



# **VALVE BOUNCE**

June 2025



**Gary Tate in the thundering Mustang, looking spectacular – image The Race Torque**

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**GIPPSLAND CAR CLUB VISION:** To inspire and enable people to participate in motor sport.

**GIPPSLAND CAR CLUB MISSION:** To provide affordable motor sporting experiences for people of all abilities in a safe and friendly environment.

## 2025 Motorsport Calendar

### JUNE

**Sunday 15**

Friday to Sunday, 20/22

*Sunday 22*

**Saturday 28**

Sunday 29

Sunday 29

**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

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

Friday to Sunday, 28/30

**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**

33<sup>rd</sup> 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

Lovell's Alpine Rally of East Gippsland

**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

## CALENDAR 2026

Saturday/Sunday, 16/17

Terry Baker Motorsport Weekend

**NOTE:** All dates shown above are subject to change - please check with the organisers of the events to confirm the dates. TBC alongside an event means date to be confirmed. Events shown as **Bold** are rounds of the Gippsland Car Club 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.

The logo for Swoop, featuring the word "Swoop" in a stylized, rounded font. The letters are a gradient of purple and pink, with the 'o's being particularly large and rounded.

Internet delivered *differently*

# TROJAN<sup>®</sup>

## TOOLS BUILT TOUGH

**FOWLERS  
ASPHALTING**

PO Box 199 Trafalgar Vic 3824

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

## ***Chairman's Report:***

It was a busy month which started with the sponsor ride day for the AHCC which, despite small numbers, went off very well. Thanks to all of the drivers who volunteered their time and machinery to make this happen on a Friday. From all reports the team from Trojan had a ball and the weather turned out perfect.

I then took the opportunity to sneak across to SA to have a run at Collingrove Hill Climb, I've written an article about the trip in this edition.

The May 24<sup>th</sup> working bee turned out to be a bit of a challenge due to the inclement weather. It basically meant there wasn't much grass cutting on the agenda, no chance to finish the cladding on the clubrooms and also no chance of painting the beams of the scrutineering shed. Despite this we did manage to get the usual cleaning jobs done including the toilets, clubrooms, timing hut, pit sheds as well as some edging and whipper snipping. The smaller than normal crew then enjoyed some early practice and lunch, thanks to those who attended and help keep the place in tip top shape. It was actually mentioned to me last weekend by a spectator that they couldn't believe how Bryant Park always looked so good every time they came to an event.

The first round of our Winter Cup turned out to be an amazing day of both weather and competition with the sun shining. Despite a chilly start the day turned out to be a great one with a dry track that was yielding some good times. Look out for an article on the event in this edition of Valve Bounce.

Coming up we have the Victorian Khanacross Championship round and then, like many others, I'll be off to Rob Roy for the next round of the VHCC.



See you soon  
Jarrod Bryant

# **Vice Chairmans Report – Rhys Yeomans. April 2025**

## **RACES EAST SALE SPRINT UPDATE**

I've received notice from RACES that they have fulfilled the new security requirements and are now prepared to welcome competitors to the final two rounds of East Sale Supersprints in September and November this year!!

I do not know the details of the security requirements at this point, I'd expect communication from RACES to be made to competitors leading up to the event. This is great to see and I commend RACES for their efforts in ensuring these events continue!!

## **Winter Cup**

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.

Round 1 will be run and won the time you read this, round 2 will open Monday 23<sup>rd</sup> June!!



# GIPPSLAND CAR CLUB WINTER CUP



Round 1 – 1<sup>st</sup> June, Clockwise

Round 2 – 27<sup>th</sup> July, Anticlockwise

Round 3 – 24<sup>th</sup> August, Figure 8 Double Loop

[www.gippslandcarclub.com.au](http://www.gippslandcarclub.com.au)



# **BITS AND PIECES, INCLUDING FROM THE BOARD**

## **John Bryant**

**CALENDAR CHANGE** Please note that the East Sale Sprint scheduled for June 16 has been **CANCELLED**

**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. **It is now next month**, and this is the report from his father Lasith!

“Rehan recently competed in the 2025 MOZA Racing Victorian Esports Championship at Meguair’s MotorEx. He went in as fastest qualifier. At the end of Saturday he was in the Top 8 so had the opportunity to race again on Sunday. He was knocked out in the semi-final on Sunday, mainly due to not being able to get quick enough with the new equipment that was available on the day. Overall it was a great experience with lots of learning taken away”.

Well done Rehan – you have experienced something that most other Club members, young and old, would like to have achieved.



**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

**SUBARUS CROSSING THE SIMPSON DESERT**

Club member Rob Wilson, a valued member of our timing team and also my Valve Bounce collation crew, is part of a crew driving from Tasmania to cross the Simpson Desert. The aim of this exercise is twofold – firstly to raise funds for that insidious Parkinson Disease, and the second is to drive a fleet of Vintage Subaru’s from Tasmania to the Simpson Desert – not sure about the Bass Strait bit but hopefully the rest will be fine.

Rob did ride a postie bike from Tasmania to FNQ some years ago (drove across Bass Strait easily by holding his breath all the way) raising funds for prostate cancer, so this trip should be a breeze.

**SUBARUS CROSSING THE SIMPSON DESERT**  
**PRESSING ON FOR PARKINSON'S**

A group of mates are driving restored vintage Subarus from Tasmania to the Simpson Desert in June 2025 to raise awareness and funds for Parkinson’s Tasmania.



**HOW YOU CAN HELP:**



@parkinsonstasmania  
 parkinsonstasmania.org.au

**JOIN THE JOURNEY**  
 Scan to follow & donate



Rob is heavily into rallies, heavily into Subaru’s, and is a much respected official at the Grand Prix and many Phillip Island meetings – being seen at both riding his motor bike around delivering information from flag points to the nerve centre at each place. Like

cancer, the majority of families will have been touched by that terrible disease Parkinson's – would you care to donate to the cause? Note the insert in this Valve Bounce (beside us now) about the journey and about how you can donate..

**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, 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 15 East Sale Supersprint **CANCELLED**

Sunday, June 22 Khanacross (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 Champions,, 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** What I think to be an interesting series of President's Reports (I was President at the time) to Club Members about a couple of proposals for motor sporting events with a difference.

One of the things that I liked to do when President (and I still do the same thing) was to come up with other motor sporting proposals that the Club might get involved in. Before I was in the Club (there was such a time) the Club had a proposal to build a motor racing circuit near Lake Narracan, which is not far from our current track. All of the necessary approvals were obtained from all of the appropriate parties, but it never happened. WHY IS THIS SO? This is one thing I do not know, but it would have been fantastic. I have the plans of the track at home, and it looked very good, but no go.

I joined the Club not long after Morwell Hill Climb was asphalted, and at the time the Club concentrated on running hill climbs, and did so well that in 1977 it was awarded the Australian Hill Climb Championship. Fast forward to 1979. Two suggestions almost came to fruition. One of our Board members at the time, the late Graeme Parker, was a rally fanatic and came up with an idea to use the Gippsland Field Days site at Lardner Park as a centre for some type of motor sport – I did not need to be convinced, so of we went with the ideas.

We finished up with a grass track motor racing circuit on the property – we convinced the Austin Healey Sprite Club and the Formula Vee Association to jump on board, which they did. I did all of the paperwork for the event, and it was ready to go until a dispute between CAMS and the Field Days Management – end of grass track racing. There was grass track racing in the past at both Nar Nar Goon and Romsey – check it out.

The second plan at the time was a new hill climb track in the old Yallourn Township. We had a track inspection carried out by CAMS, the SEC was completely on board, all of the paperwork was done and entries received. A couple of nights before the event some nice person bulldozed half the track – the event ran at Morwell Hill Climb. We looked at another site at Anderson for a hill climb, but that didn't happen either. Gary Tate and myself were talking about extending our current track during the hill climb the other day – could we achieve this?

**BOARD** We held our May Board meeting in the Scrutineers Office, otherwise known as the Cliff Whitehead Taj Mahal. Items discussed included possible tasks for the upcoming Working Bee (which turned out to be almost a dud working bee because of the weather), further discussion on ways in which we can improve the number of competitors at our events, and the forthcoming Winter Cup.

Discussion also took place on the completion of the Timing Building, including quotes for the metal stairs for the building, which Phil Tullett is pursuing. One item of importance which was raised was whether or not we had undertaken a Risk Analysis of possible hazards in the spectator area (the track has had a comprehensive risk analysis undertaken many years ago before we were granted a track licence). We have undertaken such an analysis but it was agreed that we certainly needed to undertake another analysis, particularly due to the fact that we now have more buildings – the paperwork for such a task is to be gathered prior to the next Board meeting. This topic arose because a spectator slipped on the ramp for the new building at a recent meeting, thankfully without injury.

A discussion took place about whether or not we should send out drivers briefing notes prior to the event as occurs at Collingrove in South Australia – no decision was reached on this topic. The final topic discussed was the price

we should levy on a possible track hire to take place in August – this to be the released of a new car, and to take place over a period of time of up to one week. No decision, but further information needed.

**ALAN FOLEY** Alan Foley selected his Kaditcha F2 car from his fleet of racing cars to contest the recent Winton Historic Meeting.



Not only did he contest four races at the meeting, he did extremely well, finishing with one first and three seconds in the four races he contested – excellent performance Alan. Notice the cunning way he advertised on the car that he wishes to dispose of it – this would be an excellent Australian made car to own. Notice also, if you look closely, that Alan was running a little close to the person in front and has a damaged front left hand wing for his trouble. The photograph is by excellent race photographer Ian Smith



# Flashback!

## **GRASS TRACK RACING AND AN ALTERNATE HILL CLIMB SITE**

Grass track racing in Victoria had been held at Nar Nar Goon and at Romsey, and was not necessarily a new thing when the GCC Committee made a bold decision to hold a grass track car racing meeting at Lardner Park in 1979. At the same time, the Committee organised an alternate hill climb site in the old Yallourn township. The following is an outline of the trials and tribulations over a period of time in 1979.

The following documents are copies of the President's Comments for February, March, April and May for 1979 – a time of great optimism which finished in great disappointment. At this time in the history of the Club, there were only 100 members to share the workload.

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### **PRESIDENT'S COMMENTS – John Bryant**

**FEBRUARY 1979**

The 1979 competition is about to commence as far as Club activities are concerned, and it is a year in which we will be conducting far more events than we have ever done in the past. All sections of the Club membership will be catered for, and I trust that during the year all members will endeavour to compete in or assist in the organisation of as many of these events as possible.

Once again, the hillclimb track will be the centre of most of our activities for the year. We will be conducting seven, and maybe eight, hillclimbs during the year, three of which will be rounds of the Victorian Hillclimb Championship. Two hillclimbs will be held at the track before the first GCC event in March – the first of these is the Mazda Car Club track hire on February 18 (to which GCC members are invited to compete) and the other is the Marque Sports Car Association track hire on March 11 (to which GCC members are NOT invited). Both meetings are worthy of attendance. The MSCA meeting in particular usually provides plenty of entertainment and thrills for the spectators, if not the drivers. The possible eighth hillclimb mentioned above is one which would be run exclusively for Vintager and Historic cars – negotiations are presently underway in regard to this event.

Negotiations are also underway at present with regard to the running of Round 2 of the VHCC at a new venue in the town of Yallourn. A track has been chosen from the now empty streets of one area of the town, tentative approval has been given to the venture by the S.E.C. (the owner of the town), and hopefully CAMS approval; will be gained this coming week. If approval is given, we have a new hillclimb track (with a genuine hill in it!) that we can use once a year in conjunction with the Latrobe Valley Festival. By the end of this week, we will know if the March 25 meeting will be held at Morwell or Yallourn. If the Yallourn track is gained, it will mean an extra effort will be required from ALL club members to help ensure the success of the day.

The off-road members of the Club will be organising the Gippslander '79 Rally to be held on June 30, along with the organisation of autocross and motorkhana at the Athlone track. An Autocross series will be conducted by the Pakenham Car Club, HMAS Cerberus Car Club, and GCC/Fiat Car Club.



Dates of events to be held at the Athlone track will be inserted into the Club Calendar when they become known.

In addition to the above events, I have been pestering the Committee to organise at least one lap dash at Winton, at least one quarter mile sprint at a venue to be decided, and, last but not least, an event that I have only mentioned to one or two people – a speedway lap dash. I think a speedway lap dash would be a great day out and provide a lot of thrills in a relatively safe environment – I would be interested to hear the views of members on an event such as this. Dates of these events will be placed on the Calendars when known.

By far our largest undertaking for the year, however, will be the organisation of the motor sporting complex at Lardner. Much work has been done by very few people to this date – a case is presently being prepared for submission to CAMS. If this case is successful (which we confidently believe that it will be) then Rallycross events will be organised at the circuit within the very near future. Machinery is ready to spring into action the minute the go ahead is given. The only reservation at this stage is whether there are enough interested people in the GCC to make venture a success. I will be doing everything in my power to make the project the motor sporting centre of Victoria – I hope you will be doing likewise!

#### **PRESIDENT'S COMMENTS – John Bryant**

**MARCH 1979**

My comments this month consist of a mixture of both good and bad news. The bad news first. After lengthy negotiations and many, many hours of work, we were granted permission by the S.E.C. to use some of the roads in the Yallourn Township to conduct a hillclimb event – namely, Round 2 of the VHCC to be held on March 25.

A CAMS track inspection was carried out, and a very interesting track was designed with a length of 1.1 miles. As an added bonus, the circuit even contained a real hill! The Supplementary Regulations were prepared and sent out, with the title Yallourn Hillclimb spread all over them. Press releases were prepared, and an advertising campaign was set to go. Local service clubs were organised to handle the gate and the catering arrangements on the day.

On Thursday just passed, it was discovered that some \*\*\*\*\* had ripped up some 200 yards of the track! The result is that the hillclimb on March 25 will now be held at Morwell. At this stage, it appears that no-one seems to know who ripped the track up, or why it was done. Our man inside the S.E.C. is carrying out an investigation at this stage to find out why it was done.

Special thanks to Kevin Foote and Colin Ashby for the large amount of work carried out to organise this new venue.

We are still hopeful of carrying out a hillclimb in Yallourn at a later stage this year.

The good news. We have been granted approval in principle to conduct a shakedown meeting at Lardner. This will be held in May, and will be in the form of Short Circuit grass track racing – up to 10 cars at a time on a track of approximately 1 mile in length – and using only radials or slicks – all other types of tyres are a banned. Should be very interesting! Again, much groundwork has been put in, and much more remains to be done. All offers of help will be gratefully accepted, especially in organising and conducting the event in May. Races will be held for all classes of cars, not just off-road type of vehicles.



I would ask that all members of the Club support the hillclimb on March 25 – although this meeting is labelled Round 2 of the VHCC it is in fact the first meeting of the year, as Lakeland was halted in rather dubious circumstances a couple of weeks ago. A full field of competitors is anticipated.

Also worthy of support if you can see your way to assist, is the Latrobe Valley Festival parade to be held on April 1. An interesting few weeks in store for all.

**PRESIDENT'S COMMENTS – John Bryant**

**APRIL 1979**

We are presently engaged in a very hectic time as far as motor sport is concerned at Club level. Our round of the VHCC held on March 25 went off very well, and for the first time in a long while, our members were actually volunteering to act as officials without any pushing whatsoever. Congratulations to Chris Murphy for taking out fastest time of day – with Werner Rodkin unfortunately eliminated in a rare lose on practice day, together with the non-appearance of Peter Holinger, Chris already has a handy lead for this year's title. Round 3 (or is it Round 2?) will be held at Lakeland on April 29.

A glance at the Club Calendar will show members that the Club is in for a hectic couple of months as far as organising of events is concerned. On April 22 we are conducting a closed hillclimb at Morwell – this is an event in which any club members can enter in the family car. If you normally watch our events, why not have a go at this one? An entry form for the event is included in this copy of Valve Bounce. Entries will be accepted on the day, but it is preferred that you post your entry to the Secretary as soon as possible.

On May 13, we will be conducting the first meeting at the Farm World circuit at Lardner. This meeting will feature short circuit grass racing – the circuit will be approximately 1.6 kilometres in length and will feature a predominantly grass surface. Races will be of three to five laps in duration, and we are hopeful of getting through approximately five races an hour, with racing lasting for probably five hours. Races will be held for various classes of cars, with the classes being finally decided when all entries have been received. Invited clubs (as well as our own) are the Buggy Association of Victoria, the Formula Vee Association of Victoria, the Victorian Rally Association, and the Austin Healey Sprite Drivers Club. All of the behind the scenes organisation has been completed, but we will need assistance with the running of the event. The concept has aroused a great deal of interest in the motoring world, and should be a great success. It will be a success if you help make it so. Unfortunate many people have been knocking the venture (many Club members included) and are hoping that it will be a failure. At least two other clubs and one motor racing promoting company are waiting in the wings to take over should this meeting not succeed. The venture should prove to be a gold mine for the Club – play your part and help make it the success it should be.

On May 20 we will be conducting Round 4 (or is it Round 3?) of the VHCC at Morwell. We are still hopeful of conducting hillclimbs at Yallourn, but will probably have to again go through miles of government red tape before we can get the go ahead to conduct meetings there.

On April 1 the Club entered a display in the Latrobe Valley Festival Street Procession. Racing cars owned by John McLuckie and Ken Gray and rally cars owned by Graeme Parker and Chris Stone took part in the procession, and in the static display held at the Morwell Football Ground after the parade. Thousands of people lined the streets of Morwell for the parade, as well as countless thousands of others watching the event on television. Thanks go to Barbara McLuckie for



undertaking the organisation of this promotion. What a pity that our proposed motor racing show did not eventuate – I think that it would have been an outstanding success.

**PRESIDENT'S COMMENTS - John Bryant**

**MAY 1979**

This coming Sunday, May 13 hopefully marks the beginning of a new era for the Gippsland Car Club. We will be conducting our first race meeting at Lardner. As previously advised, the meeting is to test the viability of the area for motor sport. I believe that it will be very suitable and I also believe our concept of grass track racing should be a winner. You, as a Club member, can make the day a success – those members who are on the officials roaster area asked to attend and perform the functions for which they are listed. Members who are not listed are asked to attend and make themselves available for a job. Regardless of where you work you will be able to see the action. For the ultra-keen members a working bee will be held at the property on Saturday afternoon to arrange hay bales, etc., at various places around the course. **REMEMBER, THE SUCCESS OF THIS WEEKEND DEPENDS UPON THE MEMBERS.**

On Sunday May 20 we will be holding Round 3 of the Victorian Hillclimb Championship at Morwell. Members are again asked to support this event. As an added incentive to competitors at this meeting, Colin Ashby, through Ashby's Electrical has generously donated \$200 for distribution as prizemoney. This will be distributed to the fastest ten competitors on the day, regardless of category. Many enquiries have been received for this event, so hopefully it should turn out to be a very successful meeting. Again, the success of the day depends on the members of the Club.

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**WHERE ARE THE PRESIDENT'S COMMENTS FOR JUNE WITH THE REPORT OF THE INAUGURAL GRASS TRACK MEETING AT LARDNER???**

**THE EVENT AT LARDNER DID NOT HAPPEN!!** IN THE FEW DAYS PRIOR TO THE EVENT, A DISAGREEMENT AROSE BETWEEN CAMS AND THE PROPERTY OWNERS – RESULT – MEETING CANCELLED, MANY DISAPPOINTED PROSPECTIVE COMPETITORS, AND WE WERE LEFT WITH EGG ON OUR FACES!!



**TWO MEETINGS ORGANISED BY THE CLUB, BOTH OF WHICH WOULD HAVE BEEN ABSOLUTE BONANZAS FOR THE CLUB, CANCELLED WITHIN THE SPACE OF THREE MONTHS!!!**

A few car meetings have been held at Lardner Park over the years, mainly rallies and burn out competitions, with the odd motorkhana. It still is an ideal venue for development as a motor sport venue. A couple of other possible events for the Club were mentioned in the previous comments – a sprint meeting – this did occur at Winton and was very successful, and a motor racing show at Kernot Hall in Morwell – excellent roll up of cars but not a huge attendance from the general public. Forty years after the event, the ¼ mile sprint has still not occurred nor has the speedway lap dash – one can only hope.

## ***Collingrove Hill Climb Road Trip – Jarrod Bryant***

When my wife told me she was away for a weekend in the middle of May I took the opportunity to make a last minute entry into one of the rounds of the Winter Cup Hill Climb at Collingrove in the Barossa Valley. I've wanted to make a trip over there to have a run on this track for some time so I jumped at the chance for the road trip.

The basic plan was sneak away from work at lunchtime on Friday and stay the night in Horsham, drive from Horsham to Murray Bridge on Saturday morning where I had booked an Air BNB for 2 nights then compete Sunday and drive home Monday. The run over to SA was pretty good until Saturday morning when I hit the highway between Horsham and the border. To say the roads in Western Victoria are rubbish is an understatement, proven by the fact that I managed to break a lashing strap on the trailer in the first 80km on Saturday due to how much the car and trailer were moving about. Some parts were basically unsafe to drive over 80kmh while towing yet, as soon as I hit the border, the SA roads were really good and the rest of the way to Murray Bridge was a breeze.





Sunday morning I got up early to find the car frozen and the temperature a chilly 0 degrees for the 1 hour drive over the hills to Collingrove. It had been pouring rain the day before so I was a little worried about the weather however it turns out (apart from the chilly start) I had nothing to worry about with a sunny day and a temperature of 17 degrees.



Arriving at the track reminded me a little of our old facility at Gippsland Park, more of an old school facility with narrow track, unsealed pits and basic facilities. Despite this it was a great venue, well maintained and the track had just been resurfaced. The Sporting Car Club of SA were very well organised, ran very efficiently and were a friendly bunch of people.

My day started pretty tentatively, with such a narrow track (about 3.5m wide)



and no practice I was just trying to figure out where I was going. What I found was an awesome tight little track with some high speed steep sections and very tight first gear corners. The new surface was magic but you



certainly didn't want to run off the track with some stones and rocks off the side.



Over the course of the day we got seven runs, with a field of 70 entrants, they knew how to run efficiently, it even included a 1hr lunchbreak and a parade of cars who had driven out to watch. They have recently completed an extension near the start line which adds over 300m of new track at the bottom, this wasn't yet in use due to safety barrier work that needs completing, but it looked pretty good and the parade had a run on

the new surface.

I managed to get faster each run except for the last two where I came across a heap of gravel in the tight corners at the top and nearly ran off, basically landing the same time on the last three runs. The only problem was by the time I had figured out where I could go quicker the day was over!

Overall I had a great day at a great track hosted by a great club. I will definitely be heading back next year for another crack at the track. If anyone else is thinking they would love to head interstate to run at another venue I certainly recommend it.

## **KHANACROSS. MAY 4, 2025**

### **John Bryant**

Many years ago, my wife Carol and myself thought we might like to purchase a brand spanking new Mazda MX5, so off we went to Traralgon Mazda to try the car on for size. Carol thought it was good but I had trouble getting in and out, so scratch that idea.

The Mazda RX8 sitting in the showroom fitted well, but the price did not. So, change tack – a Statesman was the go – we still have it and will never part with it. Moral to the story – if I could drive as well as many people who compete in our khanacross events and I had purchased a new Mazda MX5, maybe, just maybe, I could have been a khanacross star (the Statesman is just a touch too big for these events!).

Therefore, on May 4 I did my usual – watching the proceedings and pressing a stopwatch occasionally, and watching Mazda MX5s cruising between the cones and taking out most of the top positions in the event – if only!!



We had a lower entry than usual at this event, with 26 starters, and all completed eight tests, and we finished early! Seven of the entrants were juniors, making up 25% of the field, which is excellent. Grandma and Grandpa of the year, Laura and Col Hunter, brought along four of the juniors, all of whom were their grandchildren, and all of whom shared the Ford Fiesta that Col towed in a trailer big enough to fit a truck.

It is very good to see grandparents bringing along their grandchildren to compete in our khanacross events. Alyssa Peeks was again the top Junior in grandpa Pete Ferguson's MX5 – I suspect that this might be the last year for Alyssa as a Junior, and, if so, she will certainly be hassling many of the senior competitors next year.



Andrew Tate was the pilot of the winning MX5 on this occasion, scoring a time of 323.78 seconds, two seconds in front of Rod Macnab who scored 325.89 in his MX5. In third position was our current Club Champion, Simon Wills, driving, believe it or not, a Mazda MX5, with a time of 327.35 seconds.

Jack Greatorex was a close fourth with 327.53 seconds in his MX5, from Declan Wills in fifth position in the family MX5 with 333.14 seconds. Just to break the “monotony”, Scott Seddon in the VW Golf was in sixth position with 334.27 seconds. Jeffrey Marsh was next in seventh in an MX5 with 342.16 seconds. The husband and wife team of Aileen and David French were next in eighth and ninth in the Toyota Corona, with 349.51 for Aileen and 354.56 for David – strangely, both scored a WD on the final test. Rounding out the Top 10 was Jeremy Dawson driving a Hyundai i30, and he finished with a time of 357.26 seconds.

Alysa Perksa was the top junior with a score of 373.43 in the MX5, with the first of the Hunter clan, Angus Clark second junior. The rest of the juniors followed close behind. One of the highlights of the day was that very few penalties were incurred during the event, 11 in all. The other “highlight” of the day was the earth shattering exhaust noise coming from the Terry Selwyn Datsun – he has been told!

The next khanacross is on June 22 – this is a round of the Victorian Khanacross Championship for 2025. I am aware that a number of our regular competitors do not compete in the Vic Championship event because of the status, etc, and the belief that they will get walloped on the day. The long and short of it is that our competitors can most certainly hold their own in this event, and many would certainly finish in the Top 10. If you are uncertain, give the event a go and see how good you actually are!!



## **MULTICLUB HILL CLIMB, JUNE 1, 2025 – WINTER CUP ROUND 1      John Bryant**

The trip from Traralgon to the track for this event was somewhat daunting, as the place was covered in a pea soup fog for the whole distance, and I was concerned that either I might not make the distance or I would take two hours rather than the normal 25 minutes. I did get there, albeit a little slower than normal. What amazes me, however, and this is possibly because I am very old, is the way that many people drive in very thick fog. The longest distance we could see was about 100 metres, with 50 metres being the norm – this did not stop the large majority of drivers cruising along at 110 kph, many of them without lights on – they must have powers that I do not, and the amazing thing was that I did not find any of them wrapped around a tree or another car. The track area was just as bad, and it was difficult to see much of the track – by some miracle, however, the fog cleared sufficiently for us to make a start at our normal 10 a.m. There were 49 entries, 45 starters – the aim of the day was to have between 6 and 10 runs, with a finish time of 3.30 p.m. – we made it with all drivers offered 10 runs, but not all took up the offer. We used the rarely- used Clockwise Track.

The Top 10 was an interesting mix on this occasion, as we had very few Formula Libre cars. Ewen Moile won by the proverbial country mile in his Ramblebee Mk8 with a best time of 51.21 seconds. Cody Healy was second in the very twitchy Yacar, with the first tin top being Nick Cascone in third place in his very nice Porsche Cayman. Fourth place went to Steven Buffinton in the Westfield Clubman, followed by Dale Hocking in the Dalrick Clubman in fifth position. Rhys Yeomans was the first Improved Production car in position six and was followed in seventh by yet another Clubman, Colin Newitt in the

Locost. Jim McNiven was the first Sports Sedan in eighth in his Corolla, followed by Lasith Liyanage in his Prod Sports Subaru BRX in ninth, and Karl Hess in tenth, driving the flying roof racks Honda Accord IP vehicle. Pictured below is Ewen Moile, with excellent hotography by The Race Torque.



Although the overall entry was not large, most classes had more than one entry. Steven Buffinton was the victor in the three car Clubman Sports Car class, with only just over one second separating the three. Ewen Moile was first in the three car Formula Libre up to 1300 field, whilst Gary Tate was the only entry on the Historic Group N 2001 and over class, driving his Mustang. Karl Hess won the four car Improved Production 2001 and over class, whilst Rhys Yeomans was first in the IP up to 2000 class. There were three Juniors competing, with Aston Hill in the Subaru just sneaking in by 0.44 of a second for the win from Toby Pratt in the Honda Civic. Alexandra Suzic was third in the soon to be painted pink Mazda 323. A large field of ten drivers contested the Prod Sports up to 2000 class, with Lasith Liyanage in the Subaru BRZ winning from Ian Maud in the Fiat X1/9, and Ian Speight driving his Mazda MX5 into third position – Lasith won by only 0.43 of a second from Ian.

David Casey was the winner in the three car Sports Cars up to 2000 class in his Suzuki, by a mere whisker from Sei Vella in the Mazda MX5 – only 0.13 of a second between them. Third placed Ray Vella has some work to do after Sei backed the car into a big tyre in the Oh Shit area. Lex Thorbecke was the only competitor in the Sports Cars 2001 and over class. Jim McNiven took out the seven car entry in the Sports Sedans up to 2000 class in his Toyota Corolla from Garry McIvor in the Escort – Garry had the misfortune to break an axle when leaving the start line on Run number 8, halting his progress immediately when a wheel parted company with the car. Garry would like to thank everyone who first loaded his car onto our rescue trailer, and then transferred the car to his own trailer – there is a reason why it was put on to our trailer first, but you can work that out for yourself. Ballarat visitor Glenn Latter was first in the Sports Sedans 2001 and over class in his Mazda RX7, from Rob Duncan in the Commodore now featuring Statesman brake rotors. There was only 0.09 of a second between Rob and third placed John Mahy (sharing the same car), and Steve Grinstead was only a further 0.17 of a second further back in fourth. Frank Penrose, who normally features well in this class, had car troubles in Run 1 and withdrew. The closest finish of the day saw Subaru mounted Shane Reynolds taking out the Sports Sedans 4WD class by a mere 0.07 of a second from Chris Jones in the Audi.

And so finished the day – at 3.30p.m. New records on the day were set by Lasith Liyanage (Prod Sports up to 2000), Nick Cascone (Prod Sports 2001 and over), David Casey (Sports Cars up to 2000), Lex Thorbecke (Sports Cars 2001 and over) and Rhys Yeomans (Improved Production up to 2000).

Congratulations to all. If you want to see all the records for all of our tracks, check out our website under Results.

The next GCC Multiclub Hill Climb, and Round 2 of the 2025 Winter Cup, will be held on Sunday, July 27, and will feature the Anticlockwise track. Results for the day are included elsewhere in this edition of Valve Bounce.



Pictured on the left is Lasith Liyanage and on the right, Glenn Latter – both photographs by The Race Torque.



Rank	Number	Last Name	First Name	Class	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10	Time	Gap
1	70	MOILE	Ewen	Formula Libre up to 1300	Rambler MK3	55.32	52.79	53.03	52.35	51.92	51.21					51.21	
2	47	HEALY	Cody	Formula Libre up to 1300	Yocar	62.02	56.17	55.42	54.45	54.86	54.67	55.31	54.84			54.45	3.24
3	82	CASONE	Nick	Protek/Protek/Protek	Porsche Cayman	61.58	56.47	55.98	55.32	56.02	55.79	56.03				55.32	4.11
4	171	BUFFINTON	Steven	Children Sports Cars up to 1000	Westfield Clubman	60.25	57.05	56.02	55.87		56.47					55.87	4.66
5	52	HOCKING	Dale	Children Sports Cars up to 1000	Datsun Clubman	58.44	56.52	57.30	56.45	56.91	57.39	57.26				56.45	5.24
6	16	YEOMANS	Rhys	Improved Production to 2000	Honda Civic	63.36	58.56	57.08	57.37	57.34	56.73	56.86	57.14	56.96	57.44	56.70	5.52
7	56	NEWITT	Colin	Children Sports Cars up to 1000	Lotus Elise	63.47	60.05	58.78	57.96	57.32	58.39	57.99				57.32	5.91
8	113	MCNIVEN	Jim	Sports Sedans up to 2000	Toyota Corolla	60.66	58.02	58.00	58.36	58.06	57.88	58.49				57.88	6.67
9	79	LIYAMAGE	Lash	Protek/Protek/Protek	Subaru BRZ	64.41	58.75	58.60	58.36		58.16					58.16	6.97
10	431	HESS	Karl	Protek/Protek/Protek	Honda Accord	60.70	58.52	58.65	58.39	64.40	58.61	58.86	59.07	58.23	58.38	58.20	7.02
11	112	MAUD	Ian	Protek/Protek/Protek	Flat X19	64.25	60.78	58.06	58.64	58.61	58.76					58.61	7.40
12	19	LATTER	Glen	Sports Sedans 2001 and over	Mazda RX-7	70.49	60.65	58.35	58.97	59.06						59.06	7.85
13	97	SIMPSON	Craig	Protek/Protek/Protek	Renault Megane	62.84	60.45	60.23	59.55							59.55	8.34
14	151	CASBY	David	Sports Cars up to 2000	Subaru Cupacoro	62.48		58.82	60.45							59.82	8.61
15	72	MCIVOR	Garry	Sports Sedans up to 2000	Ford Escort	66.48	62.36	61.49	61.42	61.24	60.70	59.93				59.93	8.72
16	43	VELLA	Sal	Sports Cars up to 2000	Mazda MX-5	62.86	58.95									59.95	8.74
17	383	SPEIGHT	Ian	Protek/Protek/Protek	Mazda MX-5	63.15	60.76	60.64	61.08	60.39	60.22	63.71				60.22	9.01
18	51	DUNCAN	Robert	Sports Sedans 2001 and over	Holden Commodore	61.66	60.43	62.50	61.17	62.29	60.61	61.34	61.19	60.43		60.43	9.22
19	15	MAHY	John	Sports Sedans 2001 and over	Holden Commodore	63.94	61.04	61.23	60.82	64.01	62.22	60.85	62.91			60.82	9.31
20	16	GRIMS	Simon	Sports Sedans 2001 and over	Holden Commodore	71.15	61.82	61.11	60.89	61.38						60.89	9.48
21	5	WILLS	Simon	Protek/Protek/Protek	Mazda MX-5	65.49	61.27	61.04	62.04	61.29	61.34	61.32	61.83	61.78	61.04	61.04	9.83
22	180	BARKER	Brett	Sports Sedans up to 2000	Toyota Corolla	62.53	61.57	61.94	61.92	61.37	61.64	61.05				61.05	9.84
23	8	BARKER	Dale	Sports Sedans up to 2000	Toyota Corolla	64.47	62.08	61.79	61.58	61.61	61.48	61.12	61.46			61.12	9.91
24	9	FRENCH	David	Protek/Protek/Protek	Toyota Corolla	66.72	62.53	62.40	61.70	61.84	61.83	61.65	61.99	61.77	61.98	61.59	10.38
25	75	WILLS	Dedan	Protek/Protek/Protek	Mazda MX-5	67.25	63.51	63.00	62.64	62.05	62.85	62.89	62.91	61.58	61.63	61.63	10.42
26	243	VELLA	Raymond	Sports Cars up to 2000	Mazda MX-5	65.13	62.20									62.20	10.99
27	641	LEWIS	Edward	Formula Libre up to 1300	Lewis Dallara	73.49	63.14	62.82								62.82	11.61
28	61	TATE	Gary	Group N 2001 and over	Ford Mustang	70.19	65.41	64.54	63.88	63.82	62.97					62.97	11.76
29	741	MAYZE	Bridley	Protek/Protek/Protek	MGB Roadster	70.00	66.06	65.44	64.25	64.08	64.07	63.04	64.03			63.04	11.83
30	90	REYNOLDS	Shane	Sports Sedans 4WD	Subaru Liberty	68.26	66.96	64.34	64.67	63.45	63.11					63.11	11.90
31	124	JONES	Chris	Sports Sedans 4WD	Audi A4	67.30	66.66	63.85	64.61	65.43	63.18	63.40	63.38	63.71		63.18	11.97
32	17	DAVEY	Ayden	Sports Sedans up to 2000	Alfa Romeo 159	69.74	66.32	66.74	66.96	64.51	65.10	63.70	64.09	65.28	63.80	63.80	12.39
33	91	FRENCH	Aleyn	Protek/Protek/Protek	Toyota Corolla	67.02	66.94	66.57	66.59	64.93	64.74	65.48	65.96	66.29	64.65	64.65	13.44
34	42	HILL	Aston	Junior	Subaru Impreza	67.17	64.83	65.95	65.05	65.96	66.62	64.76	65.36	65.53	65.13	64.76	13.55
35	77	DEE	Peter	Protek/Protek/Protek	Mazda MX-5	68.81	66.96	66.79	66.06	66.46						65.08	13.87
36	76	PRATT	Toby	Junior	Honda Civic	74.82	70.07	67.90	67.12	66.82	66.95	66.74	66.97	66.12	66.20	65.20	13.99
37	7	DEE	Nicholas	Protek/Protek/Protek	Mazda MX-5	76.48	67.90	67.07	66.34	65.23	68.30					65.23	14.02
38	6	PRATT	Sean	Improved Production to 2000	Honda Civic	66.65	66.32	66.52	66.32	66.97	65.72	65.91	67.20	65.50	65.32	65.32	14.11
39	159	BRYANT	Janod	Sports Sedans up to 2000	Toyota Corolla	67.94	67.24	66.48	66.23	66.92	66.67	65.95	65.43	65.44	65.68	65.36	14.14
40	74	MAYZE	Ian	Protek/Protek/Protek	MGB Roadster	71.82	68.30	67.04	66.89	65.42	65.99					65.39	14.18
41	59	BRYANT	Joshua	Sports Sedans up to 2000	Toyota Corolla	68.55	67.69	67.20	67.44	67.76	67.15	67.60	67.93	67.21	67.40	67.15	15.94
42	32	SCANLAN	Wayne	Protek/Protek/Protek	Mazda MX-5	78.17	68.70	68.72	70.42	68.80	68.54	69.67				68.54	17.33
43	31	PENROSE	Frank	Sports Sedans 2001 and over	Datsun 1800	69.97										69.97	18.76
44	71	THORBECKE	Alexander	Sports Cars 2001 and over	Toyota Celica	71.89	70.28	70.07	70.32	72.29	70.35	70.99	74.31	73.01	71.98	70.28	19.07
45	777	SUZIC	Alexandra	Junior	Mazda 823	90.22		81.23	77.37	73.32	75.26	74.45	74.31	73.01	71.98	70.28	20.77
46	1777													72.30	72.30		20.89



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# **ALLAN GRIGG – Life Member of Gippsland Car Club**

Words by Bill Revill and Allan Grigg

## **PROFILE**



Allan Grigg is a Life Member of the Gippsland Car Club and was a consistent hillclimb competitor in the 1967-1989 period. He was not only a regular competitor but was the club scrutineer for many years. Allan was a member of the Victorian Hillclimb Panel along with John Bryant and John Moss, thus providing a significant contribution to our sport.

Allan Gregg

Allans' skills and interest in electrical engineering has been the hallmark of his life. After studying and teaching at RMIT, he moved on to a career working with electrical machinery. He is now working in industry and as a volunteer restorer of historic trains. He currently holds the position of Senior Design Engineer at 'Ironcore', a transformer manufacturer. This is an all Australian owned company which was founded in Melbourne in 1933.

## **MOTORSPORT**

Allan was a Hillclimb competitor whose first event was in 1967, over 50 years ago. He was a regular competitor at all of the hillclimb venues of the time – Rob Roy, Lakeland, Mt Tarrangower, Mt Leura, Ararat and he also took part in the final event at Templestowe. He drove his JJ Hudson at the first two bitumen hill climbs at Gippsland Park in 1973 with Jack Woldren

as co-driver. The JJ Hudson was in top form at the time, with three HD 8 SU carburettors, tuned inlets and interference extractors.



Lucas Plymouth around the 1980's at Ararat

This car was quick, showing over 90 mph on the uphill straight at Tarrengower and even more speed at the run to the finish – his time of 64 seconds was a good time then.

Allan was an early pioneer in electric vehicles with his involvement in the RMIT “*Electrathon*” vehicle which was constructed for the *Australian Electric Vehicle Association* competitions. These were a series of races, challenging speed, endurance and manoeuvrability of electric vehicles and were an annual event through the early 1980's.

He also constructed an electric go-Kart, designing and building his own motor. Allan drove the Kart at Gippsland Park Hillclimb, becoming the first electric vehicle on the track and achieving respectable times up the hill.

In 1980, Allan bought Peter Lucas' Lucas Holden and re-engined it with the 1933 Plymouth engine from the JJ. His last run was Mt Leura in 1989, many seconds faster than in years gone by. He used this car to win the Victorian Championship for Formula Libre over 2 litre class in 1987. Since his active competition period, Allan went on to perform as a scrutineer for the Gippsland Car Club for many years and was a key person in the planning of the Australian Hillclimb Championship at Gippsland in 1977.

Over 30 years later, Allan still has the Lucas Plymouth, fully assembled and ready for a freshen-up, whilst the JJ Hudson is complete but dismantled.



## AFTER THE RACING – TRAINS



For many years his affection for trains was evident. Both he and Julie, his future bride, spent time working on the restoration of a Tait double – ended rail carriage so it could be a part of their 1991 wedding transport.

Dynamotor Armature

It proved to be hard, tedious work to restore this huge carriage – those of us who restore mere cars can only look on with awe! But the couple were happily married in Nov 1991 and moved to “Misty Spring” a farm at Pheasant Creek. After battling drought for years, the farm was sold in 2000 and Allan and Julie moved to Keon Park. Sadly, Julie passed away in 2020.

Allan’s love of electrical equipment and Tait trains is strong and has been for many years. In 1990, a complex legal and accreditation battle occurred between Vicrail, Steamrail, Dieselrail and other organisations over useability and safety certification of components for the Tait carriages. Although a large number of parts (including major components such as huge dynamotors and compressors) had been donated, many had been left in the weather for the last 20 years and now show age and weather damage.

Since 2004, Allan has been busy overhauling 12 dynamotors and 2 compressors. He is performing this work as one of a dedicated team of volunteers who are not only unpaid but generously assist the project with their own finances to make ends meet. This work involves the complete disassembly of these large machines and a full inspection before the rebuild can commence. *“It’s not just an exercise”, says Allan, “Many components have been damaged by time and weather and really do need replacing”*. But it’s not so easy working on aging, inch-based rail equipment. Rubber seals



have decayed so new seals must be made from scratch, not just purchased at Supercheap. Plus the items are riddled with asbestos, so strict safety practices must be used at all times. A little help from our friends is always useful, and Allan thanks Bill Freame for his specialist work to get things going.

### **ALLANS LIFE AT PRESENT**

Allan's life has been like that of a "Boy's Own" hero. He has driven down a continuous pathway of a love of engineering, of doing useful work and getting enjoyment from making things better. He gets great satisfaction from his current employment and from using his skills and abilities to restore our railway history so that future generations may see visions of the past.

## **Sponsor Appreciation Day – Thanks to all of our supporters!!**

Everyone knows that motorsport relies on money. Running Bryant Park has many operating expenses and hosting the Australian Hillclimb Championships last year cost many thousands of dollars. Sponsorship from other business is essential and in return, we offer publicity and support for their product or service in front of the general public.

But the committee thought of a new way to reward our valued supporters – and one was to invite them to the track for a Sponsor Appreciation Day.

A call for cars with passenger seats went out and about 7 of our members generously volunteered their time and cars to take our sponsors for tours of the course. All track variants were used - clockwise, anticlockwise, outer circuit and figure eight.

The only company to take up the offer was TROJAN TOOLS. They were welcomed by Rhys Yeomans, our Deputy Chairman, shown around our great track, then all the participants could pick various cars to ride as passengers - everyone had as many runs as they wanted in tin top touring cars, sporty MX 5's or outright racers like the clubman.

Finally, everyone had had their fill of motorsport and were ready for lunch which we enjoyed in the clubrooms.

Again, thanks to all of our sponsors and certainly to TROJAN TOOLS for making this event successful. We'll run another Sponsors Day soon and we hope more of our valued supporters come along and sample the frontlines of motorsport!!

**REMEMBER, SUPPORT THOSE WHO SUPPORT US!!  
ALWAYS BUY FROM OUR SPONSORS AND INCLUDE  
THEM IN TENDER APPLICATIONS!**



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# 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**

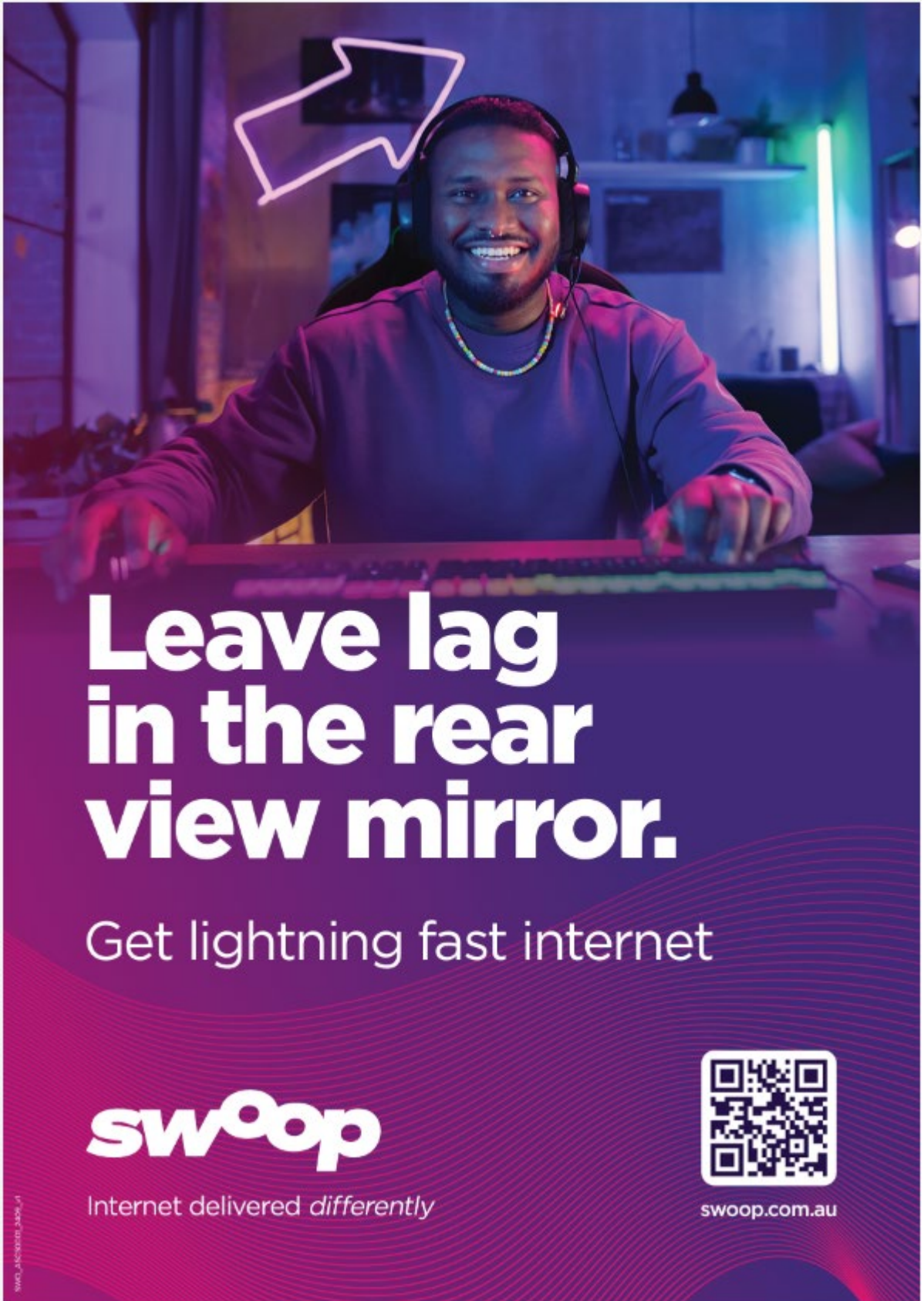


## Why we are rallying

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.




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**GCC HILLCLIMB CHAMPIONSHIP - 2025**

	# GCC Entrants	32	30	37		
PLACE		VHCC Rd 2 22-Feb-25	VHCC Round 4 27-Apr-25	GCC Multiclub Hillclimb 01-Jun-25	Rounds Counted	CHAMPIONSHIP @ 03-Jun-25
1	Rhys Yeomans	0.997	1.001	1.004	3	3.001
2	Steven Buffinton	1.018	0.997	1.045	3	3.060
3	Lasith Liyanage	1.054	1.009	1.043	3	3.106
4	Sei Vella	0.911	1.147	1.061	3	3.119
5	Jim Mcniven	1.035	1.035	1.051	3	3.121
6	Dale Hocking	1.046	1.035	1.056	3	3.137
7	Ian Speight	1.068	1.033	1.080	3	3.180
8	Brett Barker	1.087	1.110	1.109	3	3.306
9	Raymond Vella	0.970	1.239	1.101	3	3.311
10	Jarrold Bryant	1.211	1.213	1.187	3	3.611
11	Alexander Thorbecke	1.302	1.354	1.329	3	3.985
12	Karl Hess	1.001		1.030	2	2.031
13	Ian MAUD		1.014	1.051	2	2.065
14	Gregory Ackland	1.013	1.053		2	2.066
15	Craig Simpson	1.016		1.053	2	2.069
16	Jordan James	1.054	1.032		2	2.086
17	David Cantwell	1.065	1.074		2	2.138
18	Ewen Moile	1.022		1.118	2	2.140
19	David Casey	0.943	1.197		2	2.141
20	Thomas Foley	1.053	1.105		2	2.158
21	David Mahon	1.111	1.071		2	2.182
22	Mike Barker	1.095	1.094		2	2.189
23	Dale Barker		1.105	1.110	2	2.215
24	Bobby Tuit	1.096	1.198		2	2.295
25	Keith Wilson	1.114	1.186		2	2.300
26	Frank PENROSE		1.058	1.296	2	2.354
27	David Parr	1.303	1.352		2	2.655
28	Thomas INKSTER		0.959		1	0.959
29	Craig Webb	0.971			1	0.971
30	Brent Coleman	1.014			1	1.014
31	Terry SELWYN		1.045		1	1.045
32	Alan Foley	1.059			1	1.059
33	David Casey			1.059	1	1.059
34	Colin Newitt			1.068	1	1.068
35	Scott SLATER		1.076		1	1.076
36	Garry Mcivor			1.088	1	1.088
37	David French			1.089	1	1.089
38	Gary Tate			1.090	1	1.090
39	Alan Airey	1.093			1	1.093
40	Simon Wills			1.094	1	1.094
41	Declan Wills			1.096	1	1.096
42	Robert Duncan			1.119	1	1.119
43	John Mahy			1.121	1	1.121
44	Scott Seddon	1.128			1	1.128
46	Bradley Mayze			1.130	1	1.130
47	Peter MINAHAN		1.143		1	1.143
48	Aileen French			1.143	1	1.143
49	Toby Pratt			1.154	1	1.154
50	Ayden Davey			1.155	1	1.155
51	Sean Pratt			1.156	1	1.156
52	Lachlan Spiteri	1.161			1	1.161
53	Shane Reynolds			1.164	1	1.164
54	Geoff COOLING		1.165		1	1.165
55	Warren Heath	1.167			1	1.167
56	Ian Mayze			1.172	1	1.172
57	Aston Hill			1.195	1	1.195
58	Wim Janssen	1.195			1	1.195
59	Joshua Bryant			1.219	1	1.219
60	Alexandra Suzic			1.274	1	1.274
61	Wesley INKSTER		1.309		1	1.309
62	Edward Lewis			1.371	1	1.371