



VALVE BOUNCE

APRIL 2026



GIPPSLAND CAR CLUB INC PO BOX 493, MORWELL, 3840

A3759. ABN 76 691 013 424

GIPPSLANDCARCLUB.COM.AU

BRYANT PARK, BILL SCHULZ DRIVE, YALLOURN, 3852

Image: MOTOR SPORT Magazine, September 1951, Cover Art.

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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 Dickl
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Carol Bryant	Jason Bryant	Jarrold Bryant	Kevin Foote
John Moss	Ernie Corry	Bill Jennings	Cliff Whitehead
	Ken Neilson	Ian Speight	

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Black Tie Tour - Exhibition

Friday 17 April 2026
11:00am - 2:00pm
Shorrans Melbourne
40 Corporate Drive, Heatherton, VIC,
3202, Australia (map)
Google Calendar - ICS

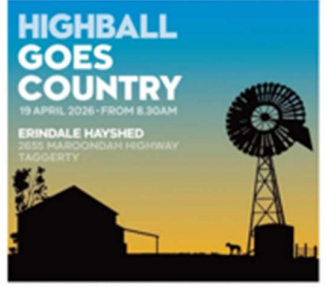


A premium superior & race car display, open to the public with rare cars, racing simulators and a great atmosphere!
Families welcome, food & coffee vendors on site.
Want your car or brand involved?
Visit the [Black Tie Tour](https://blacktietour.com.au/) website and follow the prompts!
Website: <https://blacktietour.com.au/>

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Highball Goes Country

Sunday 19 April 2026
8:00am - 4:00pm
Erindale Hayshed
2655 MaroonDAH Highway, Taggerty,
VIC, 3744, Australia (map)
Google Calendar - ICS



Pack your picnic gear, bring the family and enjoy local food and coffee amidst the brilliant autumn colours.
Donations at the gate go to local Buxton, Taggerty and Acheron CFAs. No need to book or reserve a spot. Just turn up and leave as you wish along one of the most stunning driveways in the region.
Plenty of food and coffee supplied by Grant St Grocer and Marysville Lion Club. There will also be entertainment to enjoy while you peruse the hundreds of cars, bikes, tractors and more! Thanks to Ferris, 8M4 Hires and AgPower for supporting this charity event.
So, start preparing your unique, quirky, classic or modern vehicle and take it for a proper run through our wonderful autumn colours.
[#highballgoesandcoffee](https://highballgoesandcoffee.com)
Entry: By donation to the Buxton, Taggerty and Acheron CFA brigades.
Supporting: Police Legacy Victoria
Organiser: Highball Motor Club

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Sale ANZAC Weekend Airshow

Saturday 18 April 2026, 10:30am -
Sunday 19 April 2026, 4:00pm
West Sale Airport
Princes Highway, Fulham, VIC,
Australia (map)
Google Calendar - ICS



The ANZAC Week Airshow brings amazing aircraft, aerobatic demonstrations and displays to West Sale Airport, Otago. Showcasing wings of all shapes and sizes, get up close and personal with some incredible machines including military, aerobatic, commercial and recreational aircraft. Featuring a wide range of displays, activities, live music and local produce.
The ANZAC Week Airshow is made amazing thanks to the support and involvement of the aviation community. Whether you're flying in and displaying your aircraft, driving in to join our motor show, or just strutting your fashion on the show grounds, we'll be right with you to celebrate.
Airshow Fly-in Registration: [Click here](#)
Motor show Registration: [Click here](#)
Wings & Heels Fashion Show: [Click here](#)
Website: <https://saleairshow.com.au/>
Enquiries: info@saleairshow.com.au

2026 Motorsport Calendar

APRIL

Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	Repco V8 Supercars Taupo NZ
Saturday 11	Working Bee and Club Members Practice Day
Saturday 11	Winton Supersprint Round 1
Saturday 11	AROCA Supersprint at Calder Park
Sunday 12	GCC Multiclub Khanacross at Bryant Park
Tuesday 14	GCC Board Meeting, Clubrooms, 7.00 p.m.
Sunday 19	Aussie Classic Car Show, Manhattan Hotel. Ringwood
Friday to Sunday, 17/19	Repco V8 Supercars Ruapuna, Christchurch NZ
Saturday to Sunday, 18/19	MSCA Supersprint at The Bend, SA
<u>Saturday/Sunday, 18/19</u>	<u>Terry Baker Motorsport Weekend</u>
Sunday 26	VHCC Round 4 at Bryant Park (PIARC)

MAY

Saturday to Sunday, 2/3	MotorEx, Melbourne Showgrounds.
Friday to Sunday, 1/3	Trico Trophy Tour at Winton
Saturday to Sunday, 2/3	Motorex, Melbourne Showgrounds
<u>Saturday 2</u>	<u>Private hire at Bryant Park (half day a.m.)</u>
Sunday 3	VHRR at Rob Roy
<u>Sunday 3</u>	<u>Boost to Drive track hire (Half day)</u>
Tuesday 5	Valve Bounce collation
Friday to Sunday, 8/10	Shannons Speed Series at The Bend
Saturday 9	AROCA Supersprint at Sandown Raceway
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)
<u>Sunday 17</u>	<u>Private track hire</u>
Sunday 24	GCC Multiclub Hill Climb at Bryant Park
Friday to Sunday 22/24	Repco V8 Supercars at Symmons Plains
Friday 29	Benalla Historic Vehicle Tour
Saturday to Sunday, 30/31	Historic Winton
Saturday to Sunday, 30/31	Australian Production Car Endurance Championship Rd 1 at Sydney Motorsport Park
Saturday 30	Working Bee and Club Members Practice Day
Sunday 31	Victorian Khanacross Championship Round including GCC Multiclub Khanacross at Bryant Park

JUNE

Tuesday 2	Valve Bounce collation
Monday 8	Kings Birthday
Tuesday 9	GCC Board Meeting, Clubrooms, 7.00 p.m
Friday to Sunday, 12/14	Shannons Speed Series at Queensland Raceway
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
Sunday 21	GCC Multiclub Hill Climb at Bryant Park (Winter Cup 1)
Friday to Sunday, 26/28	Australian Time Attack at Winton
Sunday 28	VHCC Round 6 at Rob Roy (hosted by VMCI)

JULY

Saturday 4	Victorian Supersprint Championship Round 3, Phillip Island
Sunday 5	AROCA Supersprint at Phillip Island
<i>Sunday 5</i>	<i>Nuggets and Friends track hire at Bryant Park</i>
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>	Working Bee and Club Members Practice Day
Friday to Sunday, 24/26	Winton Festival of Speed
Friday to Sunday, 24/26	Shannons Speed Series at Hidden Valley
Sunday 26	GCC Multiclub Hill Climb at Bryant Park (Winter Cup 2)
Friday 31 to Sunday August 2	Rep-co V8 Supercars at Wanneroo Raceway

AUGUST

Tuesday 4	Valve Bounce collation
Saturday to Sunday, 8/9	VHCC Round 7 at One Tree
Tuesday 11	GCC Board Meeting, Clubrooms, 7.00 p.m.
Saturday 15	MSCA All British Day at Winton
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
Friday to Sunday, 21/23	Australian Production Car Endurance Championship Rd 2 at Sandown
Saturday 22	Victorian Supersprint Championship Round 4, Calder
Saturday 22	Winton Supersprint Round 3
Sunday 23	AROCA Supersprint at Broadford
<i>Sunday 30</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>

SEPTEMBER

Tuesday 1	Valve Bounce collation
<i>Saturday 5</i>	Working Bee and Club Members Practice Day
Sunday 6	Fathers Day
Tuesday 8	GCC Board Meeting, Clubrooms, 7.00 p.m.
Sunday 13	VSCC at Rob Roy
Sunday 13	GCC Multiclub Hill Climb at Bryant Park (Winter Cup 3)
Friday to Sunday, 11/13	Repco V8 Supercars at The Bend
Friday to Sunday, 18/20	Shannons Speed Series at Sydney Motorsport Park
Friday to Sunday, 18/20	Australian Production Car Endurance Championship Rd 3 at Queensland Raceway
Sunday 20	MSCA Supersprint at Phillip Island
<i>Sunday 27</i>	<i>GCC Multiclub Khanacross at Bryant Park</i>

OCTOBER

Friday to Sunday, 2/4	Trico Trophy Tour at Phillip Island
Sunday 4	MGCC Hill Climb at Rob Roy
Monday 5	Private Hire Ian Maud I/C
Tuesday 6	Valve Bounce collation
Thursday 8 to Sunday 11	Bathurst 1000
Saturday to Sunday, 10/11	AROCA 10 Hour Regularity at Winton
Sunday 11	MOTO GP in Indonesia
Tuesday 13	GCC Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 16/18	Baskerville Historics, Tasmania
Saturday 17	Victorian Supersprint Championship Round 5, Sandown
Sunday 18	MSCA Supersprint at Sandown
Friday to Sunday, 23/25	Repco V8 Supercars at the Gold Coast
Sunday 25	GCC Multiclub Hill Climb at Bryant Park
Sunday 25	MOTO GP at Phillip Island
Friday to Sunday, 30/1	Shannons Speeds Series at Sandown
Saturday 31	Winton Supersprint Round 4

NOVEMBER

Sunday to Monday 1/2 MSCA Supersprints at One Raceway. Sunday will be normal direction, Monday Reverse direction

Tuesday 3 Melbourne Cup Day

Wednesday 4 Valve Bounce collation

Sunday 8 *GCC Multiclub Khanacross at Bryant Park*

Tuesday 10 GCC Board Meeting, Clubrooms, 7.00 p.m.

Friday to Monday. 13/16 Repco V8 Supercars at Sandown

Saturday 14 **Working Bee and Club Members Practice Day**

Friday to Sunday 20/22 PIARC Island Magic

Sunday 22 Historic and Classic Rob Roy

Saturday 28 **GCC Multiclub Twilight Hill Climb at Bryant Park**

DECEMBER

Tuesday 1 Valve Bounce collation

Friday to Sunday, 3/6 Repco V8 Supercars in Adelaide

Sunday 6 AROCA Supersprint at Phillip Island

Sunday 6 MSCA Come and Try Day at Phillip Island

Sunday 6 *GCC Multiclub Khanacross at Bryant Park*

Tuesday 8 GCC Board Meeting

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

LOCAL EVENTS			
First Sunday	Drouin car show	0800-1000	Civic Park Drouin
Second Sunday	Warragul Restorers	0800-1000	Woolworths Carpark
	Gippsland Vehicle coln	0800-1000	Maffra
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?			

Swoop

Internet delivered *differently*

TROJAN[®]

TOOLS BUILT TOUGH

The logo for Fowlers Asphaltting, featuring the word "FOWLERS" in a bold, italicized, sans-serif font above the word "ASPHALTING" in a similar font, all contained within a stylized, rounded rectangular border.

PO Box 199 Trafalgar Vic 3824

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

Chairman's Report: Jarrod Bryant

What a difference a month makes!

Since I last wrote I'm sure we are all feeling the pinch of the increased petrol and diesel prices as a result of the conflict in Iran. By chance I almost had a full tank of diesel before I headed to Mt Leura for the VHCC round. I decided to top up in Little River on the way and that was my first experience of getting 30 litres for over 90 dollars. Needless to say I haven't been driving the Range Rover at all.

I'm sure many of us are thinking about the impact of fuel prices on motorsport. I'm lucky that both of my race cars really don't use much fuel at all (I ran 2 days at Mt Leura on about 5 or 6 litres), but it will cost a lot to tow them to events and I think that's where everyone is likely to be feeling the pain.

Time will tell if this has an impact on entrant numbers at events, the next VHCC round in late April will probably give us a good indication. All rounds have had around 80+ entrants so far so it will be interesting to see if the PIARC round at Bryant Park can achieve the same.

I've included a write up on the Mt Leura VHCC round in this edition, it was the first time I had run there, and I hadn't been there in about 20 years.

Not a lot else to report from my side of things for the moment.

See you soon

Jarrod Bryant



A great shot of my
Elfin Type 500
from Seven 70
Photography at Mt
Leura

See you soon
Jarrod Bryant

Vice Chairmans Report – Rhys Yeomans. April 2026

TEAM SWINBURNE FORMULA SAE SPONSORSHIP FOR 2026

We have two club members who are actively involved with Swinburne’s FSAE program, Declan Wills and Ayden Davey, and late last year we began having conversations about sponsoring Swinburne FSAE as they were struggling to find a venue to test their competition vehicles.

Declan and Ayden were great to communicate with, clear and concise with their expectations of the proposed relationship and were proactive in drafting a contract for the Board to review.

We have agreed to sponsor six days of practice at Bryant Park to Swinburne FSAE for 2026 and we wish Swinburne all the success for their future competitions. Their first two days of testing are in early April, followed by four days in November.



URGENTURGENTURGENTURGENTURGENTURGENTURGENT

WANTED – COMPETITION SECRETARY

Over the past few years I've been very vocal about handing over my GCC responsibilities once there was an incoming second child. As many know, child creating can be a road with many bumps... Thankfully, we have a second son arriving in September, so I am being proactive in casting a net and hoping to find club members willing to take over some of my responsibilities.

The first, and what I believe will require the most handover, is the role of competition secretary. This is a role mostly done at home through the Motorsport Australia Portal, with the major tasks for each of our events being.

- Submit Supp Regs and Permit to Motorsport Australia
- Open event (khanacross or hillclimb) via Motorsport Australia Portal
- Process entries and payments via the Portal and Banking App
- Consolidate competitor data into Excel, for running orders and data loading into timing computer
- Sending out competitor information emails
- Respond to competitor queries via email and phone
- Post event collation of winner data for Club Championship and ordering of trophies
- Start over again for the next event

In theory, it'd be great to start handover to someone as soon as possible, which we could work through events together and I'd remain available for support. The worst case would be we get to the end of 2026 and no one has put their hand up to take over the role and we're left without a competition secretary in 2027.

If this interests you, please don't hesitate to reach out. I'm more than willing to make the transition as seamless as possible. Thank you.

49th HISTORIC WINTON[®]

30th and 31st May 2026



www.historicwinton.org

Winton Motor Raceway, Benalla, Victoria



Photo: Ian Smith

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

INSURANCE CLAIM

I have spent a good amount of time in recent weeks on completing an insurance claim for the damage which was inflicted on our place during the recent 'ram raid' – as far as we can judge, the total of damage and theft from the place is around \$66,000, but will we get it all back.

The good thing is that the perpetrators have been apprehended and will make a court appearance in the near future, but what will that mean when one looks at the outcome of many court cases – what is big time to us is only small beans in the overall scheme of crime stats. We have replaced the front door at a cost of approximately \$10,000, and we have purchased one quarter of our timing requirement for just over \$4,500 – we were very lucky we could get one set as we were then able to run our round of the VHCC with minimal timing requirements.

Other things we are claiming for include four garage doors, damage to the garage framework, clubroom tables and chairs, security systems, clubroom floors, safe and lockable filing cabinet. If anyone approaches you in the pub to buy the timing equipment, grab it quick (or does that not happen anymore). An assessor is coming to the track in the next few days to check on the damage.

BATHURST SIX HOUR RACE

I am watching the Bathurst Six Hour in between writing this stuff for Valve Bounce – this race takes the older members back to the old days when the event first started at Phillip Island and then moved to Bathurst, I attended the first three events at Phillip Island and thought they were great – all sorts of cars, but over the years the Bathurst 1000 has moved to (now) three sorts of cars, which I find bloody boring.

Who can remember the days at Bathurst when Peter Williamson came down through the Esses in his Toyota Celica, yelling his head off at GT Falcons and Monaros/Toranas and the like as they held him up – they were the days of real racing, not like the stuff that we get served up today that Supercars have convinced the great unwashed that their brand of racing is the only way to go.

Have you been to Historic Racing?? It is interesting to watch at the Grand Prix when the stands empty after GP cars, GP2 and GP3 and before the V8 cars. I

notice that there were 66 starters in this race, ranging from 'big' BMWs to Mazda 3s and everything in between – certainly a wide range! The only thing that looks disappointing is that there only appears to be 2 and a dog in the crowd.

I do have a number of books on the early Hardie Ferodo events at Bathurst which I am prepared to send to a new home at the right price – the books are in immaculate condition. Who is going to win the race today? At the moment (half way mark) it is hard to pick a winner.

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, 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

The reason why Saturday, April 25 is not shown as a free practice day is that the event on Sunday, March 26 is actually a Track Hire for the PIARC to run a round of the VHCC, and we are using the event as a round of our Club Championship. We may well need more Working Bees throughout the year, and therefore there will be more practice days, but we do not know dates yet.

CALENDAR 2026

The Calendar for the remainder 2026 now has seven hill climbs and seven khanacrosses listed for our GCC Club Championship– one hill climb and one khanacross have now taken place, so this list is now smaller. 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 the remainder 2026 are as follows:

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 Still no volunteer to take over the manager's position.

WHAT WILL BE THE EFFECT OF THE CURRENT FUEL CRISIS ON OUR EVENTS?

Who knows is the answer to the question – we will only know when we find out how many entries we have for the next couple of events. We mainly rely on entrants from Melbourne to make up most of our fields so the next month or so will tell.

TIMING BUILDING STAIRS

Good news!! The stairs have been manufactured, and are currently sitting on the ground in front to the Timing Building. The plan is to install them at the Working Bee this weekend – a number of strong men will be required to lift them into place, as they look very heavy to me. This will then mean that they are in place for the timekeepers at the Khanacross the next day.

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 – should we put bollards in front of each entrance to prevent vehicles smashing into the building? Should we put Armco barriers in front of the Clubrooms as in front of the new toilet block and the timing building?

- Ongoing drainage problem in the Clubrooms – still trying
- New gates next to the Timing Building – two plans, one of which will be chosen – defer to next meeting as we are still waiting to see what one of them actually is!
- Discussion re the provision of a grandstand on the viewing mound at Turn 2
- Suggestion that we build more garages/car ports, probably on the left as people enter the main gate – it was thought that car ports with a back on the western side would be preferable
- Discussion re who are/should be the alarm responders
- A Health and Safety walk through of the track to be undertaken during the next working bee – this will identify areas where upgrades to safety need to occur
- Warning – there are a number of blackberry bushes at various places on the infield – do not be tempted to pick and eat the blackberries on them as they have been poisoned

1990 Nissan 300ZX



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John Bryant – A lifetime of service

Bill Revill

John Bryant is a Life Member of the Gippsland Car Club and certainly our best known member, with Bryant Park his namesake. Here we tell the story of his life well lived and his contribution to all of the communities in which he has lived.



Early Years and Personal Background

John Leonard Bryant was born on 24 October 1942. He spent his early years in Heidelberg, where he attended primary school. The family later moved to North Essendon (now Niddrie), where John attended Essendon High School.

He completed his matriculation (Year 12) before enrolling at the University of Melbourne in 1960, where he completed a Bachelor Commerce Degree and a Diploma of Education in 1963. He later undertook a Bachelor of Education

in 1970, followed by a Master's Degree in Education Management in 1978.

In 1964, John was appointed to St Arnaud High School, where he met Carol, whom he later married. They have now been married for 58 years.

Between 1969 and 1973, John moved from St Arnaud to Korumburra High School, and then to Traralgon High School in 1973, where he spent eight years as a senior teacher. It was during his time in Korumburra that he first became involved with the Gippsland Car Club and the Morwell Hill Climb track.

In 1981, John was appointed Deputy Principal at Maryvale High School and was subsequently promoted to Principal. Even in leadership roles, he remained committed to teaching, continuing to work directly with students to help them achieve their educational goals.

John later played a key leadership role in a major regional restructuring that led to the development of Kurnai College and its partnership with Monash University, now Federation University. This innovative model, based on the amalgamation of local schools, allowed Kurnai College students access to university facilities and services, including libraries, sports facilities, and tutoring. John was instrumental in driving this organisational transformation.

His involvement in education continued through to 2000, and he formally retired from the Department of Education in 2001. He continued lecturing in educational management for several years thereafter at Monash University/Open University.

Motorsport Involvement



John has been a passionate motorsport enthusiast throughout his life and has held numerous key roles in the administration of the sport.

Motorsport has always been a central part of his life. Growing up, if he was not at Morwell, he was attending events at Sandown, Phillip Island, Calder, Winton, or various hill climb tracks across the state. He regularly attended the Australian Grand Prix, both in Adelaide and later in Melbourne, and has a particular appreciation for open-wheel and historic race cars—especially the Jaguar D-Type and Maserati 250F.

His father, Leonard Bryant, was an original member of the Victorian Sporting Car Club and introduced John to motorsport from a young age. The family attended events at many of Australia's most iconic circuits, including Rob Roy, Templestowe, Bathurst, Gnoo Blas (Orange), Altona, and Albert Park.

John began his hands-on involvement by assisting local dentist Lyle Gray with the preparation of an Austin Healey race car. Upon turning 18, he joined the

Light Car Club of Australia (LCCA), with his application endorsed by renowned Australian drivers Stan Jones and Alex Davison.

Due to work relocations, John later joined the Ballarat branch of the LCCA. In 1964, he purchased an EH Holden and competed in his first event at the Camperdown Hillclimb. He went on to compete in sports sedan events in a Morris Cooper S and other classes, while also supporting fellow competitors, notably Gary Everett with his ex-Bathurst Mazda RX-3.

John joined the Gippsland Car Club in 1973, serving as Treasurer the following year and as President from 1976 to 1981. During his presidency, the Morwell Hill Climb track hosted the Australian Hillclimb Championship for the first time in 1977. John served as Clerk of the Course for the event, which attracted 115 competitors, including leading touring car drivers such as Peter Brock and Peter Janson.

At the beginning of his presidency, the club's systems and processes were relatively informal. John led a significant restructuring of the club's management, introducing more professional and sustainable practices. During this time, facilities were also improved, including the construction of the club's first timing tower by members Terry Morris and Ben Gazzardi.

Over the following decades, John played a leading role in hosting additional Australian Hillclimb Championships at Morwell in 1989, 1999, and 2004. Across more than 30 years of active involvement at the Morwell Hill Climb, he provided consistent leadership and was recognised with multiple Clubman of the Year awards and Awards of Merit. On numerous occasions, the club's survival and success depended on his commitment and determination.

The Development of Bryant Park

The 2004 Australian Hillclimb Championship was successfully held at the original Morwell track, with John again playing a key leadership role. However, significant challenges soon emerged when the local power company sought to acquire the land for coal mining operations.

What followed were several years of complex and demanding legal proceedings, during which John remained a central figure. Ultimately, in 2005, the power company, Yallourn Energy, agreed to fund the development of a replacement facility on a "like-for-like" basis.

John worked closely with Yallourn Energy representatives, including Ron Mether and Brent Russell, as well as Gippsland Car Club project manager Gary Tate, to oversee the development of the new track. The project was completed in 2008, with the facility hosting the 2009 Australian Hillclimb Championship. Clubrooms and garages were finalised in time for the 2011 event.

In recognition of his lifelong contribution, the Gippsland Car Club committee unanimously voted to name the new facility **Bryant Park**, a legacy that continues today.

Continuing Involvement

John has remained actively involved with the Gippsland Car Club for over five decades, serving in roles including Secretary, Competition Secretary and Chairperson before stepping down after the 2016 Australian Hillclimb Championship. He continues to contribute as Asset Hire, Treasurer, a role he has held for several years. In 2024, John was recognised for more than 50 years of active volunteer service to the Gippsland Car Club.



His commitment to volunteering has been unwavering—whether organising major events, contributing to working bees, producing the club magazine, or supporting fellow competitors. From

the establishment of Bryant Park, John was determined to ensure the club's long-term financial stability. He implemented a forward-planning approach that included setting aside funds for regular track resurfacing every 10 years, ensuring the facility remains one of the premier hill climb venues in Australia.

This strategy has proven successful, with the track resurfaced in 2018 and sufficient funds already secured for future works.



John's dedication stems from a genuine passion for both the club and the sport. Over more than 50 years, he has balanced this commitment alongside a demanding professional career, family life, and involvement in numerous other community organisations.

Even at 83, John remains actively engaged— frequently attending the track, coordinating events and bookings, contributing to the club magazine, and providing guidance to the committee. Despite ongoing health challenges, his commitment to motorsport and the Gippsland Car Club remains as strong as ever.

Motorsport Achievements and Recognition

John has been the principal organiser of numerous Australian Hillclimb Championship events hosted by the Gippsland Car Club, including:

- 1977 – Morwell
- 1989 – Gippsland Park
- 1999 – Gippsland Park (Morwell)
- 2004 – Gippsland Park (Morwell)
- 2009 – Bryant Park
- 2011- Bryant Park
- 2016 – Bryant Park, Yallourn
- 2018 – Bryant Park, Yallourn
- 2024 – Bryant Park, Yallourn (Executive Oversight)

CAMS / Motorsport Australia Qualifications:

- Official – Silver (Administration)
- Official – Silver (Event Command)

- Official – Silver (Timekeeping)
- Official – Event Assessor
- General Official
- Long-term member of the Victorian Hillclimb Panel

John has also served as Clerk of the Course at multiple circuit events, including Australian Hillclimb Championships and circuit racing events. He played a key role in re-establishing the Mt Leura Hill Climb in Camperdown in the mid-1990s, including securing licensing and operational approvals.

Awards

- CAMS Official of the Year {2005}
- CAMS Service Award {2008}
- Australian Sports Medal (2000) for contribution to Australian sport

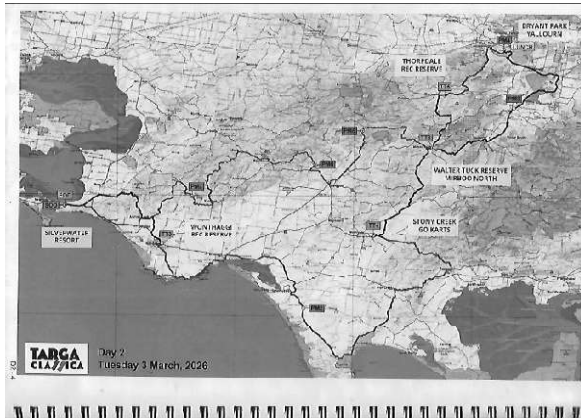
Other Leadership and Sporting Involvement

John has a long history of involvement in community and sporting organisations across the regions in which he has lived:

- **St Arnaud:** Treasurer and committee member of the local football club; player and member of the lawn tennis club
- **Korumburra:** Participant and committee member in football, tennis, and basketball
- **South Gippsland Yacht Club:** Competed in OK Dinghy class and Javelin class sailing at various locations throughout Victoria including Hazelwood Pondage, Anderson Inlet, Port Phillip Bay and the Gippsland Lakes.
- **Traralgon:** Involved in the local tennis club and Gippsland Power Basketball Club

He also played football for St Arnaud, Korumburra, Yallourn, Glengarry and Traralgon.

environment. With several days of classic sidescreen motoring ahead, they were eager to experience both the competition and the journey.



Starting from Melbourne, the route led competitors along some of Victoria's finest driving roads, complemented by top-class food and accommodation. The event blends elements of tarmac rallying, timed driving accuracy tests, and, importantly, the camaraderie that naturally develops among

participants.

Approximately ten test sections were conducted each day, all requiring accurate speed and time control. At Bryant Park, for example, competitors completed laps at a nominated average speed of 83 km/h, followed by a series of short precision runs — 80 metres in 10 seconds, then 60 metres in 10 seconds, followed again by 80 metres in 10 seconds, and so on.

“The speeds were not high,” Tony explained, “but it requires a lot of care to conform.” Tony and Joe finished comfortably in the midfield and were pleased with the result, but for them the event offered much more than competition alone.

“It’s not just the competition,” said Tony, “but the social side as well. The Point Leo Resort was excellent and allowed all competitors to enjoy each other’s cars and company.”

Both thoroughly enjoyed the experience, and Tony recommends the event to anyone interested in classic motoring. He would particularly like to see more entries from the TR Register and other classic car clubs in future years.

From the spectators view – Ian Maud

While their arrival was delayed due to a holdup at another venue, the field eventually arrived and each crew completed a lap of Bryant Park before enjoying lunch at the GCC clubrooms. Most spectators, GCC members included, gravitated to the viewing point above the esses. The competitors were apparently having to meet a specific time for their lap, as the pace was fairly pedestrian for most, to the (expressed!) disappointment of experienced

spectators who were hoping to see the classics being punted a little more spiritedly. Most teams took off from the start with a little gusto, then slowed to road speed as they came closer to the finish line, as their navigator was probably counting down the seconds they had left in hand.



While the crews were enjoying a relaxing lunch on the clubroom balcony there was an opportunity to check out the vehicles. A portion of the field were late-model performance cars that one person described as “chequebook racers”. This is understandable – entry for two is \$8000 so it’s not a cheap event. Despite this the field was fully

subscribed, so get your 2027 entries in soon!

There were also some very interesting and more individual vehicles present, such as the lovely MGTC, Ferrari Dino 246, Lancia Aurelia, Triumph TR3A and Austin-Healey that we biased classic car followers considered ‘proper’ classics. Interestingly, there were no Minis, Sprites or some others that have traditionally been entered as more ‘affordable’ competitors. An outstanding vehicle for me was the FIAT Otto Vu (8V) – if it’s the one I think it was, then it is an actual Targa Florio competitor, so a very suitable and notable entrant. One of only 114, these cars were built from 1952 to 1954 in small numbers as a ‘public-purchasable’ factory special for events such as Targa and featured (I believe) the only V8 motor FIAT built, albeit only around two litres capacity, enclosed in an aluminium or fibreglass coachbuilt body – a really special vehicle. (This vehicle won the event.)

It's not often you have the opportunity to see a few million dollars’ worth of classics being driven past you, so it was a good event to have a look at from that point of view!

COMPUTER CORNER – WHAT CAN BE DONE WITH AI

One simple command and you can be an ace!



Original pic – “make me a champion race driver...”

... and this was the result!



Original pic – same request

....!!!



Original pic – “Make me a french pastissier...”

“...and here she is!!

MULTICLUB KHANACROSS, MARCH 1, 2026

John Bryant and Bill Revill



- This was our first khanacross for 2026 which attracted a very good entry of 49 competitors. Seven junior entries attended this event, which was a little lower than normal.
- The Mazda MX5 was again the car of choice, with 9 of the first 10 being such vehicles. The ubiquitous Mazda MX5 accounted for 36 of the entrants, thanks in the main to the Mazda MX5 Club, but some GCC entrants.
- Consistent front runners in 2025 Rod Macnab, Andrew Tate, Simon Wills and Declan Wills started the year off battling for fastest time of day, with Rod prevailing over Andrew by 1.05 seconds. However, striking one cone cost poor Simon Wills two places.
- Alyssa Perks was the fastest junior competitor on the day, finishing in an excellent fifteenth position. Scott Seddon was the fastest non Mazda MX5, finishing in position 8.
- Dean Evans (or was it Andrew Evans) provided the sideways entertainment on the day driving his BMW.
- 2024 Khanacross Champion Matt Paulet made a return after missing a whole season, and it could be said he was a little rusty finishing in position 19.
- **A BIG THANK YOU TO:**
 - Rob Duncan for organising the event
 - The Mazda MX5 Club members who officiated on the day
 - Jackii Dawson for the excellent photographs of the event.
- Our next khanacross will be on Sunday, April 12 – will the current petrol crisis have any effect on our entry numbers?
- The results for the day are to be found elsewhere in this edition of Valve Bounce.



GIPPSLAND CAR CLUB		March 1, 2026																				
KHANACROSS		RESULTS																				
Outright Place	NAME	CLUB	VEHICLE	CLASS		RUN 1		RUN 2		RUN 3		RUN 4		RUN 5		RUN 6		RUN 7		RUN 8		TOTAL
				Rank	Penalty	Carpark Up	Carpark Dn	Back ACW	Back CW	D & B Nth	D & B Sth	U&B Nth	U&B Sth	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	
1	Rod Macnab	GCC	Mazda MX-5	C	1	29.02	28.43	28.81	32.56	33.57	40.37	51.42	45.60	46.57	307.54							
2	Andrew Tate	MX5VT	Mazda MX-5	D	1	28.50	28.81	33.87	33.56	33.56	40.50	51.24	45.35	46.76	308.59							
3	Declan Willis	GCC	Mazda MX-5	D	2	28.45	28.63	33.64	33.11	33.11	40.81	52.63	46.73	46.73	308.74							
4	Simon Willis	GCC	Mazda MX-5	C	3	28.45	28.38	33.10	33.36	33.36	40.57	56.19	F	47.00	313.13							
5	Bradley Dawson	MX5VT	Mazda MX-5	C	4	28.81	28.95	34.33	35.05	35.05	43.17	53.80	47.66	47.40	319.17							
6	Jack Greatorex	MX5VT	Mazda MX-5	C	5	29.12	28.57	34.61	34.81	34.81	43.95	59.18	F	47.59	325.31							
7	David Mackrell	MX5VT	Mazda MX-5	C	6	29.37	29.75	35.31	35.60	35.60	44.06	55.78	47.45	48.26	325.58							
8	Scott Seddon	GCC	Volkswagen Golf	D	2	30.14	30.20	34.51	40.93	40.93	42.75	54.37	47.32	48.67	328.89							
9	Jeffrey Marsh	MX5VT	Mazda MX-5	C	7	28.86	30.15	34.46	36.00	36.00	44.15	57.86	50.71	50.42	332.61							
10	Sylen Owen	MX5VT	Mazda MX-5	C	8	29.58	33.75	F	34.73	36.56	42.57	54.19	52.25	49.08	332.71							
11	David French	GCC	Toyota Corona	D	3	31.86	31.13	36.89	36.35	36.35	44.26	55.67	47.87	48.75	333.41							
12	Kenji Yamada	IWC	Subaru BRZ	C	9	30.61	30.87	36.66	37.75	37.75	43.37	59.03	X	46.76	333.41							
13	Simon Acfield	MX5VT	Mazda MX-5	C	10	30.75	30.87	37.40	37.38	37.38	45.58	57.30	48.95	49.64	337.87							
14	Jeremy Dawson	MX5VT	Mazda MX-5	C	11	29.38	28.61	36.93	36.32	36.32	46.07	53.69	F	50.41	340.88							
15	Alyssa Perks	GCC	Mazda MX-5	J	1	30.68	30.81	39.37	38.40	38.40	45.20	58.03	48.28	51.67	342.44							
16	Peter Ferguson	GCC	Mazda MX-5	C	12	30.63	40.13	35.95	37.45	37.45	45.75	57.15	47.75	50.62	345.43							
17	Ayden Davey	GCC	Toyota 86	C	13	30.88	30.75	34.73	36.25	36.25	45.84	57.81	46.94	52.50	348.40							
18	Dean Evans	GCC	BMW 318i	C	14	30.95	36.07	X	41.18	36.50	45.20	56.49	50.15	52.09	348.63							
19	Matthew Paulet	GCC	Hyundai Excel	F	1	37.75	35.00	F	34.49	33.46	WD	54.59	44.01	47.12	348.93							
20	Archie Lowe	MX5VT	Mazda MX-5	C	15	31.64	31.87	38.11	37.81	37.81	46.51	59.39	50.36	53.29	348.98							
21	Kieren Dawson	CCCSA	Toyota T18	C	16	31.94	32.61	38.11	38.25	38.25	47.50	59.95	51.08	51.20	350.64							
22	Darren Greatorex	MX5VT	Mazda MX-5	G	17	30.14	29.82	37.83	36.70	36.70	43.45	56.55	WD	48.44	351.47							
23	Aaron Singhaphanh	IWC	Subaru Impreza	G	1	32.87	31.26	38.65	40.25	40.25	49.62	63.32	X	47.04	351.74							
24	Timotheus Van Duyl	MX5VT	Mazda MX-5	C	18	29.82	28.13	36.95	36.43	36.43	46.26	63.74	2F	60.15	355.15							
25	David Arms	MX5VT	Mazda MX-5	C	19	30.38	WD	36.95	37.82	37.82	50.13	57.42	49.28	51.95	357.67							
26	David Sailer	MX5VT	Mazda MX-5	C	20	29.75	31.33	37.82	38.43	38.43	47.13	59.65	61.45	53.33	358.89							
27	Aileen French	GCC	Toyota Corona	D	4	31.81	40.62	F	37.39	39.16	51.03	65.58	51.57	51.26	368.42							
28	Paul Vincent Genacelo	MX5VT	Mazda MX-5	C	21	32.38	32.42	41.31	39.78	39.78	49.98	67.94	F	56.88	375.74							
29	Sarah Seddon	GCC	Volkswagen Golf	D	5	32.19	31.81	40.10	41.45	40.84	49.81	70.64	F	56.69	377.30							
30	Ethan Downes	MX5VT	Mazda MX-5	J	2	34.07	34.58	41.97	42.23	42.23	54.45	64.29	51.00	54.78	377.37							
31	Katherine Tao	MX5VT	Mazda MX-5	C	22	32.59	33.32	46.92	F	39.93	54.75	61.19	59.73	52.28	380.71							
32	Cameron Ohio	86/BRZ	Mazda MX-5	C	23	31.94	WD	40.12	40.35	40.35	54.20	63.15	59.57	53.05	387.51							
33	Robert Krygsmann	MX5VT	Mazda MX-5	C	24	34.75	34.92	45.22	X	41.45	52.01	65.50	56.82	59.24	389.91							
34	Kate Hampel	MX5VT	Mazda MX-5	C	25	33.94	WD	41.19	43.91	43.91	51.33	63.19	55.50	57.65	391.84							
35	Zack Bailey	GCC	Ford Fiesta	J	3	34.94	32.62	41.60	42.43	42.43	67.26	71.22	T	55.69	401.57							
36	Dallas Benbow	FCCV	Fiat X1/9	C	26	31.63	WD	39.00	39.54	39.54	72.59	64.51	56.50	54.41	403.31							
37	Kira Bailey	GCC	Ford Fiesta	C	27	35.27	51.01	F	42.50	49.04	54.59	63.36	53.78	55.04	404.59							
38	Archie Hammond	GCC	Eunos Roadster	J	4	36.38	36.21	45.82	46.35	46.35	58.75	71.28	58.45	61.72	414.96							
39	Andrew Evans	GCC	BMW 318i	C	28	35.87	36.45	39.03	42.48	42.48	48.25	64.07	T	WD	432.83							
40	Jason Ngo	PAC	Hyundai Accent	C	29	34.21	WD	45.15	43.08	43.08	50.59	63.72	54.23	WD	434.25							

40	Jason Ngo	PAC	Hyundai Accent	C	29	34.21	WD	45.15	43.08	50.59	63.72	54.23	WD	434.25
41	Terrence Selwyn	GCC	Hyundai Accent	C	30	38.02	35.45	40.66	40.89	WD	62.77	57.44	WD	435.88
42	Malcolm McKechnie	IWC	Subaru BRZ	D	6	32.63	32.24	36.51	39.94	FS	57.74	DNS	DNS	438.25
43	Callin Seddon	GCC	Volkswagen Golf	J	5	43.38	40.20	50.45	49.10	58.45	75.59	60.13	65.24	442.54
44	Yousif Naisan	MXSVT	Mazda MX-5	C	31	35.58	33.38	WD	43.54	55.20	69.31	55.92	WD	451.63
45	Chris Riffkin	MXSVT	Mazda MX-5	C	32	34.00	WD	48.27	42.25	58.94	F	58.01	WD	466.09
46	Jordan Thompson	MXSVT	Mazda MX-5	C	33	38.31	37.57	55.56	52.53	57.51	76.35	63.54	93.24	474.61
47	Robin Johnston	MXSVT	Mazda MX-5	C	34	WD	33.20	38.98	WD	DNS	61.13	DNS	DNS	478.34
48	Olivia Actfield	MXSVT	Mazda MX-5	J	6	63.13	63.45	73.25	75.42	81.69	145.06	92.22	95.02	689.24
49	Amber Actfield	MXSVT	Mazda MX-5	J	7	WD	WD	95.81	114.81	112.75	145.83	120.40	130.22	891.83
Penalties noted in TIME column have Slowest Time + Penalty Applied														
Slowest Time Used (slowest or twice fastest)														
Slowest Time Junior (slowest or twice fastest)														
Penalties Legend														
F Strike course flag/cone														
T Leaving Track bounds														
X Finishing with part of vehicle outside garage														
FS Failure to Stop in Carriage														
WD Wrong Direction														
FC Failure to Complete the Test														
DNS Did not attempt test														
NEXT GCC KHANACROSS:														
April 12, 2026														
CLASSES														
C Production 2WD up to 2000														
D Production 2WD 2001 and over														
G Production 4WD														
F Special														
J Junior														
HIGHLIGHTED TIME INDICATES FASTEST TIME OF RUN (Including any penalties)														

VHCC Round 2 – Mt Leura Camperdown

Words by Jarrod Bryant - Pics by Seven 70 Photography

I hadn't been to Mt Leura for about 20 years and I'd never driven there so I was looking forward to running over the 2 days for the 3rd round of the Victorian Hill Climb Championship.

I took off from work at lunchtime Friday so I could get setup to camp on site before dinner, ready for the early start on Saturday morning. A few of the GCC members were already there by the time I arrived and Rhys has already nabbed a good spot for us to set up. A good crowd ended up rolling in Friday night to either camp on site or unload and stay in town, and I took advantage of the Friday afternoon scrutineering.

The weather for the weekend promised to be nice and sunny both days, although the colder overnight temps meant the grass was wet early in the morning, which combined with the gravel roads on site to make yours tyres nice and muddy for the first run of the day. I was the first car up the hill so it's fair to say I took it very easy with a cold track and dirty tyres the aim was to make it up there and get a feel for the hill. It turns out the bad part about being the first car is you get to wait up the top for 27 others before your group can come down!



As Saturday went on I got quicker each run and was starting to get a feel for things. We had 5 runs and the challenging surface and very little run off room meant I was a little tentative when it came to pushing super hard. I was happy

with my progress over the day and was looking forward to dinner at the pub and an early night before doing it all again Sunday.

We were again blessed with beautiful weather again Sunday, although the wet grass and muddy tyres were back, and I was getting more confident with each run on the track. I opted out of the last run for the day in order to pack up early and start the journey home, but still did 3 on Sunday to make 8 runs



overall for the weekend and 9 for those who hung around.

Harrison Bishop was by far the fastest over the weekend, getting down to an amazing 28:45 in the Hayward. He

was then chased by a group of quick sedans with Brenton Byfield taking out second and Ken Rwoland 3rd. David Harris, Jacob White, Colin Newitt, Steve Grinstead, Derrick White, Jordan James and Edward Lewis rounded out the Top 10. Eddie was getting quicker in the Dallara but unfortunately broke a clutch



cable on Saturday and it was all over for the weekend.

All in all it was a great weekend and I look forward to running there again in the future.

DO YOU OWN A BUSINESS AND WANT TO SUPPORT OUR CLUB?

We all know that life is getting more expensive and this is true for the Gippsland Car Club as well. Insurances, rentals, fixed costs, ambulance and equipment have all increased in recent years and must be paid for by the club.

Many clubs are doing the obvious thing – increasing their charges and entry fees to make more money from the competitors and members. But we don't want to do that.

THE CLUB HAS DEVELOPED A DIFFERENT APPROACH SO THAT WE BENEFIT OUR CLUB, OUR MEMBERS AND OUR COMMUNITY!

Think about this:

- Our magazine, Valve Bounce, has a circulation of about 550 copies – the majority go to our members who live in the Gippsland area. This provides a *targeted* audience.
- They all buy goods such as automotive equipment and building materials and services such as opticians, restaurants and legal information.
- We can use Valve Bounce to ensure that people know about your business and what you can do for them!

HOW DO WE DO THIS?

We are suggesting that we develop a BUYER'S GUIDE in Valve Bounce which features local businesses in each edition of VB. This means your advertisement would appear monthly for twelve months with strong encouragement to people to buy local. See the example provided.

WHO WILL BENEFIT? EVERYONE!

- THE CLUB: We will be asking for an annual payment of \$500 (tax deductible) for your twelve months of advertising. This money will go directly to the club, and we will thank you for your support.
- YOU, THE ADVERTISER: This means, after tax deduction, you get:
 - Twelve advertisements over a year in a buyer's guide which encourages people to buy local – FOR UNDER \$40 PER MONTH!!

You will only need one extra customer per month to get a positive payback.

- Your logo listed on our GCC website
- One full page 'infomercial' article on your business in Valve Bounce – to especially promote your business.
- FOR THE COMPETITOR, SPECTATOR AND MEMBER
 - Our costs can be kept down for everyone – entry fees, annual fees, charges.
 - Most people like to deal with people they know. This allows our members to deal with YOU AND YOUR business because you are a club member who they know and trust.

PLEASE SUPPORT YOUR CLUB AND COMMUNITY! HELP OUT THE CLUB AND PUT YOUR BUSINESS INTO THE PUBLIC EYE FOR A MINIMAL COST OVER A FULL YEAR!!

CALL BILL REVILL NOW ON 0412 191 356 OR wwqms@bigpond.com

SAMPLE HALF PAGE OF THE GUIDE

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YOUR BUSINESS HERE	 <p>L&F eyecare</p> <p>www.lfeyecare.com.au</p> <p>Dr Lanka Wickramaarachchi Doctor of Optometry BSc OD Melb</p>
 <p>L&F eyecare</p> <p>www.lfeyecare.com.au</p> <p>Dr Lanka Wickramaarachchi Doctor of Optometry BSc OD Melb</p>	 <p>C.F. MOBILE CAR DETAILING ★ ★ ★</p> <p>Cody Fredrickson</p> <p>GET YOUR CAR DETAILED TODAY</p> <p> CF Mobile Detailing  CF.Mobile.Detailing Call for a Quote! 0476 200 329</p>
BUY FROM OUR CLUB MEMBERS – BUY LOCAL, SUPPORT YOUR LOCAL BUSINESSES AND THE GIPPSLAND CAR CLUB!	

FOR SALE



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- Ex Colin Miles race car with log book
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- 4 wheel disks
- 4 speed alloy Muncie gearbox
- Alloy drop fuel tank
- Original 350 engine dismantled – rated at 450 horsepower
- CALL FOR PRICE

BRAND NEW CRATE MOTOR

- 350 Cubic Inch
- 385 HP
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- \$9000 or offer

TRIMEC TKO – 600

- Brand new
- Five speed transmission to suit chev
- \$3500 or offer

YELLA TERRA STEEL FLYWHEEL

- Part no: Y T 9907L
- \$550 or offer

MC LEOD SFI STEEL BELLHOUSING

- To suit late 350 cwb SB Chev to Tremec GM
- \$600 or offer

CONTACT

Dick Patray

0418 513 887

patraysplumbing@hotmail.com

DRIVER PROFILES

To be a champion hill climb winner, you don't have to be good. You don't have to be very good. You have to be PERFECT! To win at hillclimbs, the driver must be capable of instant bursts of intense concentration with the ability to get the fastest time up the hill. Winners and placegetters are often decided by thousandths of a second. Always the tyres are cold. The weather on the day changes the track conditions and the driver must make lightning – fast decisions to put in their fastest run for the day.

DEAN AMOS – The Champ!!



Dean Amos is the current Australian Hillclimb Champion and will be aggressively defending his hard won title today.

Dean and his father are long term motorsports competitors. Their business, Dare Motorsports, provides dyno tuning and vehicle preparation services for all kinds of racing classes. Like so many champions, Dean started in go-karts as a teenager before beginning his career in the hillclimb scene.

Dean has always been a hillclimb enthusiast and has always competed in Gould open wheel cars. His current car today is a Gould TR 55B which is a UK built, bespoke hillclimb car. The Gould uses recent Formula One technology, with carbon fibre major components, a Nicholson/McLaren engine (effectively a Cosworth) 3.5 litre V8 which revs to 11,000 rpm and is derived from their famous Formula 1 engines.

Along with the current Australian Championship, Dean has won many State titles including the Queensland championship seven times. He is currently the Australian Hillclimb Champion.

DEAN TIGHE – Long term racer



Dean Tighe is the current member of a long dynasty in Australian Motorsport. His father, Ivan, was a keen open wheel competitor over a 30 year career which included winning the Australian Hillclimb Championship three times.

Dean's career started on two wheels, winning several state and club championships and earning Honda factory backing as a twelve year old. He then moved on to karts, with top placings in State and National championships.

Since then, Dean has competed successfully in almost all forms of Australian Motorsport – tarmac rallies including Targa Tasmania, Speedway midgets, Formula 2, supersprints and, of course, hillclimbs. Dean has a strong record in hillclimbing including many podiums in both State and Australian championships, with a win in the Australian championship in 2022.

Just in the same way that he was brought up, Dean has a strong family backing with his wife, Cheryl and his daughter, Charlize as crew. We see Dean and his family today, in his machine, developed by himself, fighting for another championship at the Bryant Park track. Dean came third in the Championship in 2024.

BRETT HAYWARD – A local champion



Brett Hayward is a Gippsland local who operates Hayward Engineering in Leongatha, Victoria. In the style of the great Jack Brabham, Brett is not only a three – time Australian Hillclimb Champion but also a skilled engineer who has designed and constructed all of his cars himself.

Brett started in off-road competition before moving on to the Morwell hillclimb in about 1999, constructing his first car for this event. He went on to build about one car a year for the next decade, a total of ten in all. His cars are now prized as top hillclimb racecars and several are entered for this event.

Not only does Brett build the cars but also drives them with great skill and courage. He has currently won the Australian Hillclimb Championship three times and has been State champion multiple times in all east coast States. Brett has also competed internationally by constructing a special vehicle for the all-gravel “*Race to the Sky*” in New Zealand and ran there for several years. He looks forward to running at the famous Pikes Peak hillclimb in the USA.

Brett faced adversity in 2016 when he was badly injured in a mountain bike accident but bounced back to take the Australian Championship in 2017. Designer, constructor, fabricator, champion driver and successful businessman – Brett is surely a man of whom Gippsland can be proud!! Brett came second in the Australian championship in 2024.

PETER AND BRUCE MINAHAN – Racing Brothers



The brothers Minahan are a great example of long term gentlemen racers. We will see them sharing the Hayward 07 that the pair own and use to compete in club, state and national competition.

Peter started in motorsport over 25 years ago with an original Group C

Torana XU-1 in sprints and hillclimbs. “*I was surprised at how accessible club motorsport was – lots of competition at minimal costs – and that hasn’t changed over the years*”, he said. His racing career went on to include a Clubman sports car and a Mazda MX 5. Brother Bruce was lured into motorsport by Peter and they jointly bought a custom built Hayward in 2007 and have shared it ever since.

Both the brothers have been successful over the years including Peter winning the 2012 Victorian Hillclimb Championship (after a countback on points with Bruce!) and many individual meetings and Championship round wins. Today, both brothers will be doing their best to win and to enjoy the day. “The car is great to drive, and the Australian Championship is always a major event”, says Peter. Bruce agrees. Peter and Bruce came 10th and 14th respectively in 2024.



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Gippsland Car Club

MEMBERSHIP APPLICATION/RENEWAL
TAX INVOICE ABN 76 691 013 424

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

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

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

NAME
ADDRESS
 POSTCODE
TELEPHONE
OCCUPATION
EMAIL ADDRESS

NAME OF EACH PERSON COVERED BY THIS MEMBERSHIP

(Please write the date of birth for each junior member. A junior member is under 18 at January 1, 2026).

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

How would you like to receive Valve Bounce, Tick One MAIL : EMAIL:

SIGNATURE/S

Memberships can take a minimum of one week to process, after receipt of completed membership application form and payment, before the card is posted to you.
Membership becomes effective on receipt of your Membership Card.

2026 Membership Fees:

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

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