



# **VALVE BOUNCE**

November 2025



**Brett Hayward South Australian Hill Climb Champion and Australian Hill Climb Masters Champion!**

**Image by @bobtee.com.au**

Gippsland Car Club Inc PO Box 493, Morwell, 3840

A3759. ABN 76 691 013 424

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

Bryant Park, Bill Schulz Drive, Yallourn, 3852

**GIPPSLAND CAR CLUB INCORPORATED  
2025 BOARD OF DIRECTORS**

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<b>DEPUTY CHAIRMAN</b>	Rhys Yeomans <a href="mailto:rhysyeomans@gmail.com">rhysyeomans@gmail.com</a>	0400 519490
<b>SECRETARY</b>	James Dyer <a href="mailto:james.dyer.90@gmail.com">james.dyer.90@gmail.com</a>	0437 760019
<b>TREASURER</b>	John Bryant <a href="mailto:johnandcarolbryant@yahoo.com.au">johnandcarolbryant@yahoo.com.au</a>	0439 741473
<b>COMPETITION SECRETARY</b>	Rhys Yeomans <a href="mailto:rhysyeomans@gmail.com">rhysyeomans@gmail.com</a>	0400 519490
<b>KHANACROSS</b>	Rob Duncan <a href="mailto:hxdude76@yahoo.com.au">hxdude76@yahoo.com.au</a>	0419 501394
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<b>MEMBERSHIP</b>	Steven Buffinton <a href="mailto:Studley1881@gmail.com">Studley1881@gmail.com</a>	0418 315284
<b>VALVE BOUNCE EDITOR</b>	Bill Revill <a href="mailto:wwqms@bigpond.com">wwqms@bigpond.com</a>	0412 191356
<b>PUBLICITY AND MARKETING</b>	Scott Seddon <a href="mailto:seddo@seddo.me">seddo@seddo.me</a>	0427 962733
<b>HEALTH AND SAFETY</b>	Brett Barker <a href="mailto:brett.barker7@icloud.com">brett.barker7@icloud.com</a>	0438 026177
<b>BUILDINGS</b>	Phil Tullett <a href="mailto:phil.tullett@energyaustralia.com.au">phil.tullett@energyaustralia.com.au</a>	5127 8915
<b>TRACK</b>	Richard Samson <a href="mailto:r.samson@bigpond.net.au">r.samson@bigpond.net.au</a>	0408 176557
<b>CLUB WEBSITE</b>	Shane Reynolds <a href="mailto:shane@valid.com.au">shane@valid.com.au</a>	0409 836830
<b>CLUB PERMIT REGISTRAR</b>	Ken Neilson P.O. Box 1377, Traralgon, 3844 <a href="mailto:ken@streetwise.net.au">ken@streetwise.net.au</a>	0409 427199
<b>CLUB POINTS SCORER</b>	(enquiries to Rhys Yeomans)	
<b>CLUB ASSET HIRE</b>	John Bryant <a href="mailto:johnandcarolbryant@yahoo.com.au">johnandcarolbryant@yahoo.com.au</a>	0439 741473
<b>GENERAL BOARD MEMBER</b>	Ian Maud <a href="mailto:icfm710@gmail.com">icfm710@gmail.com</a>	0414 580921
<b>MOTORSPORT AUS DELEGATE</b>		

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

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

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	Ken Neilson	Ian Speight	

# 2025/2026 Motorsport Calendar

## CALENDAR 2025

### NOVEMBER

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
<b>Sunday 16</b>	<b>RACES East Sale Supersprint CANCELLED</b>
Sunday 16	33 <sup>rd</sup> Historic and Classic Hill Climb, Rob Roy
Sunday 16	Ararat Hill Climb, One Tree Hill
Thursday to Sunday, 20/23	Challenge Bathurst
<b>Saturday 22</b>	<b>Working Bee and Club Members Practice Day</b>
<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
<b>Saturday 29</b>	<b>GCC Multiclub Twilight Hill Climb at Bryant Park</b>
Sunday 30	MSCA Come and Try Day at Phillip Island
Sunday 30	AROCA Supersprint at Phillip Island

### DECEMBER

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

## CALENDAR 2026

### JANUARY

Tuesday 6	Valve Bounce collation
Monday 12	Valve Bounce collation
Tuesday 13	GCC Board Meeting, Clubrooms, 7.00 p.m.
<u>Thursday 15</u>	<u>Boost2Drive track hire at Bryant Park</u>
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
Tuesday 20	GCC Board Meeting in Clubrooms
Saturday 31	MSCA Supersprint at Phillip Island

### FEBRUARY

Tuesday 3	Valve Bounce collation
<b>Saturday 7</b>	<b>Working Bee and Club Members Practice Day</b>
Tuesday 10	GCC Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 13/15	Bathurst 12 Hour
Friday to Sunday, 13/15	Trico Trophy Tour at Sandown
<b>Saturday 14</b>	<b>GCC Presentation Day and GCC Annual General Meeting</b>
Sunday 15	AOMC British and European Motoring Show, Yarra Glen Racecourse
Friday to Sunday, 20/22	Repco V8 Supercars at Sydney Motorsport Park
Saturday 22	MSCA Supersprint at Sandown
<b>Sunday 22</b>	<b>VHCC Round 2 at Bryant Park</b>

### MARCH

<b>Sunday 1</b>	<b>GCC Multiclub Khanacross at Bryant Park</b>
<u>Tuesday 3</u>	<u>Targa Classica track hire at Bryant Park</u>
Tuesday 3	Valve Bounce collation
Thursday to Sunday, 5/8	Australian Grand Prix, Albert Park

Tuesday 10	GCC Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 13/15	Phillip Island Classic
Friday to Sunday, 20/22	Trico Trophy Tour at Calder
Saturday to Sunday, 21/22	VHCC Round 3 at Mt Leura, Camperdown
Saturday to Sunday, 28/29	Rob Roy Revival
Sunday 29	AOMC Aussie Classic Car Show, Manhatten Hotel, Ringwood

#### APRIL

Friday 3	Good Friday
Friday to Sunday, 3/5	Bathurst 6 Hour
Sunday 5	Easter Sunday
Sunday 12	GCC Multiclub Khanacross at Bryant Park
Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	Repco V8 Supercars Taupo NZ
Friday to Sunday, 17/19	Repco V8 Supercars Ruapuna, Christchurch NZ
Saturday 11	<b>Working Bee and Club Members Practice Day</b>
Tuesday 14	GCC Board Meeting, Clubrooms, 7.00 p.m.
Saturday to Sunday, 18/19	MSCA Supersprint at The Bend, SA
Saturday/Sunday, 18/19	<i>Terry Baker Motorsport Weekend</i>
<b>Sunday 26</b>	<b>VHCC Round 4 at Bryant Park (PIARC)</b>

#### MAY

Friday to Sunday, 1/3	Trico Trophy Tour at Winton
Saturday to Sunday, 2/3	Motorex, Melbourne Showgrounds
Tuesday 5	Valve Bounce collation
Tuesday 12	GCC Board Meeting, Clubrooms, 7.00 p.m.
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	<i>Private track hire</i>
<b>Sunday 24</b>	<b>GCC Multiclub Hill Climb at Bryant Park</b>
Friday to Sunday 22/24	Repco V8 Supercars at Symmons Plains
Saturday to Sunday, 30/31	Historic Winton
Sunday 31	GCC Multiclub Khanacross at Bryant Park

#### JUNE

Tuesday 2	Valve Bounce collation
Monday 8	Kings Birthday
Tuesday 9	GCC Board Meeting, Clubrooms, 7.00 p.m.
Sunday 14	MSCA Supersprint at Calder Park
Friday to Sunday, 19/21	Repco V8 Supercars at Hidden Valley
<b>Sunday 21</b>	<b>GCC Multiclub Hill Climb at Bryant Park (Winter Cup 1)</b>
Sunday 28	VHCC Round 6 at Rob Roy (hosted by VMCI)

#### JULY

Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	Repco V8 Supercars at Townsville
Sunday 12	GCC Multiclub Khanacross at Bryant Park
Tuesday 14	GCC Board Meeting, Clubrooms, 7.00 p.m.
<b>Sunday 26</b>	<b>GCC Multiclub Hill Climb at Bryant Park (Winter Cup 2)</b>
Friday 31 to Sunday August 2	Rep-co V8 Supercars at Wanneroo Raceway

#### AUGUST

Tuesday 4	Valve Bounce collation
Saturday to Sunday, 8/9	VHCC Round 7 at One Tree
Tuesday 11	GCC Board Meeting, Clubrooms, 7.00 p.m.
Saturday 15	MSCA All British Day at Winton
Sunday 16	MSCA Supersprint at Winton
Friday to Sunday, 21/23	Trico Trophy Tour at Sandown
Friday to Sunday, 21/23	Repco V8 Supercars at Queensland Raceway

*Sunday 30*

*GCC Multiclub Khanacross at Bryant Park*

## SEPTEMBER

Tuesday 1

**Sunday 6**

Tuesday 8

Friday to Sunday, 11/13

Sunday 20

*Sunday 27*

Valve Bounce collation

**GCC Multiclub Hill Climb at Bryant Park (Winter Cup 3)**

GCC Board Meeting, Clubrooms, 7.00 p.m.

Repco V8 Supercars at The Bend

MSCA Supersprint at Phillip Island

*GCC Multiclub Khanacross at Bryant Park*

## OCTOBER

Friday to Sunday, 2/4

Tuesday 6

Thursday 8 to Sunday 11

Sunday 11

Tuesday 13

Sunday 18

Friday to Sunday, 23/25

**Sunday 26**

Sunday 25

Trico Trophy Tour at Phillip Island

Valve Bounce collation

Bathurst 1000

MOTO GP in Indonesia

GCC Board Meeting, Clubrooms, 7.00 p.m.

MSCA Supersprint at Sandown

Repco V8 Supercars at the Gold Coast

**GCC Multiclub Hill Climb at Bryant Park**

MOTO GP at Phillip Island

## NOVEMBER

Sunday to Monday 1/2

Tuesday 3

Wednesday 4

*Sunday 8*

Tuesday 10

Friday to Monday, 13/15

**Sunday 29**

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

Melbourne Cup Day

Valve Bounce collation

*GCC Multiclub Khanacross at Bryant Park*

GCC Board Meeting, Clubrooms, 7.00 p.m.

Repco V8 Supercars at Sandown

**GCC Multiclub Hill Climb at Bryant Park**

## DECEMBER

Tuesday 1

Friday to Monday, 3/6

Sunday 5

*Sunday 5*

Tuesday 8

Valve Bounce collation

Repco V8 Supercars in Adelaide

MSCA Come and Try Day at Phillip Island

*GCC Multiclub Khanacross at Bryant Park*

GCC Board Meeting

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





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

Hi all, welcome to the November edition of Valve Bounce.

Well the year is almost over and this month will be our last Hill Climb for the year, shortly followed by our last Khanacross in early December. The November 29<sup>th</sup> event may also be our last twilight Hill Climb depending on the mood of the members afterwards. Twilight events have been a part of the club for many years but lately the attendance has fallen away and it seems people prefer the standard timeslot on a Sunday. One thing I do enjoy is the post event BBQ and the chance to socialise with other members after the event. Hopefully we can get a strong number of entries at this coming event.

There has been a fair bit of activity in the background of late with a number of projects on the go including the cladding of the clubrooms, additional guard rails in front of the timing building and also a new set of stairs for the timing building. Hopefully we can close out the majority of these by the end of the year. These infrastructure projects are really important for the club and ensure that we are both safe and future proofed as a track.

Another little pet project I have been working on is to improve our timing for spectators and competitors in terms of visibility during the event. One thing I think is better at a number of other tracks is the way they have results scrolling on TV's around the place, not just relying on the print outs from each run. I'm happy to say that I have successfully trialled a new setup where we can show the active results on a TV under the veranda of the new building, this should be up and running at the November 29<sup>th</sup> event.

Finally congratulations to all the winners from the recent Victorian Hill Climb Championship presentation dinner. I've included a small write up in this edition from the event.

See you soon

Jarrold Bryant



PO Box 199 Trafalgar Vic 3824

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

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

### **HILLCLIMB CLASSES FOR 2026**

In line with the changes to the Victorian Hillclimb Classes for 2026, we have decided to align our Hill climb with these classes.

This will ensure that there is a greater level accuracy across the events and class lap records, as well as hopefully bring a few more State level competitors to our Club rounds, as they will be familiar with the class rules.

I also hope that have a road registered based class will bring in newer competitors, who are often apprehensive to enter when we only have race classes listed in our supp regs.

Please ensure your Portal details have been updated to align with your chosen class for 2026.

The Hill climb classes for 2026 are as follows.

VHC-A1 - Formula Vee

VHC-A2 - Formula Ford 1600 or Formula Ford Duratec

VHC-A3 - Formula Libre - up to 1300cc

VHC-A4 - Formula Libre - 1301 to 2000cc

VHC-A5 - Formula Libre - 2001cc and Over

VHC-B1 - Sports Cars - 2WD - Clubman up to 1600cc

VHC-B2 - Sports Cars - 2WD - Open/Closed up to 2000cc

VHC-B3 - Sports Cars – 2WD – Open/Closed 2001cc and over

VHC-B4 - Prod Sports 2B & 2F up to 2000cc

VHC-B5 - Prod Sports 2B & 2F 2001 and over

VHC-C1 - Sports Sedans – 2WD – up to 2000cc

VHC-C2 - Sports Sedans - 2WD - 2001cc and Over

VHC-C3 - Sports Sedans - 4WD All

VHC-C4 - Time Attack – All

VHC-C5 - Improved Production – 2WD – up to 2000cc

VHC-C6 - Improved Production – 2WD – 2001cc and over

VHC-C7 - Improved Production - 4WD All

VHC-R1 - Limited Modified Road Car up to 2000cc

VHC-R2 - Limited Modified Road Car 2001cc and over

VHC-R3 - Limited Modified Road Car 4WD All

VHC-D1 - Historic – Other (All other historic groups)

VHC-D2 - Historic - Group N

# 49<sup>th</sup> HISTORIC WINTON<sup>®</sup> 30th and 31st May 2026



[www.historicwinton.org](http://www.historicwinton.org)

Winton Motor Raceway, Benalla, Victoria



Photo: Robert Cutting





**MEMBERSHIP 2026** As mentioned recently, the subscription rates for 2026 have not increased over the rate for 2025. Included in this edition of Valve Bounce is a subscription renewal form for 2026 – we would be more than happy for you to renew your subscription now. Please remember that it is very difficult to take cheques to the bank to put into our account (it is actually easy to take them there, but they do not want them), so please use direct payment. If you do not have facilities to do so, you could as a last resort place your membership money into our account by using the Square at our Canteen when you buy your lunch on hill climb days. Please remember when you are paying your annual membership subscription to include the paperwork – this can be posted to the Club P.O. Box, but preferably it should be emailed to Steven Buffinton, whose email address is on the inside front cover of every Valve Bounce.

**GCC PRESENTATION DAY AND GCC ANNUAL GENERAL MEETING  
SATURDAY, FEBRUARY 14, 2026  
CLUBROOMS**

Further details in December and January editions of Valve Bounce.

**CALENDAR 2026** The Calendar for 2026 now has eight hill climbs and eight khanacrosses listed for our GCC Championships. One could say that these dates are listed in wet cement rather than being fixed for the year. It is my hope that we do not have to change any of these dates, but circumstances may cause us to do so. Many other dates are yet to be included, such as the MG Car Club events at Rob Roy and any other hill climbs around the state.

**TRICO TROPHY TOUR** Members who look closely at the Club Calendar will see a number of events listed as TRICO TROPHY TOUR – this is the new name for the MA sanctioned Victorian State Race Series

**CLUB PERMITS** As is known by Club Permit holder's, Ken Neilson is the Club Permit Registrar for the Club, and, as such, is required to sign all Club Permit applications and

renewals. The majority of Club Permit holders know that they should send their renewals directly to Ken, whose address is on the inside page of every Valve Bounce. A number of Club Permit holders still send their renewals to the Club PO Box – this is fine if you are not in hurry to have the signed documents returned to you. Given that the amount of “snail” mail has decreased significantly, I only check the PO Box once per week on average, so your renewal may have been sitting there a few days. I then post this to Ken, which takes up some more days – easier and faster to send them straight to Ken. **WHAT IS NOT BEING DONE BY MANY?? INCLUDING A SELF-ADDRESSED ENVELOPE FOR THE RETURN OF YOR CLUB PERMIT. – PLEASE DO SO.**

**AUSTRALIAN MOTOR HERITAGE** You may recall from the last edition of Valve Bounce that I wrote an article about the Australian Motor Heritage Foundation and the fact that Rod Chivas, who ran at our September Hill Climb, took back to Sydney a huge tub full of results that I had collected from most if not all of the events that we had at Morwell Hill Climb/Gippsland Park from the commencement of competition there until the last meeting in 2008. I thought, somewhat naively as it turned out, that I would not see this tub for a long time as Rod scanned all of the results and placed them on the Hill Climb file at the Australian Motor Heritage Foundation. **GUESS WHAT? HE HAS FINISHED AND ALL OF THE RESULTS ARE ON FILE. Outstanding effort.** Now all of our results up to 2008 are on file forever – much wiser than sitting in my house waiting for me to do something with them. The results from 2008 to the present time are now being collated by Benjamin Bryant, and will appear on the AMHF site in the future. How can we thank the Australian Motor Heritage Foundation? I think the Club should make a donation, but more to the point I think our individual members should become members of the AMHF at the ridiculous cost of \$9 per year. My subscription is already on the way.

**MEMBER PRACTICE – WHEN CAN I HAVE FREE PRACTICE AT THE TRACK?** The last practice day is on Saturday, November 22 – the day of our last Working Bee/Practice Day. Dates for 2026 will be included as dates for the year are determined, but the first Working Bee/Club Practice Day will be held on Saturday, February 7

**CALENDAR** The remaining events are as follows:

Sunday, November 29	Hill Climb
Sunday, December 7	Khanacross

**SURPLUS TO REQUIREMENTS** I have the following items at my house that someone may want: about 30 English motor sporting magazines, and a two piece lounge suite in reasonable condition (one x 3 seat and one x 2 seat) which was going to the new Taj Mahal at the track but not enough room in the Scrutineers Office – this may be suitable for a man cave or factory, or someone leaving home to go to work or university etc. All are free, but must be picked up in Traralgon.

**CLUB CHAMPIONSHIPS POINTS SCORES** Included in this edition of Valve Bounce are the Points scores for the Khanacross Championship, the Hill Climb Championship, and the overall Club Championship. We have two events remaining for the year, and these may or may not have an influence on the points scores as they now stand.

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

- GCC Sprint Championship – given the cancellation of the November East Sale Supersprint, the decision was made to cancel the GCC Sprint Championship for this year. A decision has not been made as to whether or not we run a Sprint Championship in 2026. If East Sale is not available the choice is to include events run by the MSCA, AROCA or the FFCC as rounds of our Championship or, not have

a Sprint Championship in 2026. If we do continue with a Championship, and East Sale is unavailable, events would be run at any of Phillip Island, Calder, Sandown or Winton - the MSCA even goes to The Bend in SA and to One Raceway at Goulburn in NSW as rounds of their Championship!!

- A decision was made to upgrade the security systems in the Clubrooms, Timing Building, and new Scrutineers/Toilet block – further discussion required at the next meeting.
- Discussion about quotes for new stairs for the Timing Building – a decision was made to support local industry by accepting a quote from a local supplier. The installation of the stairs will have to be done in the small time period between the last event for the year (khanacross on December 6) and the beginning of the Christmas holidays when most country small industries close down for a number of weeks. The old stairs will have to be removed, and a concrete pad for the new stairs laid in the first instance – this will hopefully take place on the two to three days after the final event. As a matter of interest, the cost of this project will be approximately \$12,000.
- Further discussion about erecting new guard rails on the pit side of the Timing Building – we have to wait until after the new stairs are installed, but the aim is to have it constructed prior to the first event new year.
- Completion of the new cladding on the western wall of the Clubrooms – aim to complete at the November 22 Working Bee
- The future of Twilight Hill Climbs - this discussion will continue after the November 29 hill climb – the success or otherwise of this event will probably determine whether or not we will have any more twilight events. Round 2 of the Victorian Hill Climb Championship (our first event for the year on February 22) has been run as a Saturday twilight event over recent years, mainly due to my pushing, but will now be held on a Sunday.
- Why is the Honour Board in the Clubrooms not up to date? Simple – we are on the waiting list at Young Signs in Morwell, along with many other sporting organisations in the Latrobe Valley area. The reason is that Young Signs are themselves on the waiting list for the USA supplied gold leaf that is used for the lettering on the Honour Board. It is to be hoped that the gold leaf arrives before our next Annual General Meeting.



**Harrison Bishop 2<sup>nd</sup> Place South Australian Hill Climb Championships. Image by @bobtee.com.au**

## Triumphs at Tarrengower

Words and pictures: Bill Revill

### The Event

October 2025 marked the 96<sup>th</sup> year of running the (now) Historic Mt Tarrengower Hillclimb. The event has run with few breaks (WW II, COVID) since the first event in 1929. The list of winners includes Australia's greatest hillclimb drivers over these years – Terdich, Rodkin, Hollinger, Jim Russell, Lex Davidson. The course itself is Australia's longest hillclimb – 1.6 km and rises 600m. A fast and free flowing track that rewards the brave, with few runoff areas provided and errors or mechanical failures are punished by the trees or safety fence. However, no serious incidents occurred on the day.

The 2025 event covers historic cars and both solo and sidecar motorcycles, with an entry of a total of 86 car and 31 motorcycles. Both fields contained some vehicles over



or close to 100 years old, all of these kept in a beautiful, pristine state. The entry included five Triumphs – the TR3A's of Stephen Duniam and Michael Daley with the TR7's of Kevin Mc Clusky and Andrew Ansell. Bryan Young entered his Triumph Vitesse but did not appear on Sunday.

Despite storms and rain during the week previous and after the event, Sunday's weather was perfect for motorsport – blue skies, sunshine, low 20 degrees.

### The Results

The Fastest Time of the Day (FTD) was surprisingly taken by Liam Sales in a Valiant VH Pacer, over 2 seconds faster than second place and an average speed of about 80 kph, indicating how fast and free flowing the course is. Of the Triumphs, Andy Ansell scored a fine second place in class, other Triumph runners were class midfielders, and all were far from the slowest cars on the day. The great feature of both historic hillclimbs and sprint events like this and the annual Eddington Sprints event is that the results really don't matter! It's effectively a car show, but instead of the main stars sitting silently for hours gathering dust, the spectators can see them in action as well. Everyone can visit the pits, admire the machines and chat with the drivers as well as seeing them run, hear the wonderful sounds and smell the scents of motorsport – fuel, oil, tyres. Some of the motorcycles were running methanol and Castrol R castor oil! An unforgettable essence!





To see an excellent video of the event, look to U Tube “Tarrengower Hillclimb 2025 October” and for a history of Pikes Peak hillclimb in the USA, go to “The story of Pikes Peak Hillclimb”. Both are well worth a watch over a cup of tea.

### The Triumph Heros



**STEPHEN DUNIAM** is a car collector with an enviable stable of MGA's, Jaguars, Daimlers and Vintage MX motorcycles. The TR 3A is a recent acquisition. *“I'd always liked Triumphs”* he said, *“and this was restored a while ago and is in lovely condition. And it had a hard top as well – I like coupes”* he said. He currently competes in Vintage Motocross racing events and has a background of track and hillclimb competition including all Victorian hill climbs and the Jaguar “All British” day at Winton, Victoria. He has been competing in his Jaguar engined, 240 horsepower MGA, but this machine is currently being rebuilt so he decided to run the TR 3A for this event. *“The TR 3A is a beautiful car with lots of character. It's very standard but still drives beautifully and is very comfortable with surprisingly good handling. I want to keep it standard, but I really prefer to have more power”*. The MGA /Jag will be used for competition in future and Stephen is building an exciting new project – a front engined, single seat, Jaguar powered open wheel machine in the style of a 1950's grand Prix car.

Stephen's next outing is planned for the Geelong Revival and looks forward to the Leyburn Sprints in Queensland.



**ANDY ANSELL** is another long term competitor with his well – used brown TR 7, the “Choc Wedge”. He has competed in sprints and hillclimbs for the last 25 years in both a Spitfire and the TR 7 he has today. The car was built up in 2000 by Andy and John Seeley as a road/competition car.

*“Tarrengower is pretty much my favourite hillclimb, it’s also my closest to my Bendigo home. But they’re all good”*, he says. Andy is also a regular at the Eddington Sprints as well and many other meetings around the state.

Andy also enjoys watching the historic motorcycles and enjoying the Castrol R perfume that they provide. He has fond memories of two wheel motorsport - his early memory of motorsport is watching the motorcycles as a kid at Mallala in South Australia.



**KEVIN MC CLUSKEY** hails from the motorsport town of Tarawingee, a centre for Victorian motor racing in the 1950's and 60's. *“Some areas of the old track are still visible”*, says Kevin. His motorsport experience goes back many years with TSOA Victoria, driving a Triumph TR6 and he has run at some magnificent venues including several runs up the mighty Arthur's Seat hillclimb. He has also competed at various motorkhana's and hillclimbs as well as Lakeland and several MSCA 6 hour events. He has wanted to come to Mt Tarrengower for *“.... about 20 years”*,

*“I normally allow plenty of time for getting to race meetings, but the starter motor failed. Instead of coming over on the Friday, we had to rebuild the starter and come across on Saturday morning”* he said. The TR 7 has been built up over time with the help and encouragement of his mates. His enthusiasm has increased recently and looks forward to doing Mt Leura soon. Kevn had a few minor niggles with the gearchange on the day and will work on these for his next meeting. *“I want to concentrate on getting it right and doing a few test and tune days at Winton”* He then intends to do more meetings with MSCA.



**MICHAEL DALEY** looked immaculate as usual in his very standard TR 3A, complete with pristine white overalls and a shirt and tie. He likes Mt Tarrengower – *“it’s not difficult and not overly dangerous”* he says. Although he enjoys the mountain, he would like more runs during the day. *“We only get a couple of runs for the day, but less entries would mean more runs for everyone.”* He said. The system used was for three groups to run up the hill with a return of cars after each group. This slow turnaround may have limited the number of runs available on the day but contributed to the relaxed atmosphere of the meeting. It contrasts to other hills with faster turnarounds – Bryant Park in Gippsland offers 8-10 runs on a usual event day. He’s looking forward to the next hillclimb at Mt Leura, the Eddington Sprints or hopefully both.



JOE BOIN came out for a look in the Tony Denyer TR 3A (featured previously) to enjoy the day and the wonderful crop of classic cars out on the day.

## **Working Bee and Practice Day**

### **Saturday November 22nd**

This is our last Working Bee and Club Member Practice Day for the year.

There are plenty of jobs to be done around the place including completion of the clubroom cladding, grass mower, whipper snipping, weed spraying, garage cleaning, clubroom and multipurpose building cleaning, painting the beams under the scrutineering bay and a general tidy up.

It would be great to get as many members as possible along to make the place spick and span for our last 2 events of the year.

There will be a free BBQ lunch and practice in the afternoon.



## MULTICLUB HILL CLIMB, OCTOBER 19, 2025

John Bryant

The best day that we have had for an event for some time – nice and warm all day, and the opportunity for nine runs for all on the Clockwise Figure 8 track. We had almost fifty entries for the event, with forty four starting due to some practice mishaps. The top four place getters were all open wheelers, with Ewen Moile in the Bumblebee Mk 8 taking out the fastest time of day by less than a second from Matthew Healy in the Yacar, 56.84 seconds to 57.78 seconds. Mark Samson, driving a very well presented Van Dieman Formula Ford was in third position with a fastest time of 59.81 seconds, and fourth place was taken out by young Aston Hill driving a Hawke DL2B Formula Ford (in the Junior Class), with a best time of 60.30 seconds. This is the second car in about a month that Aston has driven - a Cheetah at East Sale and this time the car that he really wanted to drive, the Hawke. I look forward to future events when either he or father Steve, or even both, arrive with another car or two from Steve's collection. Steve Buffinton was in fifth position in the Westfield Clubman with a best time of 61.33 seconds, whilst Jacob White was the first tin-top, finishing in position number 6 with a best of 61.90. Karl Hess followed in seventh in his Honda Accord with a best time of 62.31 seconds, with Rhys Yeomans in eighth in the Honda Civic with his fastest of 62.67, Edoardo Costa was next in ninth in his Honda Civic with his best time being 63.36, and Sei Vella was tenth in the Mazda MX5 with his best time being 63.40 seconds.



Ewen Moile (Bumbledbee Mk8) and Matthew Healy (Yacar)

One excellent thing about this event is that there were six juniors competing. Whilst it appears as though they are all competing against each other, the real measure of their performance is to compare their best times to the winner of the class that the car would normally be in. As such, Aston Hill recorded a best time of 60.30 seconds, which was marginally slower than Mark Samson who was driving a Formula Ford in the senior ranks, and he recorded a best time of 59.81 seconds – only 0.49 of a second between the two of them! Cody Boys, driving a Formula Vee, recorded a best of 63.49 seconds, which was actually faster than Cory Horter who won the Formulas Vee class with a best time of 63.98 seconds – had Cody been running in the Formula Vee class, he would have been the victor. Toby Pratt was third in the Junior class with a best time of 66.80 seconds – Toby actually beat his father Sean, who recorded a best time of 67.29 in the Improved Production class up to 2000, which was actually won quite convincingly by Rhys Yeomans.

A number of new records were set on the day – Steven Buffinton set a new record in the Clubman Sports Cars up to 1600, Lasith Lyanage in the Production Sports Cars up to 2000, Sei Vella in the Sports cars up to 2000 class, Rhys Yeomans in the Improved Production up to 2000 class and Karl Hess in the Improved Production 2001 and over class (sometimes running with roof racks and sometimes without!). Congratulations to all. I used to know the records at our old track, but we run so many configurations at this track that I actually have no idea of the records - what I do to find out is to look on the Club website ([www.gippslandcarclub.com.au](http://www.gippslandcarclub.com.au)) under results, and there they are!!





Mark Samson (Van Dieman) and Aston Hill (Hawke)



Jacob White (Nissan GTR) and Toby Pratt (Honda)

The Under 1300 Formula Libre class was very close, with Ewen Moile defeating Matthew Healy by a mere 0.94 of a second. Wim Janssen had trouble for the third meeting in a row and failed to record a time, leaving Noel Lindsay the winner of the Formula Libre 1301 to 2000 class. Rhys Yeomans was a convincing winner in the Improved Production class, while Karl Hess had to work hard to defeat Edoardo Costa by just over a second in the Improved Production 2001 and over class. Lasith Lyanage won the Production Sports cars up to 2000 class by 2.47 seconds from Ian Speight, and Sei Vella won the Sports Cars up to 2000 class by exactly one second from David Casey. Jim McNiven was the victor in the Sports Sedans up to 2000 class by just over a second from Brett Barker, Jacob White took out the Sports Sedans 2001 and over class, but unfortunately broke his car during the day forcing an early retirement, and Gavin and Deborah Pollock finished mid-field in the six car Sports Sedans 4WD class.

And so ended our second last hill climb for the year. Results are included in this edition of Valve Bounce. Thank you to Darryl Hamilton for directing traffic from the Timing Building, Rob Duncan for doing the majority of the timing (I helped a bit), Cliff Whitehead and Linus Dalton-Smith for scrutineering, Colin Newitt, Bill Jennings and Ian Maud for manning the start line, Phil Tullett for his pre event organisation, and Julie Barker, aided by Sabina Wills and James Dyer, for supplying the Canteen goodies on the day. Thanks also to WAP Motorsport and Emergency Response Services for supplying the safety and medical services on the day. Our last event for the year is the Twilight Hill Climb to be held on Saturday, November 29 – the theory with a twilight event is that they start in the afternoon and may run into the twilight of the evening. What is certainly true about these events is that you do not have to be lined up at the gates at 7 am to get in because the gates will not be open – a more appropriate time would be 10 am. Photos included in this article are from Kev Wilson – you will see his complete file of the event on the Gippsland Car Club Facebook page.

# FOR SALE

**Category 3, Group 3K Log Booked. \$10,000**



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](mailto:markrevittmills@gmail.com) 0427 252 107

Another wonderful day for a khanacross!! Our second last khanacross for the year, and it is meant to be almost summer but it certainly was not. The day started off with a damp track, which dried out to a large extent by 12 noon, but soon thereafter the heavens opened and it was very wet!! The rain was such that we decided to pull the pin after five runs and go home. We had twenty eight entrants for this event, somewhat lower than the usual number, but we discovered that the MX5 Club was having a 35 year birthday bash at Flowerdale, which was subsequently called off due to the impending weather. We discovered also that events at both Pakenham and Boisdale were called off due to the same weather – it pays to have an asphalt track! Of our 28 entrants, two decided to stay home, but this was counter balanced by two who were on the way to Flowerdale when they received the news of the cancellation, so Peter Ferguson and Archie Lowe turned around and came back to be late entries in our khanacross.

We ran the field as one group rather than the two we normally run. The first two runs were very long, and used hill climb courses – Test One was the Clockwise Figure 8 track, Test Two was the Reverse (Anti-Clockwise) Track, Tests three and four were Carpark Down and Carpark Up, and Test 5 was the Anti Clockwise Short Track. The interesting thing about the configurations that we used was that the total times were very similar to the times for the eight test events that we normally have at our khanacross events. I might add that the three hill climb courses run on the day had plenty of obstacles along the way to check the speed of the entrants. It is also interesting to note that the hill climb tracks used for the khanacross were all longer than the normal hill climb layout as we started and finished at the timing building. Our new building was very suitable to shelter people from the wind and the rain, and I am sure it will provide much needed shelter on sunny days.

The usual suspects were all at the top of the field, but this time in a slightly different order. Current Club Champion Simon Wills was the winner on the day, with five clean runs and a total score of 331.50 seconds. Simon finished marginally in front of Rod Macnab with 333.95 seconds. Rod blotted his copy book by incurring one penalty for finishing outside the garage – the penalty was enough to keep him out of first place. Andrew Tate was next in the finishing order with a time of 337.17 seconds – believe it or not only 0.46 of a second in front of fourth place getter Declan Wills, who scored 337.63 seconds. Bradley Dawson made up the top 5 with a time of 340.45 seconds. All of the Top 5 place getters were driving a Mazda MX5! Scott Seddon and David French rained on the MX5 parade by taking out positions six and seven, Scott scoring 342.69 seconds in the VW Golf, and David with 346.25 driving the Toyota Corona. Strange as it may seem, Mazda MX5s filled the remaining positions in the top 10, with Jeffrey Marsh in eighth with 348.04, Jack Greatorex in ninth with 352.17 seconds and Archie Lowe in tenth with 371.18 seconds.



Simon Wills, or is it Declan Wills, on one of the Car Park tests - note how nice and dry the track is. Photo by Jakkii Dawson

The number of entrants in the Junior class this time was a little lower than normal at four, but then again, there were less competitors overall. Alyssa Perks, driving as Suzuki Swift, was the top junior in position



number 19, followed by Jenna Garner in a Mazda MX5 in position 24, Ethan Downers in a Mazda MX5 in position 27, and Caitlin Seddon, driving one of the family fleet of VW Golfs, was next in position 28.



David French negotiates a Car Park test, whilst Alyssa Perks sets off on the Clockwise Figure 8 test. Photos by Jakkii Dawson

Results for this event are included in this edition of Valve Bounce, as are the points scores for the Khanacross Championship for this year. With only one event to go, the Championship is wide open – Simon Wills is currently leading, but only by a mere fraction from Rod Macnab, with Declan Wills another mere fraction behind in third place. Whatever happens at our last event for the year on December 7 will determine the Championship for the year. Given that we ran all of the tests as one group rather than two, we did not need as many officials, which is lucky because there were not many in attendance. Thanks to Rob Duncan for his usual excellent organisation, Cliff Whitehead for scrutineering, Gordon Dowthwaite for his computer prowess with the results, Scott Seddon for standing out in the rain in between his runs, and Rod and John from the Mazda MX5 Club for doing all of the stopwatch work for the day – all of the timing was able to be done from the Timing Building for this event. All of this meant that I did very little for the day!! See the pics from Jakkii Dawson on the GCC Facebook page.



James Yaacoub driving his Toyota Altezza in the Car Park.  
Pic by Jakkii Dawson

Terry Selwyn in one of his Datsun 'fleet'.  
Jakkii Dawson photo





## Victorian Hill Climb Championship Presentation Dinner – October 25<sup>th</sup>

The Victorian Hill Climb Championship presentation dinner was recently held at the clubrooms of the MG Car Club to celebrate the successes of the 2025 season.

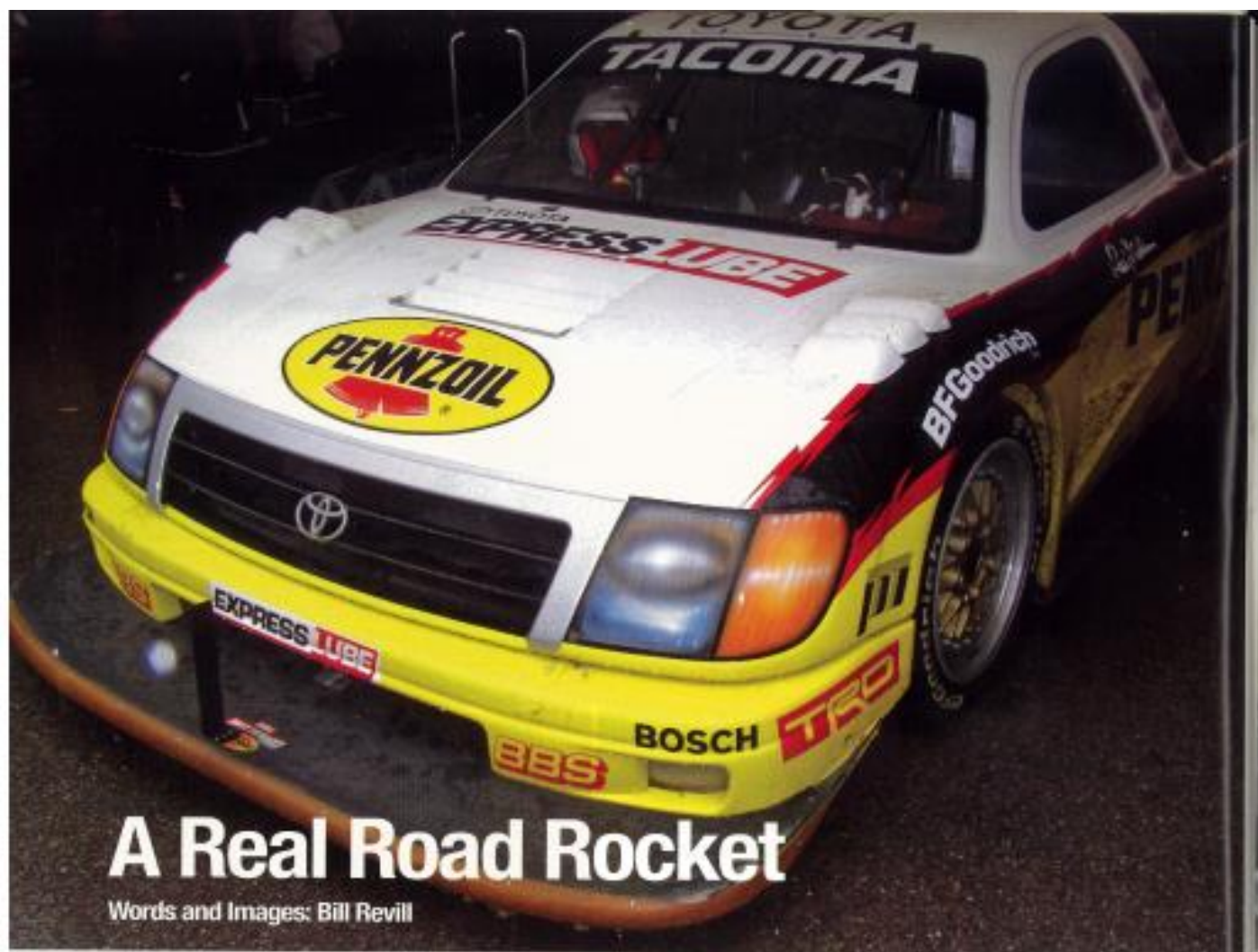
This is a great venue to hold the presentation evening and the MG Car Club have done a fantastic job with their clubrooms, even managing to squeeze in a couple of competitors cars amongst all of the guests.

Warren Heath was the MC for the evening, ably assisted by Jordan James and Chris Harwood on the trophy duties. This was the first time I had attended the presentation dinner and I must say I had a great night.



A big congratulations to all of those who won something on the night, especially the GCC members. We managed to have a pretty successful couple of tables at the back of the room with Karl Hess, Lasith Lyanage, David Parr, David Cantwell, Rhys Yeomans and Myself all coming away with trophies on the night. It's great to catch up with my fellow competitors in a more social setting, rather than always at the track. Plenty of laughs were had and the council put on a great meal for us all to enjoy.

The exciting news is that the VHCC is expanding again next year back to seven rounds with 2 each at Bryant Park, Rob Roy, Mt Leura and 1 at One Tree Hill in Ararat. There has been some amalgamation of classes to make some of the fields a bit bigger which should allow for more competition within classes. I'm looking forward to the start of the 2026 season after some much needed rest, hopefully I can make an appearance at all of the rounds next year.



## A Real Road Rocket

Words and Images: Bill Revill

Above: Initial looks belie the sheer performance of a dedicated racing car.

Out of the entire field of the World's finest and fastest classic cars at Goodwood 2007, one car and driver combination was significantly faster than all the rest. Ferrari? Porsche? Formula 1? No - Rod Millen's Toyota takes the crown. Rod started doing hillclimbs in New Zealand and had the opportunity to run at Pikes Peak in the early 1980s. This event was run in Rod's then - current rally car and was successful. "It took us a few years to understand Pikes Peak and the uniqueness of it all", said Rod. "Pikes

Below: Real Toyota Tacoma is a ute...this one is anything but!



Peak has high altitude considerations, you need lots of power, an excellent handling package, it has lots of switchback corners and some which rely on downforce," he said. "We had to fully appreciate the event before we developed a special vehicle for it." This is the creation Rod bought to Goodwood. It was designed and constructed by Rod and his design team in California. Its initial appearance is enough to start the heart racing, with what almost appears to be a streamlined

Below: All aero package is well developed, wing overhang helps drive diffuser for tunnels.







Above: Note tunnels starting each side of engine and ducting for air filter and intercooler either side of driver. Roll cages seems simple for performance of the vehicle!

utility appearance equipped with go-faster goodies including a full width rear wing, a large front spoiler and giant wheels and tyres. On closer inspection, with the body removed we see the heart of the beast is the 2.1 litre single turbocharger Toyota engine originally from the IMSA series. It has been especially modified for the Pikes Peak run. Power – Rod states that the actual power figure is uncertain at sea level, but is a 'good 900 horsepower' which Rod assures us it 'keeps you on your toes'. Sure does!

Below: Turbo packaging easy when you have this much space!



Below: Cockpit layout; dash and gearchange as simple as possible.







Top left: Cantilever top arms activate bellcrank via short horizontal link.

Top mid: Three damper system first seen on Penske Indy car. It is used to combat high downforce levels and give individual wheel control.

Top right: Front dampers are tucked away out of sight.

Left: Radiator is fully ducted and takes air low from on top of splitter.



Transmission on this 4WD machine is by a Wiseman box with extensive modifications by the Millen design team. Rear differential, halfshafts and uprights are all custom built for the car.

The suspension on both ends shows radical thinking. The rear suspension is especially complex, with three spring/damper units working in combination with a series of linkages to provide a suitable suspension compromise. "The travel is very limited," says Rod, "but you need very compliant suspension at the same time as it must resist aerodynamic downforce." This dual requirement is presumed to be supported by this system, which allows a strong central spring to preserve ride height and individual wheel springing to allow individual wheel compliance, with the lever ratios controlling the proportions. Note the large top three-dimension triangular frameworks which serve as top wishbones, feeding their loads into a system of levers and bellcranks.

The front end is again custom designed, with long wishbones, pushrod suspension (collover shocks). Brakes are carbon fibre disks with eight pot Brembo callbres. The main chassis of the car is of tubular steel construction with extensive use of carbon fibre and aluminium reinforcement. The car has a centrally located single seat which is accessed by the driver through the roof. This is packaged inside a body made predominantly of carbon fibre. The aerodynamics package has been developed not with the use of a wind tunnel but by the extensive computer modelling capabilities of the Millen engineering team. The aero package is notable for the large rear wing and front spoiler which leads to a full undertray and an immense rear diffuser.

Rod himself has challenged Pikes Peak 35 times in all, taking five wins in the time.



Above left: Massive ducts behind front wheel help create low pressure under nose.

Above right: Escape hatch!

Bottom: Excellent shot compares height to WRX



# GCC MULTICLUB HILL CLIMB

## CLOCKWISE FIGURE 8 TRACK

### Event Ranking

Jumbe Last Name	First Name	Club	Vehicle	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Gap	Rank
70	MOILE	Ewen	Gippsland Car Club Inc	Ramblabee Mk8	Formula Libre up to 1300	59.92	58.82	57.33	56.84	56.89	57.04	57.24		1	1
647	HEALY	Matthew	Gippsland Car Club Inc	Yacar	Formula Libre up to 1300	58.24	57.81	58.19	58.13	57.94	58.11	57.78		0.94	2
14	SAMSON	Mark	Gippsland Car Club Inc	Van Dieman RF86	Formula Ford	60.55	60.14	60.38	61.12	59.90	59.81	60.30		2.97	3
83	HILL	Aston	Gippsland Car Club Inc	Hawke DL2B	Junior	61.54	61.38	61.37	61.27	60.30				3.46	4
171	BUFFINTON	Steven	Gippsland Car Club Inc	Westfield Clubman	Clubman Sports Cars up to 1600	62.63	61.70	62.38	62.15	61.33	61.38	78.87	62.23	4.49	5
331	WHITE	Jacob	Gippsland Car Club Inc	Nissan Skyline	Sports Sedans 2001 and over	64.10	61.90	62.31	62.48	66.37				5.06	6
431	HESS	Karl	Gippsland Car Club Inc	Honda Accord	Improved Production 2001 and over	64.71	63.00	63.27	63.45	64.60	62.62	62.31	63.09	5.47	7
16	YEOMANS	Rhys	Gippsland Car Club Inc	Honda Civic	Improved Production up to 2000	63.89	63.25	62.91	62.71	62.98	62.67	63.16	62.65	5.81	8
44	COSTA	Edoardo	Impreza WRX Club Inc - Vic	Honda Civic	Improved Production 2001 and over	71.04	67.45	65.79	65.75	65.19	64.58	64.82	64.01	6.52	9
43	VELLA	Sei	Gippsland Car Club Inc	Mazda MX-5	Sports Cars up to 2000	65.54	64.39	63.75	63.51	63.90	63.40	63.88		6.56	10
79	LIYANAGE	Lasith	Gippsland Car Club Inc	Subaru BRZ	Production Sports Cars up to 2000	68.94	69.19	65.01	63.95	63.71	63.93	63.43	63.81	6.59	11
701	BOYS	Cody	Formula Vee Association Of Vic	Sabre 01	Junior	67.75	65.06	63.49	63.77	65.40	64.27			6.65	12
927	BLAKE	Darren	Phillip Island Auto Racing Clu	Subaru Impreza	Sports Sedans 4WD	64.07	63.75	63.50	63.67	65.17	65.48			6.66	13
27	HATALEK	Denis	Impreza WRX Club Inc - Vic	Honda Civic	Sports Sedans 2001 and over	72.56	67.78		65.86	64.75	64.22	63.97	63.66	6.82	14
25	HORTER	Cory	Gippsland Car Club Inc	Sabre 02	Formula Vee	68.67	64.96	67.09	64.94	63.98	68.22	63.99	63.86	7.02	15
151	CASEY	David	Gippsland Car Club Inc	Suzuki Cappuccino	Sports Cars up to 2000	67.66	66.25	65.89	64.79	64.65	64.82	64.40		7.56	16
130	DARE	Aidan	Shutdown Motorsport Inc	BMW 130i	Improved Production 2001 and over		70.51	67.00	68.34	67.39	67.03	66.67	65.99	8.98	17
383	SPEIGHT	Ian	Gippsland Car Club Inc	Mazda MX-5	Production Sports Cars up to 2000	67.10	67.63	67.28	66.98	65.91	65.90	66.47	66.23	9.06	18
113	MCNIVEN	Jim	Gippsland Car Club Inc	Toyota Corolla	Sports Sedans up to 2000	68.12	66.20	66.67	65.92	67.53	67.03	67.28		9.08	19
10	MACKOWIAK	Michael	Shutdown Motorsport Inc	Mazda MX-5	Production Sports Cars up to 2000	69.59	68.22	67.49	66.82	66.44	100.65	67.98	70.50	9.60	20
15	WILLS	Simon	Gippsland Car Club Inc	Mazda MX-5	Production Sports Cars up to 2000	68.74	67.52	67.57	66.51	67.47	67.22	68.17	66.65	9.67	21
222	PRATT	Toby	Gippsland Car Club Inc	Honda Civic	Junior	71.00	68.25	67.56	66.58	66.80	67.37	67.65	66.75	9.74	22







GCC HILLCLIMB CHAMPIONSHIP - 2025				1 worst round dropped						
	# GCC Entrants	31	30	37	30	36	36	28		
PLACE		VHCC Rd 2 22-Feb-25	VHCC Round 4 27-Apr-25	GCC Multiclub Hillclimb 01-Jun-25	GCC Multiclub Hillclimb 27-Jul-25	GCC Multiclub Hill Climb 24-Aug-25	GCC Multiclub Hillclimb 21-Sep-25	GCC Multiclub Hillclimb 19-Oct-25	Rounds Counted	CHAMPIONSHIP @ 26-Oct-25
1	Rhys Yeomans	0.997	1.001	1.004	1.079	0.994	1.011	1.005	7	7.091
2	Steven Buffinton	1.018	0.997	1.045	1.082	0.987	1.006	1.000	7	7.135
3	Lasith Liyanage	1.054	1.009	1.043	1.022	0.989	0.987	1.039	7	7.144
4	David Casey	0.943	1.197	1.059	1.190	1.032	1.046	1.153	7	7.621
5	Raymond Vella	0.970	1.239	1.101	1.212	1.100	1.080	1.233	7	7.936
6	Alexander Thorbecke	1.302	1.354	1.329	1.328	1.249	1.268	1.311	7	9.141
7	Ian Speight	1.068	1.033	1.080	1.044	1.022		1.080	6	6.326
8	Karl Hess			1.030	1.052	0.998	1.017	1.015	5	5.113
9	Jim Mcniven	1.035	1.035	1.051			1.042	1.064	5	5.227
10	Sei Vella	0.911	1.147	1.061			1.038	1.135	5	5.292
11	Simon Wills			1.094	1.087	1.015	1.047	1.090	5	5.333
12	Brett Barker	1.087	1.110	1.109		1.078		1.086	5	5.470
13	Aston Hill			1.195	1.155	1.090	1.107	1.013	5	5.561
14	Ian Mayze			1.172	1.173	1.108	1.126	1.169	5	5.749
15	Jarrold Bryant	1.211	1.213	1.187	1.143		1.180		5	5.934
16	Ewen Moile	1.022		1.118		0.992		1.128	4	4.260
17	Dale Barker		1.105	1.110	1.067	1.075			4	4.357
18	Garry Mcivor			1.088		1.091	1.106	1.094	4	4.379
19	Toby Pratt			1.154	1.099	1.064		1.069	4	4.386
20	Sean Pratt			1.156	1.111	1.083		1.080	4	4.430
21	Bradley Mayze			1.130	1.143	1.099	1.082		4	4.455
22	Robert Duncan			1.119	1.124	1.095	1.124		4	4.463
23	Ayden Davey			1.155	1.157	1.143	1.116		4	4.571
24	Alexandra Suzic			1.274	1.294	1.269	1.250		4	5.086
25	Mark Samson					1.026	0.993	1.005	3	3.025
26	Jordan James	1.054	1.032			0.987			3	3.073
27	Craig Simpson	1.016		1.053			1.011		3	3.080
28	Ian MAUD		1.014	1.051			1.028		3	3.093
29	Dale Hocking	1.046	1.035	1.056					3	3.137
30	Declan Wills			1.096	1.147		1.057		3	3.300
31	Terry SELWYN		1.045				1.148	1.146	3	3.339
32	John Mahy			1.121	1.164	1.095			3	3.380
33	Brett Matheson				1.179	1.100	1.125		3	3.404
34	Scott Seddon	1.128			1.194	1.092			3	3.415
35	Peter MINAHAN		1.143		1.214		1.127		3	3.484
36	Joshua Bryant			1.219	1.194		1.211		3	3.625
37	Keith Wilson	1.114	1.186				1.635		3	3.935
38	Wim Janssen	1.195			1.194			3.365	3	5.754
39	Thomas INKSTER		0.959			1.000			2	1.959
40	Jacob WHITE						1.003	1.028	2	2.031
41	Gregory Ackland	1.013	1.053						2	2.066
42	Gary Tate			1.090		1.035			2	2.125
43	David Cantwell	1.065	1.074						2	2.138
44	Gavin POLLOCK						1.024	1.122	2	2.146

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46	Thomas Foley	1.053	1.105						2	2.158
47	David French			1.089		1.081			2	2.170
48	Alan Airey	1.093				1.088			2	2.181
49	David Mahon	1.111	1.071						2	2.182
50	Mike Barker	1.095	1.094						2	2.189
51	Deborah POLLOCK						1.068	1.141	2	2.209
52	Bobby Tuit	1.096	1.198						2	2.295
53	Frank PENROSE		1.058	1.296					2	2.354
54	Bruce Minahan				1.211		1.152		2	2.362
55	Wesley INKSTER		1.309			1.116			2	2.424
56	Peter Suzic				1.247		1.193		2	2.440
57	Edward Lewis			1.371			1.154		2	2.525
58	David Parr	1.303	1.352						2	2.655
59	Noel Lindsay					1.489		1.454	2	2.944
60	Craig Webb	0.971							1	0.971
61	Max BONNEY						0.992		1	0.992
62	Brent Coleman	1.014							1	1.014
63	Cory Horter							1.022	1	1.022
64	Stuart Haverkort					1.033			1	1.033
65	Jack ALLISEY						1.049		1	1.049
66	Alan Foley	1.059							1	1.059
67	Colin Newitt			1.068					1	1.068
68	Scott SLATER		1.076						1	1.076
69	Matthew Bink					1.082			1	1.082
70	Aileen French			1.143					1	1.143
71	Matthew Healy							1.147	1	1.147
72	Lachlan Spiteri	1.161							1	1.161
73	Shane Reynolds			1.164					1	1.164
74	Geoff COOLING		1.165						1	1.165
75	Warren Heath	1.167							1	1.167
76	Gavin LANGMUIR						1.174		1	1.174
77	Willians Vital				1.206				1	1.206
78	Byron Townsend					1.206			1	1.206
79	Clifford Hall							1.214	1	1.214
80	Paul Murphy					1.250			1	1.250
81	William Reynolds				1.287				1	1.287





	Sports Sedans up to 2000									
1	Jim Mcniven	1.035	1.035	1.051		1.042	1.064	5	5.227	
2	Brett Barker	1.087	1.110	1.109		1.078	1.086	5	5.470	
3	Jarrod Bryant	1.211	1.213	1.187	1.143	1.180		5	5.934	
4	Dale Barker		1.105	1.110	1.067	1.075		4	4.357	
5	Garry Mcivor			1.088		1.091	1.106	1.094	4	4.379
6	Ayden Davey			1.155	1.157	1.143			3	3.455
7	Joshua Bryant			1.219	1.194		1.211		3	3.625
8	David Cantwell	1.065	1.074						2	2.138
10	Stuart Haverkort					1.033			1	1.033
	Sports Sedans 2001 and over									
1	Robert Duncan			1.119	1.124	1.095	1.124		4	4.463
2	John Mahy			1.121	1.164	1.095			3	3.380
3	Jacob WHITE						1.003	1.028	2	2.031
4	Bobby Tuit	1.096	1.198						2	2.295
5	Frank PENROSE		1.058	1.296					2	2.354
6	Lachlan Spiteri	1.161							1	1.161
7	Byron Townsend					1.206			1	1.206
	Sports Sedans 4WD									
1	Jordan James	1.054	1.032			0.987			3	3.073
2	Gavin POLLOCK						1.024	1.122	2	2.146
3	Thomas Foley	1.053	1.105						2	2.158
4	Deborah POLLOCK						1.068	1.141	2	2.209
5	Brent Coleman	1.014							1	1.014
6	Shane Reynolds			1.164					1	1.164
7	Geoff COOLING		1.165						1	1.165
8	Willians Vital				1.206				1	1.206
	Improved Production up to 2000									
1	Rhys Yeomans	0.997	1.001	1.004	1.079	0.994	1.011	1.005	7	7.091
2	Sean Pratt			1.156		1.083		1.080	3	3.319
3	Terry SELWYN		1.045				1.148	1.146	3	3.339
4	Alan Airey	1.093				1.088			2	2.181
5	Peter Suzic				1.247		1.193		2	2.440
6	David Parr	1.303	1.352						2	2.655
7	Matthew Bink					1.082			1	1.082
8	Paul Murphy					1.250			1	1.250
9	William Reynolds				1.287				1	1.287
	Improved Production 2001 and over									
1	Karl Hess	1.001		1.030	1.052	0.998	1.017	1.015	6	6.114
2	Craig Simpson	1.016		1.053			1.011		3	3.080
3	Scott Seddon	1.128			1.194	1.092			3	3.415
4	David French			1.089		1.081			2	2.170
5	Jack ALLISEY						1.049		1	1.049
6	Aileen French			1.143					1	1.143
	Historic Group N 2001 and over									
1	Gary Tate			1.090		1.035			2	2.125

	Historic Other									
1	Thomas INKSTER		0.959		1.000			2	1.959	
2	Craig Webb	0.971						1	0.971	
	Junior									
1	Aston Hill			1.195	1.155	1.090	1.107	1.013	5	5.561
2	Toby Pratt			1.154	1.099	1.064		1.069	4	4.386
3	Alexandra Suzic			1.274	1.294	1.269	1.250		4	5.086
	Production Sports Cars up to 2000									
1	Lasith Liyanage	1.054	1.009	1.043	1.022	0.989	0.987	1.039	7	7.144
2	Ian Speight	1.068	1.033	1.080	1.044	1.022		1.080	6	6.326
3	Simon Wills			1.094	1.087	1.015	1.047	1.090	5	5.333
4	Ian Mayze			1.172	1.173	1.108	1.126	1.169	5	5.749
5	Bradley Mayze			1.130	1.143	1.099	1.082		4	4.455
6	Ian MAUD		1.014	1.051			1.028		3	3.093
7	Declan Wills			1.096	1.147		1.057		3	3.300
8	Brett Matheson				1.179	1.100	1.125		3	3.404
9	Sean Pratt				1.111				1	1.111
10	Ayden Davey						1.116		1	1.116
11	Clifford Hall							1.214	1	1.214



2025 GCC KHANACROSS CHAMPIONSHIP						1 Worst Round dropped				
		8	8	8	7	7	6	8		
		R1	R2	R3	R4	R5	R6	R7	Rounds	Total
		9-Feb	6-Apr	4-May	22-Jun	3-Aug	14-Sep	26-Oct	Run	
1	Simon Wills	1.072	1.046	1.042	1.051	1.059	1.000	1.071	7	7.339
2	Rod Macnab	1.050	1.100	1.035	1.032	1.023	1.038	1.091	7	7.369
3	Declan Wills	1.052	1.078	1.063	1.102	1.074	1.041	1.087	7	7.497
4	David French	1.066	1.208	1.132	1.171	1.079	1.081	1.133	7	7.871
5	Peter Ferguson	1.156	1.241	1.141	1.128	1.149	1.209	1.340	7	8.364
6	Caitlin Seddon	1.336	1.314	1.372	1.333	1.274	1.254	1.353	7	9.236
7	Scott Seddon	1.101		1.053	1.072	1.054	1.094	1.098	6	6.473
8	Alyssa Perks	1.097	1.092	1.084	1.071	1.088		1.123	6	6.554
9	Sarah Seddon		1.248	1.272	1.245	1.207	1.169	1.327	6	7.469
10	Aileen French	1.132	1.102	1.105	1.112				4	4.452
11	Sam Gillson	1.426		1.346		1.403	1.237		4	5.412
12	Zoe Gillson	3.316		2.470		2.590	2.051		4	10.427
13	Gary Mason		1.270	1.174			1.103		3	3.548
14	Zander Wills	1.290	1.162	1.223					3	3.676
15	Terry Selwyn		1.345	1.234				1.378	3	3.957
16	Angus Clark	1.309		1.386		1.280			3	3.975
17	Isla Clark	1.783		1.410		1.481			3	4.673
18	Toby Pratt					1.161	1.174		2	2.335
19	Dale Barker	1.202	1.200						2	2.402
20	Sean Pratt					1.249	1.155		2	2.404
21	Dean Evans		1.157				1.283		2	2.440
22	Ayden Davey		1.315				1.218		2	2.534
23	Byron Townsend		1.346		1.269				2	2.615
24	Ben Selwyn		1.190						1	1.190
25	Lasith Liyanage	1.274							1	1.274
26	Andrew Evans		1.282						1	1.282
27	Rehan Liyanage	1.359							1	1.359
28	William Morgan							1.393	1	1.393
29	Archie Hammond						1.398		1	1.398

CLASS C		Production 2WD up to 2000 capacity								
		R1	R2	R3	R4	R5	R6	R7		Total
	NAME									
1	Simon Wills	1.072	1.046	1.042	1.051	1.059	1.000	1.071	7	7.339
2	Rod Macnab	1.050	1.100	1.035	1.032	1.023	1.038	1.091	7	7.369
3	Declan Wills	1.052	1.078	1.063	1.102	1.074	1.041	1.087	7	7.497
4	Peter Ferguson	1.156	1.241	1.141	1.128	1.149	1.209	1.340	7	8.364
5	Terry Selwyn		1.345	1.234				1.378	3	3.957
6	Dale Barker	1.202	1.200						2	2.402
7	Sean Pratt					1.249	1.155		2	2.404
8	Dean Evans		1.157				1.283		2	2.440
9	Ayden Davey		1.315				1.218		2	2.534
10	Lasith Liyanage	1.274							1	1.274
11	Andrew Evans		1.282						1	1.282
12	William Morgan							1.393	1	1.393



CLASS D		Production 2WD 2001 and over								
		R1	R2	R3	R4	R5	R6	R7		Total
1	David French	1.066	1.208	1.132	1.171	1.079	1.081	1.133	7	7.871
2	Scott Seddon	1.101		1.053	1.072	1.054	1.094	1.098	6	6.473
3	Sarah Seddon		1.248	1.272	1.245	1.207	1.169	1.327	6	7.469
4	Aileen French	1.132	1.102	1.105	1.112				4	4.452
5	Gary Mason		1.270	1.174			1.103		3	3.548
6	Byron Townsend		1.346						1	1.346
CLASS G		Production 4WD								
		R1	R2	R3	R4	R5	R6	R7		Total
1	Zander Wills	1.290	1.162	1.223					3	3.676
CLASS F		SPECIAL								
		R1	R2	R3	R4	R5	R6	R7		Total
1	Byron Townsend				1.269				1	1.269
CLASS J		JUNIOR								
		R1	R2	R3	R4	R5	R6	R7		Total
1	Caitlin Seddon	1.336	1.314	1.372	1.333	1.274	1.254	1.353	7	9.236
2	Alyssa Perks	1.097	1.092	1.084	1.071	1.088		1.123	6	6.554
3	Sam Gillson	1.426		1.346		1.403	1.237		4	5.412
4	Zoe Gillson	3.316		2.470		2.590	2.051		4	10.427
5	Angus Clark	1.309		1.386		1.280			3	3.975
6	Isla Clark	1.783		1.410		1.481			3	4.673
7	Toby Pratt					1.161	1.174		2	2.335
8	Ben Selwyn		1.190						1	1.190
9	Rehan Liyanage	1.359							1	1.359
10	Archie Hammond						1.398		1	1.398



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# 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, 2026).

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

How would you like to receive Valve Bounce, Tick One

MAIL :

☐

EMAIL:

☐

SIGNATURE/S

\_\_\_\_\_

Memberships can 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.

## 2026 Membership Fees:

Standard Membership:

Senior \$125, Family \$160, Junior \$50.

Associate Membership

Senior \$80, Family \$100, Junior \$40

Interstate Members:

Senior \$80, Family \$100, Junior \$40

Please mail this form, together with payment, to Gippsland Car Club, P.O. Box 493, Morwell 3840, or email to [membership@gippslandcarclub.com.au](mailto: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, 2026.