megane	GCC	67.17	65.97	66.15					65.97	14.15
24	33	KENWORTHY	Tom	C 10 Improved Production - 4WD	Mercedes Benz A45	VMCI	66.88	66.56	67.20	66.21				66.21	14.39
25	25	WILLIAMS	Ayrton	C 7 Improved Production 1601cc to 2000cc	Renault Clio	AROCA	67.46	66.98	67.24	66.41	66.79			66.41	14.59
26	174	ARMSTRONG-FRAY	Craig	C 9 Improved Production 3001cc and over	Mini Cooper S	VMCI	68.08	66.67	66.55					66.55	14.73
27	32	STICKER	Gregory	B 2 Sports Cars Open/Closed up to 2000cc	Mallock U2	VCBG	75.43	68.67	66.59	67.65	72.09			66.59	14.77
28	151	CASEY	David	B 2 Sports Cars Open/Closed up to 2000cc	Suzuki Cappuccino	GCC	68.21	67.62	66.92	66.78				66.78	14.96
29	715	CROMBIE	Brendon	C 9 Improved Production 3001cc and over	BMW 135i	SOCOV	68.53	66.90	66.86	67.22	67.37			66.86	15.04
30	13	CANTWELL	David	C 2 Sports Sedans 1601cc to 2000cc	Honda Civic	GCC	67.03	67.10	67.16					67.03	15.21
31	35	STODART	Adam	C 3 Sports Sedans 2001cc and over	Mini Clubman	ACCI	70.67	69.29	67.37					67.37	15.55
32	79	LIYANAGE	Lasith	B 5 Final Sports 28 & 37 up to 2000cc	Subaru BRZ	GCC	68.31	67.82	67.83	67.75				67.75	15.93
33	59	PITMAN	Mark	C 8 Improved Production 2001cc to 3000cc	Mini Clubman S	VMCI	69.50	69.01	68.37	68.03	67.98			67.98	16.16
34	85	SLATER	Scott	A 1 Formula Vee	Elfin	AHOCVI	73.75	68.66	68.26	68.05				68.05	16.23
35	47	SLATER	Scott	D 3 Historic Group N 2001cc and over	Hplden Torana	AHOCVI	68.94	68.16	68.26					68.16	16.34
36	68	WEBB	Craig	D 1 Historic - Other	Cyclo Kawasaki	GCC	71.48	68.26	68.75		73.13			68.26	16.44
37	81	ROBERTS	Harold	A 1 Formula Vee	Tubeframes Nimbus	BACI	69.31	69.75	68.54	69.30	68.35			68.35	16.53
38	80	BARKER	Brett	C 1 Sports Sedans up to 1600cc	Toyoya Corolla	GCC	69.06	68.45	69.01					68.45	16.63
39	383	SPEIGHT	Ian	B 5 Final Sports 28 & 37 up to 2000cc	Mazda MX-5	GCC	68.74	68.62	68.96	69.20	68.86			68.62	16.80
40	100	WEYMOUTH-WILSON	Steven	D 2 Historic Group N up to 2000cc	Morris Cooper S	VMCI	68.64							68.64	16.82
41	130	DARE	Aidan	C 8 Improved Production 2001cc to 3000cc	BMW 130i	SMI	69.40	69.54	69.03	68.66	69.50			68.66	16.84

Rank	Jumbe	Last Name	First Name	Class	Vehicle	Club	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Time	Gap
42	243	VELLA	Raymond	B 2 Sports Cars Open/Closed up to 2000cc	Mazda MX-5	GCC	69.52	68.73	69.03	68.69				68.69	16.87
43	179	REILLY	Damian	C 3 Sports Sedans 2001cc and over	Holden Torana	ACCI	72.34	70.23	68.81					68.81	16.99
44	185	TUIT	Bobby	F 1 Non Logged Booked cars	Isuzu Gemini	GCC	73.20	71.50	70.21	69.26				69.26	17.44
45	146	RABBI	Gerardo	C 10 Improved Production - 4WD	Subaru Impreza	AHOCVI	71.54	69.46	69.62	69.86	72.22			69.46	17.64
46	115	CROMBIE	Christine	C 9 Improved Production 3001cc and over	BMW135i	AHSDCI	73.40	71.76	71.61	69.84	70.72			69.84	18.02
47	17	NOTHARD	Ryan	A 1 Formula Vee	Zedvee	PIARC	72.79	70.76	70.59	69.90				69.90	18.08
48	37	BRADLEY	Francis	C 9 Improved Production 3001cc and over	Mini Cooper S	VMCI	77.14	76.08	75.95	74.61	69.93			69.93	18.11
49	9	AIREY	Alan	F 1 Non Logged Booked cars	Renault Clio	GCC	72.95	70.50	70.38	70.08				70.08	18.26
50	53	ARNOLD	Riley	C 8 Improved Production 2001cc to 3000cc	Mini Clubman S	VMCI	72.38	70.74	70.49	70.33	70.58			70.33	18.51
51	276	READ	John	B 5 First Sports 28 & 27" up to 2000cc	Mazda MX-5	MMCVT	72.12	71.71	70.60	71.52				70.60	18.78
52	123	JONES	Chris	C 10 Improved Production - 4WD	Audi A4	SML	72.07	72.32	72.14	72.11	71.88			71.88	20.06
53	31	FINGER	Michael	C 9 Improved Production 3001cc and over	Nissan Skyline	CCCI	72.28	72.37	73.16	72.28	73.37			72.28	20.46
54	208	FORSYTH	Eliza	C 7 Improved Production 1601cc to 2000cc	Peugeot 206	WMSI	75.66	74.60	73.38	73.10				73.10	21.28
55	65	PILCHER	Casey	B 3 Sports Cars Open/Closed 2001 to 3000cc	Datsun 260Z	BLCCI	74.17	73.21	75.44	73.64				73.21	21.39
56	375	SEDDON	Scott	C 9 Improved Production 3001cc and over	Volkswagen Golf	GCC	75.13	73.29	77.87					73.29	21.47
57	29	SPITERI	Lachlan	C 3 Sports Sedans 2001cc and over	Peugeot 208	GCC	79.78	75.14	74.51	73.31				73.31	21.49
58	39	STYLES	Jason	C 6 Improved Production up to 1600cc	Morris Mini	VMCI	74.60	74.64	74.48					74.48	22.66
59	240	HILL	Michael	B 3 Sports Cars Open/Closed 2001 to 3000cc	Datsun 2409z	NCCAI	76.68	74.87	75.90	74.65				74.65	22.83
60	51	BOTTOMLEY	Philip	C 6 Improved Production up to 1600cc	Hyundai Excel	MGCCV	77.49	76.65	75.75	75.52	82.74			75.52	23.70
61	159	BRYANT	Jarrod	C 1 Sports Sedans up to 1600cc	Toyota Corolla	GCC	78.56	77.29	76.54	76.26				76.26	24.44
62	23	CAMERON	Jeffrey	C 8 Improved Production 2001cc to 3000cc	Datsun 160J	HRAI	80.52	79.66	78.83	79.68				78.83	27.01
63	46	CLARKE	Lance	B 2 Sports Cars Open/Closed up to 2000cc	Sebring Sprite MX-5	AHOCVI	85.05	85.18	79.98					79.98	28.16
64	71	THORBECKE	Alexander	B 3 Sports Cars Open/Closed 2001 to 3000cc	Toyota Celica	GCC	81.97	81.81	80.31	81.84				80.31	28.49
65	766	THOMAS	Mark	B 5 First Sports 28 & 27" up to 2000cc	MG F	MGCCV	83.27	91.51	82.49					82.49	30.67
66	206	FORSYTH	Geoffrey	C 2 Sports Sedans 1601cc to 2000cc	Peugeot 206	WMSI	89.13	83.52	86.20	84.10				83.52	31.70
67	233	PARR	David	C 7 Improved Production 1601cc to 2000cc	Honda Integra	GCC	84.17	83.56	83.58	85.76				83.56	31.74
68	62	ENGLAND	Richard	C 6 Improved Production up to 1600cc	Morris Mini	VMCI	87.41	86.67	84.18	85.43				84.18	32.36
69	7	REILLY	Archie	C 3 Sports Sedans 2001cc and over	Holden Torana	ACCI	93.56	92.55						92.55	40.73

GIPPSLAND CAR CLUB

KHANACROSS

February 9, 2025

RESULTS

CLASS

RUN 1

RUN 2

RUN 3

RUN 4

RUN 5

RUN 6

RUN 7

RUN 8

Outright Place	NAME	CLUB	VEHICLE	Carpark Up		Carpark Dn		Back CW		Back ACW		D & B Nth		D & B Sth		CP & CW		Back ACW		TOTAL
				Rank	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	
1	Declan Willis	GCC	Mazda MX-5	C	1	31.20	29.45	34.70	33.78	34.20	33.77	41.48	53.75	57.70	F	30.86	34.37	30.86	34.37	280.01
2	Rod Macnab	GCC	Mazda MX-5	C	2	29.78	29.29	33.98	33.77	33.77	33.77	41.11	57.70	57.70	F	31.31	34.12	31.31	34.12	291.06
3	Simon Willis	GCC	Mazda MX-5	C	3	30.13	35.05	F	33.96	33.33	33.33	41.01	50.88	50.88		35.57	F	32.93	32.93	292.86
4	Jeffrey March	MX5VT	Mazda MX-5	C	4	29.01	28.93	35.64	35.28	35.28	35.28	42.96	56.08	56.08		32.06	34.46	32.06	34.46	294.42
5	Andrew Tate	GCC	Mazda MX-5	D	1	31.32	30.26	33.73	33.89	33.89	33.89	41.18	57.17	57.17	F	32.99	34.81	32.99	34.81	295.35
6	David French	GCC	Toyota Corona	D	2	30.07	29.72	35.41	36.46	36.46	36.46	42.20	53.08	53.08		33.26	35.32	33.26	35.32	295.92
7	William Roder	MX5VT	Mazda MX-5	C	5	29.84	29.08	35.22	37.03	36.94	36.94	42.38	57.54	57.54	F	32.77	35.72	32.77	35.72	297.01
8	Jack Grestorex	MX5VT	Mazda MX-5	C	6	30.13	29.86	35.22	37.03	36.94	36.94	42.38	57.54	57.54	F	32.77	35.72	32.77	35.72	297.01
9	Scott Seddon	GCC	Volkswagen Golf	D	3	29.45	39.59	F	35.98	35.21	35.21	41.81	55.37	55.37		31.57	35.14	31.57	35.14	304.12
10	David MacKrell	MX5VT	Mazda MX-5	C	7	30.07	30.30	36.46	36.61	36.61	36.61	45.13	56.80	56.80		33.08	36.28	33.08	36.28	304.71
11	Jeremy Healy	MX5VT	Mazda MX-5	C	8	30.43	31.09	37.09	37.09	36.60	36.60	43.34	58.11	58.11		33.18	37.35	33.18	37.35	309.28
12	Darren Grestorex	MX5VT	Mazda MX-5	C	9	29.92	29.97	37.64	37.64	36.70	36.70	45.87	57.17	57.17		35.98	37.94	35.98	37.94	311.19
13	Allen French	GCC	Toyota Corona	D	4	32.03	31.90	36.87	36.87	36.54	36.54	50.42	55.18	55.18		33.09	38.38	33.09	38.38	314.39
14	Peter Ferguson	GCC	Mazda MX-5	C	10	31.20	31.75	43.98	F	37.73	37.73	45.77	58.40	58.40		33.55	38.93	33.55	38.93	319.22
15	David Satter	MX5VT	Mazda MX-5	C	11	30.81	30.65	37.28	37.28	37.70	37.70	44.65	57.61	57.61		41.92	40.71	41.92	40.71	321.33
16	Paul Vincent Gervacio	MX5VT	Mazda MX-5	C	12	32.03	31.82	40.11	39.88	39.88	39.88	47.47	58.93	58.93		33.63	37.54	33.63	37.54	321.41
17	Alyssa Perks	GCC	Mazda MX-5	J	1	30.65	31.00	39.44	38.63	38.63	38.63	50.67	59.33	59.33		33.25	38.47	33.25	38.47	321.44
18	Evan Polyzos	MM	BMW 125i	D	5	32.13	31.58	37.40	37.40	37.45	37.45	50.94	62.67	62.67	T	38.01	37.00	38.01	37.00	325.18
19	Hugh Feggans	PCV	Mazda MX-5	C	13	32.11	31.97	39.20	39.20	39.59	39.59	52.05	59.94	59.94		35.02	37.78	35.02	37.78	327.64
20	Dale Barker	GCC	Toyota Corolla	C	14	32.81	32.21	38.70	38.70	37.72	37.72	47.41	64.85	64.85	F	41.32	37.92	41.32	37.92	332.84
21	Brett Williams	RMIT	Subaru Forester	G	1	34.38	33.93	41.36	41.36	40.76	40.76	51.13	63.45	63.45		36.26	40.03	36.26	40.03	341.30
22	Daniel Sadique	MX5VT	Mazda MX-5	D	6	WD	WD	38.32	37.19	37.19	37.19	47.28	59.81	59.81		37.48	35.07	37.48	35.07	346.35
23	Lasith Liyanage	GCC	Ford Laser	C	15	32.95	31.83	38.17	38.17	WD	WD	46.95	58.05	58.05		DNS	36.36	DNS	36.36	348.02
24	Paul Sadler	MX5VT	Mazda MX-5	C	16	34.85	32.61	41.04	41.29	41.29	41.29	51.32	61.10	61.10		WD	41.59	WD	41.59	350.72
25	Robert Krygsmann	MX5VT	Mazda MX-5	C	17	WD	34.37	43.47	43.47	41.15	41.15	50.65	65.01	65.01		WD	41.27	WD	41.27	353.12
26	Sean Pratt	MX5VT	Mazda MX-5	C	18	WD	35.38	40.95	40.95	39.42	39.42	51.23	70.10	70.10	X	WD	39.49	WD	39.49	370.94
27	Daniel Hewitt-Perraud	MM	Honda Jazz	C	19	37.58	36.89	43.78	43.78	44.76	44.76	57.32	69.26	69.26		37.85	44.39	37.85	44.39	371.70
28	Santino Gervacio	MX5VT	Mazda MX-5	J	2	37.58	34.72	44.58	44.58	41.98	41.98	49.94	54.05	54.05		WD	42.15	WD	42.15	376.48
29	Toby Pratt	MX5VT	Mazda MX-5	J	3	38.48	36.21	52.23	52.23	47.30	47.30	52.81	68.71	68.71		42.05	42.81	42.05	42.81	380.80
30	Angus Clark	GCC	Ford Fiesta	J	4	39.81	37.77	47.31	47.31	44.98	44.98	62.26	70.90	70.90		38.13	42.08	38.13	42.08	383.24
31	Zander Willis	GCC	Mazda MX-5	G	2	34.59	36.23	41.51	41.51	41.50	41.50	55.99	65.78	65.78		DNS	DNS	DNS	DNS	383.81
32	Samuel Foley	MX5VT	Mazda MX-5	C	20	42.45	38.75	47.84	47.84	46.01	46.01	61.35	73.26	73.26		39.71	42.94	39.71	42.94	389.04
33	Carlin Seddon	GCC	Volkswagen Golf	J	5	40.07	37.30	48.99	47.01	46.26	46.26	66.26	73.26	73.26		42.05	45.72	42.05	45.72	390.26
34	Rehan Liyanage	GCC	Ford Laser	J	6	35.55	35.63	43.02	43.02	40.23	40.23	50.38	73.82	73.82	F	DNS	38.60	DNS	38.60	393.73
35	David Jones	MX5VT	Mazda MX-5	C	21	WD	35.07	47.47	47.47	45.91	45.91	65.35	73.50	73.50		42.97	39.58	42.97	39.58	402.30
36	Ross Dudgeon	MX5VT	Mazda MX-5	C	22	WD	WD	WD	WD	47.39	47.39	67.39	73.50	73.50		46.29	41.24	46.29	41.24	412.43
37	Sam Gillson	GCC	Ford Fiesta	J	7	43.59	39.10	53.03	48.09	48.09	48.09	67.18	75.31	75.31		43.40	54.20	43.40	54.20	415.24
38	Cameron Williams	RMIT	Subaru Forester	J	8	38.49	37.97	46.04	46.04	52.85	52.85	67.18	84.25	84.25	F	41.43	48.87	41.43	48.87	417.08
39	David Elson	MX5VT	Mazda MX-5	C	23	DNS	DNS	39.94	39.94	42.63	42.63	66.02	81.63	81.63		DNS	DNS	DNS	DNS	441.83
40	Archie Feggans	PCV	Mazda MX-5	J	9	51.86	42.18	53.00	53.00	64.31	64.31	86.02	96.85	96.85		43.01	47.84	43.01	47.84	449.85
41	Isia Clark	GCC	Ford Fiesta	J	10	53.81	52.55	77.57	77.57	66.85	66.85	96.85	100.31	100.31		85.94	85.94	85.94	85.94	520.50
42	Hannah Williams	RMIT	Subaru Forester	J	11	89.20	79.20	110.16	110.16	100.31	100.31	130.57	137.46	137.46		85.94	85.94	85.94	85.94	831.34
43	Zoe Gillson	GCC	Ford Fiesta	J	12	107.63	101.19	133.64	133.64	141.72	141.72	155.30	155.30	155.30		92.42	94.55	92.42	94.55	955.26



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, 2025).

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.

2025 Membership Fees:

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 membership payment 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, 2025.

Vauxhall Owners Club of Australia 50th Anniversary Celebrations 2025

*"Back to Wangaratta"
Victoria*



Come and see the largest display of Vauxhall
and Bedford vehicles in Australia

13th to the 17th of March 2025
Saturday 15th March - Parade through Wangaratta
to Apex Park Clements Street Wangaratta
for public display from 9am to 1pm

www.vauxhall.org.au www.facebook.com/vocoa

**The 2025 Morris Finance -
MG Car Club Geelong Car Display**
Sunday 9th March
At Steampacket Gardens
on the Geelong Waterfront.
Over 120 of our members cars
will be on display from 11:00 am till 3:00 pm.

The vehicles on display will include models from the
Pre-War era, dating back to the 1930s, as well as
modern MGs from today. Entry to the event is free,
and visitors will have the chance to participate in the
"Public Choice" competition or take photos in a
sports car.

45th Corowa Swim-In & Military Vehicle Gathering Mon. 10th to Sun. 16th March 2025 at Ball Park Caravan Park, Corowa, NSW "YEAR OF THE MACK & UNIMOG"



As always, despite the theme of Macks and Unimogs all types and makes
of ex-military vehicles are welcomed and encouraged to attend the event.

Camping at Ball Park Caravan Park or alternatively one of many motels, hotels, etc.
around Corowa. The event is centred on Ball Park during the week, Monday and
Tuesday being free days, with organised trips and visits on Weds., Thurs. and Fri.
Saturday starts with a Parade through Corowa town and on to the Showground for a
static display and Swap Meet.

Event organised by Khaki Vehicle Enthusiasts Incorporated

Entry fee is \$30, for this you will receive a Participant Pack which includes a theme cap, brass
plaque, and event guide book. Entry forms are available to download from our website,
www.corowaswim-in.org or scan the QR code below with your mobile phone.

Follow us on facebook at;
www.facebook.com/corowaswimin
Enquires to KVE Secretary;
jan.thompson2@optusnet.com.au
or call 0412 078 096



SHEPPARTON - VICTORIA

20th FALCON GT
NATIONALS

MARCH 13TH - 16TH 2025