



# **VALVE BOUNCE**

December 2025



**And a merry Christmas in Motorsport to everyone!!!**

Gippsland Car Club Inc PO Box 493, Morwell, 3840  
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**MAGAZINE CONTRIBUTIONS** Forward by email to [jarrodbryant29@gmail.com](mailto: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](http://www.gippslandcarclub.com.au)

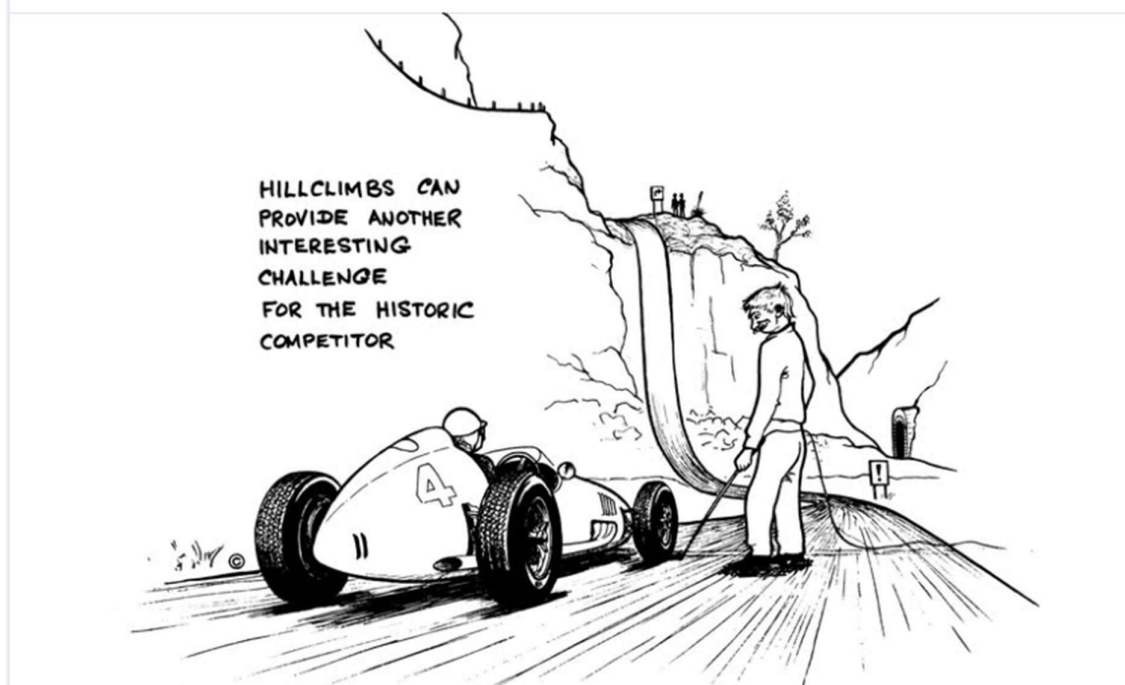
**GIPPSLAND CAR CLUB VISION:** To inspire and enable people to participate in motor sport.

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

GIPPSLAND CAR CLUB – LIFE MEMBERS			
Terry Morris	Bill Frankland	Allan Grigg (Dec)	Don Dickl
Norm Boys (Dec)	John Pryce	Ron Parkes	John Bryant
Carol Bryant	Jason Bryant	Jarrold Bryant	Kevin Foote
John Moss	Ernie Corry	Bill Jennings	Cliff Whitehead
	Ken Neilson	Ian Speight	

## HILLCLIMB

Special uphill speed event designed to incorporate the maximum amount of vehicle abuse and driver frustration into the shortest possible time.



## FOR SALE

### **Type 51A Grand Prix Bugatti**

After over two years' work I have just completed the rebuild of the Type 51A Grand Prix Bugatti that was raced for the factory by Madame Itier. This car is a 1½-litre eight cylinder supercharged racing model with a top speed in excess of 120 m.p.h., and is one of the fastest cars under 1½ litres in Australia. The complete chassis has been rebuilt from the ground up (as described recently in the columns of "Australian Motor Sports"), while Bob Baker has made a new body. The new body is a replica of the classical factory Grand Prix style and is built to the usual Baker standards; that is to say, perfection. The car is registered for road use and is running on pump-fuel as an unsupercharged machine. In this way it can be driven to any event and converted to supercharged racing trim in an hour, and after the event changed back and driven home. Starting from cold is instantaneous and the engine does not fuel or oil plugs. The tank capacity is such that a full 200 mile Grand Prix can be run without having to refuel. Speed in the gears are 56 in first, 70 in second and 101 in third. Further details can be obtained by contacting me at BJ 5693. The price is £1,800, which probably does not even cover the cost of the rebuild. To anyone thinking seriously of competing in road events this car should appeal as it not only has a good chance of winning any event for cars under 1½ litres but can hold its own in the open classes.

I am also offering the Le Mans-winning Ulster Aston-Martin with a considerable amount of spare parts at £1,250. This car has also been described in the columns of "Australian Motor Sports" and has done less than 3,000 miles since it was completely rebuilt by Len Sidney. Once again Bob Baker has attended to the bodywork, and the complete machine is considered by many good judges to be the best looking sports car ever built. Registered until next October, and giving 24 m.p.g. at mile per minute speeds, whoever gets this car will have the satisfaction of owning a thoroughbred in the under 1½-litre class at a price no more than he would have to pay for the current "toys for boys" sports cars.

Any enquiries as to either or both of the above cars should be directed to PETER DALE, 2 Flintoft Avenue, Toorak, S.E.2, Victoria, where the fullest information as to the history of the machines will be given to those whose interest in their purchase would appear to be genuine.

# CALENDAR 2025-6

## DECEMBER

<i>Sunday 7</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>
Tuesday 10	Board Meeting
<i>Monday 22</i>	<i>Private Hire</i>
<i>Tuesday 23</i>	<i>Dave Zalstein hire</i>

## CALENDAR 2026

## JANUARY

Tuesday 6	Valve Bounce collation
Sunday 11	Korumburra Swap Meedt
Tuesday 13	GCC Board Meeting, Clubrooms, 7.00 p.m.
<i>Thursday 15</i>	<i>Boost2Drive track hire at Bryant Park</i>
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 Clubhrooms
Saturday 31	MSCA Supersprint at Phillip Island

## FEBRUARY

Tuesday 3	Valve Bounce collation
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>Working Bee and Club Members Practice Day</b>
<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>
Saturday 28 to Sunday 1	PIARC Access at Phillip Island

## MARCH

<i>Sunday 1</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>
<i>Tuesday 3</i>	<i>Targa Classica track hire at Bryant Park</i>
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
Sunday 22	Victorian Super Sprint Championship Round 1, Sandown
Sunday 22	Devonport Motor Show
Saturday to Sunday, 28/29	Rob Roy Revival
Sunday 29	AOMC Aussie Classic Car Show, Manhattan Hotel, Ringwood

## APRIL

Friday 3	Good Friday
Friday to Sunday, 3/5	Bathurst 6 Hour
Sunday 5	Easter Sunday
<i>Sunday 12</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>
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
<b>Saturday 11</b>	<b>Working Bee and Club Members Practice Day</b>

Saturday 11	Winton Supersprint Round 1
Tuesday 14	GCC Board Meeting, Clubrooms, 7.00 p.m.
Saturday to Sunday, 18/19	MSCA Supersprint at The Bend, SA
<i>Saturday/Sunday, 18/19</i>	<i>Terry Baker Motorsport Weekend</i>
<b>Sunday 26</b>	<b>VHCC Round 4 at Bryant Park (PIARC)</b>
<b>MAY</b>	
Friday to Sunday, 1/3	Trico Trophy Tour at Winton
Saturday to Sunday, 2/3	Motorex, Melbourne Showgrounds
Sunday 3	VHRR at Rob Roy
Tuesday 5	Valve Bounce collation
Sunday 10	Mothers Day
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 (incorporating Victorian Supersprint Championship Round 2)
<i>Sunday 17</i>	<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
Friday 29	Benalla Historic Vehicle Tour
Saturday to Sunday, 30/31	Historic Winton
<i>Saturday 30</i>	<i>Working Bee and Club Members Practice Day</i>
<i>Sunday 31</i>	<i>Victorian Khanacross Championship Round including GCC Multiclub Khanacross at Bryant Park</i>
<b>JUNE</b>	
Tuesday 2	Valve Bounce collation
Monday 8	Kings Birthday
Tuesday 9	GCC Board Meeting, Clubrooms, 7.00 p.m.
Saturday 13	Winton Supersprint Round 2.
Sunday 14	MSCA Supersprint at Calder Park
Sunday 14	MGCC Hill Climb at Rob Roy
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>
Friday to Sunday, 26/28	Australian Time Attack at Winton
Sunday 28	VHCC Round 6 at Rob Roy (hosted by VMCI)
<b>JULY</b>	
Saturday 4	Victorian Supersprint Championship Round 3, Phillip Island
Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	Repco V8 Supercars at Townsville
<i>Sunday 12</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>
Tuesday 14	GCC Board Meeting, Clubrooms, 7.00 p.m.
<i>Saturday 19</i>	<i>Working Bee and Club Members Practice Day</i>
Friday to Sunday, 24/26	Winton Festival of Speed
<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
<b>AUGUST</b>	
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
Saturday to Sunday, 15/16	PIARC Access at Phillip Island
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
Saturday 22	Victorian Supersprint Championship Round 4, Calder
Saturday 22	Winton Supersprint Round 3



### *Sunday 30*

### *GCC Multiclub Khanacross at Bryant Park*

#### **SEPTEMBER**

Tuesday 1

*Saturday 5*

Sunday 6

Tuesday 8

Sunday 13

**Sunday 13**

Friday to Sunday, 11/13

Sunday 20

*Sunday 27*

Valve Bounce collation

**Working Bee and Club Members Practice Day**

Father's Day

GCC Board Meeting, Clubrooms, 7.00 p.m.

VSCC at Rob Roy

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

Repco V8 Supercars at The Bend

MSCA Supersprint at Phillip Island

*GCC Multiclub Khanacross at Bryant Park*

#### **OCTOBER**

Friday to Sunday, 2/4

Sunday 4

Tuesday 6

Thursday 8 to Sunday 11

Sunday 11

Tuesday 13

Saturday 17

Sunday 18

Friday to Sunday, 23/25

**Sunday 25**

Sunday 25

Saturday 31

Trico Trophy Tour at Phillip Island

MGCC Hill Climb at Rob Roy

Valve Bounce collation

Bathurst 1000

MOTO GP in Indonesia

GCC Board Meeting, Clubrooms, 7.00 p.m.

Victorian Supersprint Championship Round 5, Sandown

MSCA Supersprint at Sandown

Repco V8 Supercars at the Gold Coast

**GCC Multiclub Hill Climb at Bryant Park**

MOTO GP at Phillip Island

Winton Supersprint Round 4

#### **NOVEMBER**

Sunday to Monday 1/2

Tuesday 3

Wednesday 4

*Sunday 8*

Tuesday 10

Friday to Monday, 13/16

*Saturday 14*

Sunday 22

Friday to Sunday 27/29

**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

**Working Bee and Club Members Practice Day**

Historic and Classic Rob Roy

PIARC Island Magic

**GCC Multiclub Hill Climb at Bryant Park**

#### **DECEMBER**

Tuesday 1

Friday to Sunday, 3/6

Sunday 6

*Sunday 6*

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 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.

LOCAL EVENTS			
First Sunday	Drouin car show	0800-1000	Civic Park Drouin
Second Sunday	Warragul Restorers	0800-1000	Woolworths Carpark
Third Sunday	Yinnah show n'shine	0800-1000	Main street
Fourth Sunday	Garfield show n'shine	0800-1000	Main street
Does anyone know of any others we can put in here?			

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## ***Chairman's Report: Jarrod Bryant***

Hi all, welcome to the final edition of Valve Bounce. Well, we've made it! The last Hill Climb for the year has been run and won, and this coming weekend is the last Khanacross. Thanks to everyone who has contributed to the club this year in any way, big or small. The club can't operate without the time donated by volunteers across our events, working bees, track hires and behind the scenes and more and more we find ourselves in need of new volunteers. If you know anyone who would like to get involved, please get them in touch with someone on the committee and I'm sure we can get them up and running.

Unfortunately, there is still plenty of work to be done around the track in the off season and by the time we are back next year we will hopefully have sorted a number of drainage issues as well as having a new set of stairs to our timing building.

Also a reminder that membership fees are due for the new year, the paperwork to renew is in the back of this edition of Valve Bounce. For many of us our licenses are also due for renewal at the end of the year so remember to do that before competing again next year.

Our annual general meeting and club presentation day is on in February and will sneak up on us quickly. It would be great to have all of our trophy winners present to collect their silverware. If you have ever wanted to nominate for a position on the board of the GCC this is your chance to put your hand up. There are lots of different portfolios and unfortunately, we find ourselves struggling to fill board positions each year, with many covering multiple portfolios. Many of the roles are not arduous and some can even be done successfully behind the scenes.

Finally, from me on the point of trophies can I please ask members to pick up their medallions and trophies that are in the clubrooms. We have a huge number of medallions from Hill Climbs and Khanacross events, as well as still having some from last year's championship. The club spends a fortune over the course of the year on trophies and many of the names on them are regulars at our events so please pick them up when you are next there.

Have a Safe Xmas and New Year period and I will see you all in the new year.

See you soon

Jarrod Bryant





### Working Bee - November



We had a very strong turnout for the final working bee of the year, and we managed to get a large number of tasks completed.

Around the track and surrounding areas, a lot of mowing, brush cutting and general clean up took place. We got all of the bins emptied and the track edges and barriers were all weed sprayed. The clubrooms and toilets were cleaned, the decks

pressure washed and the garages are swept out and weeded out the front.

On the major task front we made significant progress on the clubrooms cladding with the flashing completed and the majority of the current scope of works completed. We also made good progress on the rust treatment of the scrutineering bay.

Thanks to everyone who came out and leant a hand not only at this working bee but also throughout the year. Our facility always looks good and this can't happen without working bees. Thanks as always to Ian Speight for cooking the post working bee BBQ.

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

**John Bryant**

- **WORKING BEE**
- **GCC PRESENTATION DAY**
- **GCC ANNUAL GENERAL MEETING, MEMBERS TRACK PRACTICE - SATURDAY, FEBRUARY 14, 2026**

**9. 00 A.M. ONWARDS – LIGHT LUNCH PROVIDED**

**TRACK DAMAGE** It is unfortunate to report that we have encountered the first significant damage to our track since it was first opened in 2008. An area of the track just prior to the finish line has suffered water damage, probably due to blocked drainage. It is to be hoped that some repairs to the drainage as soon as possible will solve the problem, but if not, the track will have to be dug up in that area and rebuilt. We are extremely lucky that we do not have any more hill climb events until February 22 next year, so that gives us time to repair the damage.



This photo shows water seepage through the track just prior to the finish line. There is a significant bump on the track, even though this is probably not noticeable in this photo. We are lucky that the seepage is not actually on the racing line.

**MEMBERSHIP 2026** 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 most banks no longer accept cheques 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 also 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. Who are you? A member recently deposited \$125 into the club account for membership but failed to put in their personal details and have not forwarded a membership form either.

**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 front 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 YOUR CLUB PERMIT. – PLEASE DO SO.**

**AUSTRALIAN MOTOR HERITAGE** All of the results for Morwell Hill Climb/Gippsland Park up to the closing date of the track on April 6, 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. The website is [www.motorheritage.org.au](http://www.motorheritage.org.au)

**MEMBER PRACTICE – WHEN CAN I HAVE FREE PRACTICE AT THE TRACK?**

Saturday, February 14  
Saturday, February 21  
Saturday, April 12  
Saturday, May 23

Saturday, May 30  
Saturday, June 20  
Saturday, July 19  
Saturday, July 25  
Saturday, September 5  
Saturday, September 12  
Saturday, October 24  
Saturday, November 14  
Saturday, November 28

**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 almost dry cement now 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. Club Championship events for 2026 are as follows:

Sunday, February 22 – Hill Climb  
Sunday, March 1 - Khanacross  
Sunday, April 12 – Khanacross  
Sunday, April 26 – Hill Climb  
Sunday, May 24 – Hill Climb  
Sunday, May 31 – Khanacross  
Sunday, Jun 21 – Hill Climb  
Sunday, July 12 – Khanacross  
Sunday, July 26 – Hill Climb  
Sunday, August 30 – Khanacross  
Sunday, September 13 – Hill Climb  
Sunday, September 27 – Khanacross  
Sunday, October 25 – Hill Climb  
Sunday, November 8 – Khanacross  
Sunday, November 29 – Hill Climb  
Sunday, December 6 – Khanacross

**WORKING BEES** All non-profit organisations such as ours rely on the membership to attend working bees from time to time to carry out maintenance tasks. In our case, this includes work around the track, grass cutting, slashing and whipper snipping, cleaning and repairing of our buildings. Where it becomes necessary to call in qualified tradesmen to carry out various

tasks, we do so. We have listed six working bees for the year on the following dates:

Saturday, February 14  
Saturday, April 11  
Saturday, May 30  
Saturday, July 19  
Saturday, September 5  
Saturday, November 14

In addition to the listed working bees, Bill Jennings will be at the track most Wednesdays throughout the year, and Ian Mayze is there on many of these days – they would be more than happy to see any other members who wish to assist with work on these days – we can supply some ride on mowers and whipper snippers. Attendees at listed Working Bees will have a working time from 9 a.m. to 12 noon, then a free lunch, and then free practice on the track from 1.00 p.m. if desired.

**TIMING DISPLAY** At the first Australian Hill Climb Championship held at our new track at the time (2009) we had a number of timing displays set up around the place, thanks in the main to Jason Bryant. Over time these have diminished in number until all we had was the display board on the Timing Building – the main reason for this was a reduction in the number of members who came to the track to run events, and those in attendance did not have time to set everything up. Now, thanks to Jarrod Bryant, we have installed a screen on the veranda of our new building, and more screens will occur as time goes on – we had a couple of teething problems at the hill climb on November 29, again due to lack of manpower, but hopefully this will be overcome as time goes by. Competitors appeared to be happy with the new display, which saved them waiting for the run to be completed before the times were displayed.

**CANTEEN 2026** Julie Barker, the Canteen Manager, will not be available for the majority of 2026, and we need the services of a new manager if we are to continue offering a Canteen service at our events. I will not lie and tell you that the job is a pushover, but it can be made a whole lot easier by having assistance on the day of the event. Tasks include ordering from Out Of Dough (they normally deliver to the track) for pastries and cakes, purchasing other items from your nearest supermarket, setting up the Canteen on the day, and obviously serving customers. If we can get a volunteer to take on the role, we

will have a canteen at our hill climb events in 2026, if we cannot, we will not, and you will have to bring your own sandwiches to events.

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

- GCC Sprint Championship – given the cancellation of the November 16 East Sale Supersprint, the decision was made to cancel the GCC Sprint Championship for this year. 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!!
- All of what is written above was included in a discussion at the last Board Meeting about our Sprint Championship for 2026. Whilst there is no official word on East Sale, it is highly unlikely to occur in 2026, and maybe even beyond. The discussion was then about whether or not to use events from other Clubs as part of our Championship, as suggested above. For a range of reasons, and one of them being cost as a super sprint can cost between \$300 and \$400 to enter, as well as travel and maybe accommodation costs to get to and stay at the tracks, it was decided to **abandon the GCC Sprint Championship for 2026**. The aim during 2026 will be to include discussion on whether or not to reinstate the Sprint Championship in 2027. The future of East Sale should be known at some time during 2026. As a result of the cancellation of the Sprint Championship, the rules for the Club Championship will; be rewritten before the commencement of the 2026 Competition Year – in actual fact, the revised rules (thanks to Rhys Yeomans) are included in this copy of Valve Bounce.
- The dates shown on the Calendar for 2026 Hill Climbs and Khanacross Events at Bryant Park were accepted with one minor alteration, due to the fact that I had originally placed an event on Father's Day.
- Ongoing discussion took place re the upgrade of the security systems in the Clubrooms, Timing Building, and new Scrutineers/Toilet block.
- Further discussion took place in regard to the installation of the new stairs for the Timing Building.
- 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 of the new year.

- Completion of the new cladding on the western wall of the Clubrooms – aim to complete at the November 22 Working Bee (almost completed at the Working Bee).
- The future of Twilight Hill Climbs - this discussion will continue after the November 29 hill climb.
- Why is the Honour Board in the Clubrooms not up to date? It is about to happen as I have made a decision to slightly change the colour of the gold leaf on the Board – it should be updated in the near future
- Club Policies – we do have a number of policies but I regret to say that we have not really looked at them since 2012 when most of them were prepared. Benjamin Bryant (son of Club Chairman Jarrod) has revised or rewritten a number of policies as part of his Deakin University placement at the Club and presented them to the Board for further discussion. The policies are Social Media, Fire Plan, Responsible Use of Alcohol, Food Safety Plan, Sunsmart and Inclusion Plan. Ben also reported on his progress with the development of a Marketing Plan for the Club, which will include the production of a brochure to send to other motor sporting organisations showing them what we have and what we can offer them.
- Bill Revill presented a discussion paper to the Board entitled “Boosting the Club – Membership, Finance and Community Involvement”. This paper will be discussed at our next Board Meeting.
- Steven Buffinton has spoken to some Melbourne based clubs about our hill climb, inviting them to participate in some of our events, or hire our track to run their own events.

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Photo: Ian Smith

# **VICE CHAIRMANS REPORT - GIPPSLAND CAR CLUB CHAMPIONSHIP 2026 – APPROVED RULES – RHYS YEOMANS**

## **HILL CLIMB CHAMPIONSHIP (No change for 2026)**

For hill climb events, a competitor's best time for the day will be divided by the appropriate class record at the beginning of competition for the day, with the resultant figure being the points scored by the competitor for the day, e.g. Bill Black recorded a best time of 38.11 for the day in Formula Vee, and the class record at the beginning of the day was 36.99 – Black's score for the day is thus  $38.11 \div 36.99 = 1.03$ . A competitor scoring 1 point for the day will have equalled the class record; a competitor scoring less than 1 point will have beaten the class record, whilst a competitor scoring more than 1 point will have been slower than the class record.

Points for the Hill Climb Championship will be counted in (n-1) GCC hill climb events. If a competitor competes in more than (n-1) GCC hillclimb events, their 'worst' rounds over (n-1) will be dropped from their overall score for the year. N = total number of nominated GCC Hill Climb events.

## **SPRINT CHAMPIONSHIP - WILL NOT RUN FOR 2026**

~~**Sprint Championship** Classes contested at Sprint events conducted by Clubs other than our own will be different to those conducted by the GCC. For our GCC Sprint Championship, GCC competitors will be placed in our own Club Championship classes for the purposes of points scoring. For sprint events, a competitor's best time for the day will be divided by the appropriate class record at the beginning of competition for the day, with the resultant figure being the points scored by the competitor for the day, e.g. Bill Black recorded a best time of 38.11 for the day in Formula Vee, and the class record at the beginning of the day was 36.99 – Black's score for the day is thus  $38.11 \div 36.99 = 1.03$ . A competitor scoring 1 point for the day will have equalled the class record; a competitor scoring less than 1 point will have beaten the class record, whilst a competitor scoring more than 1 point will have been slower than the class record. Points for the Sprint Championship will be counted in (n – 1) sprint events. If a competitor competes in more than (n-1) sprint events, their 'worst' rounds over (N-1) will be dropped from their overall score for the year.~~

~~N = total number of nominated GCC Sprint events.~~

## **KHANACROSS CHAMPIONSHIP**

Khanacross Championship points will be scored in the following categories:

- a. Production 2WD up to 2000
- b. Production 2WD 2001 and over
- c. Production 4WD
- d. Specials (as defined in the Supplementary Regulations for an event)
- e. Junior

For khanacross events, a competitor's best time for each layout of the day will be divided by the appropriate class record at the beginning of competition for the day for that layout, with the total resultant figure being the sum of all layout points scored by the competitor for the day, **which is then divided by the total number of runs on the day** e.g. Bill Black is very consistent and recorded a best time of 38.11 in his Production 2WD up to 2000 classed vehicle in 6 of the layouts offered, and the class record at the beginning of the day for each of these 6 layouts was 36.99 – Black's score for the day is thus 38.11 divided by 36.99 = 1.03 for each of the 6 layouts offered, **giving him a preliminary score of 6.18. As there were 6 runs on the day, his score of 6.18 is divided by 6, resulting in a final score of 1.03** A competitor scoring 1 point for the day on a layout will have equalled the class record; a competitor scoring less than 1 point will have beaten the class record for a layout, whilst a competitor scoring more than 1 point will have been slower than the class record of the layout. Points for the Khanacross

Championship will be counted in (n-1) khanacross events. If a competitor competes in more than (n-1) khanacross events, their 'worst' rounds over (N-1) will be dropped from their overall score for the year.

N = total number of nominated GCC Khanacross events.

## TROPHIES

Trophies for class championships will be awarded to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place competitors overall and for classes. Competitors are to compete in more than 50% of total championship rounds to be eligible for a trophy. For example, if a total of 8 hill climb championship rounds are offered, competitors are to compete in at least 5 of these 8 rounds to be eligible for an outright or class trophy.

Trophies for club championship are to be awarded for outright 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place competitors. There is not a minimum of events required for competitors to be eligible for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place trophies.

### **CHRIS MURPHY MEMORIAL TROPHY**

Points will be allocated to Gippsland Car Club member drivers of open wheeler racing cars at each GCC hill climb conducted during 2023. Points will be scored as follows: 1<sup>st</sup> 20, 2<sup>nd</sup> 17, 3<sup>rd</sup> 15, 4<sup>th</sup> 13, 5<sup>th</sup> 11, 6<sup>th</sup> 10, 7<sup>th</sup> 9, 8<sup>th</sup> 8, 9<sup>th</sup> 7, 10<sup>th</sup> 6, 11<sup>th</sup> 5, 12<sup>th</sup> 4, 13<sup>th</sup> 3, 14<sup>th</sup> 2 and 15<sup>th</sup> 1. The competitor with the highest points score at the end of the year will be awarded the Chris Murphy Memorial Trophy for 2023.

### **CLUB CHAMPIONSHIP**

The club Championship will be made up of Hill Climb and Khanacross rounds for 2026. Where there are 8 Hill Climbs and 8 Khanacross events in 2026, the scores will be taken from each competitor's best 4 Hill Climbs and 4 Khanacross events (50% of each discipline). Points will be allocated in line with the individual discipline championship scoring detailed above. The Club Champion will be determined by the competitor who has the lowest score from completing the nominated Club Championship rounds. If a Club Member does not complete all nominated Club Championship rounds, the winner will be determined as the Club Member who completed the most rounds and scored the lowest number of points.

### **WINTER CUP HILLCLIMB CHAMPIONSHIP**

(No change for 2026)

A Winter Cup Hillclimb Championship will be conducted over the Multiclub hillclimbs scheduled on 1<sup>st</sup> June, 27<sup>th</sup> July and 24<sup>th</sup> August, with points scored in the same manner as for hill climbs designated as rounds of the Hillclimb Championship and open to all competitors. The competitor who completes the three rounds and has the lowest total points will be the winner of the Winter Cup. Points scored during the Winter Cup by Gippsland Car Club Members will count towards the Hillclimb and Club Championship.

### **REG COLDWELL MEMORIAL TROPHY**

(No change for 2026)

Points will be allocated to Gippsland Car Club member drivers of sports sedans at each hill climb. Points will be scored as follows: 1<sup>st</sup> 20, 2<sup>nd</sup> 17, 3<sup>rd</sup> 15, 4<sup>th</sup> 13, 5<sup>th</sup> 11, 6<sup>th</sup> 10, 7<sup>th</sup> 9, 8<sup>th</sup> 8, 9<sup>th</sup> 7, 10<sup>th</sup> 6, 11<sup>th</sup> 5, 12<sup>th</sup> 4, 13<sup>th</sup> 3, 14<sup>th</sup> 2 and 15<sup>th</sup> 1. The competitor with the highest points score at the end of the year will be awarded the Reg Coldwell Memorial Trophy.

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## Seeking Oil Leaks

-Bill Revill

We all know our old Triumphs have some continence problems when it comes to oil. But sometimes these leaks are hard to find – so often the oil runs down several areas before it gets to where it is visible or, if we go for a drive, the wind blows the oil everywhere. To make the oil pathway more visible, we need something like a dye penetrant crack detecting system which is used for finding microscopic cracks in steel components. These test kits operate in three stages – first a cleaner, then secondly by spraying a dye on the steel surface and wiping off the excess. This allows the dye to penetrate into cracks in the surface. The third step is to spray on a 'developer', which is in the form of white powder, so any dye in a crack soaks into the white powder, thus showing the crack location.

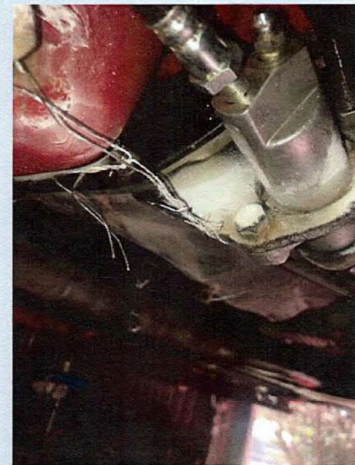


So, if we want to use this technique to check for oil leaks, head for the supermarket to get some "Dry Shampoo". This comes as an aerosol spray and is usually used as a desiccant for hair, to clean and dry the oil out when milady can't shampoo with water. A photo of it is shown – "Batiste" is worth about \$3 a can. It consists of white powder which is usually sprayed on one's hair and brushed off.

The oil leak test is in three stages: Firstly, all excess oil must be removed from the area for testing. I use a spray can of 'wax and grease remover' and vigour with a cleaning cloth. – it needs to be really clean, otherwise all the powder will discolour, and the leak test will not work. Second step – get out the dry shampoo and spray the area to fully cover it with white powder then give it a few minutes to dry and harden. Then start the car up, jump in and go for a drive.



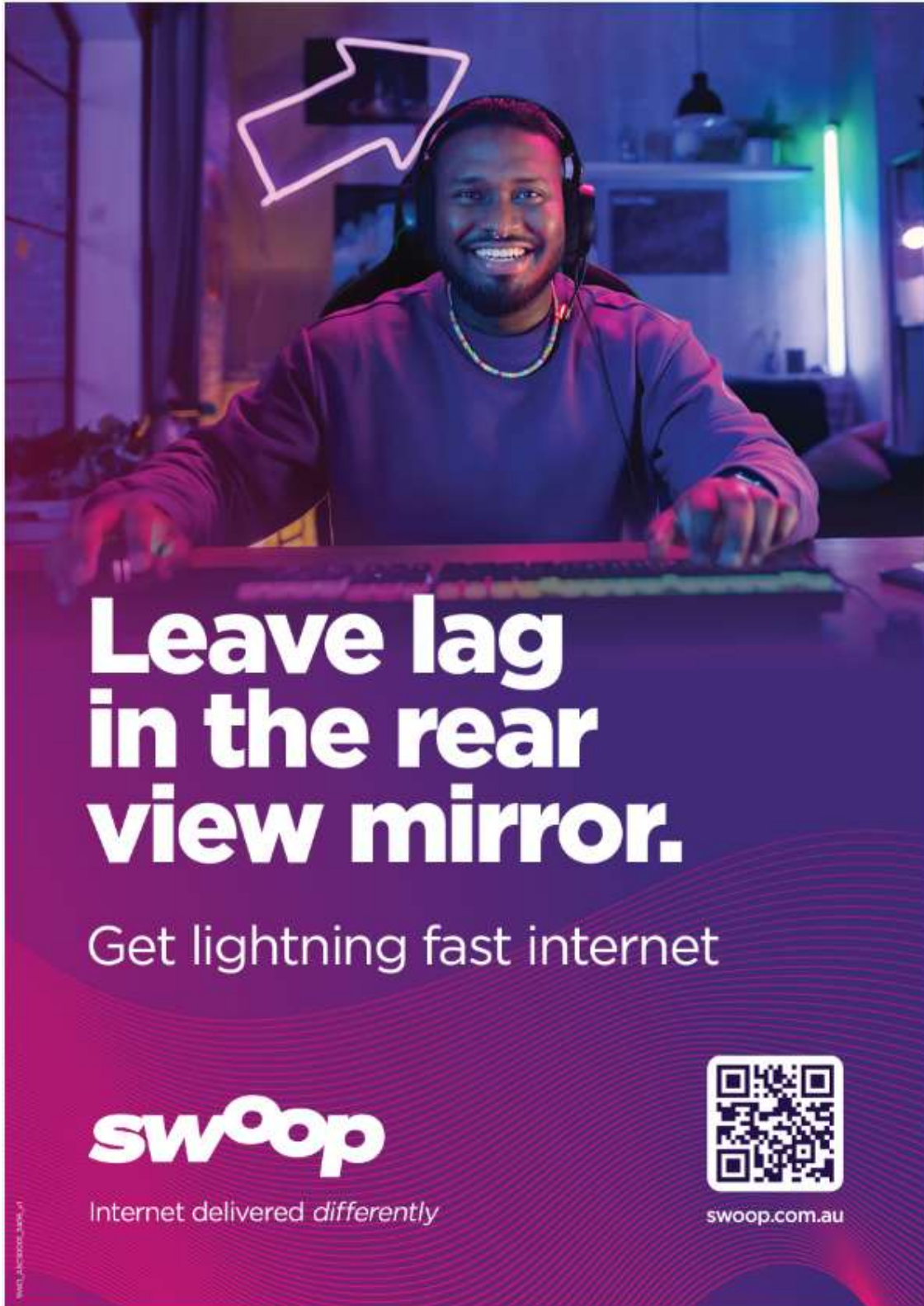
And the final step - Immediately on your return, put it up on the hoist or the ramps and have a look. The leaked oil will have flowed into the white powder and the source of the leaks are instantly visible. The two photos show this – oil was leaking off the clutch slave cylinder bracket, but its source was unclear. Now with the powder we can see the line at the top where the oil was running across and then down to drop off the clutch cylinder bracket. The other photo is of the diff plug, which had leaked in the



past. I thought I'd fixed the leak and sure enough it could be easily be seen to be dry.

The white powder is easily cleaned off afterwards. It usually takes a couple of tries to get a final answer (eg: I thought the oil filter hose union was leaking, checked it several times, only to check a wider area and find the breather in the block was leaking instead). It's a quick and easy method to clearly show where any leaks or weeping is occurring.






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# **Australian SuperSprint Championship – The Bend Motorsport Park, 18<sup>th</sup> October 2025.**

## **Jordan James**



Some of you may know me as the guy with the Nankang Evo that does hillclimbs around the place, but some of you may not know that I have been dabbling in a different genre with a different car this year.

At the end of 2024, I decided I wanted to try something a bit different, and being too heavy (and big thanks to my love of chocolate!), I was too big to fit into an open wheeler. So, my only other option was to get a tin top with lots of aero, and lots of power. So, I bought an ex-Time Attack WRX that had been built and run by someone else. However unfortunately, I was on the wrong end of buying someone else's problem, such is the gamble taken with less-than scrupulous sellers in the race car world.

I thought I would go and start doing sprints seriously (having done them sporadically in the Evo over the last 16 years), and after a trying year attempting to sort out this WRX, it was finally running well, just in time for my main target event for this year which was the Australian SuperSprint Championship. Luckily, we were able to get the car ready for the event, after all the trials and tribulations.

There was a bit of a stumbling block however when 3 or 4 weeks out from the event, it was cancelled by the promotor, due to a lack of subscribers. Whilst that temporarily took the wind out of our sails, The Bend Motorsport Park themselves - partnering with the Marque Sports Car Club of SA picked the event back up, and it was on. Final preparations were made in the weeks

leading up, and everything was ready to go a couple of weeks out from the event, which was a nice change for this car, this year.

The event had been changed from Saturday/Sunday competition, Saturday only, though with a practice day on the Friday. My friend and data/tuning extraordinaire Frank Penrose and I travelled over on the Thursday, and were able to set up in the garage that afternoon. Some of you may know Frank, with the Kermit Green Datsun 180B.

First impressions of The Bend facility were that it is amazing! To be able to set up in the garage and then only have to go upstairs to your hotel room was.... well, convenient is not even the right word. I found it amazing! It is not every track that you go to where you are able stay in a hotel room above the pit lane. That we did not have to leave the track or go anywhere else for our accommodation and retreat to our hotel room at the track, really was a unique experience for us.

Friday was spent running around, learning the track, ensuring the car was doing what it was supposed to, and just generally enjoying our surroundings. It was combined with a test and tune track day, so there were a number of vehicles that would not be hanging around for the event the next day, but it was nice to meet some of the locals and chat with them about the fastest ways to get around the 18-turn, 4.95km International Circuit. Learning the track was challenging, and it has so many quirks and bit of character. I got a reasonable handle on it throughout the day and by the end of the day, I was had found 12 seconds from where I started. Sounds like a lot, but not that big a deal when it is the first day at the track.

Everything went well, and we were looking forward to Saturday. Again, just going upstairs for dinner in the restaurant and down the hall to the rooms was just so convenient!

We awoke to a beautiful day on the Saturday morning and were optimistic about the day. A number of the competitors had not done the practice day before, so we were not sure how the result would go, as there some very fast Time Attack guys from SA there, and some other locals. I thought I was not going to be a shot for the outright championship, as there were a few open wheelers that I thought would be filling up the podium. Defending champion Dean Tighe had brought his Dallara with a Judd V8 (Judd used to build F1 engines for those who do not know), so the goal was to be the fastest tin top.



The day was solid. I was hovering around 5<sup>th</sup>-6<sup>th</sup> outright for a lot of the day, and was 2<sup>nd</sup> tin-top for a bit. It was a warm day and the wind was in the opposite direction to the day before, which meant I was losing around 10-12kph at the end of the main straight (I had been touching almost 260kph in practice). I sat out the 3<sup>rd</sup> session to let the car cool down a bit, and we decided to pull some wing off the back of the car.

That seemed to do the trick. The car was still very balanced over the back of the circuit, but pulling the wing out gave us back about 6kph still into the headwind, and I was that little bit more familiar with the track by this point. This put me 3<sup>rd</sup> outright in the 4<sup>th</sup> session, which I knew I had to defend.

In the last session, I knocked off almost another second from my lap time, which cemented the outright 3<sup>rd</sup> place. That gave me and Frank a real sense of accomplishment for the weekend. After all the hard work and heartache of the year with this car, we finally got a result worth getting excited about.





I could not have done it, and the car would not be where it is without Frank's help, as his ability to read into the data and tell me what both the car and I are doing, has been instrumental in the progress with the car this year. I keep telling him he should do it for a living, as he would make a killing!

Of all the competitors, there were only 4 Victorians there. 1 of those Victorians was Paul Lummis, who some of you may recall was the man who organised many of the East Sale Sprints on the RAAF Base. He came over with his son and brought his Aud RS3 LMS TCR car, and he also had a great event. He is getting quicker and quicker in that thing the or time he spends in it, and it was great to see him there.

We are not sure what will happen with the SuperSprint championship next year, as it has not been decided if it will be in the NT, Tassie, or WA. In the meantime, I will keep sprinting with this car and hope to see some more fellow Gippsland Car Club members getting out and about at them. For those who have not tried a sprint, talk to any of the 'older' members and they will tell you, sprints are just whole lot of fun!

Jordan James.

## **MULTICLUB HILL CLIMB NOVEMBER 29, 2025 – LAST HILL CLIMB FOR 2025      John Bryant**

Heavy rain all night, heavy rain all morning – will it stop for the start of the twilight hill climb? I was not confident that we would get any dry running at all during the day, but we did – almost every run was dry! Fifty five people entered the event (will this be enough to save the twilight hill climb concept?), but only forty eight started - the rain overnight obviously put the rest off and they stayed home. We had a practice session for about ninety minutes, which certainly dried the track. At the drivers briefing I advised drivers that they would have up to twelve runs each for the day, less if they decided to go home early. Even a break at 3.00 p.m. did not convince all of the drivers to keep going, so we pulled the pin at 5.00 p.m., after nine runs each and started the barbeque.

The composition of the Top 10 was a little different to normal – the first three were open wheelers, with most of the rest tin tops apart from Steven Buffinton. Matthew Healy took out first place in the Yacar, with a time 1.12 seconds in front of second placed Pete Minahan in the Hayward, with Aston Hill in third position in the Hawke Formula Ford, just 0.66 seconds behind Pete. Occasional driver James Dyer found the Toyota Yaris in the back of his shed, so brought it out for a run and finished in fourth place, not far in front of fifth placed Jordan James in his Lancer Evo. Jordan was followed by Jacob White in the fire breathing Nissan Skyline, with Steven Buffinton next in the Westfield Clubman. Very occasional visitor Larry Merrifield was in eighth place in the very fast Honda Civic, Laz Lyanage ninth in the Subaru BRZ, and Samuel Clark completed the Top 10 driving his Toyota Yaris.



Joshua Bryant on the left, and Joshua Bryant and  
Aston Hill on the right. Photos by Jarrod Bryant.

Steven Buffinton, Joshua Bryant (having his first ever drive in an open wheel racing car), Jacob White and Lex Thorbecke were all successful in their respective classes as they were the only competitors in the class! Matthew Healy in the Yacar took out the Formula Libre class up to 1300 by just over a second from Pete Minahan driving his Hayward. There were seven competitors in the Improved Production up to 2000 class, and this was won by Larry Merrifield in the Honda Civic from Travis Selwyn in the blue Datsun 1600 on this occasion, with Sean Pratt in third and Terry Selwyn fourth – they` were followed by Alan Airey, Bailey Cannon and Paul Murphy. Karl Hess and Frank Penrose had the Improved Production 2001 and over class to themselves, with Karl coming out on top.

Aston Hill was very fast in the Hawke FF in the Junior class, which he won by a good margin from Toby Pratt in second and newcomer John Kesper in third. Production Sports Cars up to 2000 was by far the largest class on the day with fourteen entries, the majority of which were the ubiquitous Mazda MX5 – it was almost like being at a khanacross! However, the class was taken out by Laz Liyanage in his Subaru BRZ, barely one second in front of Rod Macnab in his Mazda MX5 in second, and Simon Wills (Mazda MX5) half a second further back in third. Things were very tight from then on, with only five seconds separating the whole field – Ian Speight (Mazda MX5) was fourth, Declan Wills (Mazda MX5) fifth and on they went. It was good to see Stephen Banks competing in his first event at the track for a long time.



David Casey in his Suzuki Cappuccino was the winner of the Sports Cars up to 2000 class by a mere whisker from Sei Vella and Ray Valla in second and third in the family Mazda MX5. Sports Sedans up to 2000 had a field of seven, and only just over three seconds separated the whole

field, with Garry McIvor (Datsun 1600) taking first by less than a second from Dale Barker (Toyota Corolla), another occasional driver Allan Richards in third, Brett Barker fourth, David Richards fifth, Jarrod Bryant sixth and first timer Zac Godden having a works drive in the Bryant Corolla finishing seventh. Sports Sedans 4WD had a good field of six, with James Dyer taking the win in his Yaris by 0.32 of a second from Jordan James in the Lancer Evo. Samuel Clark in the

other Yaris in the field was third, Gavin Pollock (Subaru) fourth, Deborah Pollock in the family Subaru fifth, and James Clark, sharing the Yaris, was sixth.

And so ended the event – as noted above, everyone had the opportunity of nine runs in four hours and also could partake of the BBQ at the end, which I think most did. Now we have to have the discussion about whether or not we continue with twilight hill climbs, or do we go back to having Sunday events only (or maybe we could have an occasional Saturday event).

Thanks to John Moss for carrying out the Stewards role for the year, to Darryl Hamilton for carrying out the Spotters Role in the Timing Building, to David Parr for working the start on Sunday, along with Karl Hess and Frank Penrose, to Benjamin Bryant for doing most of the timing on Sunday (with Jarrod and myself doing a little bit each), to Cliff. Linus, Bruce and John for carrying out the scrutineering, to Julie Barker, Ian Maud and Sabina Wills for ensuring the Canteen ran smoothly, to Ian Speight for making sure that the barbeque was ready and firing at the appropriate time, to WAP Motorsport for supplying the safety vehicles and personnel, to Emergency Response Services for supplying the ambulance and highly trained personnel, and to the competitors who support our event. Without these people our events would not run as smoothly as they do – we can always do with more people assisting and look forward to members volunteering to undertake any roles in 2026. Results are included in this edition of Valve Bounce. Our next event is on February 22, 2026.



## **Pathways to Motorsport: How to Develop a Career in the Motorsport Industry – Bill Revill**

NOTE: This article is several years old, but it still provides useful examples of how young people can break into motorsport as a career. This is basically the “hands on” examples – a further article will cover the educational and vocational pathways.

Many of us dream of developing our hobby into our career. In these articles we look at a variety of people who have done just that. In the first issue we analyse stories in depth and look at the various tracks they have taken to break into motorsport in an informal way. Our second article on “Pathways to Motorsport” looks at the formal pathways through the usual career channels such as TAFE and professional engineering courses at Universities and will be published next issue.

Motorsport should be seen as a sports and technology based industry in its own right. It is now a large industry with growth potential: annual revenue of motorsport in Australia is \$ AUD 670 Million and enjoys 18,000 competitors, whereas the motorsport industry in the United Kingdom employs 40,000 people, contributes \$ AUD 11 Billion to the UK economy with a \$ AUD 5.2 Billion export component.

These various career summaries are written with no rose coloured glasses: by reading these articles, the gritty reality of the dark side of any professional sporting career is exposed. The need for dedication, long hours, long periods away from home and continual pressure to perform is a part of life for anyone involved in professional Motorsport. The articles will allow potential candidates to ask themselves – do you really want this life? How much?

Let us first look at the pathways taken by a selection of team members who are working their way up the motorsport ladder at present – in Formula 1, (then) A1GP and locally in Australia – and at the agent’s and employer’s view.



## Formula 1 – the pinnacle



*Michael Fuller is a classic example of someone who has been through the motorsport mill. At the age of 32, he has worked his entire career in motorsport as a paid professional. His career includes projects ranging from Le Mans victories to World Rally Championships and Formula Ford to Formula 1. He is currently working in the suspension design group for a major F1 team and who knows where the next job will be.*

Michael believes he was hooked on motorsport "...before he was walking and talking". He first started working on cars "...when Dad dropped a gearbox on my hand when I was about 5". He loves the work '...to me it's not a job..' he says.

To achieve his dreams, a 12 year old Mike wrote directly to all of the F1 team bosses and asked for their advice. Many wrote back and suggested two pathways –

- To be a mechanic on the race team, finish school, do an apprenticeship, work or volunteer for a small race team then make applications for bigger more professional teams.
- To be a design, race or management engineer, study at university in either Mechanical or Aeronautical Engineering.

Mike followed the second pathway making the necessary choices of school subjects that were pre-requisites for the university entrance.

But the school of hard knocks still took its toll. Mike's first paid job was in Australian touring cars and at the time, he was looked on with suspicion as he was the only degree qualified engineer employed at this team. The job covered all things from design, data acquisition, project management and R&D and although very demanding for a young engineer, it provided a much needed career start.



Mike has been through many teams and jobs over the years, some gained by direct application, some by answering job advertisements. Nowadays, Mike relies on word of mouth transmitting his hard – won reputation over time.

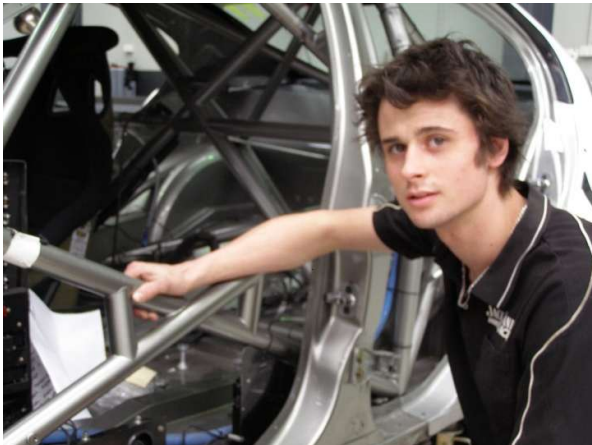
Mike loves the life, but being away from family and friends (he has one son, Issac) is always a difficulty. He gave up direct involvement with motorsport for a while but found the '*bug was still biting*' and went back. Like most people in this fragile business, he doesn't know how the future will unfold, so just goes with the flow, team to team, job to job.

His advice for someone wanting to enter the business of motor sport must be quoted in his words.

*"Work hard at school – I was not a natural maths and science student but needed to succeed if I were to fulfil my goal.  
Live life without fear – travel the world when you're young with aimless ambition".*

### **Dale Horne – starting at the top**

*At the age of 20, Dale Horne has achieved many people's lives dream – to work full time in the world of V8 Supercars.*



The combination of TV and live motorsport whetted Dale's appetite for motorsport. But school in Frankston Vic was the first priority, where young Dale completed his VET Automotive Certificate. A job placement is a course requirements and Dale

was lucky enough to work at JPS Automotive with the likes of Dean Savage and Andrew Newton. Newton, short of crew, invited Dale to help out on the Eastern Creek round, and was then invited to Bathurst and Philip Island.

Dale then completed his VCE and entry into the Building and Construction industry. Despite enjoying Building as a career, the call of motorsport was stronger, and Dale worked with JPS and David Cato on a full time basis, including a move to Ballarat (Vic) to maintain his place on the team.

On a whim, Dale called at the Perkins Racing workshop on a Saturday. By luck, the team were having a BBQ and Dale met and chatted with Larry Perkins, who had him working for the team within a week. And his career has flourished from then: Full time with Perkins Motorsport since 2006, attending all meetings and now working as one of another Supercar crew.

Although sometimes the job is hard and the hours are long (every week is over 40 hours: It can go up to 100!), Dale exudes enthusiasm and satisfaction with the role. *"I love motorsport. I intend to stay in the business full time and to move up the ladder as opportunity allows,"* he says. With Dale's success and enthusiasm, no one could imagine anything but his success in his chosen calling.

### **A1GP – The newcomer**

*Simon Dei Rossi's experience provides an example of how tough it can be to make it in motorsport. He now works full time with the (then) A1GP teams, but getting there has meant willingness to work long, hard hours away from friends and family.*



Simon's first involvement in motor sport was at the age of 5 – *'My uncle has a Go – kart which he used to race at Helidon circuit and he used to let me sit in it – I was hooked from there'*, says Simon. *"I wanted to be involved in motorsport but had no idea on how to get there"*.

After school at Ipswich Grammar, Simon went to TAFE and studied Arts to become a sculptor. At his graduation, Simon met and took a position with Steve Wies, a highly respected, commercial artist /blacksmith at his

Toowoomba forge. Simon first travelled overseas to study and to further his career in this field and on return, accepted Brisbane-based positions as an Architectural Modeller and as a steel artist.

Passion is a strong driver. His motorsport passion drove Simon to work for Drysdale Auto Books in Brisbane and passion for Melanie (now his wife) drove him to follow her to a life in the UK to be with her. The two settled to life together near Sheffield, they married and now have a son.

Simon now looked for work in England to follow his quest – being a part of motorsport full time. His knowledge of motorcycles was useful to enable him to take a position in the UK to become financial.

The big break was getting into McLaren to work on the Mercedes – Benz SLR program. *“I’ve always liked McLaren and have followed their cars. I basically pestered them for a job, finally saw it on the website and applied. It’s not easy to get into McLaren - I was invited to an Evaluation Day – Aptitude tests, literacy and numeracy and group interaction tests were followed by a one-on-one interview.”*

Simon enjoyed his time with McLaren but had a never – ending thirst for developing his knowledge and skills in motorsport. *“McLaren worked a 14 day on, 14 day off, long shifts “he says and I worked for free for other teams during the time off”.*

The gruelling process of establishing a reputation in motorsport was never better illustrated than by Simon’s example, who used the off – days from his McLaren job to work and gain experience in other areas of motor sport. This included one of the UK’s most exclusive racing car entrants and preparers, who currently fettle cars for the top tier of Historic drivers and entrants. Simon worked here, for free, during the week and with a Top Fuel Dragster team on the weekend. Gritty determination to succeed meant little free time to devote to his new family or friends – this is breaking into racing the hardest way.

This routine continued until an application to David Sears Motorsport (DSM) proved successful. This has resulted in a full time position for the last three A1GP’s initially working for the German team, then New Zealand with DSM and now for Status Grand Prix for the Ireland Team in the current year.

Simon is now established within the motorsport industry and sees this as his career for the foreseeable future. Travel is, of course, a large part of the job and necessitates long periods away from home, but both Simon and his wife accept it stoically: This is the job.

His advice for those starting out? *“Be prepared to work really, really hard for little reward”* he says, *“both financially and for results. There are a lot of all-nighters in the business, but the rewards, when they come, are terrific. Winning is a drug”*. Simon again emphasised the couples’ enthusiasm for the sport – their son is christened ‘William Brabham...’!

### **Joe Bremner – the view from the top.**

*Team Manager of one of Australia’s top V8 Supercar teams, Joe Bremner, has seen it and done it all. From the heights of Formula 1 to the grind of the current V8 series, Joe has worked at the highest levels of motorsport all his adult life.*



After seeing motorsport on TV and attending Amaroo Park as a child, Joe left school at 15 to train as a motor mechanic. After completing his trade, a 20 year old Joe headed for

England with the aim of entering the motorsport business in the UK. His first job was helped by a lucky association with Peter Collins of Lotus. Joe laughs and says *“... I sat on his doorstep and made a pest of myself.”* and his persistence was rewarded with a Formula Three position in the Lotus Junior team. A four year stint (94-97) with FORTEC in their Formula Three teams as their Chief mechanic preceded a similar length job with the Arrows Formula 1 team working at the highest levels of the sport.

After 9 years of the nomadic life in Europe, a return to Australia was welcomed and Joe then joined with Larry Perkins as their chief in 2001, with Joe becoming the team manager in his current position in mid-2005.



Eighteen years spent in motorsport, how does it rate as a business? *"It's more of a lifestyle than a job"* he says. *"You're away with 15 team mates all the time, living closely in hotels, eating together, working together. They replace family, as you are constantly thinking about the job at hand"*, he says. Although working in the sport pays as much as a more normal job, it's not just a job. *"None of us are in it for the money; we're in it for the sport. Everyone in the team are competitive people, it's a very competitive industry"*.

The Perkins Racing team produce their own race cars and motorsport equipment, so employ a variety of trades and professions including fabricators, fitting & machinists, engine builders, drawing office and engineering staff. *"The people are selected to ensure multiple skilling"*, says Joe. *"For example a person may be a fabricator during the week, but performs refuelling duties during the race weekends. Then if we have an accident, we have our fabricator on hand to manage the repairs"*. He says.

To enter the sport, Joe says actions speak the loudest. *"Be prepared to work for a block of time – up to a month – as a volunteer, to demonstrate your skills and abilities. This soon allows the team to see how you work and at the same time ensures that you want to work with us"*, he says. Be persistent – email is a great communicating medium, and keeping in touch is important. Word of mouth is the best calling card. *"The racing community is small – I would always call someone I know for a reference before appointing staff. Get known around the racing business- then one job leads to another."*

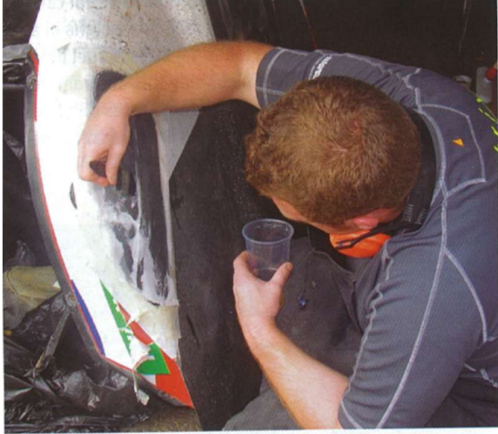
And what do you look for when you're putting someone on? "

*"Willingness to work long hours, to be flexible and to be committed to the job is essential,"* he says. *"But it's more than that. We want people with an eye for detail, willing to do more than just an average job. Everything on a race car must be the best, look the best."* People must want to be the best to work at Perkins Motorsport.

## **James Hall – the Accidental Composite fibre technician.**

*Unlike many other full time participants in this sport, James Hall came to motor sport almost by accident.*

He joined the Navy in his native New Zealand at 18, then spent the next



11 years on duty, most recently serving in a peacekeeping role in Afghanistan before leaving the services in 2006. Together with his new wife, they decided to travel, starting with the UK. He met his new brother – in – law who invited him to the Le Mans 24 hours to assist with one of the participating teams. James saw they were short of hands so helped out in their composites area.

And after the meeting, a job offer was made. James is now considered a composite specialist. His employer has provided training in composite technologies and James is now training others in the application of composites, latterly involved with the AVARUS aerospace training.

He now works full time with a major composite company in the UK, dividing his time between work on Formula 3 and other classes in the summer and the A1GP series in the winter, commuting around each fortnight to the meetings held throughout the world.

James loves the work, but the racing and travelling takes up a good percentage of his life. *“You have to buy in completely or get out”* he says. The hours are long but *“.at a race meeting, you work 15 hours or more a day, the adrenalin is pumping, it’s just awesome! It’s an amazing job with the excitement and the travel. It’s a case of work hard, play hard, but the job gives a lot of excitement and satisfaction back in return,”* he says.

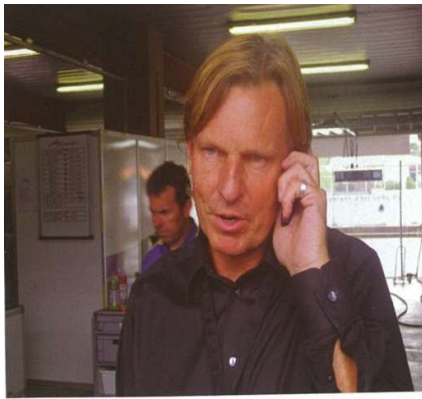
He believes that his biggest attribute for the job has been his military background. He feels that many of his skills transferred across from

personal discipline – dependability, being on time, the ability to work hard for long hours – to technical skills learned in ship maintenance.

He has seen many people enter the business and recommends the informal methods. *“Talk to people at the track, get to know them. Find out where they are staying and buy them a beer. Relationships are everything”,* he says.

James believes that the field of composites are a growth industry and intends to stay in the field for a future career. He enjoys the work and may continue onto other areas such as the boating and aerospace industries.

### **David Sears – A team owner’s perspective**



*David Sears is the proprietor of Super Nova Racing, a successful team competing in the GP2 class, the feeder formula for Formula 1.*

David has spent a lifetime in motor sport, whose father, David, was a British champion and himself having been a successful driver in Formula cars, Touring cars and Le Mans 24

Hour sports cars. The team employs about 50 people of 8-9 nationalities and provides teams with staff for other events such as the A1GP. RACE Magazine interviewed him at the 2008 Eastern Creek A1GP round.

*“We always have people writing to us for jobs, and we have a bundle of applications,”* says David. *“The one thing that stands out amongst many of the young people we employ is that they don’t just send in a CV, they demonstrate that they really want the job. One guy from Australia came to the team in the UK during his vacation and worked with us for three weeks. He was so good we employed him as a data engineer and he’s now a senior chassis engineer for a major team.”*

David gave another example. *“The same for the team manager of a major A1GP team – we employed him as an 18 year old, literally*

*sweeping the floor, and as his knowledge grew he worked up to the number 3, number 2 and finally to the top job.”*

*“Really, we look for people with drive – not necessarily the most paper – qualified but a combination of intelligence and practicality. People need to be team players as well”.* He went on to say that many good people come out of Australia.

Have you used people from TAFE or similar? *“Possibly”,* he says, *“It may be an advantage, but that’s not what we look for. We try people out, throw them in at the deep end, they either sink or swim.”* David has several people who provide him with recommendations, from V8 teams to those participating in other classes.

*“Winning is infectious – it’s like malaria – once you’ve got it, you always come back.”*

## **Conclusions**

We can clearly summarise some outcomes of the reports:

- Long hours, continual travel away from family, regular weekend work, constant pressure and you’re only as good as your last job. You MUST want to do it really badly and be willing to accept it’s not conducive to regular family life.
- It’s a lifestyle. You have to commit to accepting it’s going to be a big part of your life, not just a job you can walk away from at 5 o’clock.
- To get a start, sending off a CV and hoping is not enough. Go to race meetings, talk to people, get known, work as a volunteer, do all you can build your skills and get a reputation. The business lives on actions, capabilities, skills and word of mouth, not paperwork.
- Those in the sport LOVE it! If you want to do it, it’s as good as you think it will be!! Go for it!!



# GCC MULTICLUB HILL CLIMB

## CLOCKWISE SHORT TRACK

### Event Ranking

Rank	Number	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	Run 10	Run 11	Run 12	Gap
1	547	HEALY	Matthew	Maffra and District Car Club	Yacar	Formula Libre up to 1300	37.65	37.34	37.75	37.01	36.94	36.84	36.78	36.53	36.43				
2	50	MINAHAN	Peter	Gippsland Car Club Inc	Hayward 07	Formula Libre up to 1300	39.53		38.49	38.14	38.57	38.05	37.86	37.55	37.61				1.12
3	83	HILL	Aston	Gippsland Car Club Inc	Hawke DUB	Junior	45.10	40.36	39.49	38.54		38.21	41.17	38.31					1.78
4	45	DYER	James	Gippsland Car Club Inc	Toyota Yaris	Sports Sedans 4WD	40.91	42.43	39.24	39.00	39.01	38.50	38.36	39.29					1.93
5	89	JAMES	Jordan	Gippsland Car Club Inc	Mitsubishi Evolution	Sports Sedans 4WD	41.03	40.07	39.45	38.96	38.75	38.72	38.68	39.23					2.25
6	331	WHITE	Jacob	Gippsland Car Club Inc	Nissan Skyline	Sports Sedans 2001 and over	40.28	40.35	39.72	39.33	39.18	38.99	39.24	39.34	38.97				2.54
7	171	BUFFINTON	Steven	Gippsland Car Club Inc	Westfield	Clubman Sports Cars up to 1600	41.90	41.59	39.55	40.47	39.69	40.09	40.11	39.55	40.05				3.12
8	501	MERFIELD	Larry	Improved Production Racing Assn	Honda Civic	Improved Production up to 2000	40.26	40.34	51.76	40.66	40.64	39.78	39.79	39.64					3.21
9	79	LYANAGE	Lasth	Gippsland Car Club Inc	Subaru BRZ	Production Sports Cars up to 2000	44.00	42.12	41.44	40.43	40.64	40.34	40.81						3.91
10	14	CLARK	Samuel	Bakara Light Car Club Inc	Toyota Yaris	Sports Sedans 4WD	45.86	44.99	42.80	42.39	41.48	41.34	40.63	40.44					4.01
11	151	CASEY	David	Gippsland Car Club Inc	Suzuki Cappuccino	Sports Cars up to 2000	43.33	42.52	41.95		41.32	41.11	40.59	41.10					4.16
12	431	HESS	Karl	Gippsland Car Club Inc	Honda Accord	Improved Production 2001 and over	42.58	40.99	40.96	40.70	37.34								4.27
13	43	VELLA	Sel	Gippsland Car Club Inc	Mazda MX-5	Sports Cars up to 2000	45.96	46.70	43.04	42.21	41.81	41.55	41.20	41.12	40.97				4.54
14	5	MACNAB	Reid	Gippsland Car Club Inc	Mazda MX-5	Production Sports Cars up to 2000	43.15	42.95	43.01	42.05	42.45	41.85	41.67	41.57	41.43				5.00
15	28	SELUWYN	Travis	Gippsland Car Club Inc	Datsun 1600	Improved Production up to 2000	44.15	44.67	42.18	42.01	42.34	42.74	42.05	42.13	41.49				5.06
16	222	PRATT	Toby	Gippsland Car Club Inc	Honda Civic	Junior	42.24	42.02	43.56	42.57	42.62	42.18	42.02	42.42	42.00				5.57
17	115	WILLS	Simon	Gippsland Car Club Inc	Mazda MX-5	Production Sports Cars up to 2000	43.76	43.62	43.19	42.49	43.35	42.20	43.13	42.18	42.00				5.57
18	383	SPEIGHT	Ian	Gippsland Car Club Inc	Mazda MX-5	Production Sports Cars up to 2000	42.70	42.74	42.17	42.30	42.52	42.25	42.13	42.71					5.70
19	34	MCIVOR	Garry	Gippsland Car Club Inc	Datsun 1600	Sports Sedans up to 2000	44.91	45.59	42.72	42.27	43.13	42.83	42.33						5.84
20	8	POLLOCK	Gavin	Gippsland Car Club Inc	Subaru WRX	Sports Sedans 4WD	44.35	43.21	42.75	42.73	42.57	42.31							5.88
21	15	WILLS	Declan	Gippsland Car Club Inc	Mazda MX-5	Production Sports Cars up to 2000	44.24	43.70	42.77	43.07	43.55	42.72	43.00	42.78	42.34				5.91
22	21	YAMADA	Kenji	Impressa WRX Club Inc - 1	Subaru BRZ	Production Sports Cars up to 2000	45.46	45.25	45.09	43.44	43.43	42.78	42.34	42.91	42.51				5.91
23	22	PRATT	Sean	Gippsland Car Club Inc	Honda Civic	Improved Production up to 2000	45.03	43.92	42.53	43.14	42.88	42.91	42.47	42.38	42.56				5.95
24	221	BARKS	Stephen	Mazda MX-5 Club Of Vic	Mazda MX-5	Production Sports Cars up to 2000	46.23	44.69	43.37	42.53	42.55	42.90	42.71	42.53					6.12
25	243	VELLA	Raymond	Gippsland Car Club Inc	Mazda MX-5	Sports Cars up to 2000	46.22	44.33	43.74	44.20	43.46	53.46	42.62	42.73					6.19
26	80	BARKER	Dale	Gippsland Car Club Inc	Toyota Corolla	Sports Sedans up to 2000	43.49	43.66	43.51	43.57	43.94	43.33	43.00	43.02					6.57
27	88	POLLOCK	Deborah	Gippsland Car Club Inc	Subaru WRX	Sports Sedans 4WD	48.73	47.10	44.93	43.69	43.70	43.02							6.59
28	17	DAVEY	Ayden	Gippsland Car Club Inc	Toyota 86	Production Sports Cars up to 2000	47.44	46.31	45.20	44.31	43.95	43.41	43.23	43.03	43.84				6.60
29	741	MAYZE	Bradley	Gippsland Car Club Inc	MG8	Production Sports Cars up to 2000	47.02	46.35	45.27	57.53	45.07	44.36	43.78	43.34	43.10				6.67
30	100	RICHARDS	David	Gippsland Car Club Inc	Datsun 120Y	Sports Sedans up to 2000	45.10	44.45	43.63	44.90	44.19	44.07	43.11	43.65	44.64				6.68
31	180	BARKER	Bret	Gippsland Car Club Inc	Toyota Corolla	Sports Sedans up to 2000	44.49	44.28	43.80	43.51	44.00	43.76	43.27						6.84
32	281	SELUWYN	Terry	Gippsland Car Club Inc	Datsun 1600	Improved Production up to 2000	45.07	46.24	43.96	43.58	43.45	43.69	44.37	44.36	45.26				7.02
33	20	RICHARDS	Alan	Gippsland Car Club Inc	Datsun 120Y	Sports Sedans up to 2000	47.05	46.60	44.31	44.11	45.40	44.10	43.93	43.49	43.61				7.06
34	31	PENROSE	Frank	Gippsland Car Club Inc	Toyota Starlet	Improved Production 2001 and over	46.41	45.96	45.01	44.77	44.52	43.80	44.53	45.18					7.37
35	9	AREY	Alan	Gippsland Car Club Inc	Renault Clio	Improved Production up to 2000	46.00	45.35	44.55	45.12	45.30	43.81							7.38
36	141	CLARK	James	Bakara Light Car Club Inc	Toyota Yaris	Sports Sedans 4WD	51.27	47.02	45.74	44.89	45.14	45.96	44.65	44.24					7.81
37	19	MARSH	Jeffrey	Mazda MX-5 Club Of Vic	Mazda MX-5	Production Sports Cars up to 2000	48.43	46.81	45.35	45.77	45.45	44.72	45.06	44.78	44.37				7.94
38	49	HALL	Clifford	Gippsland Car Club Inc	Mazda MX-5	Production Sports Cars up to 2000	47.05	47.12	46.71	46.55	46.25	45.78	45.80	45.62	45.09				8.66
39	59	BRYANT	Jarrod	Gippsland Car Club Inc	Toyota Corolla	Sports Sedans up to 2000	46.93	46.41	46.28	45.46	45.96	45.46	53.01	45.22					8.79
40	18	CANNON	Riley	Maffra and District Car Club	Honda Civic	Improved Production up to 2000	50.99	49.63	46.96	47.15	46.89	46.77	45.49	46.43	45.22				8.79
41	74	MAYZE	Ian	Gippsland Car Club Inc	MG8	Production Sports Cars up to 2000	48.15	48.64	46.23	46.90	46.70	45.46	45.47	46.04					9.03
42	10	MATHESON	Bret	Gippsland Car Club Inc	Mazda MX-5	Production Sports Cars up to 2000	48.02	47.85	47.18	46.41	46.84	46.40	45.49	46.27	45.92				9.06
43	23	TAO	Katherine	Mazda MX-5 Club Of Vic	Mazda MX-5	Production Sports Cars up to 2000	48.87	49.47	47.05	46.80	45.90	46.38	45.78	46.55	46.25				9.35
44	159	GOODEN	Zac	Pakenham Auto Club Inc	Toyota Corolla	Sports Sedans up to 2000	50.05	49.75	47.44	46.93	47.05	46.81	46.71	46.70	45.84				9.41
45	85	BRYANT	Joshua	Gippsland Car Club Inc	Elfin	Formula Vee	54.58	52.52	50.85	48.54	47.92	46.77	46.38	47.06	45.99				9.56
46	11	KESPER	John	Gippsland Car Club Inc	Subaru Impreza	Junior	49.10	48.32	47.87	47.69		46.66	47.03	47.05	46.72				10.23
47	131	MURPHY	Paul	Gippsland Car Club Inc	Datsun 1200	Improved Production up to 2000	49.95	50.88	50.61	49.42	49.57	50.17	50.23	49.17					12.74
48	71	THORBECKE	Alexander	Gippsland Car Club Inc	Toyota Celica	Sports Cars 2001 and over	53.57	57.33	50.50	49.55	49.94	50.20	49.65	50.25					13.12

Rank	Number	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	Run 10	Run 11	Run 12	Gap
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### Clubman Sports Cars up to 1600

1	171	BUFFINTON	Steven	Gippsland Car Club Inc	Westfield	Clubman Sports Cars up to 1600	41.90	41.59	39.55	40.47	39.69	40.09	40.11	39.55	40.05				
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### Formula Libre up to 1300

1	547	HEALY	Matthew	Maffra and District Car Club	Yacar	Formula Libre up to 1300	37.65	37.34	37.75	37.01	36.94	36.84	36.78	36.53	36.43				
2	50	MINAHAN	Peter	Gippsland Car Club Inc	Hayward 07	Formula Libre up to 1300	39.53		38.49	38.14	38.57	38.05	37.86	37.55	37.61				1.12

### Formula Vee

1	85	BRYANT	Joshua	Gippsland Car Club Inc	Elfin	Formula Vee	54.58	52.52	50.85	48.54	47.92	46.77	46.38	47.06	45.99				
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### Improved Production 2001 and over

1	431	HESS	Karl	Gippsland Car Club Inc	Honda Accord	Improved Production 2001 and over	42.68	40.99	40.96	40.70	37.34								
2	31	PENROSE	Frank	Gippsland Car Club Inc	Toyota Starlet	Improved Production 2001 and over	46.41	45.86	45.01	44.77	44.52	43.80	44.53	45.18					3.10

### Improved Production up to 2000

1	501	MERFIELD	Larry	Improved Production Racing Assn	Honda Civic	Improved Production up to 2000	40.26	40.34	51.76	40.66	40.64	39.78	39.79	39.64					
2	28	SELUWYN	Travis	Gippsland Car Club Inc	Datsun 1600	Improved Production up to 2000	44.15	44.67	42.18	42.01	42.34	42.74	42.05	42.13	41.49				1.85
3	22	PRATT	Sean	Gippsland Car Club Inc	Honda Civic	Improved Production up to 2000	45.03	43.92	42.53	43.14	42.88	42.91	42.47	42.38	42.56				2.74
4	281	SELUWYN	Terry	Gippsland Car Club Inc	Datsun 1600	Improved Production up to 2000	45.07	46.24	43.98	43.59	43.45	43.69	44.37	44.36	45.26				3.81
5	9	AREY	Alan	Gippsland Car Club Inc	Renault Clio	Improved Production up to 2000	46.00	45.35	44.55	45.12	45.30	43.81							4.17
6	18	CANNON	Riley	Maffra and District Car Club	Honda Civic	Improved Production up to 2000	50.99	49.63	46.96	47.15	46.89	46.77	45.49	46.43	45.22				5.58
7	131	MURPHY	Paul	Gippsland Car Club Inc	Datsun 1200	Improved Production up to 2000	49.95	50.88	50.61	49.42	49.57	50.17	50.23	49.17					9.53

### Junior

1	83	HILL	Aston	Gippsland Car Club Inc	Hawke DUB	Junior	45.10	40.36	39.49	38.54		38.21	41.17	38.31					
2	222	PRATT	Toby	Gippsland Car Club Inc	Honda Civic	Junior	42.24	42.02	43.56	42.57	42.62	42.18	42.02	42.42	42.00				3.79
3	11	KESPER	John	Gippsland Car Club Inc	Subaru Impreza	Junior	49.10	48.32	47.87	47.69		46.66	47.03	47.05	46.72				8.45

### Production Sports Cars up to 2000

1	79	LYANAGE	Lasth	Gippsland Car Club Inc	Subaru BRZ	Production Sports Cars up to 2000	44.00		42.12	41.44	40.43	40.64	40.34	40.81					
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Rank	Time	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	Run 10	Run 11	Run 12	Oap
2	5	MACHAB	Rod	Opposand Car Club Inc	Mazda MX-6	Production Sports Cars up to 20	43.15	42.96	43.01	42.05	42.45	41.85	41.67	41.57	41.43				1.09
3	115	WILLS	Simon	Opposand Car Club Inc	Mazda MX-6	Production Sports Cars up to 20	43.76	43.62	43.19	42.49	43.35	42.20	43.13	42.18	42.00				1.66
4	353	SPURHOTT	Ian	Opposand Car Club Inc	Mazda MX-6	Production Sports Cars up to 20	42.70	42.74	42.17	42.30	42.52	42.25	42.13	42.71					1.79
5	15	WILLS	Dean	Opposand Car Club Inc	Mazda MX-6	Production Sports Cars up to 20	44.34	43.70	42.77	43.07	43.55	42.72	43.00	42.78	42.34				2.00
6	21	YAMADA	Kenji	Impresso MX-6 Club Inc - Vic	Subaru BRZ	Production Sports Cars up to 20	45.46	45.25	45.09	43.44	43.43	42.78	42.34	42.91	42.51				2.00
7	221	BANKS	Stephen	Mazda MX-6 Club Of Victoria	Mazda MX-6	Production Sports Cars up to 20	45.23	44.88	43.37	42.63	42.55	42.90	42.71	42.83					2.21
8	17	DAVEY	Ayden	Opposand Car Club Inc	Toyota 86	Production Sports Cars up to 20	47.44	46.31	45.20	44.31	43.95	43.41	43.23	43.03	43.84				2.69
9	741	MAYZE	Bradley	Opposand Car Club Inc	MOB	Production Sports Cars up to 20	47.02	46.35	45.27	47.53	45.07	44.36	43.78	43.34	43.10				2.76
10	19	MARSH	Jeffrey	Mazda MX-6 Club Of Victoria	Mazda MX-6	Production Sports Cars up to 20	48.43	46.81	45.35	45.77	45.45	44.72	45.08	44.78	44.37				4.03
11	49	HALL	Cifford	Opposand Car Club Inc	Mazda MX-6	Production Sports Cars up to 20	47.05	47.12	46.71	46.55	46.26	45.78	45.80	45.62	45.09				4.75
12	74	MAYZE	Ian	Opposand Car Club Inc	MOB	Production Sports Cars up to 20	48.15	48.64	46.23	46.50	46.70	45.46	45.47	46.04					5.12
13	10	MATHEWSON	Brett	Opposand Car Club Inc	Mazda MX-6	Production Sports Cars up to 20	48.02	47.85	47.18	46.41	46.84	46.40	45.49	46.27	45.92				5.15
14	23	TAO	Katherine	Mazda MX-6 Club Of Victoria	Mazda MX-6	Production Sports Cars up to 20	48.87	49.47	47.05	46.90	45.90	46.38	45.78	46.55	46.25				5.44

## Sports Cars 2001 and over

1	71	THORBECKE	Alexander	Opposand Car Club Inc	Toyota Celica	Sports Cars 2001 and over	53.57	57.33	50.50	49.55	49.94	50.20	49.65	50.25					
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## Sports Cars up to 2000

1	151	CASEY	David	Opposand Car Club Inc	Suzuki Cappuccino	Sports Cars up to 2000	43.33	42.52	41.95		41.32	41.11	40.59	41.10					
2	43	VELLA	Bel	Opposand Car Club Inc	Mazda MX-6	Sports Cars up to 2000	45.96	46.70	43.04	42.21	41.61	41.55	41.20	41.12	40.97				0.38
3	243	VELLA	Raymond	Opposand Car Club Inc	Mazda MX-6	Sports Cars up to 2000	46.22	44.33	43.74	44.20	43.46	43.48	42.62	42.73					2.03

## Sports Sedans 2001 and over

1	331	WHITE	Jacob	Opposand Car Club Inc	Nissan Skyline	Sports Sedans 2001 and over	40.28	40.35	39.72	39.33	39.18	38.99	39.24	39.34	38.97				
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## Sports Sedans 4WD

1	45	DYER	James	Opposand Car Club Inc	Toyota Yaris	Sports Sedans 4WD	40.91	42.43	39.24	39.00	39.01	38.50	38.36	38.29					
2	89	JAMES	Jordan	Opposand Car Club Inc	Mitsubishi Evolution	Sports Sedans 4WD	41.03	40.07	39.45	38.96	38.75	38.72	38.68	39.23					0.32
3	14	CLARK	Samuel	Belair Light Car Club Inc	Toyota Yaris	Sports Sedans 4WD	45.86	44.99	42.80	42.39	41.48	41.34	40.63	40.44					2.08
4	8	POLLOCK	Gavin	Opposand Car Club Inc	Subaru WRX	Sports Sedans 4WD	44.36	43.21	42.75	42.73	42.57	42.31							3.95
5	88	POLLOCK	Deborah	Opposand Car Club Inc	Subaru WRX	Sports Sedans 4WD	48.73	47.10	44.93	43.69	43.70	43.02							4.66
6	141	CLARK	James	Belair Light Car Club Inc	Toyota Yaris	Sports Sedans 4WD	51.27	47.02	45.74	44.89	46.14	45.95	44.65	44.24					5.88

## Sports Sedans up to 2000

1	24	MCVOR	Garry	Opposand Car Club Inc	Debut 1600	Sports Sedans up to 2000	44.91	45.59	42.72	42.27	43.13	42.83	42.33						
2	80	BARKER	Dale	Opposand Car Club Inc	Toyota Corolla	Sports Sedans up to 2000	43.49	43.66	43.51	43.57	43.94	43.33	43.00	43.02					0.73

Rank	Time	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	Run 10	Run 11	Run 12	Oap
3	120	RICHARDS	David	Opposand Car Club Inc	Debut 120Y	Sports Sedans up to 2000	45.10	44.45	43.63	44.90	44.18	44.07	43.11	43.55	44.64				0.84
4	180	BARKER	Brett	Opposand Car Club Inc	Toyota Corolla	Sports Sedans up to 2000	44.49	44.28	43.80	43.51	44.00	43.76	43.27						1.00
5	20	RICHARDS	Alan	Opposand Car Club Inc	Debut 120Y	Sports Sedans up to 2000	47.05	46.50	44.31	44.11	45.40	44.10	43.93	43.49	43.51				1.22
6	59	BRYANT	Jamod	Opposand Car Club Inc	Toyota Corolla	Sports Sedans up to 2000	46.93	46.41	46.28	45.46	45.86	45.46	53.01	45.22					2.95
7	159	GOODEN	Zac	Pakenham Auto Club Inc	Toyota Corolla	Sports Sedans up to 2000	50.05	49.75	47.44	46.93	47.05	46.81	46.71	46.70	45.84				3.57



# 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.