



VALVE BOUNCE

April 2025



David Cantwell at the recent VHCC round at Mt Leura – image David Jowett

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MAGAZINE CONTRIBUTIONS Forward by email to jarroldbryant29@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

APRIL

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
<i>Wednesday 9</i>	<i>MX5 group hire at Bryant Park</i>
Friday to Sunday, 11/13	Repco V8 Supercars at Taupo, NZ
Saturday 12	Working Bee and Club Members Practice Day
<i>Sunday 13</i>	<i>Nugget Nationals track hire at Bryant Park</i>
Friday 18	Good Friday
Saturday to Sunday, 19/20	26th Australian Street Rod Nationals, Bendigo
Sunday 20	Easter Sunday
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
<i>Saturday 10</i>	<i>Monaro Club of Victoria track hire at Bryant Park (half day)</i>
Sunday 11	Mother's Day
Tuesday 13	Board Meeting, 7 p.m., Clubrooms
<i>Saturday to Sunday, 17/18</i>	<i>Terry Baker Motorsport Weekend at Bryant Park</i>
Sunday 18	AOMC/RACV National Motoring Heritage Day
Friday 23	Benalla Historic Vehicle Tour, Benalla Gliding Club
Saturday 24	Working Bee and Club Members Practice Day
Saturday to Sunday, 24/25	Historic Winton

JUNE

Sunday 1	GCC Multiclub Hill Climb at Bryant Park
Tuesday 3	Valve Bounce collation
Friday to Sunday, 6/8	Repco V8 Supercars at Perth, WA
Sunday 8	Rob Roy Interclub Challenge Round 2
Tuesday 10	Board Meeting, 7 p.m., Clubrooms
Sunday 15	RACES East Sale Supersprint
Friday to Sunday, 20/22	Repco V8 Supercars at Hidden Valley, NT
<i>Sunday 22</i>	<i>Victorian Khanacross Championship Round at Bryant Park</i>
Saturday 28	Working Bee and Club Members Practice Day
Sunday 29	VHCC Round 5 at Rob Roy (MCV)
Sunday 29	MSCA Super Sprint Championship Round 5 at Sandown

JULY

Tuesday 1	Valve Bounce collation
Sunday 6	AROCA Supersprint at Phillip Island
Tuesday 8	Board Meeting, 7.p.m., Clubrooms
Friday to Sunday, 11/13	Repco Supercars at Townsville, FNQ
Saturday 19	Working Bee and Club Members Practice Day
Sunday 27	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

Tuesday to Wednesday, 7/8

Thursday to Sunday, 9/12

Saturday to Sunday, 11/12

Saturday 11

Sunday 12

Tuesday 14

Tuesday to Wednesday, 14/15

Saturday to Sunday, 18/19

Sunday 19

Friday to Sunday, 24/26

Sunday 26

AROCA 10 Hour Relay at Winton

Rob Roy Interclub Challenge, Round 3

Valve Bounce collation

Volkswagen (TBC)

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

Volkswagen (TBC)

Mt Tarrengower Hill Climb

GCC Multiclub Hill Climb at Bryant Park

V8 Supercars at the Gold Coast

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

Monday to Friday

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 Club Championship (some of these dates may be changed); events shown as **Bold Italics** are rounds of the Gippsland Car Club Khanacross Championship. GCC Practice Days are for members and associate members only, and will run from 1.00 p.m. until 4.00 p.m.. If you believe that any of the dates listed are incorrect, please contact John Bryant and they will be amended.

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Chairman's Report:

Welcome to the April 2025 edition of Valve Bounce.

This will be my last Valve Bounce as editor as thankfully Bill Revill has offered to take on the role from May. Bill has performed this role before and I'm very glad to have him back at the helm.

While it's been a busy month for Motorsport in Victoria with the AGP, Phillip Island Historic Races and the recent VHCC at Mt Leura it's actually been a relatively quiet month in March at Bryant Park. It was great to see Mt Leura back up and running for the VHCC and I was disappointed not to be able to make an appearance, however I just had too much on and had been interstate in the leadup so it was not to be. I know a number of GCC members put on a great showing and overall the event had a really good turnout which is great for our sport.

The VHCC makes an appearance at Bryant Park again in April with the PIARC round taking place on the 27th so hopefully we will see an equally good turnout. We also have a round of our Khanacross championship on April 6th and a working bee and practice day on the revised date of April 12th.

At our March board meeting we had a good discussion around maintenance tasks required at Bryant Park to keep the place in tip top shape. A significant amount of money was spent on the facility in 2024 and a number of our focus tasks were completed, however we still have quite a list of things to do. I have included a summary of these in this edition of Valve Bounce and if you think you can help contribute to any of these tasks we would love to hear from you. Some of them will need to be completed by 3rd parties and others really just need our focus as a club with some capable volunteers during our working bees.

For those who frequent social media and other car clubs you may have seen the recently completed works at Collingrove in SA. They have just completed a major extension and resurface of their track and it looks amazing. I'm hoping to try and get there at some stage this year to have a run.

Finally thanks to those who provided feedback on the lower than expected turnout for our round of the VHCC. Your feedback has been taken on board and we have made changes to future events to attempt to better suit our members.

If you have any other feedback on the club, how it's run, our events or the Bryant Park facility please feel free to reach out and provide your point of view.

See you soon

Jarrold Bryant

Vice Chairmans Report – Rhys Yeomans. April 2025

DREZ – ART 911 at Bryant Park

A couple of weeks ago I was contacted by photographer Alastair Brook ([instagram.com/alastairbrook](https://www.instagram.com/alastairbrook)) looking to shoot the newly released 911, which had been painted by an artist by the name of Drez (www.instagram.com/d.r.e.z).

On investigation, I'd seen Drez's work around the city, including a huge piece near the Kororoit Creek Road exit on the Geelong Road. Drez and Alastair worked their magic over a Monday afternoon and into the night, which I look forward in anticipation at the great photos Alastair was able to take. A photo off my phone for reference. If you're a social media person, it is worth looking at the about Instagram accounts to see the work that both Alastair and Drez produce.



WINTER CUP 2025

The Winter Cup returns for 2025, over 3 rounds of hillclimb excitement!!

The winter hillclimbs have historically hosted lower competitor numbers, so we hope that the return of the winter cup will bring cars out from their warm garages for competitors to compete for Winter Cup glory!!

ROUND 1 – Sunday, 1st June

ROUND 2 – Sunday, 27th July

ROUND 3 – Sunday, 24th August

Scored in line with the Club Championship, results will be tallied across the 3 rounds to crown the outright Winter Cup champion!!

Layouts for each round will be announced in the next Valve Bounce!

IMPORTANT DATE CHANGE We had a Working Bee scheduled for Saturday, April 19 - I made a mistake scheduling the Working Bee on this date as this is actually Easter Saturday. The Working Bee/Members Practice Day is now on Saturday, April 12.

WELCOME BACK BILL REVILL Bill was the Editor of Valve Bounce some years ago, and has heeded the call that Jarrod made in the last Valve Bounce for a new editor to take over from him now that he has been elevated to the role of Chairman of the Club. Thanks Bill, I look forward to working with you again. Bill will commence his role with the April edition.

BYE BYE TWILIGHT!! The Board discussed at its most recent meeting the possible reasons for the poor competitor turnout at our VHCC Round in February – you may recall that this was a Saturday afternoon twilight event held on the Reverse Figure 8 track. A number of people responded to the questions asked in the last Valve Bounce, and gave opinions as to both the time of the event and the track configuration used. The negative responses received far outweighed the positive responses – as such, the Board has decided that we will no longer have a twilight VHCC round in February (it will now revert to being a Sunday event) and we will not use the Reverse Figure 8 Track for a VHCC event. Will we have a twilight event for our last hill climb of the year, as currently scheduled?? Watch this space. As the person who originally pushed for the introduction of twilight events at our old track many years ago, and then continued them on to this track, I am sorry to see them go, as they were always good social events, normally followed by a barbeque or a proper roast meal. The main problem with twilight events these days is that it appears as though most people want to leave early, and the number of competitors left for the final run is usually far less than the number for the first run.

SHITBOX RALLY I included an item in the last Valve Bounce about this event, and I am pleased to report that some Club members have donated to the cause. I am including a revised version of the article last month in the hope that more members may be inclined to donate, especially those who are or have been directly affected by cancer. 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 in his work ute – 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. The topic of the Board donating \$500 to the cause was canvassed amongst Board members, and the conclusion was that the Board indeed donate \$500 to Acky and Bazz.

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, April 12
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 remaining 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. A date for the fourth East Sale event has yet to be determined.

ARTICLES FROM THE PAST My article this time is a change from the past articles about the Gippsland Car Club – this one is a little bit about me and motor race meetings that I attended many years ago. The fact that the Australian Grand Prix was held at Albert Park a couple of weeks ago reminds me of what I wrote in this article from some years ago – I actually went to all of the motor race meetings held at Albert Park in the 1950s, watching cars that are now motor sport treasures – the Paul England Ausca, the Lou Molina MM Holden and Monza, the Maybach (probably the most important and well known Australian Special of all times), Maserati 250Fs (rarely seen on the flesh in Australia these days), real D Type Jaguars', the Jack Brabham Cooper Bristol Bobtail, Stirling Moss in the Cooper Climax, which almost seemed like a Matchbox Car at the time, and on we go. There is a magnificent book by Barry Green titled Albert Park 1953 to 58, The Glory Days. For those of you who are heavily into Historic Racing, this is a book well worth pursuing. They even had sedan cars on the program for the meeting, but the sedan races were only a filler for the real racing and sports cars. The Barry Green book includes the results of all races held during this time, as well as many magnificent photos.

TIGA RACE CARS Have you ever heard of a Tiga racing car? If you are heavily into hill climbs, you will remember that South Australian Roger Harrison won an Australian Hill Climb Championship

driving a Tiga Repco Brabham. You may also remember Alfie Costanza driving a Tiga on the circuits. I have included in this edition of Valve Bounce a copy of a two page article by Tim Schenken which first appeared in the Motorsport Legends magazine of around 15 years ago – did you know that over 400 Tiga cars were produced over a 15 year period. The place where you see many of them these days are at historic race meetings, where many Tiga Sports 2000 vehicles compete.

VICTORIAN HILL CLIMB CHAMPIONSHIP Round 3 of the 2025 VHCC was held at Mt Leura, Camperdown over the weekend of March 22/.23 – 83 drivers competed in the event , many of them being GCC members. For the third time in three rounds, a different driver came out with the fastest time of day, which is good for the Championships – Mike Barker took out Round 1 at Rob Roy, Greg Ackland the winner at Bryant Park in Round 2, and Queenslander Dean Tighe victorious in Round 3. The battle for outright honours at Mt Leura, saw Dean Tighe (this time driving his Dallara Judd) score a fastest time of 28.39 seconds, from South Australian Dave Mahon (Dallara) second a whisker behind with a best of 28.59 seconds, Alan Foley (RFoley FL) in third with 28.70 seconds, and Mike Barker (Hayward 06 – I have discovered that this is the infamous Six Week Special built in just six weeks!) in fourth with a best time of 29.01 seconds – very close at the top! Mirko Grbic (Mitsubishi Evo) was the first tin top in outright fifth, a long way in front of the other tin tops. Many of the class winners were GCC members, and they included Scott Slater, Patrick Malanaphy), Dave Mahon, David Casey, Ian Maud, David Cantwell, Warren Heath (back in his own Ford Laser after a guest drive in the RFoley FL in Round 2), Karl Hess and Craig Webb. Results can be found on the Ballarat Light Car Club website under Results.

MAGAZINES AND BOOKS I am very pleased to say that my stock of immaculate car magazines has gone down by a bit in the past month – not a lot but I am happy to see them go. I do not want to recycle my magazines into the recycling bin, so they are there for anyone to collect if they wish. I still have heaps of Australian Muscle Car magazines, a number of English magazines, and many programs from meetings all over the place. How about a supply of old Racing Car News magazines – they are all there for the asking but they are not going in my recycling bin! I also have almost every Australian Geographic magazine from the start until about three months ago, when I decided not to keep buying them. Why AG? This reflects my background, from school geography, to university geography, to teaching Geography for many years. These glossy magazines are all in immaculate condition, and there for the taking to interested parties.

BOARD DISCUSSIONS What do we talk about at our monthly Board meetings? Some will say nothing, others will say a lot!! At our last meeting on March 11, we discussed, amongst other things, keys, working bees, looked at our job list from 2024 to see what we have and have not achieved during 2024, decided that Board members would look at all aspects of the property at the next working bee to add or subtract from our list, talked about finishing off the timing building (new stairs, spouting), discussed the repair of the Clubrooms whereby the block and white squares on the western side would be removed and replaced with colorbond, fibre link and wi-fi connections (some of which has now been completed by Shane Reynolds), and the repainting of the concrete blocks around the track edges, to name just a few of the discussion items. I moved a motion of congratulations to Jarrod Bryant for the outstanding job he did in organising and running the Australian Hill Climb Championship last year – I was very disappointed that his massive effort was not recognised at the recent Annual Presentation Awards. Believe it or not, the final paperwork for the event has only just been completed, and a Sponsors Ride Day will be held on May 9 – then the 2024 AHCC will be all over.

48th HISTORIC WINTON[®]

24th and 25th May 2025



www.historicwinton.org

Winton Motor Raceway, Benalla, Victoria



Austin Seven Club Inc. A0003290N | Photo - Bruce Keys

Bryant Park Maintenance Tasks

Clubrooms:

- Reclad the western wall (entrance to the toilets)
- Install new lights in the toilets
- Treat surface rust and paint external beams
- Repair water leaks near tower door and female toilets
- Reconnect under floor ducting
- Replace existing bird proofing
- Replace toilet bowls with new units especially in disabled toilet

Garages:

- Secure solar panels that are loose
- Clean all solar panels
- Replace missing roof vent (13-15)
- Fix damaged end walls

Scrutineering Shed:

- Replace existing bird proofing
- Treat rust and paint steel beam
- Clean all gutters
- Replace handle and lock on existing office door
- Build in and concrete open carport next to tanks
- Witches hat container needs new floor section and lock replaced

Timing Building:

- Construct permanent staircase or ramp
- Mounting of camera screens and tidy up cabling
- Complete guttering
- Enclose lower section of building

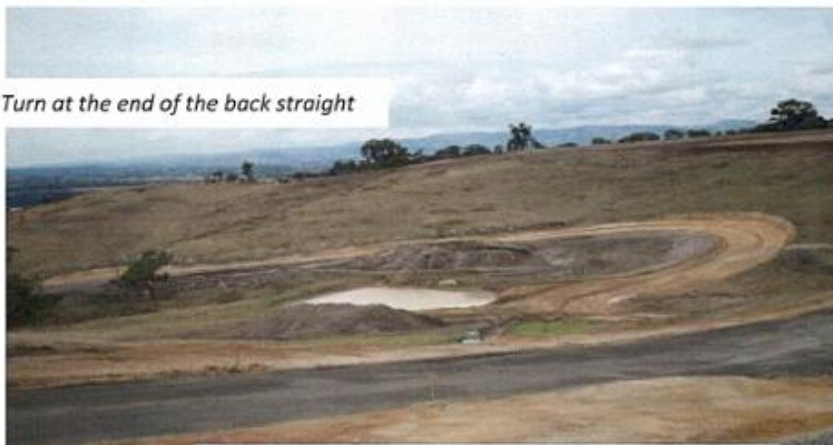
Track:

- Gates to the track need to be replaced
- Investigate drainage options at crossover to prevent dirt wash over the track
- Paint concrete barriers around the track

Other:

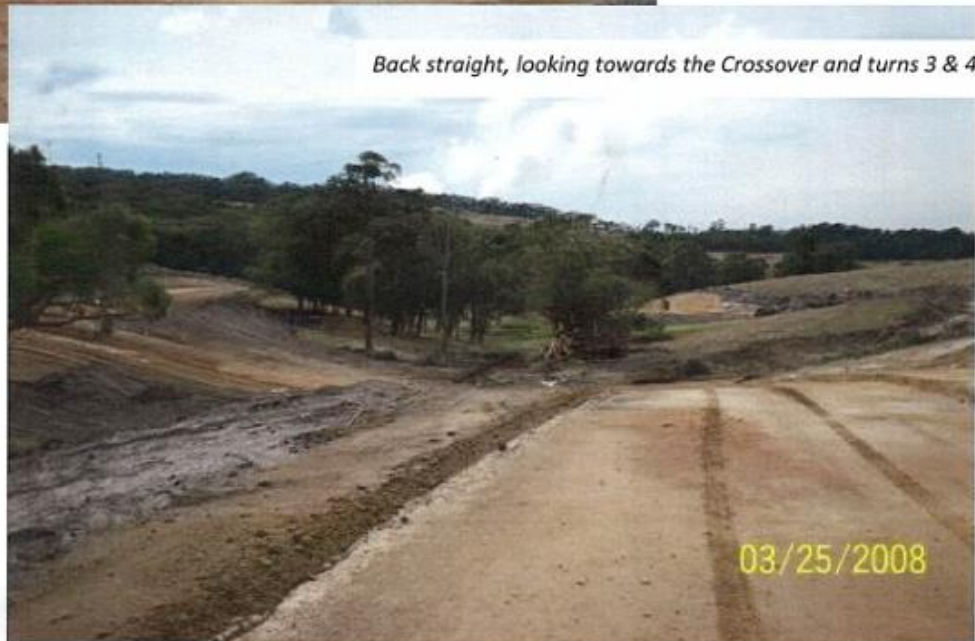
- Expand the comms network between building to introduce club and public wifi for use by officials and competitors

Turn at the end of the back straight



Ed: Some real history: everyone knows what Bryant Park looks like now, but what was there beforehand? The following photos were taken by Bob and Barb King, and show the construction of Bryant Park in 2008: just 103 days before the first event!

Back straight, looking towards the Crossover and turns 3 & 4



Levelling site for clubrooms?

At entry to Crossover



Looking uphill toward start line from turn 2



Oh, Shit! Corner?



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.



BIRTH OF TIGA RACE CARS

Australian racing driver and engineer Tim Schenken has had many careers over the years from Formula One driver to CAMS administrator. Another interesting chapter in his life is when he founded Tiga Race Cars with Kiwi Howden Ganley. Here he tells how the race car manufacturer came to fruition.

Tim Schenken: Someone came to me in 1976 with a plan to build Formula Ford cars and gave me a plan and all the finances, and how it would work.

I looked at it and thought 'that looks interesting', so I took it to a friend of mine, Howden Ganley, and said 'what do you think about this?' He had a look at it and came back a few days later and

said 'that looks really good and I reckon that would work, but rather than going with this other chap, why don't you and I just do it ourselves?'

So we decided yes, and we went and actually bought another company called MRE. It was called Motor Racing Enterprises. We bought all the drawings and moulds and all the bits and pieces from MRE and then formed a company called Tim Schenken and Howden

Ganley Racing Proprietary Limited and the name of the car was Tiga - 'ti' from Tim and 'ga' from Ganley.

Because we were quite well known, people were immediately interested. We had sales straight away and when I left the company, I think we'd built some 450 cars. So we were building Formula Ford, Formula Ford 2000, we built some Formula Atlantic cars Formula 3 and 2 cars; we built some cars for LeMans. Sports 2000 was a big thing; we had a very successful Sports 2000 car. We just had a small production line of race cars.

At the end of the first year, I had a sort of falling out with Howden as to how we were going to run this production shop.

We somehow came up with the idea, 'well why don't we run a race team'. We knew enough people who were involved with companies that could sponsor a team. It sounded like a good idea. It was decided that Howden would run the production shop and that I would run the race team.

I rang up some people I knew. One of them was John Hogan of Marlboro and said we were looking at running a race team.



Left: The Tiga team workshop in 1972.

Above: A Tiga Sports 2000 at Zandvoort Holland in 1979.

Above right: Alfie Costanzo in a Tiga FA81 at Calder in 1981.

Right: Tim Schenken knew his way around a Tiga car, lapping five seconds quicker than the regular driver.



Later John rang back and said that Andrea likes your ideas and would like to drive for you, can you give me an idea about the budget? I hadn't even thought that far. So quick as a flash I said, 'well our accountant is working on the figures now, and I'll come back to you later'.

He advised that he had a number of drivers he was sponsoring. I had known John Hogan for some time, because he used to work for Ron Dennis. A couple of days later he arrived with a young Italian boy. His name was Andrea de Cesaris.

We rushed around to sort of try and make a corner in the workshop and say this is where we are going to run this and whatever and told John and Andrea what our plans were, and they went away to think about it.

Later John rang back and said 'Andrea likes your ideas and would like to drive for you, can you give me an idea about the budget?'

I hadn't even thought that far. So quick as a flash I said, 'well our accountant is working on the figures now, and I'll come back to you later'.

So I hung up and rang Derek Bennett at Chevron cars and asked 'what do you charge for Formula Three', 'cos we were going to do the British Formula Three Championship. He told me the figure. I ran Max Mosely at March and asked Max. He told me his figure. I split the difference and rang John Hogan back and said 'I just heard from the

accountant, the figure is this'. John said, "OK, I'll send you a contract". So that's the way it started.

It was very frustrating, because we had a lot of drivers come through us who had lots of money, but no talent and that was depressing because we also had drivers who were interested in trying who had lots of talent but no money. James Weaver was one of them. So we were trying to help James and juggle our finances with the racing so we could help him and yet honour our commitments with the drivers who had paid.

It's depressing when you give people good equipment, a good team and all they do is complain, and they are just not good enough.

Today you would see that they were no good, because you have just so much data. You would be able to analyse that and show them where it's all going wrong. I mean, I had a situation once, where we went to Silverstone and we'd sold some Sports 2000 cars. The drivers were complaining that they were difficult to drive. So we went there to Silverstone and I got in the car; I went five or seven seconds a lap quicker than the regular driver of the car, which is unheard of. I

TIGA RACE CARS AT A GLANCE

Australian Tim Schenken and New Zealander Howden Ganley founded Tiga Race Cars in 1974.

The Tiga name was derived from the first two letters of Schenken's Christian name and the first two letters of Ganley's surname.


Over 400 chassis were made over the 15 years the company existed.

Tiga Race Cars made chassis for Formula Ford, Formula Ford 2000, Formula Atlantic/Pacific/3/2, Can-Am, Sports 2000, IMSA and Group C.

Tiga Race Cars had many race and series victories, including a host of Sports 2000 championships around the world and had class wins at both the 24 Hour LeMans and the 24 Hour Daytona classics.

remember nights that I could not get to sleep because I was 2/10ths of a second off pole and worrying where am I going to find 2/10ths, but here they were five seconds off.

You have to learn to live with that I guess. Then it comes to a point where you are no longer racing and you just move on...




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ONE ADVANTAGE OF BEING CLASSIFIED AS AN ELDERLY CITIZEN.

- John Bryant

One advantage of being classified as an elderly citizen is that your memory goes back a long way further than most other people. An example of this is that my first memory is looking over the back fence of my West Heidelberg home at the age of 3 in 1945! This is when West Heidelberg was the northern edge of Melbourne – it is now almost an inner suburb! Our family did not have a car – my father had not one but two Harley Davidson motorcycles – one with a sidecar which was our family transport. We moved on to a car in the late 1940s and soon after went up to the 1930 Pontiac – almost a luxury car in the late 1940s. I can also remember going through a long period of rationing after the Second World War – and many people think that things are tough these days!

Anyway, enough of the history lesson. One thing my father had was a lifelong interest in motor racing – he did not race, but joined a car club and participated in such things as motorkhanas and treasure hunts, of which there were many in those days. The other thing that he did was take the family to motor race meetings all over the place, both in Victoria and interstate. This was made even easier when he purchased a brand new FJ Holden in 1955 (after being on the waiting list for 9 months!).

For this edition of Valve Bounce, I will veer away from our own GCC events, and revisit some of the tracks that I have been to that no longer exist. Most of these are motor racing circuits, but some are hill climbs. They come in no particular order.

I believe that the first motor race meeting I attended was at the RAAF Base at Point Cook for the 1948 Australian Grand Prix. This was at a time when motor racing circuits in Victoria were extremely scarce, so the Base was used for the first and only time for a motor racing event. From what limited recall I have, it was a stinking hot day, with absolutely no shelter and nowhere to hide for the wind (anyone who lived in the western suburbs in the 40's 50's and possibly 60's will know what I mean about wind!). The event was won by motorcycle racer Frank Pratt in his first ever car race driving a BMW 328 sports car. Some well-known drivers of later years appeared in the event – Alec Mildren. Lex Davison, Doug Whiteford and Tony Gaze to name a few. The track still exists in that the base is still an airport and no changes whatsoever have taken place to the layout. If you want something to do on a Sunday afternoon, visit the air museum at the base – some outstanding exhibits on display. The results of the 1948 AGP can be found on Wikipedia.

Fisherman's Bend was another circuit that was set up in the late 1940s utilising the runways of a war time aerodrome – aeroplanes for the WW2 effort were made at both the Government Aircraft Factory (my father was a fitter and turner at the GAF) and the Commonwealth Aircraft Corporation – planes were made on site and flown out from the site, which was only a hop, step and a jump from the centre of Melbourne. Motorcycle racing commenced at the site in 1948, with cars starting in 1949, and both going through to 1960, at which time the surface was too rough for the increased speeds of cars and bikes. Most meetings through the 50s were for cars and bikes. Given that the airfield had two runways, three different configurations were used over time – the Figure 4, the Early Tee and the Later Tee. Facilities were agricultural to say the least. As on a number of airfield circuits, the runway was used both ways, with hairpin bends at the end of the runways. The track was marked out by hay bales, and I seem to recall that spectators were kept off the track by a post and rail fence (see photograph). Toilets were hessian walls with a couple of pans inside – they were not inviting! Avid watchers of Old Motor Racing Photographs Australia will have noticed a photo of

Harry Firth rolling a Triumph TR2 after clipping a hay bale – I was right there!! How he actually survived is beyond me. I know that all of the top drivers of the day competed at this track, but I have not been able to find any results for events held there, although you can find photographs.



The first photo is of Jack Brabham in his Cooper Bristol taking the inside line on Lex Davison in an HWM Jaguar. The second photo is of the aerodrome from the air, with the GAF and CAC factories at the bottom of the photo, and the Yarra River can be glimpsed at the top. The photos are from www.speedwayandroadracehistory.com



When motor racing finished at the circuit in 1960, the east-west runway became the Riverside Dragway, and featured many top drag racers of the day. A number of the top AA Fuellers competed at the track completing ten second runs, which in the day was world class, and also a number of Plymouth and Dodge Ramchargers appeared.

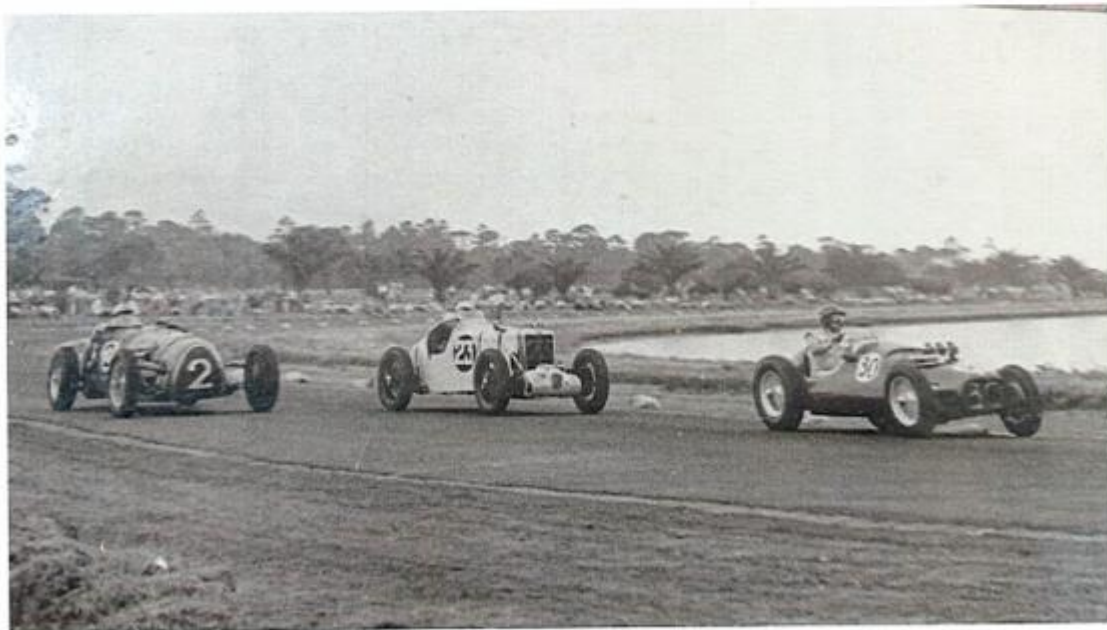
Did you know that there was a motor racing circuit at Altona? I did, because I went to every meeting that was held there.



The inaugural event at the track appeared to be a motorcycle event held on February 21, whilst the first car meeting was on March 9. The unfortunate aspect of the whole deal is that none of the proposals for the track appeared to eventuate, and the track life was very short. The track broke up badly at various times, and repairs did not seem to be able to overcome the problem. Eventually, much of the track disappeared beneath Cherry Lake. Some say that you cannot see any of the track remains, but others believe that parts of the walking track which surround the lake are, in fact, parts of the old track. There was also a proposal to develop a Grand Prix track a little closer to the sea than the Altona track, but that amounted to nothing, as many of these good ideas tend to.

Other developments, which worked against the further development of Altona and also the proposed new track, was the government decision to allow motor racing at Albert Park, and also the construction of a new circuit on Phillip Island, which eventually opened in December 1956. An outstanding book by Jim Scaysbrook (Phillip Island – A History of Motor Sport since 1928) outlines in detail, the development of Phillip Island, and many of the races held there. However, Phillip Island is still in existence, albeit after a number of changes and closures over the years.

The track that many may think is still in existence is Albert Park – it is in name, and it still circulates around the lake, but the original circuit is not a lot like the circuit of today. The old circuit used in the period 1953 to 1958 used all public roads as they existed at the time, and the track went in an anticlockwise direction. The new track uses mostly public roads, many of which were constructed specifically for the Grand Prix circuit, and runs in a clockwise direction – some of the track, however, is closed off to the public or is unable to be used as a road, e.g. the car park at the rear of the old South Melbourne football ground.

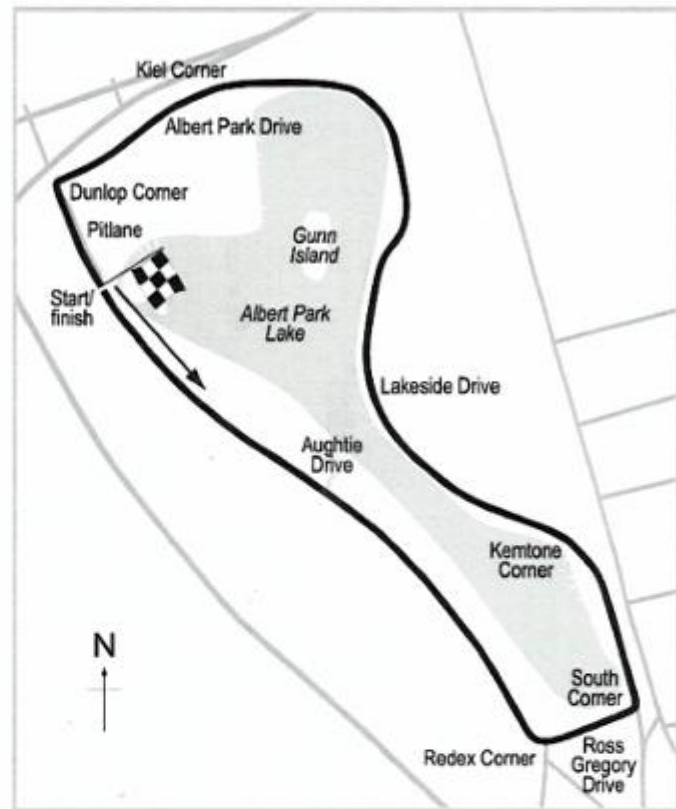


In this photograph from www.speedwayandroadracehistory, Stan Jones in the Maybach (Number 2) is passing Les Murphy in the MG Q and Lou Molina in the MM Special at the northern end of the lake – a little different to what it is now!

(Ed: I'm impressed by the wheel angles on Lou's car – a modern scrutineer would probably have him pulled off the course for checking!)

I purchased some years ago an absolutely fabulous book entitled *Glory Days – Albert Park 1953-58* by Barry Green. This book gives an in-depth analysis of every race run at the circuit during those years, complete with many photographs and the results of all of the races held. The book is self-published, is in black and white, and is a virtual gold mine of information. Motor racing in those days was somewhat different to the motor racing of today – the star attractions were the open-wheel formula libre racing cars, along with sports cars. Sedan car racing was basically a filler on the program.

The first race meeting held at Albert Park was on November 21, 1953, and the Australian Grand Prix was the feature race – 200 miles, won by Doug Whiteford in a Lago Talbot. The next meeting was held on the weekend of March 26 and 27, 1955, and the feature races were the Albert Park Trophy of 50 miles for the smaller racing cars, won by Bill Patterson in a Cooper JAP, the Moomba TT of 100 miles for Sports Cars won by Doug Whiteford in a Triumph TR2, the Argus Cup of 50 miles for racing cars won by Reg Hunt in a Maserati, the Argus Trophy featured two 50-mile heats (the first of which was won by Reg Hunt and the second by Alec Mildren in a Cooper Bristol) and a 100-mile final, which was won by Doug Whiteford in a Lago Talbot from Stan Jones in a Cooper Bristol. The Argus Cup and the Argus Trophy were sponsored by Melbourne daily newspaper *The Argus*.



In 1956 there were basically four meetings, they being on March 11 and March 18, followed by two more on November 25 and December 2 – two lots of two weekends in a row – would that happen today on a street circuit? The March 11 and 18 event featured the Albert Park Trophy won by Reg Hunt in his new Maserati 250F, the Moomba TT for Sports Cars won by Tony Gaze in an HWM Jaguar from Bib Stilwell in a D Type Jaguar, the Argus Trophy of 150 miles was taken out by Reg Hunt from Lex Davison in a Ferrari, and the 50 mile Argus Cup saw Stilwell victorious on this occasion from Stan Jones in a Cooper Jaguar.

The meetings held on November 25 and December 2 featured the Australian Tourist Trophy and the Australian Grand Prix. This was the year of the Melbourne Olympics (which started on November 22) so there were many visitors in Melbourne, and the timing of the events was perfect. The population of Melbourne at the time was approximately 1 million (only just over 7 million in the whole of Australia) and the AGP attracted a crowd of 100,000 people – 10% of the population of Melbourne – in today's terms, that would mean a crowd of 500,000 attending the current AGP at Albert Park. One of the highlights for me going to the track was being in Albert Road when the whole of the official Maserati team (and some others) breezed on by on their way to the track – driven not trailed!! Imagine that these days, although it did happen in the 1980's when the official Porsche team in the World Sports Car event at Sandown was seen driving down Dandenong Road on the way back to the Alan Hamilton workshop.

These two days also featured touring cars, and the KLG Touring Car Trophy of 25 miles was won by one Norman Beechey, driving under the pseudonym Basil Rice, the reason for which my memory fails me. The Australian Tourist Trophy of 100 miles was won by Stirling Moss in a Maserati 300S, from Jean Behra in a similar car, and Ken Wharton in a Ferrari 750. The AGP was also won by Stirling Moss, this time in a Maserati 250F, from Jean Behra in a 250F and Peter Whitehead in a Ferrari Super Squalo. Maserati 250F mounted Australian drivers Reg Hunt and Stan Jones followed in 4th and 5th positions.

The 1957 event was held over two weekends on March 17 and 24, and featured many events including the Victorian Tourist Trophy and the Victorian Trophy. The Victorian Tourist Trophy of 100 miles was taken out by Doug Whiteford in a Maserati 300S from Bill Pitt in a D-Type Jaguar and Bill Patterson in Cooper-Climax. The Victorian Trophy of 100 miles was won by Lex Davison in a Ferrari, from Jack Brabham in a Cooper and Doug Whiteford in the sports Maserati 300S.

November 23 and 30, 1958 saw the last motor racing events at this track, the Victorian Tourist Trophy and the Melbourne Grand Prix. I remember well the concerted effort made by a large Melbourne newspaper to get rid of racing from Albert Park, a drive backed up by locals who could not walk their dogs in the Park on motor racing days (does this sound familiar??) A range of events were held over the two weekends – the touring car race was won by David McKay in a Jaguar 3.4 from Bob Holden in the Repco-engineered Holden. The Victorian Tourist Trophy was again won by Doug Whiteford in the Maserati 333S, with Ron Phillips second in the Cooper-Jaguar, and Bill Pitt third in the D-Type Jaguar. Stirling Moss was victorious in the Melbourne Grand Prix driving a Cooper-Climax, from Jack Brabham in second and Doug Whiteford in third.

And that was that. Racing disappeared from the precinct for many years, the Park went back into its almost derelict state in many parts, before it was resurrected by the motor race community for the modern-day version of the Australian Grand Prix.



Vale Alan Hamilton, seen here at the 1989 AHCC at Morwell.

TRYDEL UP & GO Vic Hillclimb Championship Rd 3 22-23 March 2025
MT LEURA HILLCLIMB
Ranking after 9 runs

No	Name	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Time	Rank
A1														
185	Scott Slater	ELFIN FORMULA VEE	A1	43.24		40.63	39.89	39.27	41.93	38.71	38.92	38.84	38.71	1
181	Leigh Ball	Formula Vee	A1	42.44	40.11	41.77	39.98	39.91	40.26	51.51	40.01		39.91	2
81	Harold Roberts	Formula Vee	A1	45.56	41.87	40.29	40.52	39.91	45.57	40.34	40.18	40.26	39.91	2
17	Ryan Nothard	Zedvee Formula Vee 1200	A1						44.80	41.79	41.46	41.53	41.46	4
A3														
777	Patrick Malanaphy	Yacar Crosskart	A3		31.04				31.03	30.85	30.59	30.15	30.15	1
41	Keith Wilson	NINJA BH1 Openwheeler	A3	34.20	32.85	32.34	33.56			33.02	32.90	33.13	32.34	2
61	Wim Janssen	wimp 001 formula libre	A3	37.40	35.51	36.05	36.27						35.51	3
84	Oliver Bonaccorso	ARROW X4	A3	40.43	37.46	37.92	37.70	36.67	37.44	36.64	36.61		36.61	4
A4														
99	David Mahon	DallaraHayabusa F394	A4	32.91	30.20	29.48	29.26	29.01	32.20	29.56	29.08	28.59	28.59	1
250	Alan Foley	RFOLEY Formula Libre	A4		31.42	29.22	29.29			30.26	29.53	28.70	28.70	2
3	Mike Barker	Hayward 6	A4	32.46	30.49	30.40	30.44	29.52	31.81	29.91	29.01	30.43	29.01	3
A5														
12	Dean Tighe	Dallara F395	A5	33.66	29.71	29.01	28.39	28.74	30.48	28.57	29.12	28.44	28.39	1

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MT LEURA HILLCLIMB
Ranking after 9 runs

No	Name	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Time	Rank
B1														
188	Sarah Bail	MallockU2 mk21	B1	38.61	38.04	37.60	37.79		38.71	36.99			36.99	1
80	Brendon Hall	Fraser Clubman	B1	41.20	39.65	39.50	40.23		48.87	39.96	39.62	40.46	39.50	2
B2														
151	David Casey	Suzuki Cuppaccino	B2	38.24	37.58	36.53	36.01		36.72	36.36	36.02	35.62	35.62	1
743	Sei Vella	Mazda Mx5	B2	38.59	37.72	37.65	36.35	35.99	36.82	59.71	36.45	36.66	35.99	2
32	Gregory Sticker	Mallock U2 U2 21b	B2						1:20.15	37.34	37.13	38.25	37.13	3
243	Raymond Vella	Mazda Mx5	B2	44.28	41.75	40.93	39.64	40.17	42.55	39.61	39.90	39.62	39.61	4
55	Michael Goossens	Toyota MR2	B2	46.24	42.66	41.42	41.05		42.11	40.24			40.24	5
5	Brody Goossens	Toyota MR2	B2	43.15	43.10	41.85	41.14		41.10	40.60			40.60	6
65	David Jones	Mazda MX-5 ND GT	B2	49.20	45.04	45.71	44.34	44.25	47.52	43.50	44.67		43.50	7
168	Michael Daley	Triumph TR3A	B2	1:00.15	56.46	55.82	55.62		58.00	55.43	55.69	56.24	55.43	8
B3														
82	Jye Thompson	mazda Rx-8	B3	40.29	39.26	38.97	38.93	38.61	38.76	37.86	37.32	37.84	37.32	1
651	Casey Pilcher	Datsun 260Z	B3	41.93	40.01	40.53	38.70	38.65	38.78	39.54	38.29	38.22	38.22	2
B4														
19	Glenn Latter	Mazda RX-7	B4	36.65	35.61	34.16	35.23	36.00	36.16	34.41	34.14	33.78	33.78	1

TRYDEL UP & GO Vic Hillclimb Championship Rd 3 22-23 March 2025
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 Ranking after 9 runs

No	Name	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Time	Rank
B5														
112	Ian Maud	FIAT X1/9	B5	40.55	38.44	38.79	38.68	39.18	40.65	38.00	37.98	38.42	37.98	1
276	John Read	Mazda MX-5	B5	41.15	39.80	39.36	39.81		40.25	38.89	39.06	39.05	38.89	2
79	Lasith Liyanage	Subaru BRZ	B5	43.77	41.45	38.91	38.89						38.89	2
222	Gary Birt	Mazda MX5 NCT Roadster Coupe	B5	43.01	43.06	41.17	41.29		47.35	41.59	40.24	40.60	40.24	4
B6														
248	Harrison Gibson	Mazda RX7	B6	44.87	43.43	42.42	42.02	41.87	41.98	40.98	40.75	40.55	40.55	1
C1														
661	James Rooke	Toyota Trolia	C1	42.98	40.53	41.56	42.26	41.62	42.29	40.75	41.78	42.08	40.53	1
C10														
33	Tom Kenworthy	Mercedes AMG A45	C10						34.83	34.25	33.80	34.20	33.80	1
142	Joshua Feggans	Subaru Impreza WRX STI	C10	37.83	35.67	36.62	35.72						35.67	2
56	Colin Newitt	MITSUBISHI EVOLUTION	C10	38.13	36.91	38.61	36.53		37.40				36.53	3
124	Chris Jones	Audi A4	C10	39.01	38.50	37.57	37.53	37.99	37.86	36.96	37.14	37.25	36.96	4
C2														
13	David Cantwell	Honda EG Civic	C2	36.62	36.27	35.13	35.50		36.72	35.50	49.72	35.45	35.13	1

TRYDEL UP & GO Vic Hillclimb Championship Rd 3 22-23 March 2025
MT LEURA HILLCLIMB
Ranking after 9 runs

No	Name	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Time	Rank
46	Darren Colgan	Ford Escort	C2	42.51	40.46	40.48	39.79	40.10	40.27	39.83	39.24	39.36	39.24	2
206	Geoffrey Forsyth	Peugeot 206	C2	45.50					47.01	43.80	44.35	42.81	42.81	3
C3														
18	Steve Grinstead	Holden VL Commodore	C3	37.80	34.80	33.99	34.13	34.35	35.87	34.48	33.68	33.79	33.68	1
715	Brendon Crombie	VW Scirocco	C3	38.20	37.10	36.56	36.02	35.83	36.61	36.47	36.26	35.75	35.75	2
871	Trevor Pyatt	Mazda 929	C3	38.45	38.08	36.77	36.06		36.98	36.14	36.00	36.06	36.00	3
35	Adam Stoddart	mini Clubman gt turbo	C3	38.72	37.81		37.25	38.11	37.79	36.96	38.51	36.67	36.67	4
115	Christine Crombie	BMW 135i	C3	39.22	38.99	38.29	38.17	38.67	38.23	37.87	38.39	37.73	37.73	5
179	Damian Reilly	Holden Torana	C3	40.86	41.35	40.15	39.89	39.80	40.31	38.87	38.86		38.86	6
C4														
191	David Harris	Subaru WRX	C4	34.53	32.79	32.08	8:26.48						32.08	1
147	Geoff Cooling	Subaru Impreza WRX	C4	35.17	34.69	35.01	34.59	35.88	36.36	36.06	36.13		34.59	2
90	Thomas Foley	Audi S3	C4	39.64	37.36	38.51	35.40	36.73	37.68	35.32	35.14	34.69	34.69	3
C5														
177	Mirko Grbic	Mitsubishi Evo7 Time Attack	C5						31.28	30.51	29.96		29.96	1
C6														
771	Warren Heath	Ford Laser Sport IPRA	C6						36.84	35.99	35.41	35.46	35.41	1

TRYDEL UP & GO Vic Hillclimb Championship Rd 3 22-23 March 2025
MT LEURA HILLCLIMB
Ranking after 9 runs

No	Name	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Time	Rank
97	Damian Faulkner	Escort Twin Cam	C6	40.42	38.82	38.88	38.62	38.73	39.23	38.54	38.18	38.18	38.18	2
88	Peter Lock	Morris Cooper	C6	39.66	39.55	39.16	38.68	40.21	39.08	38.47	39.19	38.47	38.47	3
44	Kenneth Parry	Ford Cortina GT MK1	C6	43.50	42.43	41.77	41.81	43.46	40.55	42.59	39.85	39.85	39.85	4
1511	Philip Bottomley	Hyundai Excel	C6	44.29	42.76	43.10	41.48	40.94	43.04	42.12	40.89	41.40	40.89	5

C7

25	Ayrton Williams	Renault Clio RS 200	C7	38.63	37.25	36.87	36.78	37.16	36.58	36.35	36.66	36.35	36.35	1
208	Eliza Forsyth	Peugeot 206	C7						49.51	45.78	43.87	43.45	43.45	2
233	David Parr	HONDA INTEGRA DCS TYPE R	C7						47.80	47.89	47.81	46.06	46.06	3

C8

431	Karl Hess	Honda Accord Euro	C8	38.14	38.85	37.39	37.19	36.53	37.23	36.59	36.64	36.73	36.53	1
531	Riley Arnold	MINI Cooper S R53	C8	41.29	40.11	38.42	39.61	38.43	39.28	38.20	37.56	37.92	37.56	2
130	Aidan Dare	BMW 130i	C8		38.86	38.50	37.95	38.19	39.27	38.52	38.11	38.27	37.95	3

C9

2241	Zachary Hanlin	BMW 140i	C9	38.18	33.77	33.75	33.31	32.93	34.05	33.14	33.09		32.93	1
122	Christopher Brooksby	Ford EA Falcon	C9	37.02	36.55	36.32	35.63		36.77	35.49	35.89	35.83	35.49	2
31	Michael Finger	Nissan Skyline GTS-X	C9	39.38	38.98	38.90	38.24	38.41	38.82	37.60	38.56	37.87	37.60	3
37	Francis Bradley	MINI F56/B48	C9	40.45	39.36	39.34	38.87		39.55	39.19	38.92	38.50	38.50	4

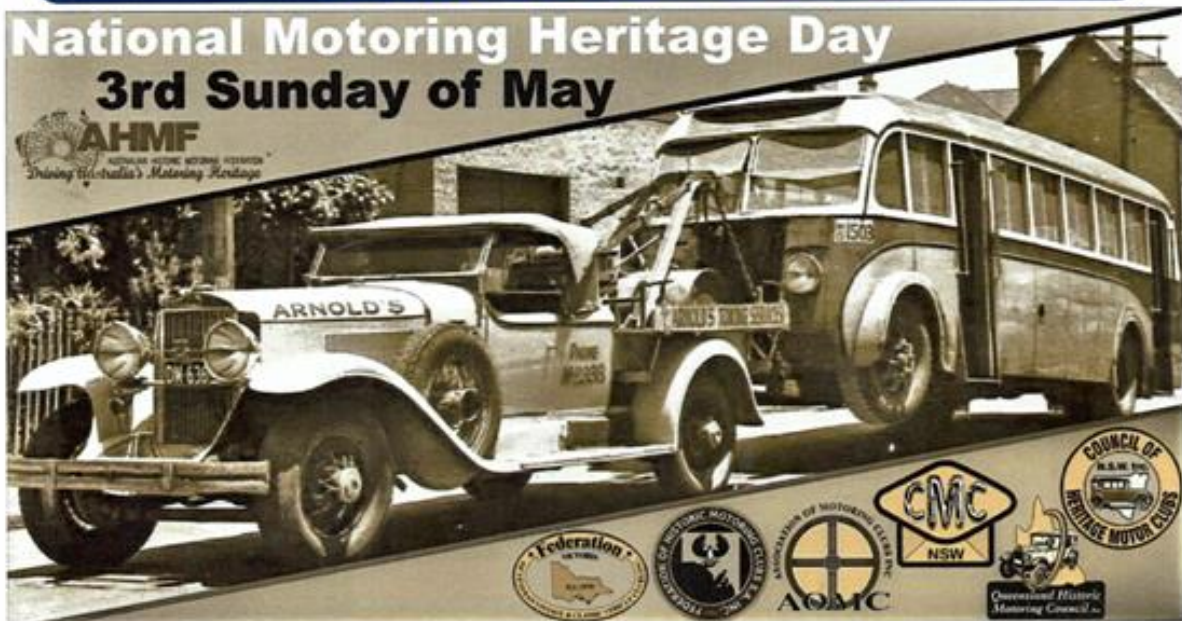
TRYDEL UP & GO Vic Hillclimb Championship Rd 3 22-23 March 2025

MT LEURA HILLCLIMB

Ranking after 9 runs

No	Name	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Time	Rank
D1														
68	Craig Webb	Cyclo Kawasaki	D1	40.40	36.86	38.58	38.77	38.29	38.01	38.56	40.94	38.89	36.86	1
D2														
100	Steven Weymouth-Wilson	Morris Cooper S	D2	39.25	38.21	37.42			36.77				36.77	1
69	Graeme Scott	BMC Morris Mini Cooper S Mk 1	D2	45.27	46.61	47.78	46.50	47.27	45.76	45.55	45.57	45.36	45.27	2
F1														
717	Nathaniel Kuchel	BMW M140i	F1	38.16	34.93	34.55	34.73	33.54	34.10	34.97	34.21	33.88	33.54	1
136	Paul Gladman	Subaru WRX	F1	36.37	34.92	34.87	34.66	34.52	34.26	34.01	34.30	34.48	34.01	2
40	Anthony Dally	Hyundai i30N Hatch	F1		35.97	36.15	36.85	35.61	37.21	35.58	35.48	35.13	35.13	3
134	Ben McKee	Subaru Liberty RS	F1	37.96	37.26	37.00	37.42	39.83	37.52	37.19	36.94	36.83	36.83	4
210	Joshua Mahoney	Nissan Skyline	F1			42.21	40.07	40.28	38.57	37.58	38.14	37.79	37.58	5
51	Trevor Ellington	Ford Fiesta Hill Climb	F1	41.51	39.89	40.34	39.47	40.48	40.43	39.84	38.94	38.23	38.23	6
311	Brayden Quirk	BMW E36	F1	41.61	40.06		39.54	39.48	39.44	39.36	39.69	38.76	38.76	7
76	Andrew Smith	Ford Fiesta	F1	44.45	41.71	41.22	40.19	40.38	40.63	41.04	39.63	39.17	39.17	8
14	Gregory Carter	MG ZS 180	F1		40.85	40.64	40.37	40.50	39.91	39.89	39.24	39.24	39.24	9
67	Kenneth Rowland	ford falcon	F1	43.08	41.80	40.33	39.95	40.80	40.99	40.81	40.19	39.33	39.33	10
131	Damian Quirk	BMW E36	F1	43.69	42.69			42.21	42.34	41.05	40.61	40.56	40.56	11
501	Trevor Ryan	FORD LASER	F1	45.03	45.24	42.61	42.75	42.58	43.26	40.69	40.59	41.03	40.59	12
623	Rodney Hall	Ford Laser S	F1	42.48	42.23	41.81	42.14	41.10	41.13	41.31	41.13	41.19	41.10	13
231	Bryce McKee	Ford Laser	F1	45.79	44.17	43.51	43.14	42.50	42.04	42.06	41.83	41.54	41.54	14
66	Alistair McDonald	Hyundai Getz	F1	42.46	41.93	42.73	42.28		43.01	42.18	41.70	41.83	41.70	15

National Motoring Heritage Day Sunday May 18th 2025



National Motoring Heritage Day is an initiative of the Australian Historic Motoring Federation. The aim being to promote and display Australia's strong motoring heritage; and also show the community, business and government the strength of the Australian historic motoring movement.

The idea of **National Motoring Heritage Day** came about at the 2006 AHMF AGM. CACTMC raised this as "National Motoring Day", asking that:

"...the Australian Historic Motoring Federation give priority to organising a national motoring day whereby all car club members drive their vehicles around their own area - city, town, etc - to show the strength of the car movement in Australia."

At this meeting - 8th & 9th September 2016 - it was decided: the day will be called **National Motoring Heritage Day**, and be the **3rd Sunday in May** annually.

These historic vehicles bring enjoyment to their owners, as well as the public.

Australia's historic motoring movement has a massive input into the economy. Vast sums of money are spent on the restoration and maintenance of motor vehicles. There is also economic benefit to businesses (e.g. caravan parks, hotels, restaurants and service stations) in the towns and cities where events are hosted.

National Motoring Heritage Day is when car owners share their passion with the public and other vehicle enthusiasts.

Events are organised by state associations and member clubs throughout Australia on this day.

Some Victorian events that are open to anyone to attend and more information can be found on the AOMC website and facebook site.

Cavalcade of Transport Trentham Historic Railway Station

To celebrate National Motoring Heritage Day



SUNDAY 18th MAY 2025

Victoria Street, Trentham.

Entry from 10am for Display vehicles & 10.30am for spectators

Veteran, Vintage, Classic, Historic and Collector Vehicles.

- Entry to venue by gold coin donation
- Catering available from local community groups
- Organised by Cool Country Classics Trentham
- Short walk to cafes and eclectic gift shops in Market and High St's
- Visit Quarry St Reserve & Trentham Falls

Promoted by the
Association of
Motoring Clubs



Enquiries: 9558 4829 www.aomc.asn.au fb.com/infoaomc