



VALVE BOUNCE

October 2025



Ian Mayze in the MGB at speed in the Winter Cup competition.

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MAGAZINE CONTRIBUTIONS Forward by email to jarrodbryant29@gmail.com Contributions should be forwarded by the third Friday in the month.

BANK DETAILS: Bendigo Bank, BSB 633000, Account Number 1574 73836, Gippsland Car Club

WEB PAGE: www.gippslandcarclub.com.au

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

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

2025 Motorsport Calendar

OCTOBER

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
<u>Thursday 16</u>	<u>Private Hire</u>
Saturday 18	AOMC Club and Trade Expo, Penrite Oil Headquarters, Dandenong South
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	AOMC American Motoring Show, Manhattan Hotel, Ringwood
Sunday 26	GCC Multiclub Khanacross at Bryant Park

NOVEMBER

Saturday to Sunday, 1/2	Australian Khanacross Championship at Bendigo
<u>Sunday 2</u>	<u>Sporting Register at Bryant Park</u>
Tuesday 4	Valve Bounce collation
Friday to Sunday, 7/9	Legend of the Lakes, Mt Gambier
<u>Sunday 9</u>	<u>Nugget Nationals track hire at Bryant Park</u>
Tuesday 11	Board Meeting, 7 p.m., Clubrooms
Friday to Sunday, 14/16	Repco V8 Supercars at Sandown
Sunday 16	RACES East Sale Supersprint CANCELLED
Sunday 16	33 rd Historic and Classic Hill Climb, Rob Roy
Sunday 16	Ararat Hill Climb, One Tree Hill
Sunday to Friday, 16/21	Targa Tasmania
Thursday to Sunday, 20/23	Challenge Bathurst
Saturday 22	Working Bee and Club Members Practice Day
<u>Sunday 23</u>	<u>Newry 8s track hire at Bryant Park</u>
Thursday to Sunday, 26/30	Repco V8 Supercars in the Adelaide Parklands, SA
Friday to Sunday, 28/30	Lovell's Alpine Rally of East Gippsland
Friday to Sunday, 28/30	Geelong Revival Moptoring Festival, Eastern Beach
Saturday 29	GCC Multiclub Twilight Hill Climb at Bryant Park
Sunday 30	MSCA Come and Try Day at Phillip Island
Sunday 30	AROCA Supersprint at Phillip Island

DECEMBER

Tuesday 2	Valve Bounce collation
Sunday 7	GCC Multiclub Khanacross at Bryant Park
Tuesday 10	Board Meeting
<u>Monday 22</u>	<u>Private Hire</u>

CALENDAR 2026

JANUARY

Saturday to Sunday, 17/18	Sandown Revival Motoring Festival
Sunday 18	VHCC Round 1 at Rob Roy
Sunday 18	AOMC/RACV Festival of Motoring, Cruden Farm, Langwarrin
Saturday 31	MSCA Supersprint at Phillip Island

FEBRUARY

Friday to Sunday, 13/15	Bathurst 12 Hour
Sunday 15	AOMC British and European Motoring Show, Yarra Glen Racecourse

Saturday 22
Sunday 22

MSCA Supersprint at Sandown
VHCC Round 2 at Bryant Park

MARCH

Tuesday 2

Targa Classica track hire at Bryant Park

Thursday to Sunday, 5/8

Australian Grand Prix, Albert Park

Friday to Sunday, 13/15

Phillip Island Classic

Saturday to Sunday, 21/22

VHCC Round 3 at Mt Leura, Camperdown

Sunday 29

AOMC Aussie Classic Car Show, Manhatten Hotel, Ringwood

APRIL

Friday to Sunday, 3/5

Bathurst 6 Hour

Friday to Sunday, 10/12

Repco V8 Supercars Taupo NZ

Friday to Sunday, 17/19

Repco V8 Supercars Ruapuna, Christchurch NZ

Saturday to Sunday, 18/19

MSCA Supersprint at The Bend, SA

Saturday/Sunday, 18/19

Terry Baker Motorsport Weekend

Sunday 26

VHCC Round 4 at Bryant Park (PIARC)

MAY

Saturday to Sunday, 2/3

Motorex, Melbourne Showgrounds

Saturday to Sunday, 16/17

VHCC Round 5 at Mt Leura, Camperdown

Sunday 17

AOMC National Motoring Heritage Day, various locations

Sunday 17

MSCA Supersprint at Winton

Sunday 17

Private track hire

JUNE

Sunday 14

MSCA Supersprint at Calder Park

Sunday 28

VHCC Round 6 at R^ob Roy (hosted by VMCI)

JULY

AUGUST

Saturday to Sunday, 8/9

VHCC Round 7 at One Tree

Saturday 15

MSCA All British Day at Winton

Sunday 16

MSCA Supersprint at Winton

SEPTEMBER

Sunday 20

MSCA Supersprint at Phillip Island

OCTOBER

Sunday 18

MSCA Supersprint at Sandown

NOVEMBER

Sunday to Monday 1/2

MSCA Supersprints at One Raceway. Sunday will be normal direction, Monday Reverse direction

DECEMBER

Sunday 5

MSCA Come and Try Day at Phillip Island

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



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Bryant Park track was asphalted by Fowlers Asphaltting
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BITS AND PIECES, INCLUDING FROM THE BOARD

John Bryant

EAST SALE We have received unfortunate news from RACES that the November 16 Supersprint at East Sale has been cancelled. There are a number of rumours floating around as to why this is the case, but my guess is that it is due to the unfortunate fire that occurred to one of the competition cars during one of the runs. This incident caused a very long delay to proceedings, but it also caused the very allergen RAAF fire fighting vehicle to be called out to attend the fire. I am not sure if there was any damage to the tarmac, but I assume that it is possible. What we now have to decide at the next Board meeting is what do we do with the Club Championship this year. Will we remove the requirement for Sprints to be part of the Championship, or do we look for another event? My personal opinion, for what it is worth, is that we remove the requirement for Sprints this year, and come up with a plan for 2026.

TROPHIES We have many unclaimed trophies in the Timing Building at the present time. This is probably caused by the fact that we present the trophies for a meeting at the Drivers Briefing at the next meeting – this procedure assumes that the same drivers are at each event, which is not always the case. For as long as I have been in the Club (since 1974 believe it or not) trophies have been a problem. At this point, I should point out that many drivers do not actually want them, but many others look forward to a reward for their efforts. At various times, trophies have been presented at the conclusion of the event (which happens at present day Victorian Hill Climb Championship events), they have been presented at the start of the following meeting (which we currently do), or they have not been presented at all (which many Clubs do at the present time). With this method, there are no trophies for individual events, but an annual trophy for the year would be presented at the Annual Presentation event. This topic is something else for the Board to discuss prior to the commencement of the 2016 competition year.

CUSTOM PLATES Many people in the Club have vehicles which are registered on the Club Permit Scheme, which uses “red” number plates that are not personalised. I know of many people in the Club who would actually be part of the CPS if they were allowed to keep their current personalised plates, but at present this is not the case despite the rumours that are circulating. You may have seen a short article put out by both VicRoads and the AOMC about a Club Permit Number Plate Survey. I have included the article in this edition of Valve

Bounce in case you have not seen it – I would suggest that you complete the survey if you have any feelings on the matter.

COSTS OF MAINTAINING THE CLUB Those of you not on the Board have probably not given much, if any, thought as to how much it costs to maintain the Club. I wrote recently that we have to receive 40 entries for a multiclub hill climb just to break even on the event. I received the annual rates notice the other day - \$7200 we have to pay to the Latrobe City Council for the services they provide to us, which are ????? Our insurance costs are approximately \$7000 per annum. At our current hill climb entry fee of \$120, we need to receive 60 entries overall just to pay the rates, and a similar number for the insurance. If we had a hill climb with 120 entries, we could pay the rates and the normal running expenses for that event in one go!!

DEAKIN UNIVERSITY PLACEMENT Many of you will have relatives attending University, and you may know that parts of courses these days include placement at various organisations. My grandson Benjamin (who is just completing a double degree at Deakin in Sports Science and Sports management), son of Club Chairman Jarrod, has just finished a season long placement at the Collingwood Football Club, and has now commenced his final placement of 100 hours of his degree in Sports Management – at Gippsland Car Club! If you see him around undertaking various management tasks at the Club, that is the reason.

AUSTRALIAN MOTOR HERITAGE FOUNDATION I have included a poster from the Australian Motor Heritage Foundation in this Valve Bounce. A competitor at our last multiclub hill climb was Rod Chivas from Hornsby in Sydney – a long way to come to an event. Jarrod and I have been talking to Rod for some time about having our results archived in this collection in particular, those from our Gippsland Park events. From the mid 1970s onwards, I have been keeping records of all of our events at both tracks – pre the computer age, this was a fairly hefty task. To make my collection complete I scrounged around for the results of events held from 1964 to the mid 70s – I do not believe that I found them all, but certainly the majority. Rod Chivas collected a great big tub of results at our last event and took them home with him to Sydney – he is going to scan them all and eventually put them on Motor Heritage Foundation Collection. He estimates that it will take him up to three months to do the job! As one of his management tasks, Ben Bryant is collating all of the results from our current track. Both collections will be outstanding when they are

completed, and I believe they will all be included in the Motor Heritage Foundation collection.

TWILIGHT HILL CLIMB NOVEMBER 29 This note was included in our last edition – will you get there to compete at this event?? Our last hill climb for the year is scheduled for Saturday, November 29 - a twilight event. Twilight events were first run at our old track, Gippsland Park, probably 30 years ago and they were a booming success. The aim of the exercise was to start in the early afternoon (2 p.m. in the very old days) and go until it was getting too dark to run, and then have a barbeque at the end of the event- people even had to use their headlights at these events and thought it was great, as it was something different. When we moved to the new track, we brought this tradition with us, and it worked extremely well for about ten years, with entries of around 100 and a good feed following. However, entries in the past few years have dropped off, as has the social function following. A number of people think we should drop the idea and just have Sunday events, whilst a number want to keep them. The reasoning behind the introduction of twilight events is that the competitor does not have to get to the track early, has a similar amount of runs as would be the case as we have at a normal event, then have a social function, and after that go home, leaving Sunday free. In the last two or three years, people were lining up at the gate at 7 am for an event that started at noon. **WHY?** Many of those same competitors would then go home at about 4 pm leaving the proverbial two and a dog for the last few runs – no social function as not enough people to run it. **We are having one more try at the twilight concept for our last event this year in an effort to keep this tradition alive – this will depend upon the competitors and whether or not they will support this concept.**

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, 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:

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 CANCELLED
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.

MEMBERSHIP Another note included in the last edition – I have had some reponses 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.

FROM THE BOARD The following item of importance was amongst a number discussed at our recent Board Meeting:

- A decision was made to upgrade the security systems in the Clubrooms, Timing Building, and new Scrutineers/Toilet block.
- Discussion about quotes for new stairs for the Timing Building
- Discussion about erecting new guard rails on the pit side of the Timing Building
- Completion of the new cladding on the western wall of the Clubrooms
- The future of Twilight Hill Climbs

East Sale RAAF base sprint, 7 September 2025

Report by Ian Maud, pictures by Grant McKillop Photography

A good number of us have done sprints at various circuits, but a run at East Sale is something a little different. As the name implies, the location is an operational military base, so there are some understandable requirements, such as having to present government-issued photo ID to gain entrance; listing the people travelling with you on the entry forms (no attend-on-the-day visitors); being aware of some of the base procedures and protocols, such as giving way to marching troops; and remaining in the one area for the day – no wandering.



While in past years the organising club, RACES (RAAF Automobile Club of East Sale), have set out a course on the runways, we now use a collection of taxiways and access roads to avoid any possible damage to the main runways. This creates a tight, twisty course marked out by witches' hats and plastic drums – and here is one of the greatest features of these events, and a reason why more members should be having a go: there is basically nothing to hit! Yes, you could put a mark on your car if you collect a drum, but there is no immovable Armco, unforgiving earth banks, concrete retaining walls, or dams, embankments, etc that you may encounter at other tracks. In addition, the surface is wonderfully smooth and flat, so even if you have a pristine road car

you could run at East Sale without causing it any harm. So...why not give it a try? The next round is Sunday, 16th November (now cancelled).

How did the day go? The weather at East Sale is often a factor, and being out in the open on an airfield all day means there is no on-site protection from wind, rain or searing sun, so you need to come prepared! As it turns out, the temperature on the day was quite mild. The day began with still conditions, though gusts appeared midway through the day – not as bad as one event last year, where strong winds were blowing markers around, changing the course! The threat of a bad thunderstorm seemed to be avoided, thankfully. A field of around 80 or so vehicles cycled through at a good pace, with a sighting run and two sets of timed runs held before a lunch break. You grid up with the same eight vehicles in your group throughout the day, so you get to recognise the cars you're out on track with, and their relative speeds, so with a little reshuffling no-one should be baulked.

As my group four lined up for our third run, there was a very noticeable plume of smoke blowing across the course. Unfortunately, a very well-presented and rapid Commodore race car had developed an issue and had a large under-bonnet fire out on the track. The fire-handling abilities of the trackside marshals were quickly exhausted, so the RAAF airfield fire tender and trained crew were called to the task, which at least gave them some activity on an otherwise quiet Sunday! There was a delay of roughly an hour before we returned to competition, only to find a large wet section of road just as you were about to jump on the brakes for the esses section – quite exciting!

The RACES sprints are an excellent event and suit a well-handling car with lowered gearing – such as a hillclimb car! GCC members made up a good proportion of the entry list, but there is room for more in future events.

PROMOTER:

The Event will be promoted by the RAAF Auto Club of East Sale. Paul Lummis, Business Hours 0425 339 758



The AMHF Archives include files, the rarest books, exclusive film and photos, programmes, magazines, race results, media releases and sales collateral. We also are home to the very special Graham Howard collection.

Find us at:

www.motorheritage.org.au

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49th HISTORIC WINTON[®]

30th and 31st May 2026



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Winton Motor Raceway, Benalla, Victoria



Photo: Ian Smith

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.

MULTICLUB HILL CLIMB, SEPTEMBER 21, 2025

John Bryant

Forty seven souls braved what might have been the windiest day we have experienced at the track in living memory – I am surprised that those of us who were in the Timing Building did not finish up down the at the bottom of the track! We were using the Clockwise Double Loop track on the day, and I almost asked at the Drivers Briefing if anyone wanted to bet that someone would go the wrong way, but I resisted the temptation. A wrong move on my part, as it did not take long for it to happen - one doing the Figure 8 track and one doing the Loop three times instead of two – no names! Drivers were informed at the briefing that we would have at least five runs, and maybe six depending on how things went on the day. As it turned out, things did go well, so we had six runs and finished an hour early at 3.00 p.m., just prior to the arrival of the rain. We welcomed Sydney visitor Rod Chivas to this event – long way to go for a hill climb. For the second time in a month, an interstate visitor asked if they could wrap up the track and take it back to Canberra and Sydney respectively – our track is obviously appealing to our visitors.

Six records were broken on the day – I am actually surprised that any were broken given the conditions, but given that it appears as though the last time we used this track was in April 2023, it is actually a surprise that not more records were broken. The new record holders are Max Bonney in the Formula Vee class, Mark Samson in the Formula Ford class, Lasith Lyanage and Mark Homer in the Production Sports Car classes, Lex Thorbecke in the Sports Car class, and Jim, McNiven in the Sports Sedans class. Congratulations to all. If you want to see the list of records for all of our tracks, go to the Results page on our website – they are the first item under that heading.



Fastest Time of Day was taken out by Matthew Healy in the Yacar by just 0.53 of a second from Pete Minahan driving the Hayward 07 in second position, and Bruce Minahan (sharing the Hayward 07) in third a little further back.

Eddie Lewis in the Lewis Dallara finished in fourth position, with Mark Samson in the Van Dieman Fifth. Steven Buffinton in the Westfield was the first sports car on the day, finishing in position six, with first tin top, Jacob White in his fire breathing V8 Nissan Skyline a mere 0.17 seconds behind Steven in seventh position. Rhys Yeomans followed in position 8 (the first time Rhys has not broken a record for many hill climbs), and he was followed by occasional visitor Mark Homer in his new Porsche Cayman in ninth, and Lasith Lyanage in the Subaru BRZ in tenth.

A number of classes had only one entrant, so naturally they took the biscuits (we can't afford Champagne) in their class – such solo winners were Steven Buffinton in the Clubman Sports Car class, Max Bonney in Formula Vee, Mark Sampson in Formula Ford, Rod Chivas in Historic Other and Mark Homer in Production Sports 2001 and over. The Formula Libre up to 1300 class had four starters, all of whom featured in the top 4 on the day – Matthew Healy won from Pete Minahan, Bruce Minahan and Eddie Lewis. Rhys Yeomans had an easy win in the Improved Production class up to 2000 – Terry Selwyn is back from his Far North Queensland sojourn and appeared in what he says is yet another Datsun1600 – sounds the same as all of the others he drives! Pete Suzic entered this class in a car that he shares with his daughter. The IP class 2001 and over class was very tightly fought – Craig Simpson in a very quick Renault Megane won by just 0.53 of a second from perennial class winner Karl Hess. New member Jack Allisey, also in a Renault Megane, was in third position in this class.

The Junior class was well patronised with a range of drivers and cars – the times for each of these Juniors needs to be compared to the class in which the car would normally run to see who won the class. Cody Boys was actually quicker than the winner of the Formula Vee class, so his score would be less than 100 – and so on. Who actually won the class? Probably Cody, but I cannot be bothered working out the scores. The main thing is that they are all Juniors, and having fun at the event. The Production Sports Cars up to 2000 class had the biggest entry of the day with nine starters – Lasith Lyanage won the class by over three seconds from Ian Maud, with the Wills father/son duo in third and fourth. The Sports Cars up to 2000 class, with four starters, was won by Sei Vella by a fraction from David Casey – 0.68 of a second between them. Ray Vella was third, and Gavin Langmuir in a rarely seen Triumphs Herald was fourth. Lex Thorbecke won the Sports Cars 2001 and over class from Keith Wilson in the rarely seen and 'For Sale' Renault 01, which suffered teething problems whilst Keith also suffered counting problems.



Jim McNiven was a clear winner in the Sports Sedans up to 2000 class. Garry McIvor managed to damage his second car in two meetings, so may have to fix one of them before the next event. Jacob White was a comfortable winner in the Sports Sedans 2001 and over class from Rob Duncan in the Commodore. Tegan Collins was third in the very V8 sounding Mazda RX7 – Tegan was running in new brake pads for a forthcoming circuit race. The Sports Sedans 4WD class was a two family affair – the Pollock family (Lancer Evo) took out first and second from the Christensen family (Subaru Liberty) in third and fourth.

Thanks must go to the scrutineers Cliff, Linus and Bruce, for their work in the open early in the day, then followed by a lazy day in front to the heater in Cliff's new Taj Mahal. Thanks also to WAP Motorsport and Emergency Response Services for being there if we needed them. Rob Wilson carried out 83% of the timing, with the remaining 17% being done by Jarrod Bryant after he retired his car from the event. Thanks also to Darryl Hamilton for very efficiently carrying out his role of keeping the competition cars moving at all times. Just as a matter of interest I was checking through some results from the old Hillclimb and noted that Darryl was a competitor in an event held almost sixty years ago to the day. Rob Duncan did the lions share of the starters position while also competing in the event, and he was assisted by Rhys Yeomans and Joshua Bryant. The ladies in the Canteen did an excellent job keeping people fed and watered. Finally, John Moss and myself were there if needed, and on this occasion it was only once that we needed to adjudicate on one possible problem.

The results of this event can be found in this edition of Valve Bounce, and also on our Club Website. Our next Multiclub event is on Sunday, October 19 on a track described in the Supp Regs as TBA – stay tuned.

GCC MULTICLUB HILL CLIMB CLOCKWISE DOUBLE LOOP Event Ranking

Rank	Rank	Last Name	First Name	Club	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Time	Gap
1	547	HEALY	Matthew	MDDCC	Yacar	Formula Libre up to 1500	76.48	74.09	75.25	74.84	74.90			74.84	
2	50	MINAHAN	Peter	GCC	Hayward 07	Formula Libre up to 1500		76.59	76.13	76.60	75.37	75.64		75.37	0.53
3	150	MINAHAN	Bruce	GCC	Hayward 07	Formula Libre up to 1500	80.02	77.33	77.15	77.50	77.06			77.06	2.16
4	641	LEWIS	Edward	GCC	Lewis Dallara	Formula Libre up to 1500	84.17	81.39	79.21	79.01	77.17			77.17	2.33
5	14	SAMSON	Mark	GCC	Van Diemen RF86	Formula Ford	80.26	79.04	78.79	78.81	78.62			78.62	3.78
6	171	BUFFINTON	Steven	GCC	Westfield Clubman	Outlaw Sports Cars up to 1600	83.03	80.48	79.48	79.15	79.33			79.15	4.31
7	331	WHITE	Jacob	GCC	Nissan Skyline	Sports Sedans 2001 and over	80.49	84.16	80.77	79.79	78.34			79.34	4.50
8	16	YEOMANS	Rhys	GCC	Honda Civic	Improved Production up to 2000	80.39	79.48	79.87	79.50	78.54			79.48	4.64
9	18	HOMER	Mark	PCV	Porsche Cayman	Production Sports Cars 2001 and over	82.55	80.69	81.25	81.48				80.69	5.85
10	79	LIYANAGE	Lasith	GCC	Subaru BRZ	Production Sports Cars up to 2000	84.56	82.68	81.94	81.86	80.70			80.70	5.88
11	97	SIMPSON	Craig	GCC	Renault Megane	Improved Production 2001 and over	81.80	81.07	84.86	81.44	81.05			81.05	6.21
12	431	HESS	Karl	GCC	Honda Accord	Improved Production 2001 and over	82.67	82.84	81.77	81.59	85.09	81.58		81.58	6.74
13	8	POLLOCK	Gavin	GCC	Mitsubishi Evolution	Sports Sedans 4WD	84.53	86.08	83.99	82.79	81.93			81.93	7.09
14	113	MCNIVEN	Jim	GCC	Toyota Corolla	Sports Sedans up to 2000	85.85	82.36	83.90	84.57	82.36			82.36	7.52
15	70	BOYS	Cody	FVAV	Sabre	Junior	84.51	88.78	85.53	84.65	84.09	82.83		82.83	7.99
16	86	BONNEY	Max	GCC	Elin NG	Formula Vee	85.28	82.80	82.88					82.88	8.04
17	43	VELLA	Sai	GCC	Mazda MX-5	Sports Cars up to 2000	93.76	84.78	83.55	84.26	83.58			83.55	8.71
18	112	MAUD	Ian	GCC	Fiat X119	Production Sports Cars up to 2000	89.67	86.21	84.62	84.62	84.44			84.62	9.18
19	265	ALLIREY	Jack	GCC	Renault Megane	Improved Production 2001 and over	89.30	87.01	84.53	84.68	84.10			84.10	9.26
20	151	CASEY	David	GCC	Suzuki Cappuccino	Sports Cars up to 2000	84.66	84.29	84.23	84.92				84.23	9.39
21	88	POLLOCK	Deborah	GCC	Mitsubishi Evolution	Sports Sedans 4WD	93.38	87.35	86.69	85.97	85.46			85.46	10.62
22	115	WILLS	Simon	GCC	Mazda MX-5	Production Sports Cars up to 2000	86.77	86.34	85.62	85.18	85.80	87.06		85.62	10.78
23	99	CHRISTENSEN	Max	PAC	Subaru Liberty	Sports Sedans 4WD	92.28	88.35	87.64	87.54	85.70	86.11		85.70	10.86
24	5	WILLS	Declan	GCC	Mazda MX-5	Production Sports Cars up to 2000	93.84	87.95	87.38	88.19	85.75	86.44		86.44	11.60
25	243	VELLA	Raymond	GCC	Mazda MX-5	Sports Cars up to 2000	90.47	86.95	105.15	89.35	88.46			88.46	12.11
26	10	MCKOWAK	Michael	SHUTDOWN	Mazda MX-5	Production Sports Cars up to 2000	91.74	88.77	87.65	88.50	87.39			87.39	12.55
27	24	MCNOR	Garry	GCC	Datsun 1600	Sports Sedans up to 2000	87.98	87.43						87.43	12.59
28	36	SPITERI	Jordan	MDDCC	Toyota Corolla	Improved Production up to 2000	90.26	87.79	91.06	90.95				87.79	12.95
29	741	MAYZE	Bradley	GCC	MG8 Roadster	Production Sports Cars up to 2000		91.32	90.14	89.45	89.91			89.45	13.61
30	42	HILL	Alistair	GCC	Subaru Impreza	Junior	90.85	89.74	89.33	88.79	88.61	94.13		88.61	13.77
31	231	DUNCAN	Robert	GCC	Holden Commodore	Sports Sedans 2001 and over	91.17	97.87	90.09	90.24	89.80	88.92		88.92	14.08
32	281	SELWYN	Terrence	GCC	Datsun 1600	Improved Production up to 2000	91.05	90.66	90.22			104.21		90.22	15.38
33	9	CHRISTENSEN	Nail	PAC	Subaru Liberty	Sports Sedans 4WD	97.38	92.74	91.81	91.68	90.65	94.27		90.65	15.81
34	100	MCKOWAK	Monika	SHUTDOWN	Mazda MX-5	Junior	93.71	91.26	91.81	96.91	96.38	92.90		91.26	16.42
35	17	DAVEY	Ayden	GCC	Toyota 86	Production Sports Cars up to 2000	94.84	96.95	91.28	91.72				91.28	16.44
36	83	MATHESON	Errol	GCC	Mazda MX-5	Production Sports Cars up to 2000	94.80	92.81	91.96	92.70	93.56	97.70		91.96	17.12
37	74	MAYZE	Ian	GCC	MG8 Roadster	Production Sports Cars up to 2000	96.48	92.89	92.05	94.69	93.43	95.34		92.05	17.21
38	159	BRYANT	Jerrad	GCC	Toyota Corolla	Sports Sedans up to 2000	94.47	93.28	92.05					93.28	18.44
39	77	SUZUKI	Peter	GCC	Toyota Corolla	Improved Production up to 2000	96.15	94.99	94.47	93.76	93.87	94.60		93.76	18.92
40	2	LANGMUIR	Gavin	GCC	Triumph Herald	Sports Cars up to 2000	103.39	100.35	97.42	95.47	94.48	94.49		94.48	19.64
41	7	COLLINS	Tegan	ASSA VIC	Mazda RX-7	Sports Sedans 2001 and over	109.27	97.30	99.43	99.45	98.35	94.74		94.74	19.90

GCC MULTICLUB HILL CLIMB
CLOCKWISE DOUBLE LOOP
Event Ranking[illegible]

GCC HILCLIMB CHAMPIONSHIP - 2025

Indicates Dropped Round

CLASS RESULTS

PLACE	VCCE Rd1 11-Feb-25	VCCE Round 6 27-Apr-25	GCC MultiClub Hillclimb 03-Jun-25	GCC MultiClub Hillclimb 27-Jun-25	GCC MultiClub Hill Climb 14-Aug-25	GCC MultiClub Hillclimb 21-Sep-25	Rounds Completed	CLASS RANKING @ 24-Sep-25
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Formula Vee

1	Max DOWNEY					-0.951	1	0.951
2	Scott SLATER		1.016				1	1.016

Formula Ford

1	Mark Samson				1.828	-0.951	2	2.829
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Formula Libre up to 1300

1	Ewan Hodge	1.022		1.138		0.982	3	3.132
2	Peter WILKINSON		1.111		1.214	1.127	3	3.434
3	Keith Wilson	1.114	1.189				2	2.303
4	Bruce Mitchell			1.211		1.151	2	2.362
5	Edward Lewis			1.371		1.154	2	2.525
6	Wesley WRIGHT		1.309				1	1.309

Formula Libre 1301 to 2000

1	Gregory Hickford	1.053	1.051				2	2.096
2	David Nathan	1.111	1.071				2	2.181
3	Mike Barber	1.095	1.054				2	2.149
4	Wim Samson	1.135		1.114			2	2.309
5	Alan Polley	1.058					1	1.058
6	Warren Booth	1.187					1	1.187
7	Noel Lindsay				1.489		1	1.489

Clubman Sports Cars up to 1600

1	Steven Duffinson	1.018	0.997	1.040	1.082	0.987	1.308	6	6.123
2	Steve Hocking	1.049	1.003	1.056				3	3.127
3	Colin Hewitt			1.068				1	1.068

Sports Cars up to 2000

1	David Casey	0.968	1.187	1.088	1.130	1.002	1.308	6	6.603
2	Raymond Pella	0.979	1.239	1.101	1.112	1.100	1.388	6	6.783
3	Sei Vella	0.981	1.147	1.080			1.308	4	4.157
4	Gavin LAMONT						1.174	1	1.174

Sports Cars 2001 and over

1	Alexander Thorneley	1.800	1.994	1.829	1.835	1.149	1.288	6	7.806
2	Shelley BUCKLEY					1.118		1	1.118
3	Keith Wilson						1.805	1	1.805

Sports Sedans up to 2000

1	James Bryant	1.211	1.213	1.187	1.143		1.188	5	5.924
2	Jim Menden	1.055	1.035	1.054			1.042	4	4.183
3	Clare Barker		1.185	1.110	1.067	1.075		4	4.357
4	Brett Barker	1.087	1.138	1.109		1.078		4	4.384
5	Garry Major			1.088		1.091	1.108	3	3.188
6	Ayden Oliver			1.110	1.117	1.140		3	3.405
7	Joshua Bryant			1.119	1.154		1.110	3	3.405

GCC HILCLIMB CHAMPIONSHIP - 2025
CLASS RESULTS

Indicates Dropped Round

PLACE	VMCC Rd 3 20-Aug-25	VMCC Round 4 27-Aug-25	GCC Multicub Hilclimb 05-Sep-25	GCC Multicub Hilclimb 27-Sep-25	GCC Multicub HIL Climb 24-Aug-25	GCC Multicub Hilclimb 23-Sep-25	Rounds Counted	CLASS RANKING @ 24-Sep-25
8 David Connolly	1.055	1.874					2	2.138
10 Stuart Haverkort					1.093		1	1.833

Sports Sedans 2001 and over

1 Robert Duncan			1.118	1.124	1.095	1.124	4	4.463
2 John Mally			1.120	1.134	1.095		3	3.380
3 Billy Tait	1.096	1.290					2	2.293
4 Frank POWERS		1.856	1.296				2	2.354
5 Jacob WHITE						1.883	1	1.883
6 Leifien Spilant	1.180						1	1.183
7 Bryan Townsend					1.206		1	1.206

Sports Sedans 4WD

1 Jarl Bee Jones	1.084	1.831			0.987		3	3.873
2 Thomas Foley	1.050	1.305					2	2.356
3 Brent Coleman	1.064						1	1.834
4 Gavin POWELL						1.824	1	1.824
5 Deborah POWELL						1.868	1	1.868
6 Shane Reynolds			1.184				1	1.184
7 Geoff COULINE		1.383					1	1.383
8 William Vial				1.206			1	1.206

Improved Production up to 2000

1 Russ Yessens	0.957	1.861	1.884	1.029	0.984	1.821	6	8.886
2 Alan Jones	1.080				1.088		2	2.181
3 Terry BEZAK		1.843				1.148	2	2.153
4 Dean Pratt			1.156		1.080		2	2.239
5 Peter Scott				1.147		1.183	2	2.448
6 David Parr	1.305	1.351					2	2.653
7 Matthew Bink					1.080		1	1.080
8 Paul Murphy					1.218		1	1.218
9 William Reynolds				1.187			1	1.187

Improved Production 2001 and over

1 Karl Hatz	1.006		1.008	1.052	0.998	1.837	5	5.898
2 Craig Simpson	1.065		1.053			1.833	5	5.888
3 Scott Sedden	1.118			1.116	1.080		3	3.428
4 David French			1.089		1.080		2	2.178
5 Jack ALLRED						1.348	1	1.348
6 Adam French			1.140				1	1.140

Historic Group N 2001 and over

1 Gary Tish			1.090		1.005		2	2.125
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Historic Other

1 Thomas HESTER		0.909			1.000		2	1.909
2 Craig Webb	0.971						1	0.971

GCC HILCLIMB CHAMPIONSHIP - 2025 CLASS RESULTS

Indicators Omitted/Retired

PLACE	VHCC Rd 2 22-Feb-25	VHCC Round 4 27-Apr-25	GCC MultiSub Hills Sents 05-Jun-25	GCC MultiSub Hills Sents 27-Jul-25	GCC MultiSub HRI Clunk 24-Aug-25	GCC MultiSub Hills Sents 22-Sep-25	Rounds Completed	CLIFF Ratings @ 14-Sep-25
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Junior

1	Alistar Hill		1.195	1.115	1.090	1.127	4	6.347
2	Alexandra Seck		1.279	1.216	1.268	1.252	4	5.886
3	Toby Pratt		1.116	1.099	1.064		3	5.257

Production Sports Cars up to 2000

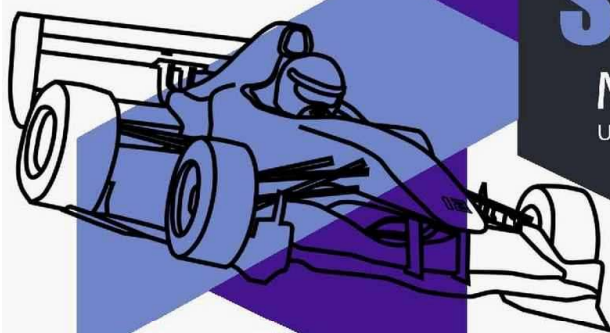
1	Leath Lymanage	1.064	1.009	1.063	1.022	0.989	0.987	6	6.385
2	Ian Spight	1.068	1.033	1.089	1.096	1.022		5	5.246
3	Simon Willis			1.094	1.067	1.015	1.047	4	4.243
4	Wendy Mayall			1.138	1.145	1.099	1.082	4	4.493
5	Jim Mayall			1.170	1.179	1.188	1.126	4	4.580
6	Ian Maltby		1.016	1.050			1.028	3	3.853
7	Stephen Willis			1.096	1.147		1.057	3	3.300
8	Brend Matthews				1.179	1.189	1.125	3	3.404
9	Sean Pratt				1.111			1	1.111
10	Robin Stacey						1.136	1	1.136



VICTORIAN HILL CLIMB CHAMPIONSHIP

MGCC - GCC - BLCC - PIARC - VMCI - ACC

2025



PROUD SPONSOR



AWARDS EVENING SAT 25 OCT

MG CLUB ROOMS

UNIT 53 41-49 NORCAL RD NUNAWADING

7PM - 11PM

Enjoy a sitdown meal at the
MGCC Auditorium

2 course spit roast / dessert / tea & coffee
\$30 pp / BYO drinks / glasses

This evening is arranged by the
Motorsport Australia Victorian
Hillclimb Advisory Panel

RSVP & PAYMENT ARE REQUIRED NO LATER THAN OCTOBER 17th

Payment only by EFT : \$30pp with your SURNAME in the description field

Account name "VHCC"

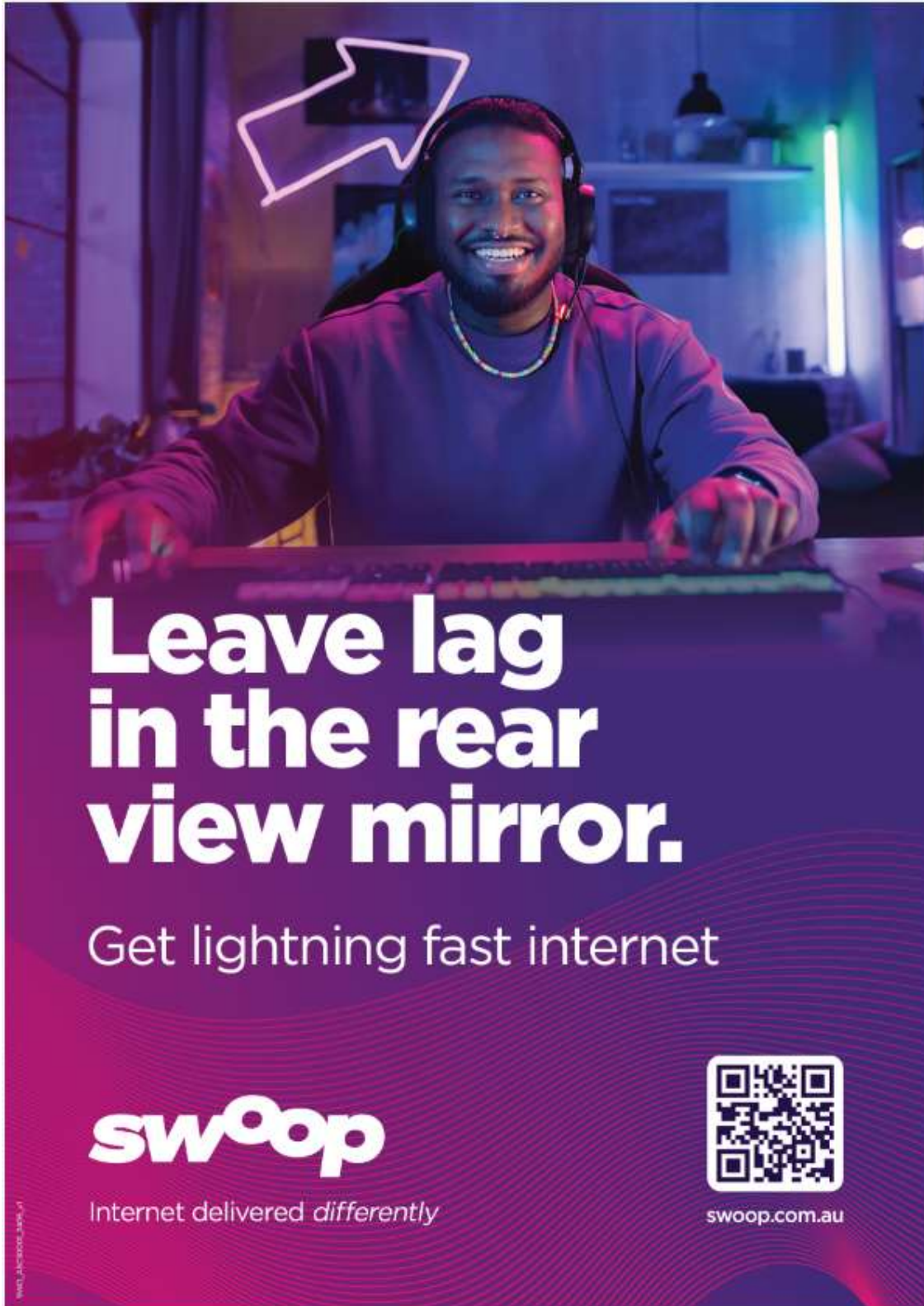
BSB : 733-034

Account : 883073

All ticket requests via this link

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VicRoads Club Permit Number Plate Survey

The AOMC and VicFed have jointly made good progress in discussions with VicRoads about a number of issues involving the heritage vehicle movement, and number plates has been one of these topics. It is therefore pleasing for us as peak bodies to be asked by VicRoads to help distribute a short survey seeking to find out more about what the movement would like to see happen with custom number plates for cars on the CPS.

The survey is designed to gather insights from car enthusiasts across Victoria to help VicRoads better understand their interests and preferences when it comes to custom plates.

The feedback VicRoads receives will play a valuable role in shaping future initiatives that celebrate and support the car club community.

Survey Link: <https://survey.usabilla.com/live/s/68be6cabee65837b7368352f>

Closing Date: Wednesday October 15th

Please distribute this survey link to your own Club members and encourage them to participate, noting that the survey is only open for a short period

KHANACROSS AT BRYANT PARK

SUNDAY SEPTEMBER 14, 2025 John Bryant

A good number of entrants, 45 in all, entered and ran at our September 14 Khanacross on a day that was sunny and warm, but very windy, which is not unusual for our track. Eight of the entrants were Juniors, a little less than normal, as Col and Laura Hunter only brought two grandchildren this time instead of the usual four and, Alyssa Perks was on holiday, the timing designed to give grandfather Pete Ferguson a lift up in the overall results! A feature of the day was the larger than normal number of penalties incurred, adding time to the runs in which the penalties took place.

One thing that we as the Board of the Club, have been going to do for some time is to produce a plan/map of each of the tests that we conduct at each event, so that everyone can see them prior to the event. This will save us the time that we currently use for reconnaissance runs for tests. Scott Seddon brought along his drone as well as his camera, and has produced some excellent shots of most of the tests. Some of these are stills and some are "moving pictures". These can be found on our Facebook page.

Simon Wills made a return to the top of the results table, scoring 276.37 seconds for the eight tests. He was closely followed by Andrew Tate with 281.68 seconds, with Rod Macnab, who has won a number of the events this year, in third with 287.05 seconds. Rod did score one penalty for striking a cone, but the 5 second penalty did not make any difference to his placing on the day. Declan Wills was in fourth position, with Jack Greator in fifth and Bradley Dawson in position six. Unsurprisingly, all of the first six place getters were driving the ubiquitous Mazda MX5. David French broke the Mazda dominance by scoring 298.71 seconds to take out seventh place in his Toyota Corona. Back to the Mazdas – Jeffrey Marsh took out eighth position with a score of 300.92 seconds. However, in position nine was Gary Mason, not driving a Mazda, but driving his very nice Renault Megane to a score of 304.59 seconds, and he was followed very closely by Jeremy Dawson, indeed driving a Mazda, in tenth position with a score of 304.76 seconds.



Above is a photo by Scott Seddon of Dean Evans driving in his BMW in one of the pit area tests

It appears as though there is little doubt that if you want to finish on top of the heap at our Khanacropss events, it would be wise to drive a Mazda MX5. The cars are very nippy and nimble, and ideally suited to the tests that we run - I am not sure, however, that I would like to drive one in some of the dirt khanacross events that are held regularly by other Clubs in other places. If it is entertainment value that you want when you are watching our khanacross events, make sure that you have Brendan Linke, Dean Evans and David French (and Aileen when she is fit again) in the field. The three of them gave excellent displays of class driving in small spaces, and demonstrated that you can actually drive a larger car through small spaces sideways, and all received standing ovations from the 'watchers' of the tests in the pit area.



Jackki Dawson captured David French 'doing a 180' during the southside Out and Back test.

Toby Pratt, driving a Mazda MX5, was the fastest GCC Junior on the day, finishing in position 29. Sam Gillson, driving the family Fiesta, was in position 36, followed by Caitlin Seddon in position 37 in one of the Seddon VW fleet. Archie Hammond finished the day in position 43, with Zoe Gillson in position 45. Toby would have finished much further up the results list, but he incurred three penalties on one run, costing him 15 seconds added to his overall time.



There had to be at least on Mazda MX5 in the article – pic by Jackii Dawson.

As is usually the case, the results for the event are on our Website. Some outstanding photographs of the event, taken by Jackii Dawson, are included on the Club Facebook page. One of her 'captures' from the khanacross is shown below – unfortunately it did not compete in the event!



Thanks to Rob Duncan for his excellent organisation, and for timing the 'bottom' section of the track with Bill Jennings, and to Cliff Whitehead for his scrutineering and his timekeeping with me on the 'top' sections of the track. Thanks also to Chris from the MX5 Club for his usual excellent spotting of most of the tests. Scott Seddon undertook the recording of all of the times as well as driving and operating his drone – multi talented young lad!!

Our next khanacross is on Sunday, October 26.

Bill Buys



Peel Microcar



PEEL ENGINEERING LTD.
50, ST. JOHN'S ROAD, ST. JOHN'S, N.I.
WILMINGTON, N.I. CANADA
PEEL P50

The PEEL P.50

CAR COMFORT

PERFORMANCE: 40 MPH
STEERING: 100%
DRIVING: 100% PROTECTION

Speeds to 40
miles per hour

OVER 100
miles per gallon

TRIDENT

TRIDENT: 100% PROTECTION
TRIDENT: 100% PROTECTION
TRIDENT: 100% PROTECTION



Car comfort, moped costs, speeds to 40 mph (64km/h) and over 100mpg (2.3litres/100km).

Add to those claims 'lively performance, powerful braking, armchair seating and saloon car protection' and for £299 (AU\$580) the Peel P50 had to be the best buy on Planet Earth.

Well, it didn't quite work out that way for Peel Engineering, an Isle of Man company that primarily built fibreglass hulls for boats and fairings for motorcycles. But for the few folk who bought one of their cars and kept it, their investment was impressive.

Designed by Cyril Cannell, the funky three-wheeled microcar started life in 1962 in Peel, a seaside town on the Isle of Man, and was soon listed in the Guinness World Records as the smallest production car ever made.

Designed as a city car, it offered "seating for one adult and a shopping bag." It had a door on its left side and equipment included a windscreen wiper and one headlight. Standard colours were Daytona White, Dragon Red, and Dark Blue.

Standing just one metre wide, a little over a metre tall, it was powered by a 49cc two-stroke engine from a 3kw DKW scooter, with a three-speed gearbox. But instead of a reverse gear, there was a handle for you to pick up its tail and turn it around. Easy, since it had a mass of only 105kg. In fact, it was so compact it would fit through most garden gates, so you could drag your Peel P50 into your yard, or even

into your house if you had a decent -sized front door.

The microcar got great publicity on the BBC's Top Gear program when Jeremy Clarkson drove one through the Television Centre and that episode was one of the most watched episodes with a combined total of a 100 million views.

Despite that, sales didn't go nearly as well as planned, and the company produced only 50 P50s, of which only 27 are known to still exist.

There was a spark of hope in an export market, when a Canadian entrepreneur took two of them to British Columbia in 1965.

They were adapted for the Canadian market by the installation of a basic heater: a hollow tube bolted to the outside of the exhaust, which directed warm air into the cabin. The provincial government there gave the little car its approval, provided it was registered as a motorcycle. Canadian motoring writer Brendan McAleer reviewed one for The Globe and Mail, reporting that 'firing up the Peel P50 takes a few firm yanks on the starter lever and then a gentle nudge to get the thing going.

'It rocks alarmingly from side to side as you go and the engine begins to sputter on the slightest incline. It's insanely loud inside, as if you were sitting in the bell of a two-stroke-powered trumpet.

'You can physically see the gasoline sloshing around in the tiny tank, just by your right hand. This is the slowest, loudest, most terrifying and most hilarious thing I've ever driven'.

'I can't stop laughing at how ridiculous it is. A mild slope lets the P50 pick up just enough speed to keep going and it slingshots down the road at a walking pace that somehow feels incredibly dangerous'.

He quoted the owner of that car saying 'it had sneeze-o-matic steering, because it was so touchy. You'd better keep your eyes open or you'd go off the road'.

Still, the oddity had a sequel, one possibly even more bonkers: a two-seater Peel called the Trident.

It had the same engine and wheels as the P50, but everything else was new.

It was built in two halves, a glass fibre lower moulding which incorporated the seats and floor pan and a one-piece clear acrylic bubble, with a flat windscreen.

One of the problems was the bubble tended to cook its occupants in sunny weather, so a ventilation hatch - actually intended for hand signals - provided a bit of help.

Production stopped after two years, by which time 86 examples had been made. Most of those were in right-hand drive but a few with left-hand drive were exported.

The Trident was priced at £189 (AU\$368) and by the 1980s some were already changing hands for around twice that amount. In 2017 RM Sotheby's sold a fully restored Trident for \$121,000 (AU\$182,000), but one of the original P50 models fetched \$176,000 (AU\$262,000). That's a 451 times return on the initial price!

In a modern Ripley's 'believe it or not' case, you can still get a P50 or Trident today. Except that they're now hand-built to order in the UK and available in petrol and electric models.

They were and are still road-legal in the UK, being in the three-wheeler category and now also street-legal in US.

A few have been exported, sometimes being classified as a moped (in Finland) while in The Netherlands, the Peel's 50cc engine and its 45 km/h top speed place it in the EU's quadricycle legal bracket. Price on application, but you can bet today's cost will be a little more than the original \$580.

Bill



FOR SALE

**1990 Holden Commodore VN 3.6 V6,
Category 3, Group 3K Log Booked. \$10,000**

2



V6 3.8 Buick with T5 gearbox and 3.45 ratio differential with mini spool. Corvette style PBR front brakes, adjustable radius rods. All new suspension bushes along with reinforced rear lower control arms. Surge tank and high capacity intank fuel pump. Series II VN cylinder heads and block, ACL race series pistons, Clive's custom Cams and custom camshaft. All new valve train including YT roller rockers. Stinger ECU limited to 5500 rpm. Pod air cleaner. First Log Booked in 2004.

Contact Mark Revitt Mills at markrevittmills@gmail.com 0427 252 107



Gippsland Car Club

MEMBERSHIP APPLICATION/RENEWAL
TAX INVOICE ABN 76 691 013 424

I/We hereby make application to join/rejoin the Gippsland Car Club Incorporated as a Junior/Single/Family Membership. All Gippsland Car Club Membership's expire on the last day of calendar year.

I/We seek membership via (please tick one only)

☐
☐
☐

Standard Membership (Competitive, Club Permit)
Associate membership (Non competitive, non voting)
Interstate Membership (for members residing in states other than Victoria)

NAME

ADDRESS

POSTCODE

TELEPHONE

OCCUPATION

EMAIL ADDRESS

NAME OF EACH PERSON COVERED BY THIS MEMBERSHIP

(Please write the date of birth for each junior member. A junior member is under 18 at January 1, 2025).

I/We agree to abide by the rules, by-laws and constitution of the Gippsland Car Club Incorporated.

How would you like to receive Value Buances, Tick One

MAIL :

☐

EMAIL :

☐

SIGNATURES

Sign Here

Memberships will take a minimum of one week to process, after receipt of completed membership application form and payment, before the card is posted to you.

Membership becomes effective on receipt of your Membership Card.

2025 Membership Fees:

Standard Membership:	Senior \$125, Family \$160, Junior \$50.
Associate Membership	Senior \$80, Family \$100, Junior \$40
Interstate Member	Senior \$80, Family \$100, Junior \$40

Please mail this form, together with payment, to Gippsland Car Club, P.O. Box 493, Morwell 3640, or email to membership@gippslandcarclub.com.au, and direct debit your membership payment to the Club Account, Bendigo Bank, BSB 633 000, Gippsland Car Club Incorporated, Account Number 1574 73836.

Standard members are those who wish to compete in events, have an input into the Club decision making process, or have a vehicle or wish to have a vehicle on the Club Permit Scheme.

Associate members are those who do NOT wish to compete in events, do NOT wish to have an input into the Club decision making process, and do NOT have a vehicle or wish to have a vehicle on the Club Permit Scheme.

Interstate members are those members who reside in a state other than Victoria.

The term JUNIOR in the categories above relates to a single person under the age of 18 years at January 1, 2025.