



VALVE BOUNCE

May 2025



Dean Tighe in the magnificent Empire Wraith, the Round 4 winner at Bryant Park

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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

MAY

Friday 9

Friday to Sunday, 9/11

Saturday 10

Saturday 10

Sunday 11

Tuesday 13

Saturday to Sunday, 17/18

Sunday 18

Friday 23

Saturday 24

Saturday to Sunday, 24/25

AHCC Sponsors Ride Day

Repco V8 Supercars at Symmons Plains, Tas

AROCA Supersprint at Sandown

Monaro Club of Victoria track hire at Bryant Park (half day)

Mothers Day

Board Meeting, 7 p.m., Clubrooms

Terry Baker Motorsport Weekend at Bryant Park

AOMC/RACV National Motoring Heritage Day

Benalla Historic Vehicle Tour, Benalla Gliding Club

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 - CANCELLED

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

Fathers 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	AROCA 10 Hour Relay at Winton
Sunday 5	Rob Roy Interclub Challenge, Round 3
Tuesday 7	Valve Bounce collation
<u>Tuesday to Wednesday, 7/8</u>	<u>Volkswagen (TBC)</u>
Thursday to Sunday, 9/12	Repco Bathurst 1000
Saturday to Sunday, 11/12	2025 Australian Hill Climb Championship, The Bend, SA
Saturday 11	Working Bee and Club Members Practice Day
Sunday 12	MSCA Supersprint Championship Round 8 at Calder Park
Tuesday 14	Board Meeting, 7.p.m., Clubrooms
<u>Tuesday to Wednesday, 14/15</u>	<u>Volkswagen (TBC)</u>
Saturday to Sunday, 18/19	Mt Tarrengower Hill Climb
Sunday 19	GCC Multiclub Hill Climb at Bryant Park
Friday to Sunday, 24/26	V8 Supercars at the Gold Coast
Sunday 26	GCC Multiclub Khanacross at Bryant Park

NOVEMBER

Saturday to Sunday, 1/2	Australian Khanacross Championship at Bendigo
Tuesday 4	Valve Bounce collation
Tuesday 11	Board Meeting, 7 p.m., Clubrooms
Friday to Sunday, 14/16	Repco V8 Supercars at Sandown
Sunday 16	RACES East Sale Supersprint
Sunday 16	33 rd Historic and Classic Hill Climb, Rob Roy
<u>Sunday 16</u>	<u>Nugget Nationals track hire at Bryant Park</u>
<u>Monday to Friday</u>	
Saturday 22	Working Bee and Club Members Practice Day
Thursday to Sunday, 26/30	Repco V8 Supercars in the Adelaide Parklands, SA
Saturday 29	GCC Multiclub Twilight Hill Climb at Bryant Park
Sunday 30	MSCA Come and Try Day at Phillip Island
Sunday 30	AROCA Supersprint at Phillip Island

DECEMBER

Tuesday 2	Valve Bounce collation
Sunday 7	GCC Multiclub Khanacross at Bryant Park
Tuesday 10	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:

Well it's nice to say for the first time in a long time I'm not the one who has put together Valve Bounce this month. Thanks again to Bill Revill who has taken on the task as editor of the magazine, it's an important one as the club magazine has been running since the 1960's and I don't think we should ever be prepared to let it fall over. Thanks also to John Bryant who does a lot of behind the scenes work to prepare content, print and distribute the magazine each month.

We've had some action at the club again this month with a Khanacross early in April, another on the weekend just gone and also a round of the VHCC hosted by PIARC. It's possible that the April 6th Khanacross was the windiest I've ever seen with cones blowing away in front of the drivers as they approached them!

The April 27th VHCC round went off well, theoretically we don't have to do as much work when someone else is hosting the event at our track but, as we all know, there is still plenty to do with our club organising the facility and running the timing for the event. Apart from some minor on track incidents, which included a low speed roll over, the event went very smoothly and we got 5 runs in and an early finish time. I'm not sure the PIARC team were too sure that we would have got 4 runs completed but we could have easily had 6. I do find it odd though that we hear a lot of feedback that people are unhappy when they only get 3 runs at a round of the VHCC, yet half the field packed up after run 4. Maybe it was the weather which did look threatening but didn't really yield any rain and pretty much every run was dry.

It was also great to see the canteen very busy at this round, early indications are that we had a great day in there and it was also good to see at least one new volunteer helping out. The canteen can be a bit of a thankless task so if you have an hour or two to spare please reach out to Julie and give her a hand in there.

By the time you read this we will have also completed the last task for the AHCC from last October which is a sponsor ride day. On Friday May 9th we have/will be hosting some of our major sponsors for some laps around the track in a variety of different cars. Thanks to the drivers and volunteers who have given up their time to make this a reality, it closes the loop on all of the work it took to organise and host the AHCC and it leaves a good impression on

our sponsors. I'll include a small write up and a couple of pictures in the next Valve Bounce.

That's it for me, I'll see you at our next working bee and practice day on May 24th if we don't cross paths before then.

See you soon

Jarrold Bryant

Working Bee:

In preparation for the upcoming VHCC round on the 27th we held a working bee and club member practice day earlier in the month on April 12th. We had to bring this one forward due to Easter but the place was still looking fantastic for the VHCC event.



We have quite the list of maintenance tasks still on our list and the great news is we managed to tick off one of the major long term things we have wanted to fix which was the cladding on the back of the club rooms. Over time our initial chequered flag cladding had started to rot and wear out and we had decided to replace this with steel cladding to future proof things.

Phil Tullett cracked into this task with the help of David Casey, Brett Barker, Geoff Cooling and Bill Jennings and it's fair to say it turned out to be bigger than originally planned. After getting the cladding off it was discovered that some sections of the framing were also rotten and needed to be replaced. This didn't deter the crew and with a few extra hands they got in there, replaced the damaged frame sections, wrapped

it in new insulation and got the bulk of the cladding on. With only a few minor things to be finalised it looks fantastic and it has saved the club over \$10,000 versus getting it done by a 3rd party. Well done to everyone who made this happen and especially to Phil for organising and coordinating.

Also a big shoutout to Geoff Cooling for cooking the BBQ to feed the team with our usual chef Ian not there on the day.

On the day we also managed to get the bulk of the usual clean up tasks completed, the next job to tick off on May24th will be to clean up and paint some of the steel beams in the scrutineering shed area along with a variety of other small jobs.



Vice Chairmans Report – Rhys Yeomans. April 2025

GIPPSLAND CAR CLUB WINTER CUP



Round 1 – 1st June, Clockwise
Round 2 – 27th July, Anticlockwise
Round 3 – 24th August, Figure 8 Double Loop
www.gippslandcarclub.com.au

The Winter Cup returns for 2025 across 3 rounds with 3 different layouts, to challenge all competitors!

Scoring for each round will be in line with the current Club Championship Hillclimb and prizes (actual cups, type to be determined!) will be presented to the top 3 outright.

Our Club hillclimbs have seen much lower numbers post Covid, so we are hoping a return of the Winter Cup will contribute to increasing these numbers. The Winter Cup is open to all car clubs, please share the details amongst your other clubs and friends.

Entries for Round 1 on 1st June are now open via Motorsport Australia Portal



dreamstime.com

ID 45941510 © Christos Georgiou

RACES EAST SALE SPRINT CANCELLED – 15th June 2025

RACES have been working tirelessly to align with the current RAAF security policies, and after their March cancellation, were hopeful to meet their June event deadline.

Unfortunately, they are close, though

not confident in gaining final approvals with enough time to prepare for the 15th June event.

At this stage, they plan to run the final two events in September and November.

BITS AND PIECES, INCLUDING FROM THE BOARD John Bryant

DENILIQVIN What do you know about Deniliquin? Those of you who know anything will say Deni Ute Muster, and the town is in the Riverina area of NSW, and to get there from Melbourne you would normally go through Echuca on to the very flat Hay Plains.

Deni is a nice little town, but it now has a new tourist attraction – The Depot Deniliquin. The Depot flaunts a diverse range of vehicles from around the world. Some of them are fully restored or original in immaculate condition, but some not so much, but each has an interesting story.

The Depot has a range of interactive displays as well as static displays. If you want a weekend in Deni, it is only 285 kilometres north of Melbourne, or much less if you live in places like Bendigo, as some of our members do. I believe it would be worth a visit if you are in the area.

REHAN LIYANAGE Rehan is one of our junior members and was one of the top qualifiers in the Victorian Esports Championship, which was held as part of MotorEx. I will report next month on his participation in the final – unfortunately MotortEx is held at the same time as Valve Bounce collation.

SHITBOX RALLY As you will by now be well aware, Greg Ackland is competing in the Spring edition of the 2025 Shitbox Rally.

Included in this edition of Valve Bounce is a page about the Rally and indicating how you can donate to the cause – the money does not go to Greg - it goes to the Cancer Council for further cancer research,.

It is good to see that a number of Club members have donated, as has the Club

LAKE MOUNTAIN SPRINT The Lake Mountain Sprint was held recently and featured a number of our members.

Dave and Jackie Thirlwall, driving an Audi RS3, finished in outright fourth position, Alan Rumble in a Lancer Evo 10 was in 21st position (probably would have won if he had been driving his Opel).

Keith Morling in his Escort RS1800 finished in 22nd position, and Hugh Feggans driving his Porsche was in 23rd position. Carrie and Sean Priestley came 29th in their Volkswagen Golf Type R. I notice that Bendigo resident Scott Innes finished in 19th position in his Subaru WRX

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, 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 (not sure how many there will be now with the first two cancelled) included in the 2025 Club Championship, and all are at Bryant Park unless otherwise noted. The remaining events are as follows:

Sunday, June 1	Hill Climb
Sunday, June 15	East Sale Supersprint CANCELLED
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, Sept 7	East Sale Supersprint
Sunday, Sept 14	Khanacross
Sunday, Sept 21	Hill Climb
Sat/Sun, Oct 11/12	Aust Hill Climb Champs, 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 This month I have included an article on the 2004 Australian Hill Climb Championship, which was held at Gippsland Park in late 2004.

As it turned out, this was the last of four AHCC events held at Gippsland Park during the period of its lifetime. The event was won in spectacular fashion by Gary West from WA, who won from a hot field on formula libre csrs. Driving his Lola T87/50, Gary won by 0.06 of a second from multiple championship winner Peter Gumly driving his SCV (Super Charged Volkswagen).

Note that Brett Hayward, Greg Ackland and Alan Foley all featured in the Top 10.

BOARD DISCUSSIONS The most recent Board meeting was delayed a week due to a number of members being unable to attend.

At the postponed meeting held on April 15, a number of items were discussed – these included the Working Bee held the previous Saturday, which was well attended and achieved a lot. Jarrod has written about this day elsewhere in this edition – the one thing we forgot to do was take a photo of the attendees. Barry Gibbons brought along his one family owned since new historic Formula Vee for a run – the car still goes and Baz can still drive!

Back to the meeting – we passed a motion to purchase a new pair of gates for the track entrance next to the Timing Building, we passed a motion to obtain quotes for a new set of stairs for the Timing Building (hooray says me who is probably the only person ever to have done a complete loop in the air whilst falling down these stairs at the AHCC), we discussed requirements for future working bees.

Rhys explained the Winter Cup competition which is being resurrected this year at the next three of our multiclub hill climbs, we talked about use of the track and ways in which we can publicised the fact that the track can be hired for competition and non-competition purposes.

Phil Tullett informed us that the keys to the new building are now keyed alike with Bilocks, and we were informed that the Victorian Hillclimb Advisory Committee is discussing the possibility of reducing the number of competition classes in the VHCC from next year onwards – a good idea we all agreed. We also discussed toilets, and, in particular, the height of the toilet bowls in the Clubroom toilets – the disabled toilet is one in particular that is very low for people with a disability. After 15 years of Board meetings in the Clubrooms (magnificent building but very cold in winter and very hot in summer, and it requires someone to be there many hours beforehand to set up the heating or cooling for the night), we decided to have our winter meetings in the new Cliff Whitehead Taj Mahal (new scrutineers office and teaching space) due to it being smaller in size, and being equipped with excellent lights and a split system for heating and cooling.. After all of that, the meeting closed at 8.20 p.m. after commencing at 7.05 p.m..

HAYLEY INKSTER Congratulations to Hayley Inkster (daughter of Anne and Wesley) on her recent wedding to Cameron Brock in Bendigo on April 5.

48th HISTORIC WINTON[®]

24th and 25th May 2025



www.historicwinton.org

Winton Motor Raceway, Benalla, Victoria



Austin Seven Club Inc.A0003290N | Photo - Bruce Keys

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.



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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.

KHANACROSS, APRIL 6, 2025 – Scott Seddon was there and provided the following words and pictures.

Our April khanacross has the title of being the windiest khanacross in recent years, so much so we needed 3 cones stacked to stop a few of them from being blown around. We had 50 entrants and 45 show up to brave the wind and there were some first time runners. We had a great turnout of juniors at 9, which is 20% of entrants. As per usual , we saw over half of the field being MX5's.



We got through 8 layouts, including a new one which was kept as a surprise until the end. Kick off happened on time at 10, and all of the cars were loaded back on trailers by 3 p.m.. The thing that stood out when looking at the results were the number of penalties and the spread of runs they happened on. I'm not sure if this was due to the first time runners or the tricky conditions. There was almost a 4 second win to Andrew Tate from Simon Wills and the top 5 had a 10 second spread. Rocco was the top junior, coming 10th overall. The top 10 had the usual runners but not in the same positions as last time, which is good to see them sharing the positions around.



As with mostl 'khanas we see some healthy family competition out there. There were 10 cars with 2 drivers and 2 with 3. There were 2 juniors that beat the senior driver. Ben Selwyn managed to knock off Terry in his own car and the Ferg/Perks battle went to Alyssa for the first time – she has been close before, but this is her first win

The timing of khanacross events are supported by the MX5 Club which we thank them for, and to the Club members that put up with the wind, we couldn't have run it without you. Results for this event are elsewhere in this edition of Valve Bounce. The next khanacross event is on Star Wars Day, May 6th.

Mt Leura scenes

Some pics from Mt Leura recently taken by **Seven70 Photography**. Amazing to see a Triumph Vitesse No 168 competing (younger members would not even know what that is) and two Mallock U2 Clubmen – not often seen.



VICTORIAN HILL CLIMB CHAMPIONSHIP ROUND 4 – APRIL 27, 2025 John Bryant

There were over 80 entries for this event, 75 competed on the day. The event was organised and run by the Phillip Island Auto Racing Club (PIARC) as a track hire at our track. As well as being a round of the VHCC, the event was also a round of the Gippsland's Car Club Club Championship. A good crowd was in attendance, as well as some outstanding photographers. The Race Torque.com has some excellent photos on our GCC Facebook page, as does Zephyr Auto Media and Alan Laine – check our page for some excellent shots from the meeting. The photo below is by Alan Laine, and is of event winner Queenslander Dean Tighe at the wheel of his Empire Wraith.



The event was tight at the top, with Dean winning by just 0.50 of a second from Round 2 winner Greg Ackland driving his Ninja GA8, with SA driver Dave Mahon in third position in the Dallara, 0.90 of a second behind Greg. Mike Barker finished in fourth position in his Hayward 06, Matthew Healey fifth in the Yacar (could I fit in this car and would I be game to drive it??), Thomas Inkster sixth in his IDS historic sports car, Pete Minahan seventh in his Hayward 07, followed by Steven Buffinton in eighth in his Westfield Clubman Sport, Zacchary Hanlin in ninth and the first tin top in the BMW M140i, and rounding out the top 10, Jordan James in his Mitsubishi Evo.

Drivers were given the opportunity of having five runs for the day, but many pulled the pin after four as rain looked to be on the horizon –it stayed on the horizon and those who did the fifth run had a dry track, After all of that the event finished early at 3.30 p.m. Pictured below is second place getter Greg Ackland driving his Ninja GA8 (another Alan Laine photo)



Four new records were set on the day. The new record holders are Jim McNiven (Sports Sedans up to 2000) with a time of 62.30, Zachary Hanlin (Improved Production 3001 to 6000) with a time of 61.38, Tom Kenworthy (Improved Production 4WD) with a time of 63.77, and Brenton Byfield (Time Attack) with a time of 63.93. Well done all. If you want to see all of the records for all of our track configurations, they are on our Gippsland Car Club website under Results.

Most classes had some good competition. The Formula Vee class was won by Cody Boys in a 1600 car by 0.37 of a second from Scott Slater in a 1200, Ryan Nothard was just 0.31 of a second behind Scott, with Harold Roberts in fourth just 0.50 of a second behind Ryan. Very close competition. Matthew Healy was first in the Formula Libre up to 1300 class, by 2.11 seconds from Pete Minahan, with Keith Wilson and Wesley Inkster in third and fourth. The FL 1301 to 2000 class was hard fought, with Greg Ackland first from Dave Mahon and Mike Barker. FL 2001 and over was a one horse race for Dean Tighe.

Steven Buffinton took out the Clubman Sports Cars by a couple of seconds from Dale Hocking. Sei Vella was first in Sports Cars Open/Closed up to 2000, with David Casey in third, Mark Patane in fourth and Ray Vella fifth. Lex Thorbecke finished in third in Sports Cars Open/Closed 2001 to 3000. Lasith Liyanage took out the Prod Sports 2B & 2F up to 2000, with Ian Maud 0.32 of a second behind in second and Ian Speight a further 1.19 seconds behind in third position. Jeffrey Marsh was in sixth position in his first hill climb.


Jim McNiven was a convincing winner in the five car Sports Sedans up to 1600, from Dale and Brett Barker and Jarrod Bryant. The question is, where is this photograph of Jarrod Bryant taken? (Photo by The Race Torque.com)



David Cantwell was first in the SS 1601 to 2000 class in his now big engine Civic, whilst Frank Penrose, in his innocent looking Datsun 180B, was an easy first in the SS 2001 and over field. Jordan James led home the field in the SS 4WD class by over three seconds. Thomas Foley, who finished third in this class, had an unfortunate incident when he went off the track just after Turn 3 and executed a slow roll – the car did not appear to have too much damage and Thomas was OK. Geoff Cooling was fourth in this class.

Brenton Byfield was on his own in the Time Attack class, and set a new record. Rhys Yeomans was an easy winner in the Improved Production up to 2000 class, David Parr finished in third position in the IP 1601 to 2000 class, with Terry Selwyn taking out the IP 2001 to 3000 class by a healthy margin. Zachary Hanlin was way in front of rest of the IP 3001 and over class, setting a new record in the process. Tom Kenworthy, driving his very nice Mercedes A45 AMG, took out the IP 4WD class by only 0.75 of a second from Joshua Feggans in a Subaru WRX.

Only three Historic vehicles competed in this event. Thomas Inkster was alone in the Historic-Other class, and finished in the Top 10, in his IDS (Photograph below from The Race Torque), whilst Steven Weymouth-Wilson was an easy winner in the Historic Group N up to 2000.




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Rockin' and Rollin' at the Rob Roy Revival

Words: Bill Revill, Tony Lupton **Photos:** Bill Revill, Digby Watson, Spencer Lambert

In the spirit of the Goodwood Revival meeting in the UK, the third Rob Roy Revival proved to a great day of entertainment and motorsport with a record crowd attending.

"Around 850 spectators enjoyed perfect weather for the 2025 Revival, over 320 of them driving to Rob Roy in classic cars, to watch the 80 competitors attack the hill", said MG Car Club Secretary Tony Lupton.

There were several reasons for this spectacular turnout. How did the MGCC achieve this? From the start, the event was widely advertised in both usual and social media with a strong emphasis that this was an 'event', not just another hillclimb.

The Rob Roy hillclimb provides a beautiful setting for motorsport and the grounds



have never looked better, with the track in perfect condition and green grass covering the scenic, tree covered gulleys. A new feature at the circuit is the fully covered paddock area with stunning white marquees over the all the cars. This lifts the whole of the grounds and adds a level of professionalism to the event. The paddock area was open to the public with free entry so that people could see their

favourite cars up close and chat to the drivers. The legendary V8 Supercar driver, John Bowe, was there to support the event and to meet other enthusiasts.

The spectators were invited to take an active part of the day as well, with everyone requested to be dressed 'in period'. A sprinkling of participants did so, and it was enough to provide the vital historic feel. This included a '*fashions in the field*' contest on the stage, with the chic ladies and handsome gentlemen showing their best 30's style. Other events kept the feel of the 30's including a jazz band playing on stage, a display of an Observed Section Trial by the Austin 7 Club and many people taking the opportunity to strut their best period clothing.



The cars, of course, are the feature of any event, with some of Australia's and the world's most beautiful and prestigious historic cars on track and in the pits. It was these cars that made it a revival – the same vehicles that were competing back through the history of Rob Roy, back to the 1930's.



Top time of the day was by Darren Visser driving his Bates Cycles Cyclo 500 who was the outright winner

for the second year running with an aggregate time of 48.99 seconds. This time combines the fastest runs on each of the longer chicane and traditional track configurations. Lyndon Arnel finished second outright with a time of 53.54 seconds in his Lola Ford T440, with Robin Bailey's MGB GT V8 third in a time of 53.94. The lone Triumph competing in this exclusive, invitation-only event was David Orchard in his beautiful Triumph TR 2 and was rewarded with a fine second place in his group amongst a top class field. .

The community was also a beneficiary of the day. *"The Revival also raised \$3000 for our partner charity, the Prostate Cancer Foundation of Australia. Our event patron, champion driver John Bowe AM, is also a Prostate Cancer Foundation champion and we are delighted to help the Foundation raise awareness and funds for prostate cancer research",* Lupton said.

In summary, this was a landmark day for historic motorsport. It demonstrated that events can be enhanced to be much more than *'just another hillclimb'* and to provide a great overall retro experience for an increasing number of enthusiasts of all ages. The record crowd demonstrates a thirst for such events.

2004 AUSTRALIAN HILL CLIMB CHAMPIONSHIP, GIPPSLAND PARK

– some musings from John Bryant

The 2004 Australian Hill Climb Championship was held at Gippsland Park from October 29 to October 31, with Thursday, October 28 being a practice day for any competitor who felt inclined to use the day for practice.

This was the fourth time that the GCC had conducted the AHCC, and, as it turned out, the last time that we conducted the event at Gippsland Park. The first event in 1977 (which I have written about previously) was held on the original track with the hump, whereas the 1989 event (won by Alan Hamilton in the Lola T87/50 Buick V6) and the 1999 event (won by Peter Gumley in the SCV) were held on track after the hump had been removed. The 2004 event was the third time this configuration had been used.

As is usual for an event of this magnitude, we started out early to find sponsorship for the event. We tried the usual automotive related places but had no luck – where to now? It was suggested at a Board meeting that we contact Tru Energy (Energy Australia now) to see if they were interested. We also thought that we might have a discussion with them about resurfacing the track, which was by this time starting to get a little second hand (it was previously resurfaced in 1989, just prior to the 1989 AHCC). The discussion with Tru Energy revealed to us that they were contemplating taking over our track to expand the coal mine – this was news to us at the time and we had no inkling that this might occur. They did suggest to us that any resurfacing of the track would be a complete waste of money, as we would probably not be there much longer. That knocked the wind out of our sails, but the shock was tempered a little when they agreed to sponsor the 2004 AHCC. What happened between that time and the opening of the new track in 2008 provides the material for a whole new story, which I might write one day.

Major sponsor in hand – the next task was to find a large number of class and special award sponsors (32 in all) which we were able to do, many from the local area, but some from Melbourne and others from as far afield as Shepparton – this meant that we were able to offer other prizes as well as class prizes. Excellent – ready to go. Entries were opened and came in thick and fast – well over 100, with 110 recording a time during the event.

The next piece of organisation was to organise a 40th Anniversary (of the Club) dinner for the Saturday evening of the event, and find a guest speaker who would entertain us at this dinner as well as compete in the hill climb and draw some spectators. We had Peter Brock at the 1977 AHCC and looked around for a similar personality – Norm Beechey was the man, and he fitted the bill perfectly. Norm brought the big 409 Chev Impala to run in the event, and he was also a very entertaining guest speaker at the dinner, held at the Italian Australian Club in Morwell.

All in place – practice went off well, and everyone lived to fight on the next day. Saturday dawned fine and dry – the big dread when running a two-day event is that the first day is fine but the second day is wet. The outright favourite for the event was Peter Gumley, who had won the previous 6 titles in his SCV. GCC member Andrew Howell was certainly a title contender in his purpose built Pilbeam hill climb vehicle, whilst Gary West from WA, driving the Lola T87/50 Buick that won the event at Gippsland Park in 1989, was a dark horse for the win. Others who were in with a chance included Alan O'Connell from Queensland, Ashley Cutchie in the larger engine Swift Formula Ford owned by Andrew Howell, Rod Moody, Alan Foley and Garry Kent, whilst “new boys” to the AHCC in with a chance of doing well included Brett Hayward and Greg Ackland.

The track record at the time was under 30 seconds – a feat at that time achieved only by Peter Gumley, and it was anticipated that an under 30 second run would be needed to win the event – who could achieve that? The aim of the exercise for the two days was to have seven runs each – four on Saturday and three on Sunday.



Peter Gumley (SCV)



Norm Beechey (409 Chev Impala)



Gary West (Lola T87/50 Buick V6)



Andrew Howell (Pilbeam)

Day One. The Saturday runs commenced spot on time at 9.00 a.m., with an estimated finish time for the day off around 3.30 p.m., which gave those going to the dinner plenty of time to get organised, and those wishing to play with their cars plenty of time to do that.

Run 1. All except Tom Donovan in his Zip Honda (Ewen Moile??) recorded a time. The front runner after the first run was Andrew Howell in the Pilbeam with a run of 30.93 seconds, from Alan O'Connell in the Van Dieman with 30.98 and, probably a surprise, Brett Hayward in third with a time of 31.09. Peter Gumley was half a second back, whilst Gary West was two seconds off the pace, trailing Garry Kent in the GAK 04. Terry Dowel was the fastest historic car whilst Norm Beechey managed to wrestle the boat sized Chev Impala around in under 40 seconds. Andrew Mitchell in the Farrell was the fastest sports car with a time of 33.39, Wayne Burden in the Gemini was the fastest sports sedan (just) with a time of 34.05, whilst Stephen Kent in the Sigma was the fastest improved production vehicle with a time of 35.92.

Run 2. Gary West found his two seconds and recorded a time of 30.42, with Brett Hayward recording a 30.65 to move into second overall. Andrew Howell slipped a little but still managed to retain third, from Peter Gumley in fourth who improved to 30.98. Alan O'Connell was slower, whilst Rod Moody recorded a time of 31.80 to move up the field. Terry Dowel improved almost two seconds to still be the fastest historic vehicle, whilst Norm Beechey recorded another sub 40 second time. Andrew Mitchell was a little slower this time, but was still the fastest sports car. Wayne Burden was almost two seconds faster than any other sports sedan, whilst James Atkinson in the Gemini and Wim Janssen in the Honda Civic both recorded times in the low 36 second bracket in the improved production class, but still behind Stephen Kent



Terry Dowel (Mustang)

Run 3. Early afternoon, with the weather still fine and dry. Gary West put the cat amongst the pigeons by laying down a time of 29.99 seconds – second fastest run ever at the track. Would that be enough to take the weekend? Perter Gumley had a slight mishap and lost six seconds, Alan O'Connell had a slight off and lost ten seconds, Andrew Howell recorded his best for the day so far with a time of 30.76, but he was slightly slower than Brett Hayward with an excellent time of 30.71. Ashley Cutchie improved a little to 31.37, Rod Moody was a little slower with 32.03, whilst Garry Kent improved to 32.05, but not fast enough to worry the front runners. Terry Dowel had a big off in the Mustang, and recorded a run 40 seconds slower than his best!! Norm Beechey had the afternoon off to go and visit a local winery with his wife Margaret! Wayne Burden continued to dominate all of the sports sedans, with consistent times in the 32 second bracket – Allan Hunt recorded the only other sub 34 second run by a sports sedan during the event with a 33.51 in his Torana. Meanwhile, James Atkinson improved to 35.98 to almost catch Stephen Kent as the fastest improved production vehicle.

Run 4. Last run for the first day. Peter Gumley put in his fastest run for the day with 30.81, fractionally faster than Brett Hayward with 30.82, but Gary West was still the fastest on this run with a 30.32. Andrew Howell had a lose in the Loop (see photograph above) and recorded a very slow 71.52, whilst all other contenders were a little slower than their previous runs. Terry Dowel continued at the head of the historic field, Andrew Mitchell did the same with sports cars, and Wayne Burden continued on his merry way in sports sedans. James Atkinson snuck in a time of 35.81 to take over as the fastest improved production car, from Stephen Kent and Wim Janssen.



Keith Linnell (Cortina V8)

Day One over, with a 40th Anniversary Dinner to attend. We decided that as some people were remaining at the track, we would leave the timing equipment in place overnight (famous last decision as they would say in the classics!). Excellent dinner, Norm Beechey was an excellent speaker, and Carol and myself had the privilege of sitting with Norm (and Margaret), one of my boyhood heroes, for the night.

Day Two. Excellent weather for what promised to be an exciting day of hill climbing – all competitors were still keen and eager to proceed, but as it turned out, the organisers were not. We left the computer in place on Saturday night, and the area experienced some electrical problems overnight, such that all of the times for the event had been wiped out – excellent start to the day, especially for me as I was the Clerk of Course and had to explain to all and sundry what had happened, as well as work out what we were going to be able to do to continue on with the event. We had the hard copy of results from Day 1, so Ben Jennings and Jason Bryant gave me a good talking to relieve my panic, and offered to enter all times into the computer again – a task that would take up about the time of one run. I called a drivers' briefing and explained to all what had happened. The plan was to have an untimed practice run, and follow this with three timed runs for the rest of the day. All competitors were very understanding, no one attempted to lynch me, and on we went – in fact, I think that many of them were secretly happy that they could have a practice run before the real runs for the day.



Gary Downes in the 'Pink Pig' Falcon

Run 5. Brett Hayward recorded his fastest time for the weekend, 30.54 – not enough to win the event. Alan O'Connell recorded his fastest with 30.48 – not fast enough. Ashley Cutchie put in his fastest – 30.98 – not enough. Gary West recorded a 30.15 – not as fast as the previous day, but still very fast. Peter Gumley came out and did a 29.72, fastest for the event so far and that certainly had people thinking – was that the AHCC winning run? Andrew Howell put in a slow run, Rod Moody improved, but not enough. Terry Dowel put in his fastest run for the weekend in a time of 36.42, and promptly retired for the day to watch everyone else try to catch him (which they did not). Andrew Mitchell continued at the head of all of the sports cars, still almost two seconds in front of the next fastest. Wayne Burden did the same in sports sedans, although not as far in front of the others. Wim Janssen took over as the fastest improved production vehicle with a time of 35.86, from James Atkinson with 35.97. Kevin Mackrell, driving the 4WD Datsun in the Performance/Evo class continued on with one of his many 32 second runs.

Run 6. Could Peter Gumley be caught? Not by Brett Hayward, who was marginally slower with 30.82, nor Alan O'Connell who was also slightly slower with 30.59, nor Ashley Cutchie who was faster than previously with 30.86 (still not enough), or Gary West who recorded his second sub 30 time with 29.88, or Andrew Howell who was slightly slower with 30.60, or Rod Moody who put in his best for the weekend with 30.96, or Garry Kent who also put in his best for the weekend with 31.56.

Greg Ackland snuck in on this run and put in a time of 31.15, which placed him in for eighth overall for the event. Terry Dowel was not headed in historic, nor was Andrew Mitchell in sports cars, or Wayne Burden in sports sedans. James Atkinson went faster on this run, and now headed the improved production field by almost half a second, from Wim Janssen and Stephen Kent.

Run 7. Was this the Championship run, or had the Championship already been decided?? We run our events with Formula Libre cars first, with cars running in numerical order in class order – small engine classes thus first. In the up to 1300 class, contender Brett Hayward recorded a 30.71 – not his fastest for the weekend, so no championship for him. In the 1301 to 2000 Alan O’Connell decided not to run, so he missed out on the championship. Ashley Cutchie recorded his fastest time of the weekend at 30.81, but unfortunately not fast enough. All eyes were on the top 3 in the larger engine class. Peter Gumley ran first, and recorded a 30.21, not his fastest for the weekend, but he was still in front. Gary West took centre stage – could he beat the Gumley time?? Gary went over the finish line sideways, recording his third under 30 second run for the weekend, and on this occasion – 29.66!!

Was the Championship his by a mere 0.06 seconds or would Andrew Howell record a faster time? Andrew recorded his fastest time for the weekend of 30.21, so the Championship belonged to Gary West (his first of three as it transpired). The rest of the runs were really an anticlimax, with none of the leaders in each category being beaten on this run.



Gary West crossing the finish line sideways to win the 2004 Australian Hillclimb Championship

There were some excellent performances on the day, with some very close results in classes- such results included Formula Ford, where Paul Zsidy (34.22) won from Wesley Inkster (34.39) and Barry Gibbons (34.76). Tom Donovan (33.06) won the FL up to 750 from Allan Foster with a best time of 33.12, Hamish Rhodes won the Historic Group N up to 2000 with a best of 37.24 from the rarely beaten Lindsay Siebler with 37.30. Norm Beechey returned to the competition and recorded three 39 second runs – excellent times for such a big car. Eleven new records were set on the day, many of which will remain in posterity. An excellent weekend was had by all!!

The top 11 results (sub 32 seconds) were:

Gary West (WA)	Lola T87/50	29.66
Peter Gumley (NSW)	SCV	29.72
Andrew Howell	Pilbeam MP82	30.21
Alan McConnell (Qld)	Van Dieman	30.48
Brett Hayward	Suzuki	30.54
Ashley Cutchie	Swift	30.81
Rod Moody	Cheetah	30.98
Greg Ackland	Ninja	31.15
Simon Lake (Qld)	Axtell Suzuki	31.36
Garry Kent	GAK 04	31.58
Alan Foley	Talbot RF	31.69


Peter Gumley returned to the winners circle in 2005 and 2007, whilst Gary West took the honours in 2006 and 2008. Brett Hayward broke the Gumley/West dominance by taking the title in 2009.

PS

Below : A fine set of car tools in a steel case
(Abingdon King Dick)

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...and a shot from 'The Autocar' magazine of 21st February, 1958, from an article looking at useful motoring accessories for the period.

They may well have been a fine tool set, but I doubt any modern manufacturer would dare use such a boastful brand name nowadays! If you look closely, you can see the name is even stamped on the handles, so when you're working you can be holding...oh, never mind. 😊

Ed: I hope you have enjoyed reading some of the historical items from the GCC that have been included in recent VB editions. Many of these come from the depths of John Bryant's memory banks, or his vast record & magazine collection. On the next page John outlines his background, and **your** opportunity to assist in building an even greater collection of documents that we can all draw from. Please get involved! This is one thing we can all be doing to help the club while there is no competition.



VHCC ROUND 4, APRIL 27, 2025

CLOCKWISE FIGURE 8 TRACK

Event Ranking

Rank	Number	Last Name	First Name	Class	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Time	Gap
1	12	TIGHE	Dean	A5 Formula Libre 2001 cc and over	Empire Wrath	52.79	52.65	52.91	52.65				52.65	
2	999	ACKLAND	Gregory	A4 Formula Libre 1301 to 2000cc	Ninja GA8	53.15	53.29	53.75	53.15				53.15	0.50
3	99	MAHON	David	A4 Formula Libre 1301 to 2000cc	Dallara-Hayabusa F394	61.99	54.70	54.05	54.57				54.05	1.40
4	3	BARKER	Mike	A4 Formula Libre 1301 to 2000cc	Hayward D6	59.53	55.18	55.54	56.28				55.18	2.53
5	647	HEALY	Matthew	A3 Formula Libre up to 1300cc	Yacar Crosskart	63.14	58.03	58.38	58.82	59.43			58.03	5.38
6	714	INKSTER	Thomas	D1 Hako - Other (All other groups)	IDS sports car	60.07	59.27	58.85	60.14	61.19			58.85	6.20
7	50	MINAHAN	Peter	A3 Formula Libre up to 1300cc	Hayward VHCC Pete 07	66.46	60.14	60.29	60.35	60.71			60.14	7.49
8	171	BUFFINTON	Steven	B1 Hako - Other (All other groups)	Westfield Clubman	70.45	61.85	61.34	62.14				61.34	8.89
9	224	HANLIN	Zachary	C5 Hypercar - 3000cc and over	BMW M140i	75.70	62.46	61.38	62.37				61.38	8.73
10	89	JAMES	Jordan	C4 Sports Sedans - 4WD All	Mitsubishi Evo 4	63.79	62.14	62.29	61.75				61.75	9.10
11	41	WILSON	Kath	A3 Formula Libre up to 1300cc	NINJA BH1 Openwheeler		62.40						62.40	9.75
12	113	MCKIVEN	James	C1 Sports Sedans - 2WD up to 1000cc	Toyota Corolla	64.71	62.70	75.52	64.22				62.70	10.05
13	16	YEOHANS	Rhys	C5 Hypercar - 3000cc and over	Honda Civic	66.16	63.59	63.28	65.51	62.80			62.80	10.15
14	52	HOCKING	Dale	B1 Hako - Other (All other groups)	Dalrick Clubman	74.93	65.82	64.10	63.66				63.66	11.01
15	33	KENWORTHY	Tom	C10 Improved Production - 4WD All	Mercedes AMG A45	67.22	64.66	63.77	65.07	63.78			63.77	11.12
16	95	BYFIELD	Brenton	C5 Time Attack	Subaru WRX Sports Wagon	66.48	64.96	63.93	65.53				63.93	11.28
17	990	DIXON	Mark	F1 Hako - Other (All other groups)	Subaru STI	64.94	63.96	65.56					63.96	11.31
18	743	VELLA	Sei	B1 Hako - Other (All other groups)	Mazda MX-5	70.49	64.04	64.17	64.44				64.04	11.39
19	31	PENROSE	Frank	C3 Sports Sedans - 2WD 2000cc and over	Datsun 1800	65.23	65.38	64.46	68.10	65.86			64.46	11.81
20	79	LIYANAGE	Lasth	B5 Prod Sports 25 & 25+ up to 2000cc	Subaru BRZ	67.86	66.30	65.66	64.49				64.49	11.84
21	142	PEGGANS	Joshua	C10 Improved Production - 4WD All	Subaru Impreza WRX STI	66.83	64.52	64.59	65.45	64.73			64.52	11.87
22	112	MAUD	Ian	B5 Prod Sports 25 & 25+ up to 2000cc	FIAT X1/6	71.69		64.91	64.81				64.81	12.16
23	13	CANTWELL	David	C2 Sports Sedans - 2WD 2000cc and over	Honda EG Civic	67.80	65.80	67.43	66.04				65.04	12.39
24	191	HARRIS	David	C4 Sports Sedans - 4WD All	Subaru WRX	69.13	65.42	65.81	65.08				65.08	12.41
25	125	WILLIAMS	Ayton	C5 Hypercar - 3000cc and over	Renault Clio RS 200	68.16	65.54	66.71	66.63	65.08			65.08	12.43
26	302	SELWYN	Terence	C5 Hypercar - 3000cc and over	datsun 1 1800	65.60	66.14	65.64	70.56				65.60	12.85
27	32	STICKER	Gregory	B1 Hako - Other (All other groups)	Mallock U2 U2 21b	72.52	67.38	65.84	66.79	67.12			65.84	13.19
28	383	SPEIGHT	Ian	B5 Prod Sports 25 & 25+ up to 2000cc	Mazda MX5	66.97	66.98	66.82	66.00				66.00	13.35
29	90	FOLEY	Thomas	C4 Sports Sedans - 4WD All	Audi S3	66.15							66.15	13.50
30	35	STODDART	Adam	C3 Sports Sedans - 2WD 2000cc and over	mini Clubman gt turbo	74.50	67.25	66.15	68.92	67.09			66.15	13.50
31	27	THOMPSON	Jye	B1 Hako - Other (All other groups)	Mazda Rx7	71.59	67.35	66.63	66.81	66.32			66.32	13.67
32	715	CROMBIE	Brendon	C5 Hypercar - 3000cc and over	VW Scirocco	72.12	68.99	66.62	68.76	66.84			66.82	13.97
33	51	CASEY	David	B1 Hako - Other (All other groups)	Suzuki Cuppacolino		66.88	67.01	67.03				66.88	14.23
34	70	BOYS	Cody	A1 Formula Vee	Sabre Formula Vee 1	75.68	70.21	67.17	66.88	67.42			66.88	14.23
35	100	WYNNE-MILLER	Steven	D2 Hako - Group N up to 2000cc	Montis Cooper S	70.88	66.93	67.49					66.93	14.28
36	118	BARKER	Dale	C1 Sports Sedans - 2WD up to 1000cc	Toyota Corolla	69.12	67.94	66.97	67.06				66.97	14.32

VHCC ROUND 4, APRIL 27, 2025
CLOCKWISE FIGURE 8 TRACK
Event Ranking

Rank	Number	Last Name	First Name	Class	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Time	Gap
37	591	PTMAN	John	C8 Sports Sedan - 2WD up to 1000cc	MINI R56 GP	71.00	69.52	68.85	68.60	67.16			67.16	14.51
38	180	BARKER	Bleat	C1 Sports Sedan - 2WD up to 1000cc	Toyota Corolla	67.25	68.93	67.47	68.69				67.25	14.60
39	85	SLATER	Scott	A 1 Formula Vee	ELFIN FORMULA VEE	76.91	67.25	67.59	67.26				67.25	14.60
40	15	PATANE	Mark	B1 Sports Car 1900 Open based on 1600cc	ALFA ROMEO 1750 GTV	71.96	67.87	67.28	68.38				67.28	14.63
41	17	NOTHARD	Ryan	A 1 Formula Vee	Zedvee Formula Vee 1200	76.58	68.87	67.56	66.10				67.56	14.91
42	130	DARE	Adrian	C8 Sports Sedan - 2WD up to 1000cc	BMW 130i	70.21	68.40	67.63	68.85				67.63	14.98
43	18	GRINSTEAD	Steve	C3 Sports Sedan - 2WD 2000cc and over	Holden VL Commodore	70.67	82.52	69.15	67.63				67.63	14.98
44	19	LATTER	Glenn	B1 Sports Car 1900 Open based on 1600cc	Mazda RX-7	80.32	70.62	67.63	67.81				67.63	14.98
45	276	READ	John	B5 Prod Sports 28 & 29 - up to 2000cc	Mazda MX-5	71.85	67.92	67.70	70.12				67.92	15.27
46	59	PTMAN	Mark	C8 Sports Sedan - 2WD up to 1000cc	Mini JCW GP	69.85	68.13	68.41	69.95	68.06			68.06	15.40
47	81	ROBERTS	Harold	A 1 Formula Vee	Tubeframes Nimbus Formula Vee	82.06	69.30	69.58	68.06	68.73			68.06	15.41
48	23	FINGER	Michael	C8 Sports Sedan - 2WD up to 1000cc	Nissan Skyline GT-S-X	71.84	71.61	69.29	71.29	68.59			68.59	15.94
49	7	INKSTER	Wesley	A3 Formula Libre up to 1300cc	BGT HC1	86.51	70.29	68.86	71.17				68.86	16.21
50	65	PLCHER	Casay	B1 Sports Car 1900 Open based on 1600cc	Datsun 260Z	72.67	69.51	69.79	68.52	69.17			69.17	16.52
51	243	VELLA	Raymond	B1 Sports Car 1900 Open based on 1600cc	Mazda MX5	75.63	71.11	71.52	69.22				69.22	16.57
52	240	HILL	Michael	B1 Sports Car 1900 Open based on 1600cc	Datsun 240Z	77.18	69.67	69.80	66.72	71.96			69.67	17.02
53	24	FEYGANS	Hugh	B5 Prod Sports 28 & 29 - up to 2000cc	Mazda MX5	73.40	70.93	70.58	70.07	69.70			69.70	17.05
54	147	COOLING	Gooff	C 4 Sports Sedan - 4WD All	Subaru Impreza WRX	69.74	75.78		72.03				69.74	17.09
55	115	CROMBIE	Christine	C8 Sports Sedan - 2WD up to 1000cc	BMW 135i	70.77	70.87	70.20	71.49	69.74			69.74	17.09
56	124	JONES	Chris	C10 Improved Production - 4WD All	Audi A4	72.26	69.79	70.12	70.22	71.96			69.79	17.14
57	63	LOVEGROVE	Gordon	C3 Sports Sedan - 2WD 2000cc and over	Datsun 260Z	72.28	69.91	71.89	71.23				69.91	17.26
58	37	BRADLEY	Francis	C8 Sports Sedan - 2WD up to 1000cc	MINI F59/B48	74.82	71.25	70.21	73.50				70.21	17.56
59	48	HARWOOD	Christopher	C3 Sports Sedan - 2WD 2000cc and over	Holden 48-215	73.82	71.92	71.11	72.43				71.11	18.46
60	25	MARSH	Jeffrey	B5 Prod Sports 28 & 29 - up to 2000cc	Mazda MX5	72.94	74.42	71.22	74.32				71.22	18.57
61	53	ARNOLD	Riley	C8 Sports Sedan - 2WD up to 1000cc	MINI Cooper S R53	74.50	75.37	71.24	71.78				71.24	18.59
62	22	GREEN	Henry	C 4 Sports Sedan - 4WD All	MTSUBISHI LANCER EVO	75.21	71.36	72.71	71.32				71.32	18.67
63	14	FISCHER	Rupert	C8 Sports Sedan - 2WD up to 1000cc	Hyundai Excel	77.84	72.99	72.01	73.04				72.01	19.36
64	86	WHITEHEAD	David	F100s Light based on 1600cc	TOYOTA 86	75.84		72.47	77.47				72.47	19.82
65	208	FORSYTH	Eliza	C7 Sports Sedan - 2WD up to 1000cc	Peugeot 206	80.37	73.94	72.66					72.66	20.01
66	189	TUIT	Bobby	C3 Sports Sedan - 2WD 2000cc and over	Izusu gemini	84.38	89.68	73.01	75.93				73.01	20.36
67	55	GOOSSENS	Michael	B1 Sports Car 1900 Open based on 1600cc	Toyota Mr2	75.43	73.83	73.19	73.86				73.19	20.54
68	159	BRYANT	Jarrod	C1 Sports Sedan - 2WD up to 1000cc	Toyota Corolla	75.89	74.53	73.49	73.99	73.82			73.49	20.84
69	151	BOITOMLEY	Philip	C1 Sports Sedan - 2WD up to 1000cc	Hyundai Excel	79.21	78.71	74.16					74.16	21.51
70	206	FORSYTH	Gooffrey	C3 Sports Sedan - 2WD 1000cc 200cc	Peugeot 206	82.16	77.17	77.67	77.46				77.17	24.52
71	71	THORBECKE	Alexander	B1 Sports Car 1900 Open based on 1600cc	Toyota R400 Celica	82.77	78.52	79.41	80.80				78.52	25.87
72	21	FEYGANS	Archie	B5 Prod Sports 28 & 29 - up to 2000cc	Mazda MX5	87.74	81.96	79.86	79.67	78.10			78.67	26.02
73	222	BIRT	Gary	B5 Prod Sports 28 & 29 - up to 2000cc	Mazda MX5 NC1 Roadster Coupe	79.68	78.78	79.37	81.41				78.78	26.13

VHOC ROUND 4, APRIL 27, 2025
CLOCKWISE FIGURE 8 TRACK
Event Ranking

Rank	Numbe	Last Name	First Name	Class	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Time	Gap
74	69	SCOTT	Giselle	D2 Hobbies - Group N-up to 2000cc	BMC Morris Mini Cooper S Mk 1	85.67	81.37	83.49	83.25	82.89			81.37	28.72
75	233	PARR	David	C1 Imp-motorcycles - 2001cc to 200cc	HONDA INTEGRA DC5 TYPE R	85.83	85.99	84.83	86.99				84.83	32.18