



VALVE BOUNCE

February 2026



Club Champion 2025 Simon Wills battles the khacones at Bryant Park

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

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

WEB PAGE: www.gippslandcarclub.com.au

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

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

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

2026 Motorsport Calendar

APRIL

Saturday to Sunday, 5/6	Melbourne Motor Show
Saturday 5	Melbourne to MOVE, Museum of Vehicle Evolution, Kialla
<i>Sunday 6</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>
Tuesday 8	Board Meeting, 7. p.m., Clubrooms
<i>Wednesday 9</i>	<i>MX5 group hire at Bryant Park</i>
Friday to Sunday, 11/13	Repco V8 Supercars at Taupo, NZ
Saturday 12	Working Bee and Club Members Practice Day
<i>Sunday 13</i>	<i>Nugget Nationals track hire at Bryant Park</i>
Friday 18	Good Friday
Saturday to Sunday, 19/20	26th Australian Street Rod Nationals, Bendigo
Sunday 20	Easter Sunday
Saturday 26	MSCA Super Sprint Championship Round 4 at The Bend
Sunday 27	VHCC Round 4, Bryant Park (PIARC Track Hire)

MAY

Sunday 4	VHRR Historic Rob Roy
<i>Sunday 4</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>
Tuesday 6	Valve Bounce collation
Friday 9	AHCC Sponsors Ride Day
Friday to Sunday, 9/11	Repco V8 Supercars at Symmons Plains, Tas
Saturday 10	AROCA Supersprint at Sandown
<i>Saturday 10</i>	<i>Monaro Club of Victoria track hire at Bryant Park (half day)</i>
Sunday 11	Mother's Day
Tuesday 13	Board Meeting, 7 p.m. , Clubrooms
<i>Saturday to Sunday, 17/18</i>	<i>Terry Baker Motorsport Weekend at Bryant Park</i>
Sunday 18	AOMC/RACV National Motoring Heritage Day
Friday 23	Benalla Historic Vehicle Tour, Benalla Gliding Club
Saturday 24	Working Bee and Club Members Practice Day
Saturday to Sunday, 24/25	Historic Winton

JUNE

Sunday 1	GCC Multiclub Hill Climb at Bryant Park
Tuesday 3	Valve Bounce collation
Friday to Sunday, 6/8	Repco V8 Supercars at Perth, WA
Sunday 8	Rob Roy Interclub Challenge Round 2
Tuesday 10	Board Meeting, 7 p.m., Clubrooms
Sunday 15	RACES East Sale Supersprint
Friday to Sunday, 20/22	Repco V8 Supercars at Hidden Valley, NT
<i>Sunday 22</i>	<i>Victorian Khanacross Championship Round at Bryant Park</i>
Saturday 28	Working Bee and Club Members Practice Day
Sunday 29	VHCC Round 5 at Rob Roy (MCV)
Sunday 29	MSCA Super Sprint Championship Round 5 at Sandown

JULY

Tuesday 1	Valve Bounce collation
Sunday 6	AROCA Supersprint at Phillip Island
Tuesday 8	Board Meeting, 7.p.m., Clubrooms
Friday to Sunday, 11/13	Repco Supercars at Townsville, FNQ
Saturday 19	Working Bee and Club Members Practice Day
Sunday 27	GCC Multiclub Hill Climb at Bryant Park

AUGUST

Sunday 3

Tuesday 5

Friday to Sunday, 8/10

Saturday to Sunday, 9/10

Tuesday 12

Saturday 16

Saturday 16

Sunday 17

Friday to Sunday, 22/24

Sunday 24

Sunday 31

GCC Multiclub Khanacross at Bryant Park

Valve Bounce collation

Repco V8 Supercars at Queensland Raceway

VHCC Round 6, One Tree Hill, Ararat

Board Meeting, 7 p.m., Clubrooms

MSCA All British Day at Winton

Working Bee and Club Members Practice Day

MSCA Supersprint Championship Round 6 at Winton

TCR Race Winton

GCC Multiclub Hill Climb at Bryant Park

AROCA Supersprint at Broadford

SEPTEMBER

Tuesday 2

September 7

Sunday 7

Tuesday 9

Friday to Sunday, 12/14

Sunday 14

Sunday 14

Sunday 21

Sunday 21

Valve Bounce collation

Father's Day

RACES East Sale Supersprint

Board Meeting, 7.p.m, Clubrooms

Repco V8 Supercars at The Bend, SA

GCC Multiclub Khanacross at Bryant Park

VSCC Vintage Rob Roy

MSCA Supersprint Championship Round 7 at Phillip Island

GCC Multiclub Hill Climb at Bryant Park

OCTOBER

Saturday to Sunday, 4/5

Sunday 5

Tuesday 7

Tuesday to Wednesday, 7/8

Thursday to Sunday, 9/12

Saturday to Sunday, 11/12

Saturday 11

Sunday 12

Tuesday 14

Tuesday to Wednesday, 14/15

Saturday to Sunday, 18/19

Sunday 19

Friday to Sunday, 24/26

Sunday 26

AROCA 10 Hour Relay at Winton

Rob Roy Interclub Challenge, Round 3

Valve Bounce collation

Volkswagen (TBC)

Repco Bathurst 1000

2025 Australian Hill Climb Championship, The Bend, SA

Working Bee and Club Members Practice Day

MSCA Supersprint Championship Round 8 at Calder Park

Board Meeting, 7.p.m., Clubrooms

Volkswagen (TBC)

Mt Tarrengower Hill Climb

GCC Multiclub Hill Climb at Bryant Park

V8 Supercars at the Gold Coast

GCC Multiclub Khanacross at Bryant Park

NOVEMBER

Saturday to Sunday, 1/2

Tuesday 4

Tuesday 11

Friday to Sunday, 14/16

Sunday 16

Sunday 16

Sunday 16

Monday to Friday

Saturday 22

Thursday to Sunday, 26/30

Saturday 29

Sunday 30

Sunday 30

Australian Khanacross Championship at Bendigo

Valve Bounce collation

Board Meeting, 7 p.m., Clubrooms

Repco V8 Supercars at Sandown

RACES East Sale Supersprint

33rd Historic and Classic Hill Climb, Rob Roy

Nugget Nationals track hire at Bryant Park

Working Bee and Club Members Practice Day

Repco V8 Supercars in the Adelaide Parklands, SA

GCC Multiclub Twilight Hill Climb at Bryant Park

MSCA Come and Try Day at Phillip Island

AROCA Supersprint at Phillip Island

DECEMBER

Tuesday 2

Sunday 7

Tuesday 10

Valve Bounce collation

GCC Multiclub Khanacross at Bryant Park

Board Meeting

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.

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
Fifth Sunday	Mid Valley Morwell	0800-1000	Carpark
Each Thursday	Tooradin foreshore	0900-1200	Statue
Does anyone know of any others we can put in here?			

The logo for Swoop, featuring the word "Swoop" in a stylized, rounded font. The letters are filled with a gradient from purple on the left to pink on the right.

Internet delivered *differently*

The Trojan logo, consisting of the word "TROJAN" in a bold, white, sans-serif font with a registered trademark symbol (®) to the right. The text is set against a solid red rectangular background.

TOOLS BUILT TOUGH

GIPPSLAND CAR CLUB

**WORKING BEE
PRESENTATION DAY
ANNUAL GENERAL MEETING
MEMBERS TRACK PRACTICE**



SATURDAY, FEBRUARY 14, 2026

9.00 AM ONWARDS

LIGHT LUNCH PROVIDED

Chairman's Report:

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

We are back into it with the VHCC round one run and won, with round two not far behind later this month at Bryant Park. I've written a small article on the Rob Roy event in this edition.

The biggest thing to focus on this month is the Club Presentation Day and AGM. You should have received an invitation from Rhys to attend if you are in line for a trophy. Can I ask you please make an appearance to collect your trophy. Every year we are left with a significant amount of trophies floating around which the club spends quite a lot of money on, it would be great if we had a full house to come and collect their awards.

In terms of the AGM the process is that all board positions for the GCC are declared vacant and new or existing board members need to be voted in. This is your opportunity to get involved on the board. We do not have a lot of nominations at this stage for board members so please don't just assume the same people will continue to do the same roles. This is your opportunity to get involved and make a difference to the club. I regularly hear a lot of opinions or ideas from club members during the course of the year regarding things that should be done, this is your opportunity to see them through to actions.

Finally, congratulations to all of the winners and place getters from the club championship and the Hill Climb and Khanacross championships. I look forward to celebrating with you at the presentation day.

See you soon.

Jarrood Bryant

Congratulations to all the Championship winners from the 2025 Season.

Club Champion – Simon Wills

Runner up Club Champion – Declan Wills

3rd Place Club Champion – Terry Selwyn

Hill Climb Champion – Steven Buffinton

Khanacross Champion – Rod Macnab

Hill Climb Class Champions:

- Clubman Sports Cars up to 1600 – Steven Buffinton
- Sports Cars up to 2000 – David Casey
- Sports Cars 2001 and over – Alexander Thorbecke
- Sports Sedans up to 2000 – Brett Barker
- Improved Production up to 2000 – Rhys Yeomans
- Improved Production 2001 and over – Karl Hess
- Junior – Aston Hill
- Production Sports up to 2000 – Lasith Liyanage

Khanacross Class Champions:

- Production 2WD up to 2000 – Rod Macnab
- Production 2WD 2001 and over – Scott Seddon
- Junior – Alyssa Perks

SIMON WILLS – GIPPSLAND CAR CLUB CHAMPION 2024 and 2025 TWICE IS NEVER ENOUGH!

By Bill Revill



For the second time, we congratulate Simon Wills, who has taken out the club championship in both 2024 and 2025. Simon, an ex-IT professional, lives in Melbourne's North Eastern Hill country with his wife, Sabina. He is now retired from IT and devotes his time to the local CFA, motorcycling and outdoor activities.

His main motorsport involvement in the past has been on two wheels. Both he and his wife, Sabina, have been regular motorcyclists for many years, both on road trips and some track days for Simon. But when the kids turned up,

limitations were obvious, and they decided that the closest thing to a bike is a Mazda MX 5.

Despite a lack of sporting car experience, Simon wished to involve both his sons in motorsport. At that time, he owned an older but immaculate Mazda MX 5 NB and decided in 2022 to enter the family in the Khanacross events at Bryant Park. *"My first son was on his L-plates. I wanted to reinforce that driving a car is not like a video game, there is no reset button but there are consequences,"* said Simon. He saw Khanacross as a great way for them to learn skills and have a family outing at the same time. *"I primarily got into motorsport because it was a great way to spend time with my sons and for them to learn car control",* he said.



Soon a track car was needed so Simon bought a SWO Mazda MX 5 ND in mid-2023 which the family has campaigned ever since. This led to a decision to compete in both Khanacross and Hillclimbs in 2024 when Simon joined the Gippsland Car Club as well as the MX 5 club of Victoria.

Results came quickly: Running the ND Mazda in the 2024 season, Simon won the Club Championship, the Khanacross championship and was second (in under 2000cc class) in the Hillclimb championship. A great result for the year, but then the unexpected occurred. Simon was in a motorcycle accident and damaged his hand, resulting in a slower pace of competition well into the season. "I'm very surprised we did well in the 2025 championship because we had a cautious start", he said. His decision to involve his sons in motorsport



has been a good one: Son Declan took second in the 2025 Club Championship, is now a regular competitor and is now pursuing a university qualification aimed at Motorsport – he is closely involved in Formula SAE, an automotive design and building ground for engineers.

Simon is very complementary towards both his fellow Gippsland Car Club members and the MX 5 Club members as well. *"All of them are happy, helpful and a fun bunch of people. I especially want to thank Peter Ferguson of the MX 5 Club and Rob Duncan and Rhys Yeomans from the GCC"*.

The Wills family involvement in motorsport is an excellent example of introducing young people into the sport, family involvement and just simply having fun!

Mazda MX 5 Club of Victoria – Partners in Khanacross



A good list of competitors and a strong entry is always needed in club motorsport. Combine that with involving families and providing skill training for younger drivers and we have the recipe for some healthy and enjoyable club competition.

An excellent example of achieving all these objectives comes from the MX 5 Club Victoria under the leadership of Peter Ferguson. Peter was a regular competitor in the club GCC Khanacross competitions and wanted to encourage other MX 5 club members to do the same.

Using some innovative thinking, Peter developed an MX – only series, advertised it as the “MX 5 Club Khanacross Championship” and effectively piggybacked the MX 5 Club Championship competition to run simultaneously with the Gippsland Car Club in their events.

Has it worked? Spectacularly well!! The MX 5 club now provides a substantial number of entries for the GCC Khanacross events. This includes everyone from teenagers to



septuagenarians, often with families together, all learning from each other. The series has a number of trophies designed to encourage everyone to have a go – first, second and third for Seniors, then first and second for both under 16 and over 16's – a great encouragement for first timers!! Our club champion, Simon Wills, took the 2024 MX 5 club championships and was second in 2025.

This is a notable example of clubs working together, working in harmony rather than pushing against each other and has been beneficial to both of the clubs, the community and young drivers. It is a credit to the Gippsland Car Club board and the MX 5 Club Victoria to be showing such cooperation for everyone's mutual benefit. The series continues into 2026.

BITS AND PIECES, INCLUDING FROM THE BOARD -- John Bryant

MEMBERSHIP 2026 This is the last reminder from me regarding membership - included in this edition of Valve Bounce is a subscription renewal form for 2026. Please remember also when you are paying your annual membership subscription to include the paperwork. Remember also that if you wish to participate in our first event for the year (the hill climb on February 22) you must be a financial member. And it has happened again – another payment into our bank account for membership- but no details whatsoever – who is it?

CHANGE IN THE CALENDAR Our last event for the year is now back to being a twilight event, so the practice day that was listed for November 28 is now no longer as it will actually be the hill climb. Another change, recently announced in the media, and one that I, along with many others is extremely annoyed about, is that the proposed Sandown Historic event later in the year has been cancelled as the V8 Supercars have taken the date – poor performance!

MEMBER PRACTICE – WHEN ARE THE DAYS I CAN HAVE FREE PRACTICE AT THE TRACK? At the present time, the following are the dates when you can have free practice at the track, on most occasions from 1 p.m. onwards:

Saturday, February 14
Saturday, February 21
Saturday, April 11
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

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 now definitely listed in dry cement. 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
Saturday, November 28 – Twilight Hill Climb
Sunday, December 6 – Khanacross

CANTEEN 2026 To my knowledge, we have not had any volunteers to undertake the task of Canteen Manager after the April hill climb – no volunteers no Canteen and you will have to bring your own vegemite sandwiches to our hill climbs. The only alternative is if we can find a food van/coffee van prepared to come to our hill climb events – do you know of any? (possibly some good news here! Ed)

READING HISTORICAL MOTOR SPORT BOOKS I like reading all sorts of books, but historical motor sporting books are a favourite. Ian Maud recently lent me the heaviest book I have ever tackled (it can be used in place of dumb bells at the gym!) – 75 Years of Motorsport at Goodwood (2048 to 2023). For those of you who do not know, Goodwood is an ex World War 2 Air Field in England, built on the estate of Lord March, not a huge distance from London - whilst I have been to England on a couple of occasions, those occasions have not been when either Goodwood Revival or Goodwood Festival of Speed was on, and the chances of going to either event now is very slim given my age, so I rely on books or television. This book is divided into various sections such as The Drivers, The Teams, The Bikes, The First Festival of Speed etc. An excellent read, and full of absolutely magnificent photographs. I would highly recommend that you buy this book if you ever come across it. When Covid was in full swing a few years ago, I wrote in Valve Bounce about some books that I have – they were about Phillip Island A History of Motor Sport, Albert

Park – The Glory Days (the first incarnation of Albert Park as a motor racing circuit in 1950s), and Challenge Australia – the 1979 Repco Reliability Trial. An advantage of being old is that I went to all of the Albert Park events, the Repco Reliability Trial, and many events at Phillip Island (over the old swing bridge at San Remo) from the 1950s onwards. Some additional reference material on these books will be included next month.

TIMING BUILDING STAIRS At the time of writing, I am, not sure where we are with this task.

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

- Ongoing discussion took place re the upgrade of the security systems in the Clubrooms, Timing Building, and new Scrutineers/Toilet block – still happening but we are assured that we will have a plan at the next meeting with costings.
- Timing Building stairs – it was resolved that the new stairs be installed prior to the concreting of the area beneath where they will stand – i.e. stairs will be concreted into the ground rather than bolted on to a base.
- 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 – next Working Bee.
- The future of Twilight Hill Climbs – it was determined that the last hill climb for the year on November 28 will be a twilight event.
- Discussion of tasks for the next Working Bee – it appears as though we will need to spray the track edges at virtually every Working Bee.
- Drainage problems at two places around the track – have been repaired, hopefully successfully.
- Ongoing drainage problem in the Clubrooms – has been there since the Clubrooms were constructed and has still not been eradicated (possibly due to box guttering) – we will continue to try.
- New gates next to the Timing Building – two plans, one of which will be chosen.
- Bird netting required for Scrutiny Bay – next Working Bee.
- Nomination Form for the 2026/2027 Board to be included in the February Valve Bounce, along with the task descriptions for the Board positions.

1990 Nissan 300ZX



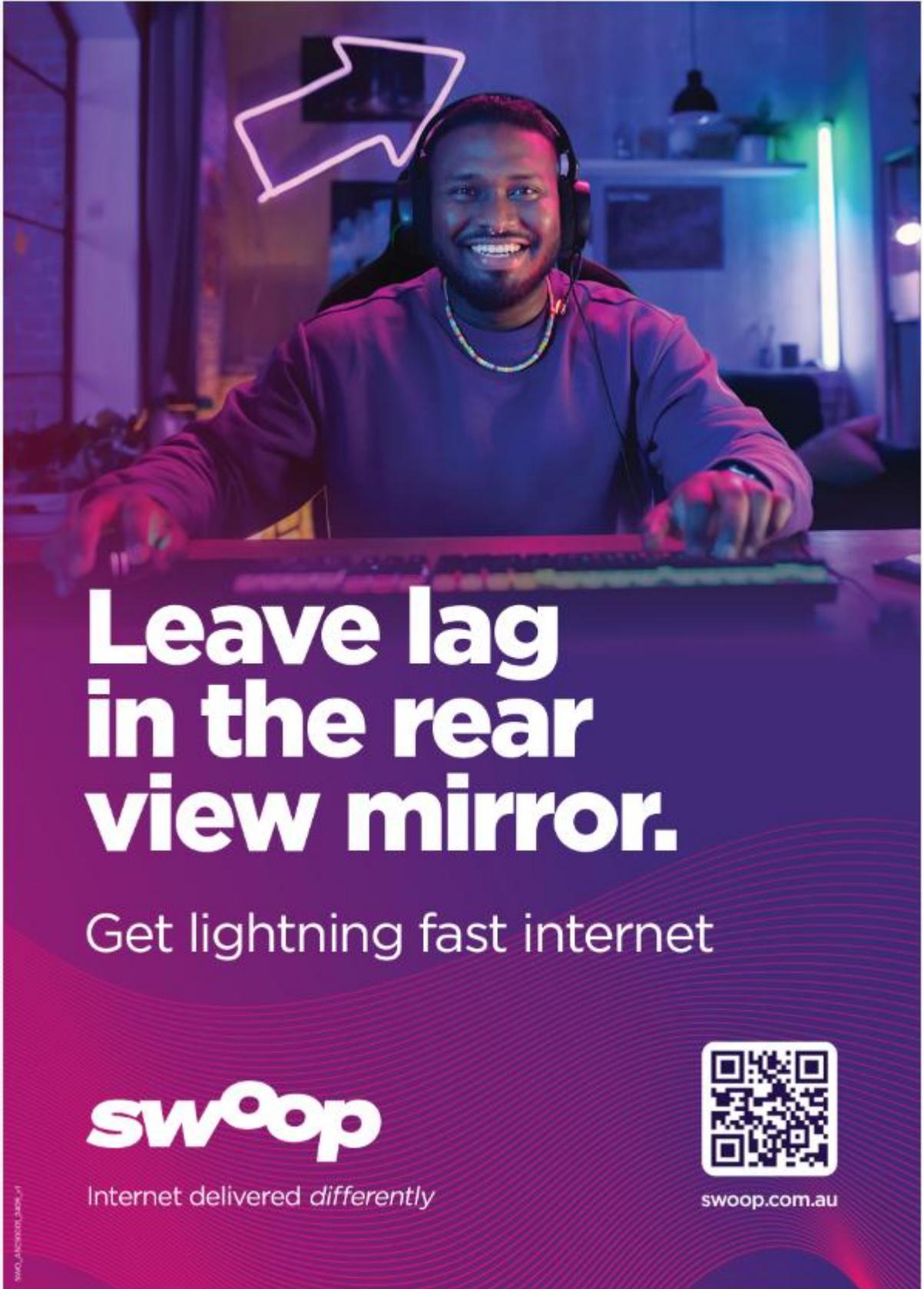
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VHCC 2026 Round One – Rob Roy

Words - Jarrod Bryant - Images – Chris Barbour

A beautiful sunny day greeted around 80 competitors for the first round of the Victorian Hill Climb Championship at Rob Roy on January 18th. With plenty of GCC members in attendance it was a perfect way to kick off this year's series, although a little warm by the end of proceedings.



The track was pretty warm from the outset so it was perfect for the quick cars to lay down some impressive times. The track layout was utilising the chicane which always adds a bit of excitement and the low speed entry requires a lot of downshifts not normally seen at Rob Roy. Lower than normal formula libre entries also meant that the quickest tin tops had a real chance to shake up the top 10.

The battle at the top was ultimately between two people with Mike Barker and Harrison Bishop both piloting Hayward's at a very rapid pace up the hill. In the end Mike managed to just hold off Harrison, but had to put down a new record time in order to achieve this. Edward Lewis in the Dallara was just pipped for 3rd by Damien Brand in his WRX STI with the bulk of the top 10 made up of 4WD sedans. David Harris just held off Brenton Byfield for 5th with Zachary Hanlin 7th in the BMW. The Evo's of Jordan James and Colin Newitt came in 8th and 9th with the top 10 rounded out by Steve Grinstead who muscled the V8 Commodore up the hill in impressive fashion.



Formula Vee was taken out by Scott Slater in Noel Bull's Elfin, Steven Buffinton and David Casey won their respective sports car classes, as did Glenn Latter in the RX7. GCC member Ian Maud held off a bid field to win Production Sports up to 2L and David Cantwell took out the new Sports Sedans up to



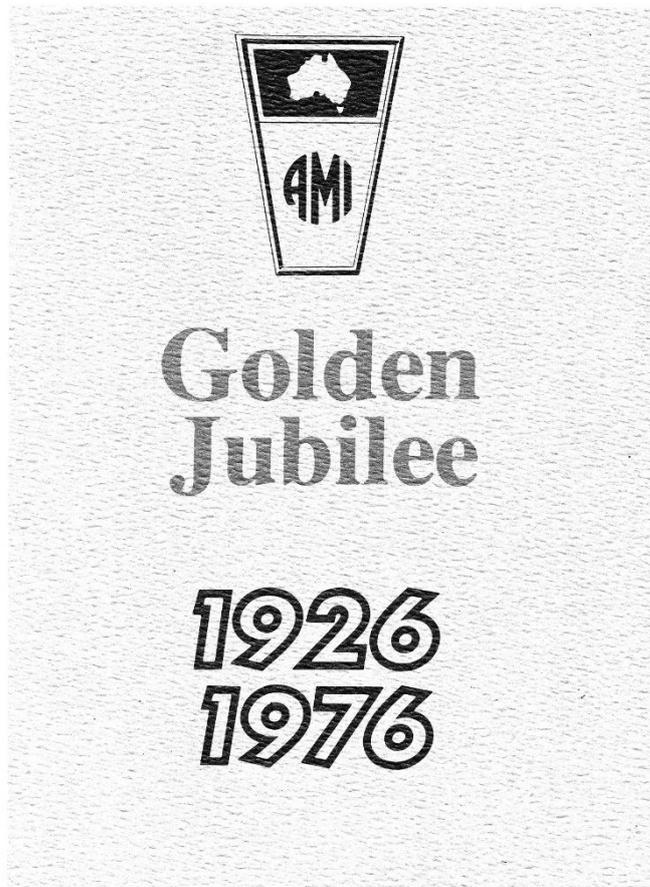
2000 class. The biggest change in terms of fields for the day were in the new Limited Modified Road Car classes with 19 cars across the 2 classes. Andrew Brooks in the MX5 won the up to 2000 class and Zachary Hanlin the 2001 and over class.

All in all it was a good day with 4 runs each making it much better than previous years where we only got 3 each. Looking forward to seeing everyone again on Feb 22nd at Bryant Park.

AUSTRALIAN MOTOR INDUSTRIES

A HUGE CONTRIBUTOR TO AUSTRALIAN MOTORING

INTRODUCTION:



This is a two part article and follows the progress of Australian Motor Industries (AMI) from its inception in its earliest form in 1926 through to 1976. It was ultimately taken over by Toyota before finally closing along with other Australian automotive manufacturers in 2017.

The range of cars and machinery produced over the years is amazing and the story of how this great Australian business was developed is a lesson for us all.

Please enjoy this month's instalment and be ready to enjoy next months' in March 2026 Valve Bounce.

Thanks to George Steven of TSOA Victoria for supplying this material.



THIS IS the history of Australian Motor Industries Limited. Although the business from which AMI eventually grew seemingly existed for some time before 1926, we have taken as our starting point the date on which Eclipse Motors, in Melbourne, changed hands and became involved for the first time in the importation of vehicles.

In retrospect, what is now AMI went through an almost bewildering series of name changes. However, these were in fact spread out over many years and were made to give an accurate picture of the firm's activities and status at the relevant times.

After early flirtations with makes of car which are no longer with us today, the directors eventually settled on the Standard Car Company of Coventry, England, as the best one to hitch their wagon to — less than three years after the first imports.

This was a long and fruitful association but the name of Standard eventually went, too (originally indicating uniformity of tolerances, it was laterally used in the sense of a flag, but some overseas countries understood it to mean "basic") and Australian motoring tastes started upon a long and significant period of change. Thus Toyota entered the scene.

Today, AMI assembles, imports and markets Toyota passenger vehicles; assembles and markets American Motors' Ramblers; assembles Triumphs; and imports and markets Zetor tractors, and Muir-Hill tractors and earth-moving machinery. Subsidiaries include The Australian Tooling Co Pty Ltd and several regional sales companies.

Here we present the story of how it all came about.

Port Melbourne, August, 1976

The First Half Century

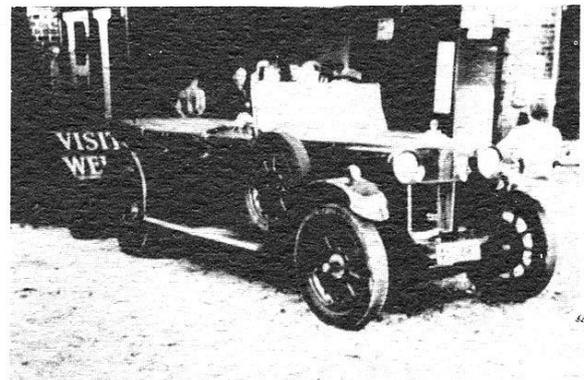
1926

THE START OF A LONG AND SOMETIMES DIFFICULT ROAD

MR. JOHN FRANKLIN CROSBY, managing director of William Crosby and Co Pty Ltd, insurance and shipping agents and general merchants in Melbourne, bought a Clement Bayard car from Eclipse Motors Pty Ltd, in Queen Street. A used car and repair yard, Eclipse was owned by one Harry B. Parrington, who happened to mention to Mr. Crosby one day when his car was in for service that he could get the franchise for Talbot cars. From this arose a plan for Mr. Crosby to invest a sum (thought to be £2,000) in Eclipse Motors. Towards the end of the year Mr. Parrington departed the scene, leaving Mr. Crosby with a business about which he knew little. However, a tyre traveller who called regularly on Eclipse Motors, Mr. F. P. (Fred) Matthews, suggested to Mr. Crosby that he was the man to run

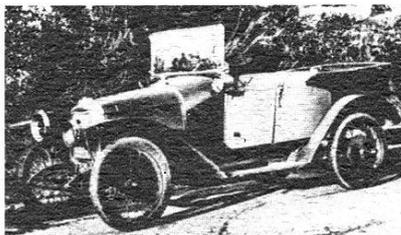


Mr. John Franklin Crosby



An early Talbot — Model 14/45.

the concern. This proved such a success that Mr. Matthews, initially manager, soon became managing director and retained this position until his death eight years later.



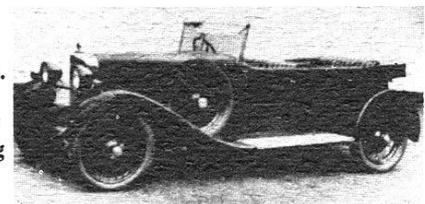
A Clement-Bayard. The make is long extinct but was popular for some time after World War I.

ECLIPSE MOTORS moved into Elizabeth Street premises previously owned by the Nash dealers, Rickards Brothers who, in turn, had moved into new showrooms at 559 Elizabeth Street, where AMI City is now located. Local production of Talbots was embarked upon by J.T.T. Motors, under contract to assemble and service vehicles for Eclipse Motors. The franchises for Sharron and Lea Francis were also ob-

1927 EARLY EXPANSION

tained, but these cars were imported, fully assembled. Regular shipments of built-up and semi-complete Talbots came from the UK, many in chassis form. Messrs Fabbri and Gardini built bodies at Elite Body Works, in Chetwynd Street, North Melbourne — in premises now occupied by restaurateur and entertainer “Smacka” Fitzgib-

A wire-wheeled Talbot 14/45. Note the exceptionally wide running board and wide track.





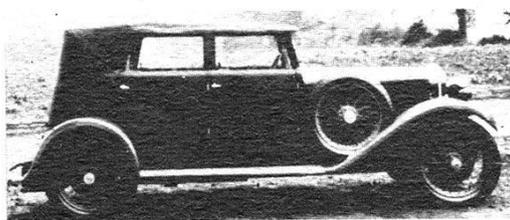
The North Melbourne workshops of Fabbri and Gardini, now "Smacka's Place" restaurant, where a large version of this picture can be seen.

bon. Fabbri and Gardini still occupy the adjoining premises — but as wholesale wine and spirit merchants. Bodies for Talbots were also built by Messrs Martin and King, in Malvern. Springs, batteries, tyres and other parts were made by local suppliers. Price of the six-cylinder Talbot was £485 with Elite Tourer body; a four-door saloon was £525; and Martin and King (who also built Rolls-Royce and Daimler bodies) produced a high-class four-door body for a saloon which sold at £625. In June, the name of the concern was changed to Talbot Distributors Pty Ltd.

1928

A BUSINESS TRIP TO THE U.K.

ON THE MOVE again, into still larger premises, Talbot Distributors shifted to 568 Elizabeth Street, which is opposite the current AMI City showrooms. The building was purchased from the Morris distributors, F.O. Cowan Pty Ltd, for £20,000. This move was partly in anticipation of what was to come because, late in the year, Mr. Fred Matthews went on a very successful business trip to the UK which led to

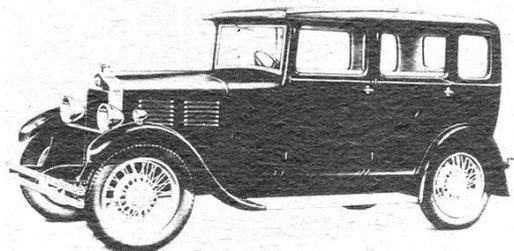


A 1928 Talbot with fabric bodywork.

negotiation of the Standard car franchise for Victoria, early in the following year. This was an association which was to continue in a variety of ways through Standard, Standard-Triumph and Triumph (currently being assembled by AMI). It was a momentous year. During 1928, too, Mr. Clive C. Crosby, a director of the firm and a son of the founder, became company secretary.

1929

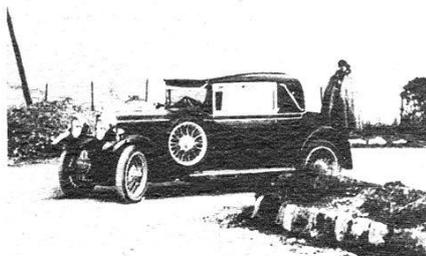
THE FIRST STANDARDS START TO ARRIVE



The Standard Teignmouth saloon of 1929.

THE STANDARD cars were starting to come through and just in time as it happened, because the Depression was hovering around the corner and cars considerably cheaper than the luxurious Talbots were going to be required if the still-young firm was to keep its corporate head above the economic quicksands. The second name change occurred at this time when an addition was made to the title and it was now Talbot and Standard Motors Pty Ltd. The "Standard" name, with various appendages and qualifications, was to be part of the firm's title right through until 1958, and considerably longer in the case of some subsidiaries. The board at this stage was: Mr. C. C. Crosby (director and secretary); Mr. A. F. Crosby, Mr. G. Noall and Mr. H. Swanston (directors).

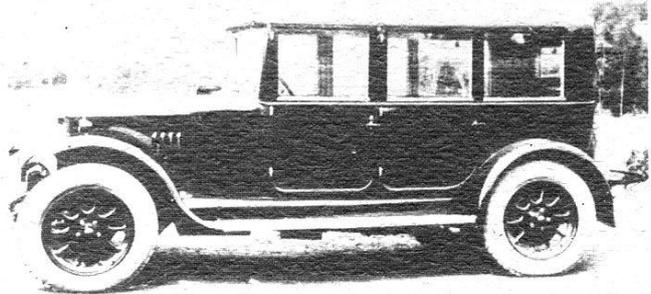
This Talbot publicity shot of 1929 includes a rather sinister figure in the background. Perhaps merely an indication that cars didn't have heaters.



1930

START OF THE BIG DEPRESSION

A 1930 Standard Ensign six-cylinder saloon. The company offered a wide range at this time, including the Avon Special sports roadster, but the Depression was on the way.



IT WAS THE start of the Depression, but not the end of enterprise, it seems, because one of the sales features thought up around this time was a Service Club. The idea was to encourage owners to bring their cars in for maintenance and there was a pretty good inducement, too — a sum of 30 shillings to service the car, not once, but every month for a whole year! We can find no mention of the total “club” membership but at these subscription rates it must have been fairly considerable.



Mr. Clive C. Crosby — a trip to the UK 1933 to ensure supplies of cars.

1931

BIG AND LITTLE NINES

NEW CAR models were starting to filter through from the UK and two important ones among them were the Standard Big 9 and Little 9 popular models here and in many other countries. The six-cylinder 20-hp saloon was another newcomer. Some of these cars were fully built up but others were assembled in Australia, providing work at a time when it was very badly needed. Sales were slow, but they were sales and that was all that really mattered at a time when many motor trade (and other) firms were falling by

the wayside. The Little 9 was known in Australia as the Popular 9, and it was built to withstand local conditions much better than previous Standards. The first floor at 568 Elizabeth Street was the venue for assembly of the new models by J.T.T Motors. Service and repairs, by the same concern, were conducted at the rear with the entrance in Berkeley Street.

1932

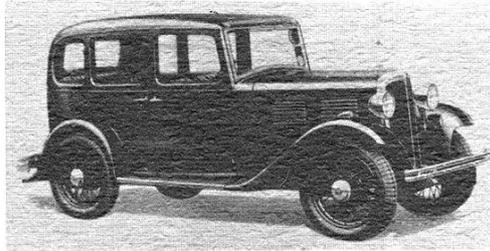
THE FIRST DEALER

HEADS UP AND looking for the horizon again and — a sign of expansion — the first Standard dealer was appointed. The honour went to Balfour Motors Pty Ltd, of Geelong. This was the start of a major move forward.

1933

BOOM CONDITIONS AND EXPANSION

SALES WERE picking up because of boom conditions and because the firm was ready with new models for the new markets that were rapidly opening up. Mr. C. C. Crosby paid a visit to the Standard Company in the UK and the staff in Melbourne was increased. The company decided to handle its own assembly and service and Mr. Norman Thompson, of J.T.T. Motors who had been doing this work, became service manager. Sales for the year were 190 Standard cars but the writing was on the wall for Talbot with nil sales recorded.



The Standard Little Nine.

1934

ASSEMBLY IN SYDNEY

DEMAND FOR Standard cars continued to increase and now Ruskin and Norton in West Melbourne, Holden and Flood, and Cresswell in Sydney, and T.J. Richards in Adelaide, were producing bodies for them. Mr. F. P. Matthews, the firm's first managing director, died, and his place was taken by the founder's son, Mr. Clive C. Crosby, who retained his position as company secretary; he was to remain managing



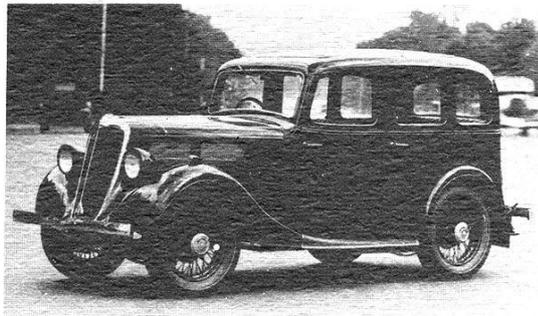
Mr. Arthur F. Crosby, later chairman of the company.

director through various reconstructions of the firm until late in 1959. At this time, Mr. Arthur F. Crosby began to take a more active interest to relieve the pressure on his father, Mr. J. F. Crosby, who was in indifferent health. Sales of Standards were up to 200, while three people bought Talbots.

1935 SALES UP TO 368

BUSINESS WAS booming, the staff was greatly increased again and late in the year premises were secured in West Melbourne to establish a comprehensive assembly plant. Mr. Keith Horner joined the company. A service department was established in South Melbourne at

the corner of Sturt and Hanna Streets while considerable alterations at 568 Elizabeth Street were made and a spare parts division established at the rear of the showroom; the former assembly shop now housed the new car department and extended offices. Standard car sales were 360, seven fully imported SS saloons were also sold — and one solitary Talbot. *Pax vobiscum*. Its price was £975 8s 6d, and the SS Jaguars averaged £725 12s 10d. Standard models stocked were: 9 hp short wheelbase; 9 hp long wheelbase; 10 hp; 10/12 hp; 12 hp; 20 hp; 20 hp long wheelbase.



A 1936 Standard Nine — a trim little car.

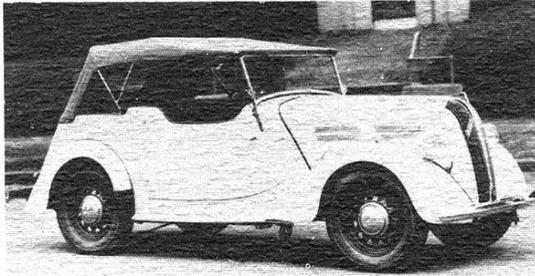
1936

SALES NOW AT 600 AND N.S.W. COMPANY FORMED

Mr. Allan H. Cheetham who joined the company to control the new Sydney-based division.

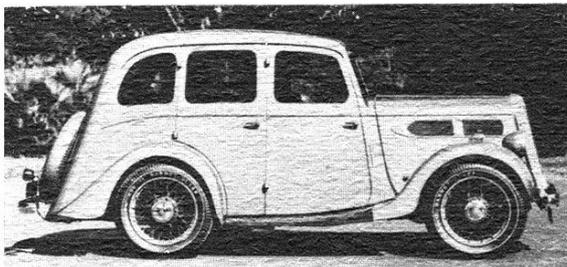


SALES FOR the whole year, at 600, were equal to the average production for less than three days of 1976. Standard in England asked if the firm would be interested in taking over the agency in New South Wales and the answer was "yes please". Standard Cars (NSW) Pty Ltd and Standard Motors (Victoria) Pty Ltd were form-



Australian version of the Standard Flying Eight Roadster.

ed. Mr. Allan H. Cheetham was general manager in NSW (he became managing director the following year) and one of his staff at the time, Mr. Conrad G. Beard, is now managing director of Yorkstar Motors, NSW Mercedes-Benz distributors. Mr. Hugh Craig, who is still with AMI, spent six weeks transmitting spares to Sydney and on August 1, the new company started operations. New models were the Flying Standard 12, Big 12 and 20 hp. Work was completed on the major operation of moving the assembly plant from Elizabeth Street to Dudley Street, West Melbourne.



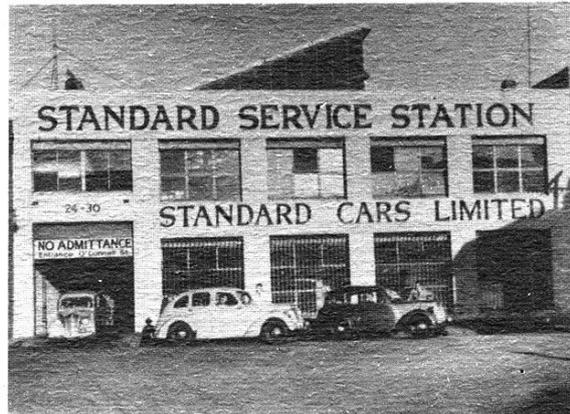
Another Australian-bodied Standard, with four doors and a 10 hp engine.

1937

N.S.W.: 100 CARS IN A MONTH

SOME IDEA of how the motor car was growing in popularity in Australia in the later 'thirties can be gauged from the sales figures for Standard cars at this time — more than doubled from the previous fiscal year, to 1,300, and two years later that was nearly doubled again despite (or because of?) the threat of war. In this year, too, a dealer network was set up, setting the scene for the present-day Australia-wide chain of Toyota and Rambler dealers, many of whom can be traced back to this period. In NSW, 100 cars were delivered in one month for the first time ever —

previous monthly sales in the state had averaged 11 so the new company there was certainly pulling its weight. Nash Cars (NSW) Pty Ltd was formed and distributed Nash models until the firm was disbanded at the end of 1938. A Standard 10 model was introduced, and the Flying Standard 14 and 20 hp with Australian bodies now replaced the imported Big 12 and 20. In Queensland, Austral Motors Ltd was appointed state distributor — their subsidiary, Farsley Motors Pty Ltd, took over in 1952 and continues in this capacity today, for Toyota.



A picture of the Standard Service Station in Melbourne.

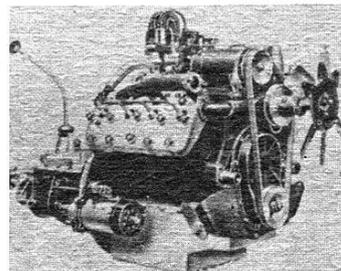
1938

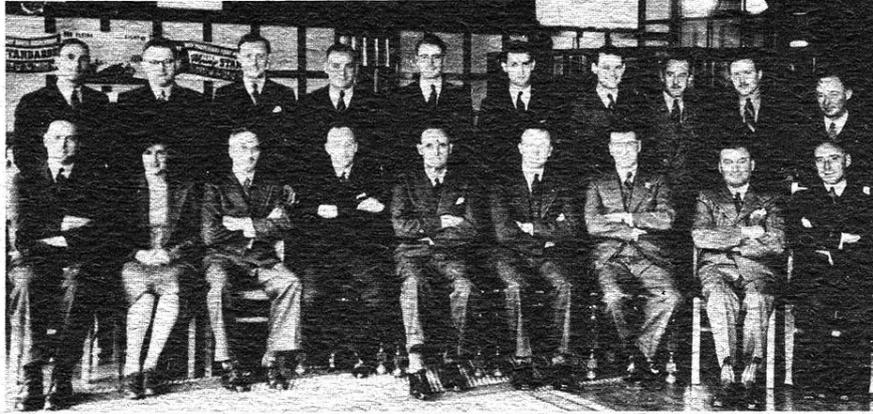
A V-8 ENGINE MODEL

STANDARD CARS LIMITED was formed to take over the two distributing companies in Victoria and New South Wales. A Standard 20 hp with a V8 engine created considerable interest but it never went into full scale production because of the War and a very few of these — possibly two — came to Australia. It was said by those lucky enough to drive it to be a delightful car.

This is the Standard V8 engine, based on two 10 hp blocks.

Side-valve, of course, 2,686 cc, bore and stroke 63.5 x 106 mm, and it gave the 20hp car to which it was fitted a top speed of 82 mph.





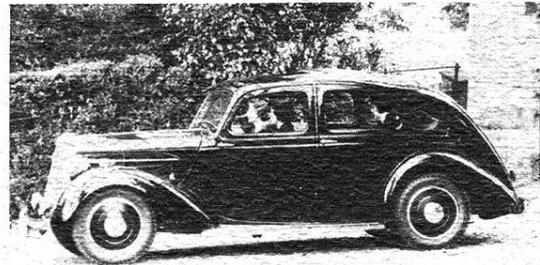
An early-1939 photograph of the Victorian sales staff.

One of the famous Flying Standard Series of 12, 14 and 20 hp models. This is a 1937 version.

1939

FIRST DEALER CONVENTION

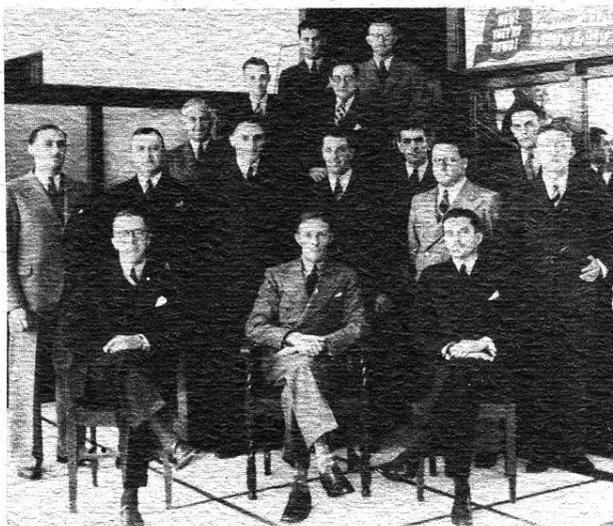
THE INTRODUCTION of new Standard 8, 10 and 12 hp models, all with independent front suspension, was made the occasion for the first ever dealer convention held by the firm. The Oriental Hotel, in Melbourne, was the venue. During the year, total sales reached an exciting 2,250—remember that at this time Australia's population was a mere seven million. The threat of war naturally put a damper on most activities towards the middle of the year but the new suspension had given these models a huge advantage over other British cars available, and they were most successful. The Standard Car Club was formed, and held its first run.



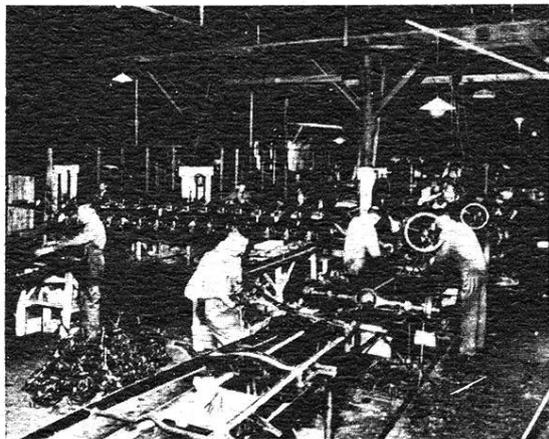
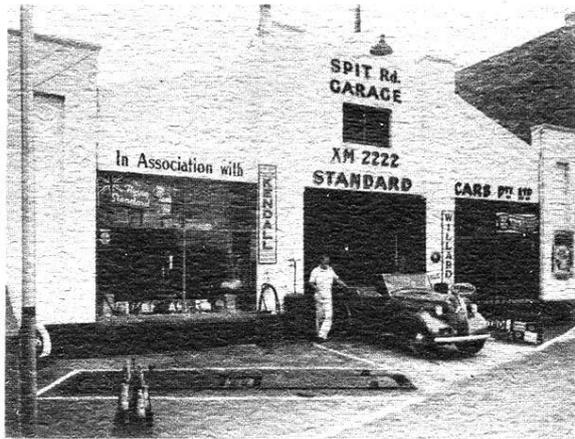
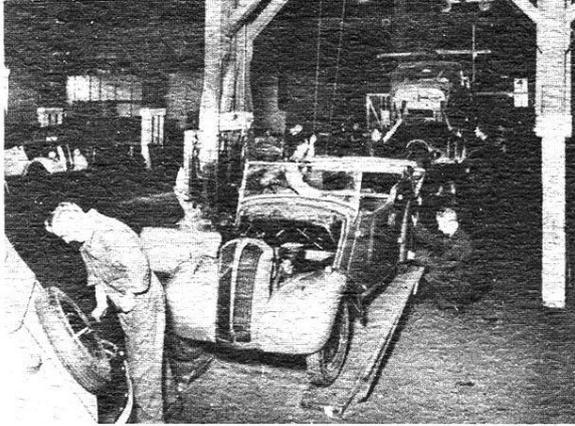
1940-45

THE WAR YEARS

ON MARCH 4, 1940, a dinner to celebrate 1939's record sales was held in the Hotel Australia, Melbourne. It was to be the last celebration for quite some time. Standard Cars may well have had an exceptionally high proportion of staff members overseas in the services during World War II as it is difficult to find many who were with the firm at this time. Operations were almost completely wound down to a state of near suspended animation and left in the hands of a secretary, who handled things in an exemplary manner while the "family" was at war. In New South Wales, Mr. Allan Cheetham kept a close eye on things from afar while he was in the army, and Mr. Claude Body kept service activities going. Early in 1940 a new Standard 8 Tourer with an all-steel Richards body came on the scene. It was the outstanding car of the year and, with the 10 and 12, sold well until stocks ran out in late 1941. And that was it. Things started to move again in 1945 when new Standard commercial vehicles designed for army use in the Far East became available in small numbers—but it was a beginning. Company executives buckled to and uncrated these vehicles themselves. Some ex-army Dodge trucks were also handled in 1945.



The NSW sales staff, also a 1939 picture.



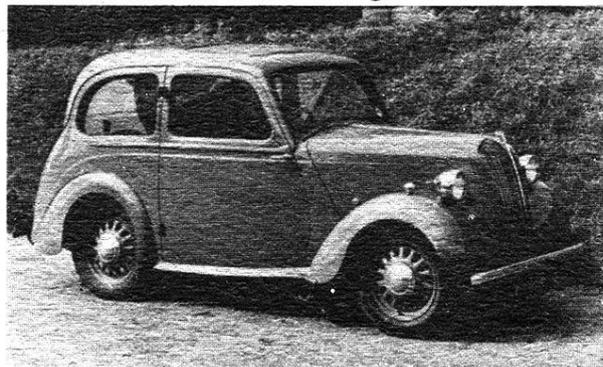
A 1939 pictorial round-up. Top left: Assembly at Dudley Street. Top right: The Victorian executive staff. Lower left: Typical NSW dealer's premises. Lower right: The chassis assembly line at Dudley Street.

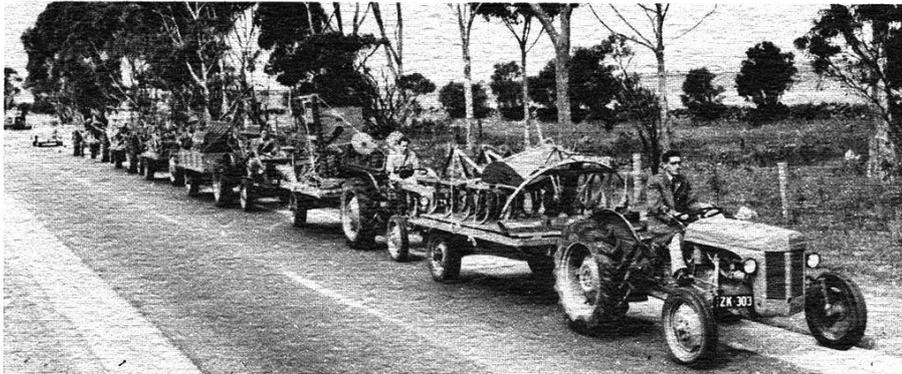
1946 SALES LEADERS

A GAIN THE association with the British Standard company proved to be a most fortuitous one because, despite extensive bomb damage to their factories in Coventry, England (one of the worst hit areas) they were very quick to get back into production and they had a model which had been introduced in Europe in 1939. This was the side-valve Standard Eight N Series. The Eight was assembled in Sydney and Melbourne with Adelaide-made bodies on imported chassis along with other models and they got off to a brisk post-war start, selling 1,459 for the year, despite the many restrictions. Standard headed sales of all other vehicles. The main differences between the 1939 and 1946 Eights were the use of a four-speed gearbox instead of three ratios, bonnet louvres were left off, and side curtains had glass instead of celluloid. For the first time, some bodies were being made by the firm instead of be-

ing purchased only from outside contractors, most of whom had in any case been wound up during the war years. It was the end of a motoring era in Australia and the separate coach-builders of large-production car bodies were in the process of disappearing for ever. Late in the year, the 1.5-litre Jaguar was introduced — basically the pre-war SS Jaguar. Orders for this car far exceeded supply.

The 1946 Standard Eight saloon.

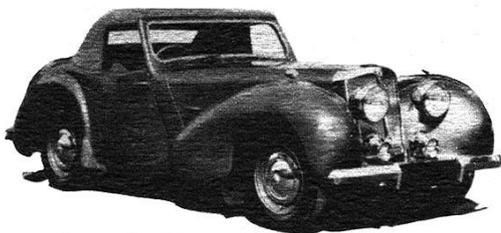




This was the "travelling circus" tractor train which went around the country demonstrating the Fergusons and their wide range of allied equipment — six tractors with trailers and back-up from Vanguard panel vans.

1947 NEARLY 2,000 SOLD

SALES WERE up again — to 1,990 — and the models handled were the Standard Eight Roadsters and Tourers, Standard 14 saloon, and the Triumph Roadster and 1800 (from which was evolved the Renown). At the end of the year a subsidiary, British Farm Equipment, was formed to handle sales of Standard-Ferguson tractors which were about to become available. The increased turn-over was largely due to improved supplies of car chassis from England. Deliveries of cars were still subject to government direction (continuing from war years). Local content was gradually being increased but difficulties in getting supplies were hampering the rate of change.



1948 The Triumph Roadster of 1948.

ENTER THE FERGUSON

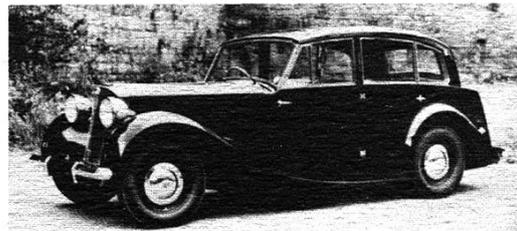
AUSTRALIA WAS crying out for farm tractors and it was now that the then unique "system" tractor became available, in the form of the Standard-Ferguson. Irish born Harry Ferguson evolved a scheme whereby the tractor and the implements it used were designed as a whole instead of as a power source with separate tacked-on bits — a relic of the horse era. Thus ploughs, for example, were lifted from the ground at the end of the drill by hydraulic power, there were power take-offs, and so on. Although the Standard version of the Ferguson tractor was

somewhat light for Australian conditions in general, there were plenty of uses for it and the cheapness, availability and good supply of spares for the two-litre wet-liner derivative of the Vanguard engine used in it (with the choice of petrol or TVO) made it very popular. And at the same time the Phase I Vanguard, with right-hand column gearchange, was introduced — headed only by the Jowett Javelin as the first all-new post-war British car. Total vehicle sales in 1948 (including tractors) were a most encouraging 3,700, heading for double the previous year again. Standard road vehicles took 8.3 per cent of Australian sales. The Triumph 1800 saloon and Roadster were proving popular — they had the same engine as the 1.5 litre Jaguar, production of which was taken over by Jaguar themselves in the UK. Up to this time Standard had produced the engines and built the cars for Jaguar.

1949

£797 FOR A VANGUARD

THE Standard Motor Company (Australia) Limited was incorporated as a subsidiary in Victoria as an interim change before major restructuring three years later. The Vanguard was starting to come through in good numbers, establishing itself as a car able to take the knocks and get down to tackling some of Australia's worst conditions. Big wheels and high ground clearance made it as successful in Northern Territory mud as it was on European snow. The saloon cost £826 fully imported, or £797 locally assembled, and the **Triumph 1800, from which grew the 2-litre Renown.**





Standard Vanguard, Phase I.

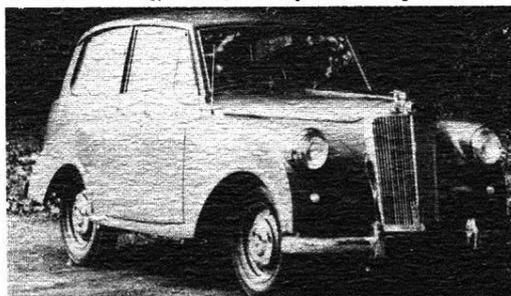
1951

MAYFLOWER INTRODUCED.

N.S.W. HAS VANGUARD BONANZA

Estate car version was £949. A Triumph 1800 was £1,268 and the Roadster £1,168. A round-up of "what was where" at this point in time reads: Head Office and showrooms, 568-576 Elizabeth Street, Melbourne; NSW head office and showrooms at 83-91 Flinders Street, Sydney; Showrooms, 109 Russell Street, Melbourne; Service Departments, 264 Sturt Street, South Melbourne, 106 A'Beckett Street, Melbourne, 477 Riversdale Road, Hawthorn, 2 Ormond Road, Elwood, 321 New Street, Brighton, Plummer Street, Port Melbourne, Rogers Streets, Port Melbourne, Rainsford Street, Sydney; Body Division was at 321 New Street, Brighton; Car Assembly in Rogers Street, Port Melbourne and Kingsgrove Road, Kingsgrove, NSW; Tractor Assembly, Plummer Street, Port Melbourne and Kingsgrove Road, Kingsgrove, NSW.

THE ELEGANT Triumph Mayflower was the current "excitement machine" and it could have been sold in Australia for much longer than it was available from the UK (much the same happened in Britain, where the price of used models started to rise when all others were falling). It wasn't really an exciting car but it was strong, devoid of tricks and long-lasting. It also had a lot of interior room relative to its over-all dimensions. In the "unlikely but true" category — the firm made a utility version of the Mayflower, which provoked cries of horror from the UK motoring press. For a time, one of them was kitted out as the works fire engine. The Mayflower's price was a bit



The 1247cc Triumph Mayflower knife-edge four-seater.

1950 EXPANDING AGAIN

THE TRIUMPH RENOWN, developed from the "knife-edge" 1800, was introduced at £1,265 and, "by popular demand", the Vanguard's gear shift lever was moved to the left side of the steering column. Expansion continued, with another service department opened at 27 Holmes Road, Moonee Ponds and a tractor division office and showrooms added at 356-362 City Road, South Melbourne. Mr. Herbert Turner joined the board while Mr. T. Ryan and Mr. Keith Horner were appointed associate directors. Mr. Stanley W. Byrne joined the board as an alternate director.

odd to start with: at introduction on March 6, £779; July 2, £799; July 26, £824; October 1, £789. In New South Wales they were having a bonanza and sold 949 Vanguards in one month. The Standard Motor Company took over Bishop's Implements Pty Ltd, makers and distributors of a range of agricultural machinery. At this time, Mercedes-Benz cars and trucks were being imported by individual concerns in several states: the company took a few Mercedes 170 saloons and some trucks for sale in Elizabeth Street — they came with the purchase of Rickards Brothers — but it seemed that Australia wasn't yet ready for this make and they were dropped for a few years. Some Nash Statesman sedans and a few refrigerators were also involved in the Rickards deal — and, most importantly, so was the present AMI City site at 559 Elizabeth Street. Tractor assembly was being conducted at West Footscray in the Bishop's Implements premises, so relieving pressure on the Port Melbourne shops. Mr. W. J. Balchin and Mr.



Mercedes Model 170 — a bit too early for the Australian market in 1951.



Sir John Black planting a commemorative tree in front of the main office block at Bertie Street during the opening ceremony.

S. J. Oakley were appointed associate directors — Mr. Oakley had become company secretary in 1949 on the appointment of the previous secretary, Mr. W. Turner, as managing director for Victoria.

1952

PORT MELBOURNE FACTORY

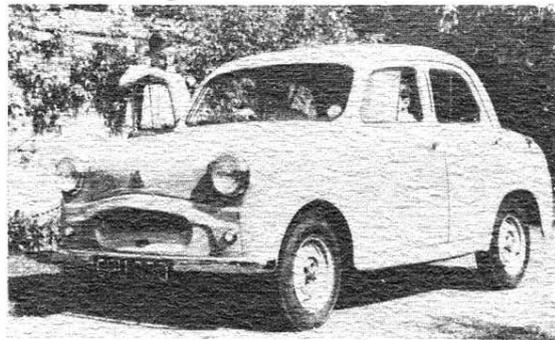
THE FINAL flurry of name changing activity using the Standard name. The line-up was now: a holding company, The Standard Motor Products Limited; Standard Cars Limited; and Standard Motor Company (Australia) Limited. Sir John Black, deputy chairman and managing director of The Standard Motor Co Ltd of the UK became president of The Standard Motor Products Ltd. Mr. Arthur F. Crosby remained as chairman and Mr. Clive C. Crosby was managing director (previously he had been nominated in annual reports as "governing director"). A 25-year agreement for the progressive manufacture of Standard and Triumph vehicles in Australia was signed. There were nearly 3,000 shareholders and the majority (88 per cent) were Australian. The new factory complex at Port Melbourne was officially opened by Sir John Black on March 3. Guests included Mr. Harold Holt, then Minister for Labor and National Development, and Air Vice Marshal E. C. Wackett. Offices were moved into 559 Elizabeth Street. Another new service depot was opened, at the corner of Haig and Cecil Streets, South Melbourne.

1953

17.2% OF MARKET

PREPARATIONS were being made towards the end of the year to introduce an exciting car early in 1954. Standard had led other British car makers with its small car, the Standard 8 (which was even before the Austin Seven of the

times, later designated A30) which was designed to be roomy and adequate rather than luxurious, and it was simplified in early models even to the extent of having a boot with no lid, access being from inside the car by folding down the rear seat-back. As with most basic vehicles it was quickly up-graded and the cheaper versions became the lower-volume sellers and were finally dropped. Paradoxically, production of the Triumph Mayflower ceased in the UK but, as already noted, Australia could have taken many more. The Vanguard lost its single curve "bumble bee" rear end and grew a boot to become the Phase II Spacemaster — mechanically similar to the Phase I but capable of carrying more luggage, and conventional in appearance. It was joined by a 12 cwt utility and a panel van with Australian bodies built in Melbourne and shipped interstate for fitting to imported chassis. Sales were 17.2 per cent of the Australian total, 3,587 units of all models being produced. And the Vanguard acquitted itself very well in the first Australian Redex Trial.



The budget car — but the Standard 8 was too spartan.

1954

START OF THE TR SERIES

SIR JOHN BLACK resigned as managing director of Standard-Triumph in the UK for health reasons and he was replaced by Mr. Alick S. Dick, who also took over as president of the Australian Standard concern. At this time, Australian content of Standard vehicles was a high 45 per cent. The 5 shilling shares were quoted at 19s 6d. The model range continued to include the Vanguard Spacemaster which was joined, from February, by the Standard 8. A version of this, called the Cadet, followed in November and at the same time a diesel engined Vanguard was listed. The Triumph Roadster was phased out and



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AUTOFESTA ITALIA

Display cars from 9.00 am
Spectators from 10.00 am
Event details 0473 832 277
For site plan and more info:
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Sunday 15th February 2026

Yarra Glen Racecourse Armstrong Grove, Yarra Glen

British & European Motoring Show
Sunday 15th February 2026
Yarra Glen Racecourse Armstrong Grove, Yarra Glen

Entry from Armstrong Grove, Yarra Glen
You do not have to be a club member to attend this show.

Gate Opening Times

Gates open from 9.00 am for **display cars** and from 10.00 am for **spectators**.

Admission

Display cars \$15.00 (includes all
occupants) Motorcycles \$10.00
Spectators \$10.00 Children free

Pass outs will be available for vehicle occupants and
spectators

Please bring the kids they will be tomorrow's
enthusiasts.

Club Displays are welcome and encouraged. A trophy for the best club
display will be awarded. To park together it's a good idea to arrive
together. Please contact the Association to reserve your area.

Trophies

Trophies will be awarded for a number of categories and the presentation will
be held at 1.30 pm.

General

Food and refreshments will be available.

There will be Children's entertainment and trade stalls.

Further enquiries for trade stall sites are welcome.

Please call 0473 832 277 to book your site

Watch our website for up-to-date information about the event.

Dogs are allowed into the display area subject to them being restrained on a
lead at all times.

For updates, maps and information

www.aomc.asn.au/britishandeuropean

For more info contact 0473 832 277 fb.com/infoaomc

49th

HISTORIC WINTON

30th and 31st May 2026



www.historicwinton.org

Winton Motor Raceway, Benalla, Victoria



Photo: Ian Smith



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, 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.