



VALVE BOUNCE

August 2025



David Casey in the highly modified Suzuki Cuppacino attacks the hill – image Scott Seddon

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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

AUGUST

Friday to Sunday, 8/10	Repco V8 Supercars at Queensland Raceway
Saturday to Sunday, 9/10	VHCC Round 6, One Tree Hill, Ararat
Tuesday 12	Board Meeting, 7 p.m., Clubrooms
<u>Tuesday to Wednesday, 12/13</u>	<u>Audi launch at Bryant Park</u>
Saturday 16	MSCA All British Day at Winton
Saturday 16	Working Bee and Club Members Practice Day
Sunday 17	MSCA Supersprint Championship Round 6 at Winton
<u>Tuesday 19</u>	<u>Ravage Raceworks Track Hire at Bryant Park</u>
<u>Wednesday 20</u>	<u>EA at the track</u>
Friday to Sunday, 22/24	TCR Race Winton
Sunday 24	GCC Multiclub Hill Climb at Bryant Park
Sunday 31	AROCA Supersprint at Broadford

SEPTEMBER

Tuesday 2	Valve Bounce collation
September 7	Fathers Day
Sunday 7	RACES East Sale Supersprint
Tuesday 9	Board Meeting, 7.p.m, Clubrooms
Friday to Sunday, 12/14	Repco V8 Supercars at The Bend, SA
Sunday 14	GCC Multiclub Khanacross at Bryant Park
Sunday 14	VSCC Vintage Rob Roy
Sunday 21	MSCA Supersprint Championship Round 7 at Phillip Island
Sunday 21	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
Saturday 18	AOMC Club and Trade Expo, Penrite Oil Headquarters, Dandenong South
<u>Tuesday to Wednesday, 14/15</u>	<u>Volkswagen (TBC)</u>
Saturday to Sunday, 18/19	Mt Tarrengower Hill Climb
Sunday 19	Bay to Birdwood, SA
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
Friday to Sunday, 7/9	Legend of the Lakes, Mt Gambier
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>
Sunday to Friday, 16/21	Targa Tasmania
Thursday to Sunday, 20/23	Challenge Bathurst
Saturday 22	Working Bee and Club Members Practice Day

Thursday to Sunday, 26/30
Friday to Sunday, 28/30
Friday to Sunday, 28/30
Saturday 29
Sunday 30
Sunday 30

Repco V8 Supercars in the Adelaide Parklands, SA
Lovell's Alpine Rally of East Gippsland
Geelong Revival Moptoring Festival, Eastern Beach
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

JANUARY

Saturday to Sunday, 17/18

Sandown Revival Motoring Festival

FEBRUARY

Friday to Sunday, 13/15
Sunday 15

Bathurst 12 Hour
AOMC British and European Motoring Show

MARCH

Thursday to Sunday, 5/8
Friday to Sunday, 13/15
Sunday 29

Australian Grand Prix, Albert Park
Phillip Island Classic
AOMC Aussie Classic Car Show

APRIL

Friday to Sunday, 10/12
Friday to Sunday, 17/19
Saturday/Sunday, 18/19

Repco V8 Supercars Taupo NZ
Repco V8 Supercars Ruapuna, Christchurch NZ
Terry Baker Motorsport Weekend

MAY

Sunday 17

AOMC National Motoring Heritage Day

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.

GIPPSLAND CAR CLUB WINTER CUP



~~Round 1 – 1st June, Clockwise~~
~~Round 2 – 27th July, Figure 8 Double Loop~~
Round 3 – 24th August, Anticlockwise
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swoop

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BITS AND PIECES, INCLUDING FROM THE BOARD

John Bryant

VALE - HORACIO DIAZ

It is with much sadness that I report the passing of our long standing member, Horacio Diaz. I believe that I first met Horacio in the 1980s or 1990s when he started to compete at our old track. Horacio always drove a small car in the small car classes at our events. Horacio was certainly not the fastest driver at the track, but he was one with much experience. In Argentina (from whence he came) he competed in stock car racing, ocean yacht racing and running. When he came to Australia he tried car racing, motor cycle racing, and he was also into aeroplanes – anything with an engine his daughter Melissa reports. He also kept up his running, and it was not many years ago that he was still running marathon events. Horacio liked history, and he had every copy of Valve Bounce from the time that he joined the Club.

Horacio was cremated in his car racing gear, and a Celebration of his Life will be held in the near future. Details of this day, which is still being planned at the time of writing, can be obtained from his daughter Melissa Diaz-Juleff on mobile 0468 573697.

Commiserations to all in the Diaz family from the Board and members of the Gippsland Car Club, Horacio will be sadly missed around the club and at events.

EAST SALE IS BACK After the cancellation of the first two scheduled events this year, RACES have carried out work required of them by the RAAF, and the September 7 event is on. Supp Regs can be found on our website – remember that this is an Air Force base and strict Security Precautions are in place whilst you are there.

WHAT A TRIAL (OR IS IT TWO TRIALS?) Some weeks ago I received a reminder from MA that my Official's Licence was to expire on June 30, 2025. I was given two options to renew – online or using hard copy. Being an elderly citizen, I went for the hard copy. I duly filled in the hard copy, and whilst doing so found out that my Working with Children Check had expired. I noted this on my form, said I would renew the Check, and sent the form in – this was over four weeks ago (now July 5). I have contacted the Officials Department three times, and on none of those occasions had they found my form (lost in the mail??) In the meantime, I decided that I would renew my Working with Children Check online – how hard could it be? Ridiculously as it turned out. There are eight steps – each time I could get to the fourth, but then it timed out and I could not continue. Then I read the fine print and it stated that if your mobile was more than six years old, it

may not work!! Mine is, but we (Carol and I) tried again, went past the previous steps, but was then told that my Passport was a fake – what a joke!! I could have shown them stamps from all over the world, but I gave up instead! I then went to the Traralgon Franklin Street Post Office and a very nice young lady there did it for me – fifteen minutes and it was all over (fake passport and all!). She did tell me that I was lucky that I went to see her because the majority of Post Offices will not do it for you – they just tell you to do it online!! Are computers and mobile phones a bloody joke, or is that I cannot use them properly? I know which answer my children will give! I now have a valid Working with Children Check, but not an MA Licence. The story continues – it is now July 11 and I do have my MA Official's Licence, but they still have not found my application. I can thank Daniel Gorgievski from a different department of MA for doing it for me online.

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, 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, August 24	Hill Climb
Sunday, September 7	East Sale Supersprint
Sunday, September 14	Khanacross
Sunday, September 21	Hill Climb
Sat to Sunday, Oct 11/12	Australian Hill Climb Championship, The Bend, SA
Sunday, October 19	Hill Climb
Sunday, October 26	Khanacross
Sunday, November 16	East Sale Supersprint
Sunday, November 29	Hill Climb
Sunday, December 7	Khanacross

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

AOMC (Association of Motoring Clubs – from the minutes of the May 19 Delegates Meeting). Our club is a member of the AOMC, as they are the organisation that is the peak body for lobbying to government on a range of issues relating to motoring, in particular the Club Permit Scheme (CPS). One thing I have learned from the minutes of this meeting is that Vicroads is now 81% owned by a private consortium – did you know that?? The AOMC often have guest speakers at their monthly meetings – the guest speaker for this meeting was Brendan Hughes, who is the National Technical and Training Manager for Penrite Oils, and the topic was OIL. Brendan gave a background of the company from its inception in 1926 to the present time. He then gave a talk about oils – Base oils are what come out of the ground. The oil is put through a refining process and ends up in five different groups – Groups 1, 2 and 3 come from crude oil, whilst Groups 4 and 5 come from man-made product.

What goes into an oil? A normal engine oil has about 75% base oil and the rest is additive. One additive is detergent, which is used to keep the engine clean. They also have dispersants which attract the impurities in your engine. This is what causes oil to go dark after a while. When you change your oil, it takes out all the impurities with it. There are many other additives, each with a particular task.

Different oil types. Oils for cars need to be by specification, not viscosity. Viscosity is how thick the fluid is. The higher the number (e.g. 0W, 5W, 20W) the lower the temperature at which the oil will still pour. The second number is the Operation temperature viscosity and it states 100 degrees. The higher the number here means a higher filler strength (W30, W40, W50).

Have oils improved over the years? Looking at an oil from 2004 compared to one from 2021, there is about a 20% improvement in wear protection, 30% better sludge protection, less thickening, better soot control, and in the later oils even better fuel economy.

Can you use newer oils in older cars? Some are designed for use in older cars and some are not. Engine tolerances are different. Older cars oil levels were measured by dip stick, newer cars are measured in microns.

How do you find the right oil for your car? Penrite have an app on their webpage that can be used to help you select the right oil. You can check via rego number, dating back to 1900.

Questions from the floor. What is the best oil to use when you only start your engine every two weeks or a month at a time? The best oil is the one that is specified for that engine. Penrite's specialty oils for older cars have a tacky additive so they stick to the engine wall. That way, when you do start the car, you do not start it dry. What about veteran vehicles that have brass wheel bearings and chain drive that need specific

lubricants? Penrite have a range of products in the classic range specifically for such needs. What is the difference between Shelsey oils and Classic oils in the range? Shelsey oils are designed for 1920s to 1940s era cars with low detergent additives. Classic oils are for post war classics with oil filters.

MEMBERSHIP Membership for 2025 was due and payable on January 1 this year. The large majority of members have renewed their membership, but a small minority has not. Does this mean that you no longer wish to be a Club member, or does it mean that you have just forgotten to re-join for this year. If you no longer wish to be a Club member, please contact Steven Buffinton and let him know. If your Valve Bounce disappears, it means that we have removed you from the mailing list.

GIPPSLAND VEHICLE COLLECTION, HELP SAVE OUR SHED Many of our members will have visited the Maffra Shed, and many will have had their cars on display there at various times. However, the Shed is now in trouble, and in serious need of a new roof, which will cost over \$1 million. Can you help? Check out the page in this edition of Valve Bounce.

WELL DONE ASTON HILL I notice from a glance at Natsoft that young Aston Hill drove in his first Winton event at the Winton Historic Meeting last weekend – he competed in the Regularity events in his Subaru WRX against some very experienced drivers and did well. Sixth place in Regularity One on Saturday afternoon was an excellent effort. It has not taken him long to go from go karts to Khanacross to Hill Climbs and now to the circuit – WELL DONE. The next move that Aston wants to make is to drive Steve's Hawke (DL17?) Formula Ford at the Historic races.

KHANACROSS ENTRANTS When we started kihanacross events at "The Farm" at our old track, it was rare that we ever had anyone from Clubs other than the GCC competing, and usually we only had about 15 entries. The same thing was the case when we moved to our new track, and commenced khanacrosses on an all asphalt track, basically unheard of in Victoria. As time moved on, we gained a couple of entries from M&DCC, but rarely had more than 20 entries. Then Peter Ferguson, GCC and Mazda MX5 member convinced the members of the MX5 Club to come and have a go – and they continue to come and have a go! It is now rare if we have less than 40 entries for an event, and usually many more. We also run a round of the Victorian Khanacross Championship, which was a surprise to us when asked to do so. There are now people from many more Clubs participating – last weekend, as well as from GCC, we had Mazda MX5, M&DCC, Victorian Mini Club, Car Club RMIT, Production Sports Car Racing Victoria and Pakenham Auto Club. Thanks go to Rob Duncan for running excellent meetings – the word has spread about how good our events are.

ARTICLES FROM THE PAST I have heaps of these, and will continue to include them in Valve Bounce in the hope that some of our members find interest in them.

- An article by Mark Oastler that was included in the AOMC Newsletter of November 2019 – 48-215 and FJ Holdens – Rockin', Rollin', Tweakin', and Cheatin', in the '50s and '60s. Many of us are old enough to remember and have attended race meetings all over the country where most sedans were Humpy Holdens, and many races were held just for them. It was only when Jaguars and Mustangs appeared that they started to drop off. However, many of these cars are still racing even though they are now 75 years of age or older – just go to the Historic races or go to Tasmania.
- The first hill climb at the Bryant Park facility on Sunday, July 6, 2008 – I remember it well. We had three months to vacate our Gippsland Park premises, and that meant a number of working bees to clean everything out of the place – it happened. At the same time, we had a number of working bees at our new track to make it ready for competition – that also happened, although if you looked at the track now and the track then, there are many changes that have taken place from that first day. We did not have any permanent buildings at the first event – portable toilets, portable timing, portable catering – no clubrooms, no scrutiny shed and no most other things, but it did happen with a huge and unexpected entry. The place is still changing.
- HISTORY. Read this article carefully and you will see how you can contribute to history. You might like to write an article for Valve Bounce about your performance in one of our hill climbs or khanacross events, or your performance at any other event that you might go to to compete. Our editor Bill Revill has written many excellent motoring type articles in a range of publications. You might like to write a book. You might write a thesis for a university course you have undertaken. All of this is HISTORY. My keeping of the results of all of our hill climbs for the last 50 years or so is HISTORY, as is the stack of Valve Bounces that I have kept since 1978. I have a book at home written by Barry Green titled Albert Park 1953 – 58, an outstanding history book of the meetings held at Albert Park during this time, including race results and photographs – I went to all of these meetings when I was a boy, and this book reminds me of all of them. Will someone write a book about all of the races held at the Altona Circuit or the Fisherman's Bend Circuit? I went to all of them too – it helps to have had a father who was heavily into motor racing. Maybe I will write my book about the Gippsland Car Club – I have all of the information needed to do so, it is just a matter of actually doing it.

FROM THE BOARD The following items were amongst a number discussed at our recent Board Meeting:

- Coffee machine for the canteen
- Draft Yallourn Declared Mine Rehabilitation Plan – GCC submission
- Lunch provision for the next hill climb (July 27)
- Sale of old toilet building
- Completion of the Timing Building

MULTICLUB HILL CLIMB, JULY 27, 2025 – CLOCKWISE FIGURE 8 WITH ADDITIONAL LOOP John Bryant

The day did not dawn as looking like a good hill climb day – rain all night and still raining in the morning when we started. If I recall correctly, seven competitors decided to stay home for the day, but sixty three others decided to brave the elements. The track we used, Clockwise 8 with additional loop, is probably equal to the longest configuration we run, so a wet track and a long track made for very slow times. At the Drivers Briefing, I suggested that times would probably be around 100 seconds or less, and that we would probably have five runs. I was wrong – early in the day, 100 seconds was the fastest run, and close to 150 seconds was the slowest, so the estimate of five runs quickly changed to four. We welcomed members of the MG Car Club Melbourne and MG Car Club Geelong to the event – most had never been to our track before, and all appeared to have a good time.

Nick Cascone, driving his Prod Sports Porsche Cayman, took out the fastest time of day – his times were 106.02 for Run 1, 95.68 for Run 2 and 84.66 for his third run – the times recorded tell you about tracks conditions on the day – Run 1 wet, Run 2 drying, Run 3



Nick Cascone on his way to FTD – photo by Scott Seddon.

almost dry, and Run 4 wet again. Bruce and Peter Minahan had a close tussle for second place, with Bruce taking the cake by just 0.22 of a second from Pete – neither started Run 1 as they were running slicks, recorded their fastest times on Run 3 and then were slower again on Run 4 with the arrival of more rain. Improved Production driver Karl Hess took out fourth place (no roof racks on his car

now to slow him down), with Prod Sports driver Lasith Lyanage fifth in the Subaru BRZ. Steven Buffinton was sixth in the Westfield Clubman, a mere 0.15 behind Lasith, with Rhys Yeomans seventh in his Honda Civic close to another second behind Steven. Wim Janssen was in eighth, and probably would have been higher up but for an unfortunate encounter with the concrete wall entering the back straight – Wim was fine, but the WIMP 003 looked a bit sick. Ian Speight was in ninth position in his Mazda MX5, with Dale Barker the first Sports Sedan in tenth place in his Toyota Corolla.

With a good field of competitors, only three classes had one competitor, so Steven Buffinton, Wim Janssen and Lex Thorbecke each won their class easily. Rhys Yeomans had five others in his Improved Production up to 2000 class, but came out on top by over five seconds. Karl Hess took out the IP 2001 and over class by almost five seconds from three others in the class.

There were five competitors in the Junior class, with Toby Pratt (Mazda MX5) coming out on top from Aston Hill in the Subaru WRX by a mere 0.42 of a second. Production Sports up to 2000 had twenty six competitors, with Lasith Lyanage in his Subaru BRZ taking out the win from Ian Speight in the Mazda MX5 by just 1.93 seconds. The majority of cars in this class were of the MG variety, with a handful of Mazda MX5s thrown in for good measure. Nick Cascone was an easy winner in the Prod Sports 2001 and over from five other competitors, one Porsche 911 and the rest being MGs. If I was asked to choose a car of the day I would go for the magnificently presented MG ZA Magnette of Robert Ades – not fast but looked good.



David Casey was the winner of Sports cars up to 2000 in his Suzuki from Ray Vella in the Mazda MX5 – just 1.99 seconds separated them. Dale Barker in the fast Corolla took out the Sports Sedans up to 2000 from Jarrod Bryant in the slower Corolla. Rob Duncan drove the Commodore to a win in the Sports Sedans 2001 and over class, leaving John Mahy, sharing the same car, a little further behind than is normally the case. Two

competitors in the SS 4WD class – Chris Jones drove the Audi 04 to a five second win from first timer Williams Vital driving a Subaru Legacy.

The rain came at the start of Run 4, so the majority of competitors packed up and started the trek home, so we finished the day before the time we aimed for – 4 p.m.. A very cold



day and a somewhat wet day at times – a number of people spun off into the scenery, but with the exception of Wim Janssen, none were wounded. The results for the day are included in this Valve Bounce, as are the points scores for the Club Championship. Check out our Facebook page for photographs of the meeting, and check 2025.07.27.GCC. Hill.Climb for the photographs taken by Scott Seddon.

A very big thank you to Burke Dempsey for doing the timing all day – I think that this is the very first time that I have never done any timing at an event. Burke wants to spend his life working in a motor racing team, so if any of you have any contacts, give me a call. Thanks also to Rob (whose surname I have forgotten) for coming and volunteering to work at our event for the day – he spent virtually the whole day on the start line. It was very hard to find any of our members carrying out any job – if it wasn't for drivers (Rhys Yeomans, Jarrod Bryant, Joshua Bryant, Dale Barker, Shane Reynolds, Rob Duncan and John Mahy) carrying out some of the tasks, we would not have looked all that flash as far as officials are concerned. Thanks goodness we pay for the ambulance and the safety crew for being on standby for the entire event, and thank to our scrutineers who come as volunteers to every event that we run.



KHANACROSS, SUNDAY, AUGUST 3, 2025

John Bryant

What does one do on a very cold (freezing in fact) Sunday, with a pea soup fog outside? Do you go back to bed which all wise people would do or would you drive out to the track to assist where possible with the khanacross, I thought about staying home, but resisted the urge to go back to bed, so went out to the track. The drive out from Traralgon was pretty ordinary, but I made it safely – I still find it amazing that many people seem to think that you can still drive at 110 kph or more in this weather when you can't see your hand in front of your face – they obviously know more than I do about driving in thick fog.

Anyway, enough of that. We had 40 entries for the event, 39 of whom arrived in the fog. Of the 39 drivers on the day, 12 were juniors – an excellent performance – that works out to be 30.77% of the field. The drivers were faced with 8 tracks on the day, they being Carpark Up, Carpark Down, Back (Bottom Loop) Clockwise, Back Anticlockwise, Out and Back North, Out and Back South, Carpark Clockwise, and Ooh Gosh (which includes Oh Shit). The tracks on which drivers incurred the most penalties were Out and Back North and Ooh Gosh – three of the tracks saw only one penalty overall from 39 drivers – very good.

The Top 10 drivers on the day looked almost exactly the same as the Top 10 drivers at the last khanacross – Rod Macnab in his Mazda MX5 scored 283.41 seconds to take first place, from Andrew Tate in his Mazda MX5 in second place with 285.03 seconds. Jack Greatorex was in third with 288.73 seconds in his Mazda MX5, Bradley Dawson in fourth in his Mazda MX5 with a score of 290.35, and Simon Wills was fifth in his Mazda MX5, with 293.00 (including a penalty for striking a cone). Scott Seddon showed that you do not actually have to drive a Mazda MX5 to do well (although it obviously helps) to finish sixth in his Volkswagen Golf with a time of 293.30, fractionally behind Simon Wills. Declan Wills (or does it actually belong to Simon?) in his Mazda MX5 was in seventh with 297.33 seconds, Jeffrey Marsh eighth (Mazda MX5) with a score of with 298.50 seconds, David French (not in a Mazda MX5 but in a Toyota Corona!!) with 298.89, much of that time spend sideways in the carpark tests, and Darren Greatorex in, would you believe, a Mazda MX5 was in tenth position with 301.30 seconds. There may well be two morals to the Top 10 story – moral Number 1 is that it appears as though you have to be driving a Mazda MX5 to be in and among the front runners, whilst Moral Number 2 is not to incur any penalties during the day – only one penalty was incurred by the Top 10 runners!

Alyssa Perks was the front running Junior, finishing in 14th position in Grandpa's Mazda MX5, just behind Grandpa Peter Ferguson in 13th position. Toby Pratt was the next

Junior in position 21, two places in front of car owner Sean Pratt, both driving the family Mazda MX5. Cameron Williams was the next Junior in position 28, Angus Clark (driving the Col Hunter Ford Fiesta with three other grandkids), was in position 29, Caitlin Seddon in a VW Golf was in position 30, Angus Shepherd (Toyota Echo) was in position 32, whilst the remaining Juniors, Ethan Downes, Sam Gillson, Isla Clark, Ellie Augustine, Hannah Williams and Zoe Gillson occupied positions 34, 35, 36, 37, 38 and 39 respectively. All juniors drove exceptionally well.

The fog disappeared after a couple of runs, and then the sun appeared, so life was much easier when you could actually see the cones rather than guess where some of them were. Thanks to Rob Duncan for his organisational skills in planning and running the event and for timekeeping, to Gordon Dowthwaite for timekeeping and for Scott Seddon for organising as well as driving. We were assisted by Richard and Chris from the MX5 Club, and by Sarah Spiteri after a call for help was put out during the day. Kai also stepped in towards the end to provide us with some assistance. There is another moral here – in a club with over 500 members, it is extremely difficult to get very many of them to come and assist at a Club event. Results for the event are included in this Valve Bounce.

GIPPSLAND CAR CLUB

KHANACROSS

August 3, 2025

RESULTS

CLASS

RUN 1

RUN 2

RUN 3

RUN 4

RUN 5

RUN 6

RUN 7

RUN 8

Outright Place	NAME	CLUB	VEHICLE	Rank	Carpark Up	Carpark On	Back CW	Back ACW	D & B Nth	D & B Sth	CP 8 CW	Ohh Gosh	TOTAL
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Rod Macnab	GCC	Mazda MX-5	C 1	29.28	28.63	34.08	33.83	41.13	51.72	31.20	33.58	283.41
2	Andrew Tate	MXSVT	Mazda MX-5	D 1	29.63	28.57	34.04	34.85	28.57	51.73	31.86	32.90	285.03
3	Jack Grestorex	MXSVT	Mazda MX-5	C 2	29.15	29.01	35.17	33.69	41.63	53.84	31.07	35.17	288.73
4	Bradley Dawson	MXSVT	Mazda MX-5	C 3	28.38	27.81	35.58	34.42	43.50	52.65	32.48	35.56	290.38
5	Simon Wills	GCC	Mazda MX-5	C 4	30.38	29.13	33.68	38.38	43.35	52.24	31.58	34.26	293.00
6	Scott Seddon	GCC	Volkswagen Golf	D 2	29.13	28.70	35.00	35.35	43.59	53.63	31.37	35.03	293.33
7	Declan Wills	GCC	Mazda MX-5	C 5	32.32	30.01	35.06	34.37	43.57	54.56	32.50	34.84	297.30
8	Jeffrey Marsh	MXSVT	Mazda MX-5	C 6	30.20	28.32	35.25	34.94	44.26	57.87	32.00	35.66	298.50
9	David French	GCC	Toyota Corona	D 3	32.57	30.01	35.79	34.87	43.01	53.70	33.58	35.27	298.80
10	Darren Grestorex	MXSVT	Mazda MX-5	C 7	31.69	29.59	35.34	35.88	43.13	56.35	32.01	36.41	301.30
11	Jeremy Dawson	MXSVT	Mazda MX-5	C 8	29.87	28.94	35.65	35.45	45.45	55.11	WD	35.92	308.94
12	Frederick van den Hout	MXSVT	Mazda MX-5	C 9	30.20	28.75	35.65	35.15	45.26	56.01	33.25	37.34	310.41
13	Peter Ferguson	GCC	Mazda MX-5	C 10	32.50	32.01	37.37	37.05	45.87	58.97	32.57	42.69	318.03
14	Alyssa Perks	GCC	Mazda MX-5	J 1	30.63	30.57	38.06	38.57	45.20	56.88	33.00	39.98	322.89
15	Joselle Da Rocha	RMIT	Subaru Forester	G 1	34.75	32.32	38.94	38.18	48.01	60.01	34.87	37.47	326.02
16	Bret Williams	MXSVT	Mazda MX-5	G 2	32.38	32.32	38.94	38.18	48.01	60.01	34.87	37.47	326.02
17	Gary Fritelman	MXSVT	Mazda MX-5	C 12	32.20	31.50	38.93	38.65	45.59	60.19	35.59	WD	332.34
18	Sarah Seddon	GCC	Volkswagen Golf	D 4	32.63	31.94	42.79	41.00	48.50	65.06	34.83	40.33	337.18
19	Jordan Spleri	MDCC	Toyota Corolla	C 13	32.96	33.26	45.02	40.72	48.75	62.13	35.19	38.55	337.58
20	Bret Evans	MXSVT	Mazda MX-5	C 14	30.07	29.94	38.45	41.95	48.75	56.85	32.06	48.89	337.69
21	Toby Pratt	GCC	Mazda MX-5	J 2	35.20	34.63	42.01	38.62	52.57	60.48	37.95	39.12	340.58
22	Daniel Ball	MDCC	Mitsubishi Lancer	D 5	31.94	31.50	42.12	40.47	51.67	61.67	33.56	45.31	344.85
23	Sean Pratt	GCC	Mazda MX-5	C 15	WD	32.08	38.31	37.94	51.20	60.32	35.25	WD	345.29
24	James Augustine	PSCRV	Toyota Corona	C 16	WD	32.50	42.29	46.84	48.13	61.84	36.86	38.42	349.38
25	Archie Lowe	MXSVT	Mazda MX-5	C 17	34.94	WD	40.39	40.39	48.87	60.60	35.44	40.33	359.54
26	Samuel Foley	MXSVT	Mazda MX-5	C 18	36.50	34.87	41.90	41.65	52.07	63.83	37.45	51.66	359.93
27	John Downes	MXSVT	Subaru Forester	J 3	35.13	35.59	45.68	43.92	53.38	WD	36.44	WD	374.30
28	Cameron Williams	RMIT	Subaru Forester	J 3	34.59	43.29	45.68	44.58	53.75	68.03	37.25	47.13	374.58
29	Angus Clark	GCC	Ford Fiesta	J 4	37.75	41.15	45.86	45.01	57.13	67.72	38.87	42.12	375.81
30	Calvin Seddon	GCC	Volkswagen Golf	J 5	36.07	36.50	48.20	43.45	53.45	69.90	38.58	49.61	375.76
31	Paul Shepherd	VMC	Toyota Echo	C 20	38.59	WD	38.08	37.64	52.06	67.17	39.87	44.41	376.94
32	Angus Shepherd	VMC	Toyota Echo	J 6	34.87	34.57	48.13	42.30	59.45	70.93	37.57	WD	406.08
33	David Perry	MXSVT	Mazda MX-5	C 21	WD	53.22	WD	45.62	58.47	67.17	42.31	WD	408.97
34	Ethan Downes	MXSVT	Mazda MX-5	J 7	39.81	40.32	51.00	48.27	63.84	74.36	40.70	54.18	412.48
35	Sam Gilson	GCC	Ford Fiesta	J 8	42.57	39.20	50.14	53.08	68.45	70.77	39.59	49.15	412.95
36	Isla Clark	GCC	Ford Fiesta	J 9	46.13	43.45	53.38	52.95	68.13	70.03	43.80	48.59	453.97
37	Elle Augustine	PAC	Toyota Corona	J 10	WD	45.94	58.23	55.42	111.87	2F	46.24	47.66	512.16
38	Hannah Williams	RMIT	Subaru Forester	J 11	56.32	50.31	60.14	84.01	92.87	15.53	68.25	71.32	518.75
39	Zoe Gilson	GCC	Ford Fiesta	J 12	89.01	70.01	97.41	90.11	137.58	119.35	64.00	84.25	757.72

Penalties noted in TIME column have Slowest Time + Penalty Applied

Slowest Time Used (slowest or twice fastest)

Slowest Time Junior (slowest or twice fastest)

39.50 53.22 45.88

61.26 61.14 78.12

45.62 53.38 67.17

77.14 90.40 119.35

37.45 37.45 64.00

42.69 42.69 78.24

Penalties Legend

F	Strike course flag/cone
T	Leaving Track bounds
X	Finishing with part of vehicle outside garage
FS	Failure to Stop in Garage
WD	Wrong Direction
FC	Failure to Complete the Test
DNS	Did not attempt test

Time +5 secs per marker
Time +5 secs per incident
Time +5 secs
ST +5 secs
ST +5 secs
ST +10 secs

CLASSES

C	Production 2WD up to 2000
D	Production 2WD 2001 and over
G	Production 4WD
F	Special
J	Junior

HIGHLIGHTED TIME INDICATES FASTEST TIME OF RUN (including any penalties)

September 14, 2025

NEXT GCC KHANACROSS:

THE FIRST HILL CLIMB AT THE BRYANT PARK FACILITY: JULY 6, 2008

-John Bryant

I have included a write-up from the Valve Bounce of August 2008 of this first event. What I have not included are the results of the event, as the copy that I have is not suitable for reproduction. What I am therefore going to do is compare some of the times recorded during that day with the current records for the Clockwise Track, which was the configuration used on that day. On the day of the hill climb, the track was known as Haunted Hills – the change to Bryant Park came about a month later.

The fastest time of day was recorded by Andrew Howell in his state-of-the-art Gould GR55B hill climb car direct from England – Andrew recorded a time of 51.06 seconds. Brett Hayward in his brand-new Hayward 08 was second with 52.08 seconds, and Greg Ackland (Suzuki open wheeler on this occasion) third with a time of 52.78. The current record is held by Malcolm Oastler (OMS 28) with a time of 43.11 seconds – an improvement of 7.95 seconds over the 12-year time period. The under 1300 record is now 46.51, recorded by Brett Hayward in a Hayward 019 – an improvement of 5.57 seconds over the time period.

Kevin Mackrell was the fastest tin-top on the day of the first event with a time of 58.39 – his record is now 52.74. The fastest sports car on the day was Ian Holdsworth in the Mazda RX7 with a time of 60.77 seconds – the fastest sports car now is Bob Hawker in a Porsche 996 GT3 with a time of 52.90 seconds. The fastest Sports Sedan was Simon Dalvean in an Escort with a best time of 58.46, just shading the Falcon of Gary Downes. The sports sedan record holder is now (depending on who you talk to) Wayne Penrose in a VW with a time of 53.58 seconds. The fastest Improved Production car at the first meeting was the Honda Civic of Wim Janssen with a best time of 58.60 seconds – the fastest Improved Production car is now Alan Saint is a BMW M3R with a time of 56.54 seconds.

As can be seen from a quick look at the differences, there has been a significant improvement in most record times over the 12-year period – some are still close to the original times, but others are a long way apart. Why is this? No-one knew the track on the first day, and there have been significant advances in technology and tyres between the first event and the present time which obviously enables cars and drivers to record faster times. One thing that is of interest is that the class winning times of drivers who won their classes at the first event are all slower than the class records of the present day.

Some Ramblings From the Secretary

John Bryant, August 2008

JULY 6 CLUB HILLCLIMB AT THE NEW HAUNTED HILLS CIRCUIT

The aim of the first event at the new Haunted Hills Circuit was to organise a low key Club event, in order that we might iron out any bugs that surfaced during the meeting.

The aim was NOT met – the event was anything but low key, with 120 entries, and a massive crowd in attendance. The thought was that maybe we could get 100 entries, but we received way over the 120 limit and this for a Club event only! There were obviously a number of disappointed Club members who did not get to run on the day as a result, but there will be another day!

Where did the crowd come from? There was deliberately no advertising, as we figured that if we were to make a hash of the first event, we would rather do it with very few people watching – there was without a doubt the biggest crowd ever at a GCC event other than those seen at Australian Hillclimb Championships.

Did anything go wrong?? Not one single thing from the operational point of view, and all of the competitors appeared to have a good day, apart from the one or two who bent their cars slightly in off road excursions. There are some things we can do better, and we will implement changes for the next event, but by and large things went very smoothly.

The timing worked an absolute treat, even though we were working from a caravan rather than a permanent setting. The information given on the print outs is far better than our previous system, and the display board for drivers to note their times soon after they crossed the finish line was well received. We had two cars on the track at a time, releasing a car approximately every 45 seconds – this meant that we were able to give all of the entrants a run within a period of one and a half hours – with a single car on the track at a time, the run would have taken over two and a half hours.

The most interesting thing on the day was to actually find out how long it would take the cars to complete the run, given that the track is significantly longer than Gippsland Park, and technically much more difficult. We now know – the fastest on the day was 51.06 seconds, and the slowest 80.44 seconds – drivers are in their cars for much longer than at the Gippsland Park track. At Gippsland Park we were used to measuring the differences between times in hundredths or tenths of seconds – at the Haunted Hills the measurements were in whole seconds.

Fastest time of day was recorded by Andrew Howell in the Gould GR55B, with a best time of 51.06 seconds – Andrew is thus the outright record holder for the track! Brett Hayward, in his new and never driven Hayward 08, was second with 52.08 seconds, followed by Greg Ackland (Suzuki) with 52.78, Rod Moody in the Cheetah with 53.41, and, perhaps surprisingly, Brian White in the Suzuki Special with a best time of 54.86 seconds. Kevin Mackrell in the thundering Datsun was the fastest tin top, and in sixth place outright, with a best of 55.39. Luke White followed closely in seventh place with 56.04 seconds, from Jeff Beaumont in the Lancer Evo in eighth position with a best time of 56.64, Peter Minahan (Hayward 07) in ninth with 57.26 seconds, and Doug Lehmann (Lancer Evo) taking out tenth position with a best time of 57.58 seconds.

One pleasing aspect of the day was that twenty open wheeler racing cars performed on the day, with another three failing to actually reach the start line for one reason or another.

Ian Holdsworth was the fastest sports car at the event, recording a good time of 60.77 seconds, almost two seconds clear of car owner Glenn Campbell. Justin Tate was entered, but sold his car the day before the event to give the others a chance!! Simon Dalvean was the fastest Sports Sedan, recording a very good time of 58.46 seconds, from the next quickest, Gary Downes in the Falcon with 59.18 – Simon and Gary were the only Sports Sedans to beat the 60 second mark. The smaller capacity Improved Production Cars proved to be quicker than their larger counterparts, with Wim Janssen in the Honda quickest with 58.60, from Rhys Howell, an excellent effort, to record a best time of 59.58 seconds in his Honda.

Drivers on the comeback trail took out the fast times in the Historic classes, with Terry Dowel (first drive since the 2004 Australian Championship) the fastest in his Mustang with 62.83 seconds, from Wayne Murphy (having his first hillclimb drive in about twenty years) recording 62.90 in the Group A Walkinshaw Commodore. Steve Schmidt was not very far behind in his Morris Cooper S with a best time of 63.48 seconds.

HERE'S A GREAT DAY FOR BRITISH CAR ENTHUSIASTS!

SATURDAY 16TH AUGUST



The poster for MSCA All British Day 2025 features a collage of vintage cars in motion. The text 'MSCA ALL BRITISH DAY' is prominently displayed in white and red. Below the title, it lists supporting clubs: Jaguar Car Club of Victoria, Triumph Sports Owners Association, and MG Car Club of Victoria. It describes the event as a special day celebrating all British marques with on and off-track activities at Winton. A date box indicates '16TH OF AUGUST, 2025'. At the bottom, it mentions 'ENTER VIA THE MOTORSPORT AUSTRALIA EVENT ENTRY SYSTEM' and 'ROUND 5 - MSCA SUPERSPRINT CHAMPIONSHIP AND ROUND 3 VSSC - WINTON'. A second date box shows '17TH OF AUGUST, 2025'.

With the support of the following clubs:

- Jaguar Car Club of Victoria
- Triumph Sports Owners Association
- MG Car Club of Victoria

The MSCA is proud to promote a special day celebrating all British marques for both on and off-track activities. Taking place at Winton the nations action track, it promises to be an incredible event. We urge all members of British Car Clubs to get involved by either entering the event or participating in the show and shine - parade lap.

For Further details www.msca.net.au

ENTER VIA THE MOTORSPORT AUSTRALIA EVENT ENTRY SYSTEM

ROUND 5 - MSCA SUPERSPRINT CHAMPIONSHIP AND ROUND 3 VSSC - WINTON

After the Winter break, Round 5 of the MSCA SuperSprint Championship is back. This event will also be Round 3 of the Victorian SuperSprint Championship and is open to club members of all marques.

This is a spectacular event for all TRIUMPH enthusiasts and lovers of all British cars. The day will be filled with your friends in Triumphs and other marques.

THE TRIUMPH CHALLENGE

- The unique Triumph Challenge will have 20 Triumphs – sidescreens, sedans, spitfires and later Triumphs.
- Over 75 All British entries of which the Triumph Challenge is just a part. MG's in excess of 40, Triumphs, Jaguar's, Austin Healey's big and small, along with some Lotus and even the odd Jensen and Jowett.
- FREE ADMISSION to the event and the pits. Have a close look at the cars and chat with the competitors.
- Participate in the lunchtime parade laps – see the track from your driver's seat! Then a supplied 'soup and sandwich' lunch.

AFTER THE EVENT

- Book a night in a motel and stay over (but book NOW!)
- Enjoy dinner with all of your friends in a group event with all the other enthusiasts at a major event at the Benalla Bowls Club – enjoy fellowship, a great meal and an excellent guest speaker on the night.

... AND MAKE A WEEKEND OF IT FOR YOU AND YOUR PARTNER

- THE MSCA SUPERSPRINT/VICTORIAN CHAMPIONSHIP (Round 5 and 3) is on Sunday 17th. A day of fast, spectacular cars on track.
- Or hit the trail. BENALLA has become a centre of food and art excellence. Great restaurants abound and the city is full of wonderful street art. Just north is a spectacular SILO TRAIL, an unmissable display of truly spectacular, uniquely Australian art.

COME ALONG!! Contact Michael Kip, TSOA Victoria, Competition Secretary, 0418544958 or compsec@tsoavic.au

<https://www.msca.net.au/events/round-1-msca-super-sprint-championship-winton-b66wy-as73y>

Gippsland Vehicle Collection Help Save Our Shed!

The Gippsland Vehicle Collection in Maffra, Victoria provides visitors with an outstanding rotating display of interesting vehicles, cars, motorbikes, machinery, trucks and memorabilia.

The museum celebrated its 20th birthday last year. Over that time we have showcased well over 2,500 vehicles covering everything from horse-drawn carriages, vintage and veteran cars, sports cars, emergency services vehicles, motorbikes and much more.

Our constantly changing range of vehicles ensures a fresh and exciting display every four months.

Run entirely by volunteers, the museum has built a reputation for the quality of its displays and is one of the main tourist attractions in the area.

However - WE NEED YOUR HELP TO SAVE OUR SHED

The building in which the museum is housed was constructed in 1943 as a factory to provide military rations for our great service men and women during WWII. Since that time, it has had various owners and uses until it lapsed into disrepair. The building was saved 20 years ago by local community members who established the vehicle museum. It is arguably one of the most historically significant buildings in the Wellington Shire.

In 1943, buildings of this type had mainly

asbestos roofing. That is the situation here, and while the roof has provided admirable cover for 80 years, it is at the end of its service life and needs replacing so we can continue to deliver a unique tourism attraction in Gippsland featuring our fantastic rotating displays. We are making every effort to preserve this important part of our history.

The cost of the roof replacement is estimated at \$1,200,000+. A large amount to be sure, but a mountain we must climb to protect the future of this historic building and museum.

Gippsland Auto Museum Inc is our sister organisation and owner of the building. It is a registered charity through the Australian Charities and Not for Profit Commission and holds Deductible Recipient status. This means any donation you or your business make will be TAX DEDUCTIBLE.

Details on how you can make a donation can be found on our website – Gippslandvehiclecollection.org.au.

Perhaps your club is planning its spring runs – we would be grateful if you could support our efforts by arranging a club visit over the coming months.

We appreciate any help you may be able to provide to help us

For any further information please contact Sue Lawrence on 0455 556 542



FOR SALE



RENAULT SPORTS CAR

- 2.9 LITRE FUEL INJECTED V6 PURPOSE BUILT ENGINE. MID MOUNTED.
- HAS A DISTINCTIVE ACCUSUMP ENGINE PROTECTOR INSTALLED.
- 340HP ON THE DYNO. ALL ALLOY ENGINE BLOCK.
- PERFORMANCE – VERY QUICK!
- LOGBOOK – ready to race!

This car is extremely quick and needs a young driver (younger than the current owner)! To make full use of the capabilities of this fabulous car. **CONTACT: Keith Wilson on 0448768844 or 0417227217 or (03) 97765458**

EMAIL : peninsulawatergardens@gmail.com



HAYWARD ORIGINAL

- THE FIRST HAYWARD FORMULA LIBRE CAR BUILT.
- ENGINE - BH1 KAWASAKI 1200CC – HAS WON TWO STATE CHAMPIONSHIPS.
- THE ENGINE IS STILL IN ITS ORIGINAL CONDITION WITH NO MODIFICATIONS – ABSOLUTELY RELIABLE
- THIS CAR IS WELL KNOWN THROUGHOUT THE HILLCLIMB COMMUNITY.
- \$30,000 – NO OFFERS.

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EMAIL : peninsulawatergardens@gmail.com



Beautiful Porsche 924 Turbo series 1 1979

Delivered by Hamiltons, 2 owners, restoration project since 2000. Works include rebuilt motor, new turbocharger, refurbished fuel injectors, alternator, distributor, radiator, new disc brakes with braided lines, new tyres, new dashboard, restitched steering wheel, new interior, 144km On odometer, currently on CH plates 1,000 Km on the new motor

\$25,000 or near offer

Call Wesley on 0409 506670



FOR SALE

An excellent restoration project - 1968 Beetle, original country car, driven Ballarat to Newborough 12mths ago. Must sell, no room.

- Car is complete – panels, guards, bonnet, interior, wiring loom, glasswork. Some rust but all rust panels supplied.
- Reg papers available, previously on Historic registration with log book supplied.
- Interior available in good condition (except for headliner)

More details & photos. Contact Chris Kaye 0458 661 295. VIN #118765534
\$2500.

FOR SALE



1991 Nissan Pulsar SSS ex Garry Rogers Motor Sport. Log booked engine is an SR20 under 2 litre engine which has been highly tuned with four throttle bodies, inlet tuned extractors, Clive Cams , ~~altromic~~ ignition and engine module . 5 speed gearbox, 60,000 genuine kilometres, four spare wheels and tyres, lots of spares, recon head never used, spare block. Complete rolling shell, spare brake parts – too many parts to list. \$12,000.

Tandem Trailer tilt tray, 12 months rego, 4 Mini lite wheels. \$6,000.

Contact Alan [Bumpstead](#), 0409 413949
or email subi0906@hotmail.com

Extracts from “Motorsport Business” 31 July 2025 by James Allen

On Formula 1 Finances.....

The ten F1 teams receive a roughly 50% share of F1 profits, splitting more than \$1.2 billion a year between them. There is also a Cost Cap, which makes the business of running an F1 team more profitable, more financially predictable and therefore more investable. As a result, valuations of mid-ranking teams are now in the region of US\$2 billion whilst the top outfits rival Premier League and NBA teams in value. It's amazing to think that a decade ago, teams like Caterham and Marussia changed hands for a pound; both subsequently went out of business, with no takers for their franchises.

When it was introduced to F1 in 2021, the Cost Cap was set at US\$145 million a year, which was roughly half what the top teams like Mercedes, Ferrari and Red Bull had been spending and around 50% more than the backmarker teams like Sauber and Haas. There were exemptions for drivers, the highest paid employees, power units and marketing costs.

Compared to Moto GP costs.....

The running costs for a satellite MotoGP team goes from US\$13-15 million a year. If you take off the US\$5 million that Dorna pays, the privateer teams still need to find between US \$8m-10m. This is hard at the moment and both KTM and Yamaha are having to subsidise their client teams, Tech3 and Pramac. The manufacturer-led teams' costs are more like US\$50-60 million. With those disparities in budget it will be difficult to get to an agreed Cost Cap level into MotoGP.

...and the STAGGERING capital growth in recent years!! (much attributed to the “Drive to Survive” series!)

The results of Liberty's transformation are stunning: Dorilton Capital bought Williams Racing for around US\$180 **million** in 2020, shortly before the Cost Cap was introduced. Five years later it is worth at least US\$2 **billion**, given the history and prestige of the brand.



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GOODWOOD REVIVAL - The world's best historic motorsport. **Words and most images: Bill Revill**

Author's note: This is a report of Goodwood in 2015. In the time since then, it has got nothing but better. The next Revival meeting is on 12-14 of SEPTEMBER and is usually available live on U-Tube. Watch it – it's the greatest!!



WHAT MAKES GOODWOOD SO SPECIAL?

The Goodwood Revival is well recognised to be the best Historic Motorsports event in the world. This seems to be indisputable, now with an enormous following worldwide and always attracting a full participation list of competitors for all events. But why? Why is a day at Goodwood so special? And how do all of the different activities meld into a visit backwards in time to make the past look like such an exciting place? It's a case of the whole being greater than the sum of the parts, but let's look at each feature to see why our love affair with the Goodwood Revival continues.

The entry and the Earl of March

The 2015 event was sold out weeks before the event and attracted a record three-day crowd of 149,000 people. Lord March said afterwards "*It was a sell-out crowd who*

witnessed some of the most iconic racing cars ever built dicing wheel to wheel. My sincere thanks to everyone who came and their enthusiasm for the event"

Some things cannot be substituted and one is the enthusiasm for motorsport and events such as is possessed by the Earl himself in a land where titles are synonymous with wealth and power.

Charles Gordon-Lennox, the Earl of March, owns the 12,000 acre Goodwood estate, now developed to include a major horse racing facility, airstrips, golf courses, hotel and the Rolls Royce Motor Company headquarters. The Earl is not only the Executive Chairman of the revival Event Team (which numbers over 100 specialist people) but is active in many branches of motorsport; He is also the President of the British Automobile Racing Club, Patron of the TT Riders Association and an honorary member of the British Racing Drivers Club, the Guild of Motoring Writers and the 500 Owners Club. With such enthusiasm for motorsport and obvious wealth and power he is the perfect leader of the Festival of Speed and the Revival.

Despite the huge size of the estate, the tradition of motorsport therein and the power and wealth of the principals, the Goodwood organisation is currently fighting a battle with the local council who are issuing plans for residential houses close to the estate and already are fielding noise complaints - does nobody learn from History?

(<http://www.autosport.com/news/report.php/id/118106>)

Period dress for everyone!

The people are perhaps the biggest attraction. English people love to dress for an occasion. And Goodwood is no exception, with the request that people come in 'period' costume - which means just what people want it to! Practically the whole crowd are now in period costume in some way - many gentlemen wearing ties and tweeds, the ladies in blossoming frocks of the 1950's and 1960's.



Elegance



Tesco Taxi drivers



Spitfire patrol



UK, USA and Italy



Formula 1 cars from the '60 close dicing



Goodwood's large airfield display



Even charladies are there!



Almost George Formby in 1935...

But this is just the start, with many people going to great length to look 'correct for the period'. Military uniforms prevail, with all forces represented and participants generally finding original WW II regalia for their dress. Many historic organisations use the event to provide staged recreations, so a full WWII army command post is in place together with motorcycles and signalling equipment. Certainly, the gun laws in Australia would be broken by many of these military enthusiasts who also carry recreations (or real items) of period side arms and field arms as well. And there is always those who stretch the imagination --- the town criers, the headmasters (complete with cane), the spivs, the imitation racing drivers in period overalls.... name a historic figure or costume and Goodwood will have one!!

It is the same of course with the ladies - elegance is the word for many, outrageously short miniskirts are for others and the rest can be dressed as everyone from charladies to ladies of the night and too many others to consider. This is really the essence of the Goodwood Revival - everyone willing to join in, be a part of the fun and to soak in peoples impressions of 'what it was like'.

The circuit is, of course, wholly in the spirit of the event. All pit staff and marshals are dressed in white overalls, with ties and cravats as a minimum: Mechanics gleam in their white overalls, whilst guards and entry staff for VIP marquees and selected areas are immaculate in black suits and bowler hats. The internal commercial area is a picture: This year Skinners Union (SU) carburettors had a pavilion, with original factory tools, period costumes staff working on hand - restoring carburettors whilst a Triumph TR 2 took pride of place in the workshop as it was fettled. It just looked like 1956. This combined with a Tesco supermarket in 1950's style and selling 1950's product, an



original high street fuel station and an 'Earls Court Motor Show' replica of this British icon complete the picture. In short, every detail is carefully moulded to bring history into the whole day.

Below: Model or spectator? A Beresford image.



Below: Fashion can be simple too. M Dodridge image.



Above: Adam Beresford image of a distracted driver lining up on the grid. Goodwood is part revival, part show and a lot of fun.

The carpark and the commercial stalls - in the grounds and 'over the road'

Any classic enthusiast could enjoy hours just looking through the carpark. A large parking area (Perhaps 3 hectares) reserved for spectators who come driving a special car. The result is the most amazing car show, with early Bentleys rubbing shoulders with Ferrari F40's, Bugatti's, Rolls Royce's and Cadillac's. AND every other classic or unusual vehicle anyone might dream of!

The event is also huge in every commercial sense, with major sponsorship a part of its multi-million dollar displays: many major motor manufacturers have large displays along with many top-end luxury suppliers: A giant market area of over 200 stalls is located both

in the grounds and 'over the road' and sells everything from car accessories, clothing to complete cars and specialist equipment. There are many car dealers selling just a few classics from small dealerships to the major auction houses selling some of the world's greatest cars. There are sideshow alleys as well, with games for the kids and even the 'Globe of death' - motorcycle riders on classic English machines performing stunts in a spherical cage.

The circuit - a brilliant, fast racetrack with a historic pedigree

The circuit is also a part of the event of Goodwood. Having been a part of the Earl's estate for hundreds of years, it was requisitioned during WWII to become RAF Westhampnett, a satellite fighter base of RAF Tangmere flying Spitfires, Hurricanes and Mustangs. It was said that Australian fighter pilot and racing driver Tony Gaze suggested to the then Earl of March, 'Freddy' Gordon - Lennox (a keen motor sportsman) that his perimeter circuit of the airfield would make a great racetrack, thus the Goodwood circuit was born. So the circuit has a great background and has been used for motorsport since the first meeting there in 1948. At each revival meeting, the history of the circuit and the importance of its role played by both the men and the machines in that great conflict is always remembered.

But the real magic of Goodwood for the spectator is the absence of the tall steel catch nets that lime most modern circuits. Not only do these steel nets destroy the vision of the cars for the spectator, they make it impossible for spectators to take good photographs of their stars. But more importantly, they impose a barrier between the cars and drivers and the spectator, effectively excluding the spectator from the track. None of this occurs at Goodwood: The spectator is very close to the action, protected by earth banks and runoff areas, thus can see the cars passing by in perfect detail.

The circuit is fast, with many classes lapping around race averages of 100 mph (160 kph). but of more importance the cars LOOK fast! Examine closely any of the photos here: You will notice that the cars are sliding all the time at each corner - even in the fastest bends, the cars are sideways on the entry to each bend as well as the exit - it looks wonderful, traditional and gives the sensation of speed like nothing else. Only period style tyres are allowed and their limited grip and predictability is fully exploited by all drivers.

The world's best cars driven by the world's best drivers

Of course the cars and their drivers will always be the stars. Given that every classic car owner would want to see their car at Goodwood, the cars accepted for entry are the finest of the world. There are no entry fees; All cars are invited at the pleasure of the Earl of March. The greatest marques are represented for the last century: Such names as ERA,

BRM and Cooper provide the great UK manufacturers, and such marques as Ferraris and Maserati's are common.



Above: Ford Fairlane Thunderbolt driven by nine time Le Mans winner Tom Kristensen in the St Mary's Trophy



Above: The one-off 1962 Ferrari 250 GT SWB that was lovingly called the 'fastest breadvan in the world!' B Revill image

Again the quality of drivers that the event attracts is stunning, with the 2015 event attracting seven Le Mans winners (Kristensen, Pirro, Wallace, Oliver, Mass, Blundell, Attwood) as well as many other well known international competitors such as Frank Stippler and our own David Brabham, in a (can you believe?) a 1965 Isuzu Bellett. Motorsport royalty was out on the day: Sir Stirling Moss, John Surtees, Jackie Stewart, the Cobra Coupe designer Peter Brock as well as the two wheel champions led by former World Champions Kevin Schwantz, Freddie Spencer and Australia's Troy Corser. Regular historic racers were competing, sometimes in multiple events. The Australian contingent included John Bowe,(who was at Goodwood for the first time and was enthusiastic about the event) and was competing in the RAC TT Celebration event with Joe Calleja in his Corvette Sting Ray. Laurie Bennett was also showing the flag with his McLaren Chevrolet M1B competing well in the Whitsunday Trophy amongst a pack of Can- AM cars and Ford GT 40's. He finished with a fine sixth place, the highest placed Australian for the year.

Does danger add spice to the event? Some may say yes, some no, but in fact many drivers take far greater risks than do their more modern counterparts. In European motorsport, historic cars do not have mandatory requirements for effective roll over protection or seat belts, but instead insist on 'period protection' as a minimum Standard. Consequently, many drivers take the same risks and their counterparts in history. SO these drivers face a significantly greater risk than most modern drivers. Happily, despite the lack of rudimentary safety equipment, the safety record of the Revival is very good.

Below: Goodwood boasts the largest grids of proper single seat racing cars. B Revill image.



Excellent airshows - superb, rare aircraft, skilful flying and plenty of it!

The Goodwood Revival combines the racing event with a variety of other shows. It also includes an excellent airshow with a selection of the world's greatest warbirds in the air and on display to honour 'the few' who flew from these fields. In 2015, the largest collection of Spitfires since the 1950's

was amassed featuring more than 30 British wartime aircraft: 24 Spitfires, eight Hurricanes, Mustang P-51's, Curtis 'jugs' and the last flying Bristol Blenheim bomber. The static display is spectacular, but the flying - the formations, the sound, the aircraft themselves - is better than many airshows can provide. Each day starts with the 'Dawn Patrol' alternating Mustangs and Spitfires, a most evocative and emotion-charged display as a pair of aircraft make multiple passes overhead in the dim morning light. This year, regular displays (perhaps five periods per day) included action mock combat from 'Ferocious Frankie', a Mustang P-51 and various other Spitfires and Hurricanes. A final flypast on Sunday of twelve spitfires in combat formation was breathtaking.

Constant and varied displays providing non-stop entertainment

Goodwood always has a number of feature events in a clear attempt to provide interest for every person on the crowd.

- There is always a moving tribute to the pilots who fought and died in WW II, which is at the roots of the Goodwood Circuit. Lord March's Father was a keen flyer and welcomed the young men who flew and fought from his property. The dedication usually takes the form of flypasts and a ceremony on the main straight. It's always strongly moving because it is so personal, with their Lordships and other dignitaries mixing with the aging veterans. The 12-plane fly-past came on the same day during which Lord March paid tribute to the servicemen and women based at Goodwood during hostilities, who lost their lives, with a speech, film and lap of honour by 23 veterans of the war including 94-year-old Wing Commander Tom Neil, who saw service 75 years ago during the Battle of Britain.
- The racing stopped on the Sunday for a tribute parade to Bruce McLaren. McLaren, who died at the circuit aged 32, was a personal friend of Lord March and the tribute included a parade of cars which McLaren drove in his short but memorable career. The mighty sports racers that carried his name dominated the Can-Am series and an example of these was included in a line-up that ranged from Formula One Cooper-Climax to the Aston Martin Projects 212 and 214; Ford GT40 to

McLaren's own prototype road car, the M6GT - a total of 28 cars in all, with the Lotus 15 sports driven by Australia's own Dennis Tobin. Whilst the cars circulated, a video of his life was played and Lord March spoke directly to the crowd. It was met with subdued but respectful applause afterwards. 'Bruce McLaren was a talented engineer and a world class racing driver,' observed Lord March at the start of his tribute to the great New Zealander. 'He was highly skilled, meticulous and always fun.'

RACING AT GOODWOOD - TOP CLASS HISTORIC RACING

Despite the endless attractions at the Goodwood Revival, the racing on-track is the main event. Again, given the calibre of the cars and the drivers, people expect a great days racing. And get it - the circuit dishes up some of the most spectacular racing available today. If You are thinking of going to Goodwood – don't hesitate, life's too short – go!!

ERRATUM: In the previous edition of Valve Bounce (July 2025) the date 1990 is incorrectly quoted in the profile of Allan Grigg. This date should be 2004

GCC MULTICLUB HILL CLIMB

CLOCKWISE FIGURE 8 WITH ADDITIONAL LOOP

Event Ranking

Rank	Jumble	Last Name	First Name	Class	Vrehixle	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Time	Gap
1	62	CASCON	Nick	Production Sports Cars 2001 and over	Porsche Cayman	106.02	95.68	84.66				84.66	
2	150	MINAHAN	Bruce	Formula Libre up to 1300	Hayward 07		100.19	87.15	100.89			87.15	2.49
3	50	MINAHAN	Peter	Formula Libre up to 1300	Hayward 07		104.46	87.37	96.86			87.37	2.71
4	431	HESS	Karl	Improved Production 2001 and over	Honda Accord		96.15	90.44	94.61			90.44	5.78
5	79	LIYANAGE	Lasith	Production Sports Cars up to 2000	Subaru BRZ	112.77	102.86	91.06				91.06	6.40
6	171	BUFFINTON	Steven	Clubman Sports Cars up to 1600	Westfield Clubman	122.76	102.85	91.21				91.21	6.55
7	16	YEOMANS	Rhys	Improved Production up to 2000	Honda Civic	101.65	96.99	92.08	95.12			92.08	7.42
8	771	JANSSEN	Wim	Formula Libre 1301 to 2000	Wimp 003	101.10	92.88					92.88	8.22
9	383	SPEIGHT	Ian	Production Sports Cars up to 2000	Mazda MX-5	119.00	144.50	92.99				92.99	8.33
10	180	BARKER	Dale	Sports Sedans up to 2000	Toyota Corolla	104.52	98.40	93.51				93.51	8.85
11	110	SLAWINSKI	Paul	Production Sports Cars up to 2000	MG B	115.84	101.90	94.48				94.48	9.82
12	715	CROMBIE	Brendon	Improved Production 2001 and over	Volkswagen Scirocco	108.68	100.23	94.73				94.73	10.07
13	51	DUNCAN	Robert	Sports Sedans 2001 and over	Holden Commodore	114.68	105.83	95.28	97.42			95.28	10.62
14	30	HASTIE	John	Production Sports Cars up to 2000	MG B	121.22	105.75	96.37				96.37	11.71
15	2	WILLS	Simon	Production Sports Cars up to 2000	Mazda MX-5	108.92	104.04	96.79	100.23			96.79	12.13
16	18	HEATH	Warren	Improved Production up to 2000	Suzuki Swift	116.97	106.24	97.13				97.13	12.47
17	123	JONES	Chris	Sports Sedans 4WD	Audi A4	106.37	100.65	97.52	100.77			97.52	12.86
18	100	PRATT	Toby	Junior	Mazda MX-5	125.67	113.84	97.92	106.27			97.92	13.26
19	115	CROMBIE	Christine	Improved Production 2001 and over	BMW 135i	114.85	106.11	98.06				98.06	13.40
20	42	HILL	Aston	Junior	Subaru Impreza	109.42	104.63	98.34	102.37			98.34	13.68
21	15	MAHY	John	Sports Sedans 2001 and over	Holden Commodore	115.69	109.14		98.67			98.67	14.01
22	10	PRATT	Sean	Production Sports Cars up to 2000	Mazda MX-5	107.46	157.22	98.93	103.19			98.93	14.27
23	159	BRYANT	Jarrod	Sports Sedans up to 2000	Toyota Corolla	121.58	108.26	100.09				100.09	15.43
24	56	SEYMOUR	Russell	Production Sports Cars up to 2000	MG A	125.27	110.08	100.17				100.17	15.51
25	6	BALLINGER	Craig	Production Sports Cars 2001 and over	MG GT V8	114.60	100.23					100.23	15.57
26	333	ANDRIAN	Peter	Production Sports Cars up to 2000	MG F	122.56	103.84	100.36				100.36	15.70
27	34	MCGOVERN	Jonathan	Production Sports Cars up to 2000	MG TF	120.39	111.30	100.93				100.93	16.27
28	17	DAVEY	Ayden	Sports Sedans up to 2000	Alfa Romeo 159	114.75	109.11	101.33	106.19			101.33	16.67
29	801	MORRIS	Glenn	Improved Production up to 2000	Suzuki Swift	105.96	101.37	103.13				101.37	16.71
30	741	MAYZE	Bradley	Production Sports Cars up to 2000	MGB Roadster	120.35	108.46	101.85				101.85	17.19
31	92	WILLS	Declan	Production Sports Cars up to 2000	Mazda MX-5	110.14	110.31		110.31			102.14	17.48
32	461	LUPTON	Tony	Production Sports Cars up to 2000	MGB GT	119.75	103.66	102.44				102.44	17.78
33	20	SEDDON	Scott	Improved Production 2001 and over	Volkswagen Golf	121.58	102.62	102.62				102.62	17.96
34	430	VITAL	Williams	Sports Sedans 4WD	Subaru Legacy	118.55	106.92	102.64	115.41			102.64	17.98
35	222	RUBY	Graeme	Production Sports Cars up to 2000	MG B	122.06	111.15	102.85				102.85	18.19
36	80	MORRIS	Megan	Improved Production up to 2000	Suzuki Swift	123.06	116.47	104.23				104.23	19.57

Rank	Time	Last Name	First Name	Class	Vehicule	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Time	Gap
37	74	MAYZE	Ian	Production Sports Cars up to 2000	MGB Roadster	123.72	115.19	104.51				104.51	19.85
38	59	BRYANT	Joshua	Sports Sedans up to 2000	Toyota Corolla	118.00	111.45	104.59				104.59	19.93
39	83	MATHESON	Brett	Production Sports Cars up to 2000	Mazda MX-5	120.25	192.47	105.02	114.22			105.02	20.36
40	151	CASEY	David	Sports Cars up to 2000	Suzuki Cuppaccino	112.01	105.72					105.72	21.06
41	12	PENGLASE	Craig	Production Sports Cars 2001 and over	Porsche 911	122.58	119.93	105.88	107.98			105.88	21.22
42	701	VERMONT	Brad	Production Sports Cars up to 2000	MG F	123.75	117.45	106.20				106.20	21.54
43	7	SUZIC	Peter	Improved Production up to 2000	Mazda 323	117.06	113.44	106.43				106.43	21.77
44	243	VELLA	Raymond	Sports Cars up to 2000	Mazda MX-5	154.19	117.71	107.71				107.71	23.05
45	4	FREEMAN	Christopher	Production Sports Cars up to 2000	MGBGT	126.38	119.75	108.94	115.15			108.94	24.28
46	5	OSBORNE	Austin	Sports Sedans 2001 and over	Mini Cooper	111.85	129.71	109.14	109.86			109.14	24.48
47	14	REYNOLDS	William	Improved Production up to 2000	Hyundai Excel	126.14	121.18	109.80				109.80	25.14
48	9	MANDERSON	Greg	Production Sports Cars up to 2000	MG MGA	128.47	145.93	110.21				110.21	25.55
49	777	SUZIC	Alexandra	Junior	Mazda 323	124.62	110.37		118.01			110.37	25.71
50	477	THIESSEN	David	Production Sports Cars up to 2000	MG TF	122.85	115.34	110.39				110.39	25.73
51	36	BOYD	Ross	Production Sports Cars up to 2000	MGB Roadster	134.00	120.00	111.43				111.43	26.77
52	38	ADES	Robert	Production Sports Cars 2001 and over	MG ZA Magnette Special	129.65	120.29	111.59				111.59	26.93
53	19	SULLIVAN	Brendan	Production Sports Cars up to 2000	MG A	140.31	121.83	112.74	111.94			111.94	27.28
54	190	CROWTHER	Peter	Production Sports Cars up to 2000	MG B	128.03	120.39	113.86				113.86	29.20
55	11	JONES	David	Production Sports Cars up to 2000	Mazda MX-5		119.91	114.14				114.14	29.48
56	77	MALANE	William	Production Sports Cars up to 2000	MG TF	139.96	124.99	114.86				114.86	30.20
57	71	THORBECKE	Alexander	Sports Cars 2001 and over	Toyota Celica	134.49	123.82	114.91				114.91	30.25
58	76	CLACHER	Noel	Production Sports Cars 2001 and over	MGB V8 S/C	151.59	130.11	115.52				115.52	30.86
59	13	OGLE	Charlie	Production Sports Cars 2001 and over	MGB Roadster	129.86	119.01	119.08	117.13			117.13	32.47
60	116	RITCHIE	David	Production Sports Cars up to 2000	MG B GT	138.36	126.51	120.71				120.71	36.05
61	101	SNELLERSZVERMONT	Sebastian	Junior	MG F	138.17	128.02	124.34				124.34	39.68
62	174	TOULMIN	Garry	Production Sports Cars up to 2000	MG B	148.07	153.92	135.77	139.80			135.77	51.11
63	301	REYNOLDS	Gray	Junior	MG B	148.25	145.94					145.94	61.28

