



VALVE BOUNCE

June 2026



Jarrod Bryant in his recently aquired Elfin Type 500 Vee - [Photos by Danny \(@pango_lynne\)](#)

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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.

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MUST SEE U TUBES!!	
Ballarat Festival of Motoring – Celebrating Ballarat’s motoring heritage	
ABC TV 1960 Bathurst 100 Intro and race start	
The MELBOURNE GRAND PRIX 1958 Albert Park (The scenes of Sabrina are worth it alone!)	
The insane logistics of Formula 1	
DO YOU HAVE ANY FAVORITE U-TUBE CLIPS?	
Share them with us!!	

2026 Motorsport Calendar

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.
<u>Sunday 14</u>	<u>Boost2Drive track hire (half day)</u>
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
<u>Sunday 28</u>	<u>Private Track Hire at Bryant Park (half day)</u>
Sunday 28	VHCC Round 6 at Rob Roy (hosted by VMCI)

JULY

Saturday 4	Victorian Supersprint Championship Round 3, Phillip Island
<u>Saturday 4</u>	<u>Working Bee and Club Members Practice Day</u>
Sunday 5	AROCA Supersprint at Phillip Island
<u>Sunday 5</u>	<u>Nuggets and Friends track hire at Bryant Park</u>
Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	Repco V8 Supercars at Townsville
<u>Sunday 12</u>	<u>GCC Multiclub Khanacross at Bryant Park</u>
Tuesday 14	GCC Board Meeting, Clubrooms, 7.00 p.m.
<u>Saturday 19</u>	<u>Working Bee and Club Members Practice Day</u>
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	Repco 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
<u>Saturday 22</u>	<u>Working Bee and Club Members Practice Day</u>
Saturday 22	Victorian Supersprint Championship Round 4, Calder
Saturday 22	Winton Supersprint Round 3
Sunday 23	AROCA Supersprint at Broadford
<u>Sunday 30</u>	<u>GCC Multiclub Khanacross at Bryant Park</u>

SEPTEMBER

Tuesday 1	Valve Bounce collation
<u>Saturday 5</u>	<u>Working Bee and Club Members Practice Day</u>
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
Friday to Sunday, 18/20

Sunday 20
Sunday 27

OCTOBER

Friday to Sunday, 2/4
Sunday 4
Monday 5
Tuesday 6
Thursday 8 to Sunday 11
Saturday to Sunday, 10/11
Sunday 11
Tuesday 13
Friday to Sunday, 16/18
Saturday 17
Sunday 18
Friday to Sunday, 23/25
Sunday 25
Sunday 25
Saturday to Sunday, 30/31
Friday to Sunday, 30/1
Saturday 31

Shannons Speed Series at Sydney Motorsport Park
Australian Production Car Endurance Championship Rd 3 at Queensland Raceway
MSCA Supersprint at Phillip Island
GCC Multiclub Khanacross at Bryant Park

Trico Trophy Tour at Phillip Island
MGCC Hill Climb at Rob Roy
Private Hire Ian Maud I/C
Valve Bounce collation
Bathurst 1000
AROCA 10 Hour Regularity at Winton
MOTO GP in Indonesia
GCC Board Meeting, Clubrooms, 7.00 p.m.
Baskerville Historics, Tasmania
Victorian Supersprint Championship Round 5, Sandown
MSCA Supersprint at Sandown
Repco V8 Supercars at the Gold Coast
GCC Multiclub Hill Climb at Bryant Park
MOTO GP at Phillip Island
Australian Hillclimb Championship, Jacks Hill, Wameroo, WA
Shannons Speeds Series at Sandown
Winton Supersprint Round 4

NOVEMBER

Sunday to Monday 1/2

Tuesday 3
Wednesday 4
Sunday 8
Tuesday 10
Friday to Monday, 13/16
Saturday 14
Friday to Sunday 20/22
Sunday 22
Saturday 28

MSCA Supersprints at One Raceway. Sunday will be normal direction, Monday Reverse direction
Melbourne Cup Day
Valve Bounce collation
GCC Multiclub Khanacross at Bryant Park
GCC Board Meeting, Clubrooms, 7.00 p.m.
Repco V8 Supercars at Sandown
Working Bee and Club Members Practice Day
PIARC Island Magic
Historic and Classic Rob Roy
GCC Multiclub Twilight Hill Climb at Bryant Park

DECEMBER

Tuesday 1
Friday to Sunday, 3/6
Sunday 6
Sunday 6
Sunday 6
Tuesday 8

Valve Bounce collation
Repco V8 Supercars in Adelaide
AROCA Supersprint at Phillip Island
MSCA Come and Try Day at Phillip Island
GCC Multiclub Khanacross at Bryant Park
GCC Board Meeting

2027

MAY

Saturday to Sunday, 15/16 Terry Baker Memorial Weekend at Bryant Park

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

LOCAL EVENTS			
First Sunday	Drouin car show	0800-1000	Civic Park Drouin
Second Sunday	Warragul Restorers	0800-1000	Woolworths Carpark
	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

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PO Box 199 Trafalgar Vic 3824

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

Vice Chairmans Report – Rhys Yeomans.

Victorian Hillclimb Championship Club Delegate

Jordan James has put his hand up to take over as Gippsland Car Club Representative at Victorian Hillclimb Championship panel meetings. Jordan has a wealth of Hillclimb competitive history and conveniently attends these meetings as a Competitor Representative. Thank you Jordan for putting your hand up for this role.

Victorian Hillclimb Championship Round 5 to be hosted at Bryant Park in September

As many would be aware, Round 5 of Victorian Hillclimb Championship was to be held at Mt Leura and hosted by Ballarat Light Car Club.

Unfortunately, due to a lack of volunteers to run the event, this event was cancelled.

Through discussion with Victorian Hillclimb Panel Chair Warren Heath, myself and confirmation with GCC Board, we've agreed to run Round 5 on Sunday 13th September at Bryant Park on the anticlockwise figure 8 layout.

This event will remain as Round 3 of the Winter Cup and should be a great finale for Victorian Hillclimb Championship, particularly with Open Wheelers able to run at this event.

Broadford with Nuggets & Friends

On Sunday 17th May, I attended a track day with Nuggets & Friends (previously Nugget Nationals) at Broadford Motorcycle Complex. There are only a handful of car track days at Broadford each year, so I was excited to run a few laps there after not attending for several years. Unfortunately, the weather was less than ideal. Very wet and cold, though knowing from the start of the day that no PBs were going to be broken, I set out to run as many laps as I could

and generally enjoy driving the car.

We didn't see any dry laps, though it did stop raining in the afternoon and we're able to at least turn the wipers off for a couple of sessions!

Similar to Bryant Park, Broadford is highly technical, with great up and down hill sections and a very fast back straight. My top speed (in the dry) at Broadford is faster than at Winton!

Nuggets & Friends ran a great event, as well as many throughout the year, including a couple of hillclimbs at Bryant Park.

With East Sale Sprints unlikely to return soon, it is worthwhile checking out some of the Sprints offered by other clubs to stretch the legs of our hillclimb cars.



Photo – Ingo Media

BITS AND PIECES, INCLUDING FROM THE BOARD

John Bryant

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 – note that two new dates have been added – July 4 and August 22, and there may well be another couple before the end of the year:

Saturday, June 20
Saturday, July 4
Saturday, July 19
Saturday, July 25
Saturday, August 22
Saturday, September 5
Saturday, September 12
Saturday, October 24
Saturday, November 14

CALENDAR 2026 The Calendar for the remainder 2026 now has five hill climbs and five khanacrosses left for our GCC Club Championship– three hill climbs and three khanacrosses have taken place, so this list is now smaller than it was at the start of the year. It is my hope that we do not have to change any of these dates, but circumstances may cause us to do so. Club Championship events for the remainder 2026 are as follows:

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

IRONY How ironic is it that when a Council installs a lot of guard rail at a hill climb to make it safer and the track has its track licence downgraded to make it such that it can no longer be used for racing or sports cars – the same as Ararat?

This is what has happened at Mt Leura, and one of the reasons why Mt Leura was cancelled recently. The track is a public road, and Councils, when installing single row guardrail, make it high enough for cars on normal roads, but Formula Libre racing cars in particular can go beneath the guard rail, and thus it is more dangerous than originally was the case. The public reason for the cancellation of the recent event is that the Ballarat Car Club was unable to get volunteers to help run the event – something we have struggled with on many occasions.

In the long run, however, this means that we have lost a hill climb track in Victoria for racing and sports cars, and we only have Bryant Park and Rob Roy left, until such time as the guard rail can be improved to Motorsports Australia standards.

If you have a sedan car, you are laughing in Western Victoria now – Mt Leura at Camperdown, One Tree Hill at Ararat, Mt Gambier, and two hill climbs at Port McDonnell, south of Mt Gambier. The event at Port McDonnell is such that you do one hill, the straight across after the finish to do the next one! The only other regular hill climb is the M&DCC track at Boisdale, and this is gravel, so not necessarily suitable for open wheeler Formula Libre racing cars.

LIGHT READING Many years ago I purchased a copy of Australia's Elfin Sports and Racing Cars by John Blanden and Barry Catford – was not cheap, but contained the history of every Elfin racing and sport car ever built, e.g, who purchased it new, who owns it now where they could track the cars down etc. The book was fascinating reading – I have no idea why I purchased the book at the time, but it certainly filled in many hours of reading – I did know at the time that Barry Gibbons was the owner of a Formula Vee 500 that his father purchased new in 1966 from the Elfin factory. I know that Barry still has this car and it is in pristine condition. It is interesting to know that four, or is it five, of the first Elfin FV 500s built, are alive and well, and living in the Gippsland Car Club – my son Jarrod had recently purchased such a car to play with in hill climbs and maybe other things, and this car is also in pristine condition – his car was delivered new in 1966, and still looks as good as the day it was delivered to the first owner in Adelaide – it has been through a number of owners since then but is still going well 60 years after it was manufactured. Being a good father as I am, I gave Jarrod the book in recent times so that he can follow the history of his car. If you want to buy this book these days, the only place is somewhere like eBay, and you have to be prepared to fork out at least \$300 to get a copy second hand as there are none available new to my knowledge. Since that time another Elfin book has been published, and this could best be described as a coffee table book, available new from the Elfin Heritage Centre in Melbourne. It is indeed a weighty book and could take the place of your dumb bells for your morning workout – it is called Elfin, The Spirit of Speed by David Dowsey, with a foreword by that well known South Australian Vern Schuppan – the collection of colour photographs in this book is absolutely magnificent to say the least, and one could spend hours just browsing through this book – in my case, one has and still is and still has a fair way to go. If you want to buy such a book. I believe they are still available, but do not come cheap – start at \$200!.

ASSISTANCE AT TRACK HIRES We have a number of track hires, both during the week and at weekends. We urgently need more people to volunteer some time to assist with the supervision of such events. The same small group of people have been undertaking this task for several years, and some new blood is required. We have a number of retired Club members who should be willing to contribute some time during the week – the normal deal is two to three hour shifts. Contact me if you believe you can assist.

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

Very little it would appear – we had a good field at the last hill climb, and a capacity field at the Victorian Khanacross Championship round last Sunday.

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

- Insurance from our break-in This is a long and involved process, but is coming to a conclusion – Scott Seddon has negotiated a deal where we are getting a cash settlement for some of the damage, whilst a second builder has been called in to give a quote for damage to the Clubroom floors and the garage doors – as you know from your own private insurance, money is quick to go to your insurance company, but slower to come back when damage is incurred.
- Upgrading of cameras in and around the buildings and the track – moved that this be done as soon as possible following the plan put forward by John Mahy.
- A new gate onto the track next to the Timing Building – a motion to do so happened some time ago but the job has not happened – needs to be expedited.
- Next working bee – a list of jobs to be undertaken at the May 30 Working Bee was discussed.
- Money - the Board moved to transfer an amount of money from our “working account” to our Investment Account. Believe it or not, the Investment Account has close to a quarter of a million dollars in it at 5.1% interest for the next 12 months.

Why so much? When we moved to this track almost twenty years ago, we vowed and declared that whenever the track needed to be resurfaced, we would have the money in an investment account to do so – the track has been resurfaced once after ten years of use, and it cost close to \$200,000 to do the job. Will it need to be resurfaced in another two years? What will it

cost? If the answer to the first question is yes, we will have the money to do the job.

At the moment the track is holding up well, and may not need resurfacing in the near future, but other track works may need to be done – if that is the case, we will have the money. Whilst I am the Treasurer, I will be working hard to avoid what we had to do at the old track on two occasions – borrow the money and then have to scrimp and save to pay it back. It would be very easy to spend this Investment Account frivolously on things that we can do without, and then be in trouble at resurfacing time – such expenditure could be fully surfacing the Spectator Car Park, but this would not necessarily be good value for money given the percentage of time that this car park is used. Build more garages – maybe, but are the current garages full at every event? Extend the track – would be excellent, but there is not enough money to undertake a task such as this. Do we need more buildings? Probably not. Do we need more cameras around the placed to upgrade the security and to enable safer hill climbs? This is happening on an ongoing basis. What we do need on a regular basis, however, is track resurfacing, and we need to have the money to be able to do so – we do have the money in our Investment Account.

- Unfortunately, Australian visitor to the UK, Dean Tighe had a high speed accident over the finish line in his Empire Wraith during Sunday practice at the Gurston Hillclimb. The car was badly damaged but happily, Dean walked away from the incident and joined in for the rest of the day, watching the top twelve run off from the sidelines.

Victorian Hill Climb Championship Round 5

September 13th

BRYANT PARK

RESCHEDULED!



Gregory Ackland - Ninja GA8
Photo by Seven70 Photography

Promoted by Gippsland Car Club



Supp Regs Coming soon!

Enquiries : vichcpanelsec@gmail.com





Historic sports car (group R)

The Ian Davis Special (IDS clubman) sports car up for sale!

Built in 1978, this car has a historic log book (COD) for 1983 for when it got the 1930cc motor.
Current Specification:

- Datsun L18 motor (1930cc)160hp
- Webber dcoe 45 carbs
- 4 speed Datsun gear box
- Ford cortina diff (LSD)
- Good roll cage.

Car will come with various spares:

- Spare gear box
- Spare motor
- Spare axles
- 2 sets of wheels
- And other spares

This car is very competitive in hillclimbs and sprints. It comes with a single axle tilting trailer. I'm not getting out of the sport, hoping to get into a formula libra car.

\$18,000, or nearest offer.

Located Pakenham, Thomas Inkster, Mobile 0438159409 phone or SMS please

FOR SALE



HOSKING FORMULA LIBRE

Greg Hosking is offering his successful HOSKING FORMULA LIBRE Hillclimb/Sprint car for sale. It comes ready for competition in the A3 – Formula Libre – Up to 1300cc class.

Engine and Transmission

- Kawasaki ZX 12R Engine and transmission
- Standard tune, standard computer so minimal maintenance is required
- Open differential, chain final drive

Body

- Aluminium side panels
- Glass upper body, one piece lifts off for easy servicing
- Body Molds available

Additional

- Current logbook, certified roll bar
- New seat belt (To 2029)
- Trailer – lightweight, any tow car suitable
- Built to accommodate 185 cm driver

Chassis and body

- Self-build by Greg who has wide experience in racing car fabrication over many years.
- Has been modelled on (and with advice from Brett Hayward)
- Space frame design

Running gear

- Hayward rack
- R1 Yamaha shocks front and rear.
- Ball joint suspension all round – chrome moly and stainless ball joints
- Ceramic / Kevlar brake pads, Hayward wheels, new rear tyres

This car is recently serviced, corner weighted and prepared to be driven immediately by the new buyer.

\$17,000 or offer – Call Greg 0417 580 760



Lexs' Workshop

From LexThorbecke Toyota 71



Bolt Stretch

One of my New Year's resolutions was to finish a few of my half-written articles on various subjects. This one is about using bolt stretch as a measurement of clamping force, rather than simply tightening fasteners by torque value alone with a torque wrench.

The obvious question is: why bother?

There's actually a very good reason why bolt stretch is important. Bolts and studs go through several distinct stages as they are tightened.

Stage 1 — The Elastic Zone

As the bolt is tightened it begins to stretch. In this stage the fastener behaves like a spring and will return to its original length when loosened.

This spring effect is what creates clamping force. The bolt will continue stretching elastically until it approaches its yield point.

Stage 2 — The Plastic Zone

Once the bolt moves beyond the yield point it enters the plastic zone.

Here the bolt continues to elongate permanently. Threads begin to distort and the fastener starts losing its ability to clamp effectively. Eventually the bolt feels "limp" and finally breaks.

The critical difference is this:

- A bolt tightened within its elastic zone returns to its exact original length when loosened.
- A bolt tightened beyond yield does not.

Once this happens the internal structure of the fastener has been damaged. Even if it has not snapped, its clamping force is reduced.

What About Torque-To-Yield Bolts?

Torque-to-yield bolts — commonly used as head studs and critical engine fasteners — play by slightly different rules.

Personally, I think “torque-to-yield” is actually a bit of a misnomer. What they really are is a cleverly engineered fastener designed to operate extremely close to the yield point — right at the very end of the elastic zone. By doing this they maximise clamping force. Sounds great, but there are disadvantages.

1. Installation Must Be Exact

These bolts require extremely accurate installation procedures, usually involving:

- an initial torque setting
- followed by a specified angular rotation

If the installation procedure is not followed exactly, the clamping advantage can disappear.

2. They Are Generally Single-Use

Torque-to-yield fasteners are usually considered disposable after removal.

Sometimes replacements are expensive or difficult to obtain. In theory they can be heat-treated and normalised for reuse, but I would reserve that sort of experimentation for your own car — not a customer’s.

In my opinion, they do not really have a place at our level of motorsport. I believe a torque-to-stretch installation method is the better approach.

How To Measure Bolt Stretch

The next section comes from the instructions supplied with a bolt stretch gauge that I manufacture.



Using a stretch gauge on connecting fasteners is one of the most reliable ways to assess actual clamping force.

Measuring bolt stretch minimises many of the variables introduced by torque-only tightening methods, including:

- inaccurate or uncalibrated torque wrenches
- damaged torque wrenches
- inconsistent user technique
- insufficient or inconsistent lubrication
- thread friction
- burrs or dirt on threads

A surprisingly large amount of applied torque is lost overcoming friction rather than

creating actual clamping force.

The result is that clamping force can vary considerably even when identical torque settings are used.

Lubrication Is Critical

It is essential that a moly-based assembly lubricant is used on:

- the threads
- under the nut
- or under the bolt head

If using aftermarket fasteners, installation instructions must be followed meticulously.

If reusing OEM fasteners, inspect them carefully for:

- thread damage
 - gouges
 - rounded bolt heads or sockets
 - signs of elongation
 - distorted washers
-

Checking For Previous Over-Tightening



A stretch gauge is also an excellent way to check whether a bolt has previously been over-tightened.

A simple method is:

1. Install the bolt and zero the stretch gauge.
2. Tighten the bolt to the required stretch specification.
3. Loosen the bolt.
4. Re-measure it.

The gauge should return to zero.

If it does not, the bolt has permanently stretched and should be discarded.

Typical OEM Bolt Stretch

OEM bolts will typically stretch approximately:

- 0.10 mm (0.004")
- to 0.16 mm (0.007")

This is generally around 70–80% of the fastener's yield point.

If using a properly calibrated torque wrench, you will usually find the measured stretch closely mirrors OEM torque specifications.

Dimples For Accurate Measurement

When reusing OEM bolts it helps enormously to drill a small dimple into each end of the fastener.

Most aftermarket bolts already come dimpled.

These dimples provide a precise register point for the stretch gauge tips.

Without them, repeatability becomes difficult.

This is a simple operation using either:

- a lathe
- or a drill press

A sharp 6–8 mm centre drill is all that is required.

Trying to do this accurately with a battery drill and blunt hardware-store drill bits is usually an exercise in frustration.

Is It Worth The Effort?

That depends entirely on what you are trying to achieve.

Personally, I think measuring bolt stretch is one of the best ways to improve fastener reliability and move closer to building an engine that simply does not break.

| Happy Days, Lex Thorbecke Toyota 71

*GAUGES AVAILABLE - Note that Lex manufactures these gauges and has them available for sale. Priced at \$350 each, you can contact him on 5674 2382 or thorbeckelex@gmail.com

* This is the first of a series of reports and descriptions of Lex's inventions

MULTICLUB HILLCLIMB – 26 MAY 2026

Words by Bill Revill

Great [Photos by Danny \(@pango_lynne\)](#)



The Event

The latest Multiclub Hillclimb at Bryant Park was a great success. A strong field of 57 cars entered, showcasing the usual impressive variety of machinery. While the open-wheel field was relatively small, the Production Sports and Improved Production classes were particularly well supported, with Limited Modified Road Cars once again proving popular.

Conditions were ideal for motorsport — dry but with rain threatening throughout the day. It was cold, though thankfully not too windy, allowing competitors to enjoy both fast times and reasonable comfort.

Overall Top Ten

Ewen Moile, driving the Ramblebee Mk8, topped the timesheets comfortably. Behind him was a tightly contested battle between Mark Samson (Van Diemen), Jacob White (Nissan Skyline), and Karl Hess (Honda Accord), with both Samson and Hess setting track records. Nick Cascone, in the Porsche Cayman, finished fifth overall and also recorded a class record.

The ever-reliable Steve Buffington (Westfield) secured a competitive sixth place, while Callan Mahilall (Mitsubishi) finished seventh. Positions eight through ten were separated by less than half a second, with James Jorgensen (Ford Laser), Steven Weymouth-Wilson (Mini), and Sei Vella in the first of the Mazda MX-5s rounding out the top ten.

Ten outstanding drivers, a huge variety of cars, and plenty of close finishes — who needs parity balancing?

Class A – Open Wheel

Only five open-wheel cars competed, with Ewen Moile in the Ramblebee Mk8 clearly the fastest of the group. Mark Samson was the only Formula Ford entry which resulted in a lowered class record – well done. Cory Horter claimed the Formula Vee class ahead of Jarrod Bryant in his Elfin.

Class B – Sports Cars

Six categories of sports cars lined up for the starter, producing plenty of close competition throughout the day.

The battle at the front was fascinating, with Steve Buffington in the Westfield closely matched against Nick Cascone in the stunning Porsche Cayman. Both drivers showed exceptional consistency and precision, often separated by less than a second on each run. Cascone eventually took the win, but only by 0.28 seconds on his sixth and final run.



Further battles continued throughout the field, especially in the well-supported Prod Sports 2B and 2F classes. While Lasith Liyanage led the class in the Toyota 86, the MX-5 duel between Simon Wills and Rod McNab was particularly entertaining. McNab chased Wills all day, eventually

finishing just 0.3 seconds behind.

Similarly, Declan Wills and Scott Campbell displayed remarkable consistency, with all five of their runs within half a second of each other. The pair were only separated on their final runs, with Wills narrowly taking the honours.

Class C – Sports Sedans and Improved Production

Jacob White delivered an excellent drive in the Nissan Skyline to become the fastest tintop competitor and finish third outright.

Two tightly fought three-way battles highlighted the class. Just 0.4 seconds separated Sean Pratt (Honda Civic), Jordan Spiteri (Toyota Corolla), and Cannon Flynn (Hyundai Excel) in the fight for second through fourth places.

Likewise, only 0.63 seconds covered sixth to eighth positions, shared by Daniel Giddings and Rod Cannon (both Hyundai Excels), along with Alan Airey in the Renault Clio.

Class J – Junior

Four junior drivers competed, all producing impressive performances with competitive times and close racing.



First and second places went to Rehan Liyanage (Toyota 86) and Toby Pratt (Honda Civic), both only a few seconds behind their more experienced counterparts.

Cameron Williams, driving the Subaru Forester, must have had his brave pills for

breakfast, with the Subaru leaning dramatically through the corners like a block of flats on its way to third place.

Class R1 – Limited Modified Road Car

A wide variety of makes and models appeared in this ever-popular class.

The closest battle of the day came between Chris McNiven (Hyundai i30) and Francis Bradley (Mini F56 JCW). Their second and third runs were almost identical, separated by just 0.03 seconds. Both drivers recorded their fastest times on the final run, with McNiven edging out Bradley by an incredible 0.02 seconds to secure second place.

For perspective — a fast blink of the eye takes around 0.05 seconds.

Overall meeting news

The day ended with many drivers getting up to six runs. Eight track records were established on the day. Congratulations to all those achievers

CLASS	NAME	CAR	TIME
FORMULA FORD	Mark Samson	Van Dieman RF 86	77.48
IMP PRD 2001+	Karl Hess	Honda Accord	79.15
PROD SPT 2001+	Nick Cascone	Porsche	79.34
SPORT 2001+	Sepehr Sohrabi	Subaru BRZ	95.29
S SED 2001+	Jacob White	Nissan Skyline	77.65
LM ROAD 2000	Kenjo Yamada	Subaru BRZ	85.82
LM ROAD 2001+	Aiden Dare	Ford Focus	85.62
LM ROAD 4WD	Kevin Baptist	Ford Focus	84.89

A HUGE THANKS TO.....

- So many of the volunteers who turned out to support the meeting!
 - Grid marshals, observers, tow truck drivers, flag marshals, scrutineers, timers, clerks of course, starters, those at working bees before the meeting and those cleaning up (when you're tired and cold) afterwards.
- THANKS TO YOU ALL!!** The competition can't function without you.
- Next meeting is the khanacross on 31 May, a round of the Victorian Khanacross Championship which should be worth watching, the next Hillclimb is the WINTER CUP!

**GIPPSLAND CAR CLUB
WINTER CUP**



Round 1 – 21st June, Anticlockwise
 Round 2 – 26th July, Figure 8 Additional Loop
 Round 3 – 13th September, Anticlockwise Figure 8

WWW.GIPPSLANDCARCLUB.COM.AU

MULTICLUB HILL CLIMB

MAY . 2026

CLOCKWISE DOUBLE LOOP TRACK

Event Ranking

Rank	lumber	Last Name	First Name	Club	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Time	Gap
1	70	MOILE	Ewen	Gippsland Car Club Inc	Ramblebee Mk8	76.32	73.99	78.01						73.99	
2	14	SAMSON	Mark	Gippsland Car Club Inc	Van Dieman RF 88	78.25	77.78	77.99	77.48	77.63				77.48	3.49
3	331	WHITE	Jacob	Gippsland Car Club Inc	Nissan Skyline	79.51	77.86	77.67	77.64					77.64	3.65
4	431	HESS	Karl	Gippsland Car Club Inc	Honda Accord Euro	80.89	80.02	79.74	79.15	79.94				79.15	5.16
5	82	CASCONE	Nick	Victorian Mini Club Inc	Porsche 718 Cayman	82.30	80.46	79.34						79.34	5.35
6	171	BUFFINTON	Steven	Gippsland Car Club Inc	Westfield Clubman	82.90	80.90	80.91	80.70	80.20	79.62			79.62	5.63
7	284	MAHILLALL	Callan	Maffa and District Car Club	Mitsubishi Evolution	85.45	80.97							80.97	6.98
8	138	JORGENSEN	James	Ford Rallye sport owners Club	Ford Laser t43	88.27	83.52	82.10	86.70					82.10	8.11
9	100	WENHOPE-WILSON	Steven	Victorian Mini Club Inc	Morris Cooper S	89.92	83.51	82.15						82.15	8.16
10	743	VELLA	Sei	Gippsland Car Club Inc	Mazda MX-5	85.69	84.19	84.74	82.88	82.59				82.59	8.60
11	79	LIYANAGE	Lasith	Gippsland Car Club Inc	Toyota 86	83.98	83.05	82.97	83.34	82.65				82.65	8.66
12	8	POLLOCK	Gavin	Gippsland Car Club Inc	subaru wrx sti	80.89	86.32	84.06						84.06	10.07
13	115	WILLS	Simon	Gippsland Car Club Inc	Mazda MX5	88.00	84.81	84.43	84.72	84.83				84.43	10.44
14	179	LIYANAGE	Rehan	Gippsland Car Club Inc	Toyota 86	91.47	88.02	86.40	84.52	118.94				84.52	10.53
15	4	MACNAB	Rod	Gippsland Car Club Inc	Mazda MX5	87.85	86.89	85.55	84.73	85.01				84.73	10.74
16	6	BAPTIST	Kevin	Gippsland Car Club Inc	Ford Focus	91.16	86.27	87.73	86.36	84.89				84.89	10.90
17	67	HORTER	Cory	Gippsland Car Club Inc	Sabre 01	95.28	85.90	87.55		85.33				85.33	11.34
18	281	SELWYN	Terry	Gippsland Car Club Inc	Datsun 1600		95.13	87.36	86.12	85.52				85.52	11.53
19	130	DARE	Aidan	Shutdown Motorsport Inc	Ford Focus	86.22	86.01	85.62	87.13					85.62	11.63
20	87	YAMADA	Kenji	Impreza WRX Club Inc - Vic	subaru BRZ	95.43	86.43	85.82	86.47					85.82	11.83
21	222	PRATT	Toby	Gippsland Car Club Inc	Honda Civic	88.05	86.50	85.92						85.92	11.93
22	15	WILLS	Declan	Maffa and District Car Club Inc	Mazda MX5	92.81	88.05	87.47	87.19	86.30				86.30	12.31
23	17	CAMPBELL	Scott	Gippsland Car Club Inc	Toyota 86	92.95	89.52	87.54	87.61	86.92				86.92	12.93
24	22	PRATT	Sean	Maffa and District Car Club Inc	Honda Civic	89.73	99.67	85.08	DNF					88.08	14.09
25	243	VELLA	Raymond	Gippsland Car Club Inc	Mazda MX5	97.80	92.53	90.82	88.14	122.36				88.14	14.15
26	36	SPITERI	Jordan	Maffa and District Car Club	Toyota Corolla	88.40	88.15							88.15	14.16
27	99	CANNON	Flynn	Maffa and District Car Club	Hyundai excel	94.71	95.44							88.48	14.49
28	88	POLLOCK	Deborah	Impreza WRX Club Inc - Vic	Subaru wrx sti	95.92	90.51	88.50		89.21	88.48			88.50	14.51
29	12	FORSYTH	Robert	Impreza WRX Club Inc - Vic	Subaru WRX	92.70	88.78	88.92	89.89					88.78	14.79
30	7	CANNON	Reiley	Maffa and District Car Club	Honda Civic	89.42		92.19	92.31					89.42	15.43
31	101	WILLIAMS	Brett	Car Club RMIT	Subaru Forester	91.46	92.57	91.79	89.88	89.89	80.07			89.88	15.89
32	90	ROSEMAN	Andrew	Car Club RMIT	Toyota Corolla Levin	92.88	92.17	91.27	92.95	90.64	90.03			90.03	16.04
33	669	GIDDINGS	Daniel	Maffa and District Car Club	Hyundai excel		98.47	98.47	91.82	90.15	92.90			90.15	16.16
34	9	CANNON	Rod	Maffa and District Car Club	Hyundai Excel		95.31	93.15	90.50					90.50	16.51
35	57	AIREY	Alan	Kyneton Car Club Inc	Renault Clio	94.91	93.42	90.78	93.79					90.78	16.79
36	11	ALABACH	Paul	Impreza WRX Club Inc - Vic	BMW E36	116.98	97.82	92.24	91.09					91.09	17.10
37	83	BERGIN	Michael	Single Event Entry	Holden VC Commodore	95.01	91.67	92.33	91.47					91.47	17.48
38	10	WILLIAMS	Cameron	Car Club RMIT	Subaru Forester	94.38	94.19	91.66	94.71	94.23	91.64			91.64	17.65
39	94	HIDAYAT	Juan	Kyneton Car Club Inc	Subaru WRX	102.79	100.75	94.55	91.97					91.97	17.98

MULTICLUB HILL CLIMB
MAY . 2026
CLOCKWISE DOUBLE LOOP TRACK
Event Ranking

Rank	lumber	Last Name	First Name	Club	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Time	Gap
40	47	SLATER	Scott	Gippsland Car Club Inc	Mazda MX5	96.11	93.45	92.33	94.08					92.33	18.34
41	59	MCNIVEN	Chris	Historic Touring Car Associati	Hyundai i30n	95.66	94.57	92.57	92.53					92.53	18.54
42	37	BRADLEY	Francis	Victorian Mini Club Inc	MINI F56 JCW		93.60	92.60	93.14	92.55				92.55	18.56
43	85	BRYANT	Jarrod	Gippsland Car Club Inc	Elfin T type 500	96.35	94.11	95.28	92.67	93.54				92.67	18.68
44	92	BAILEY	Stuart	Historic Touring Car Associati	Ford Mk1 Cortina	102.72	96.01	93.55	92.71					92.71	18.72
45	30	BIRDSEY	Matthew	Bmw Drivers Club Melbourne Inc	volvo C30	98.74	94.72	94.03	93.43	93.48				93.43	19.44
46	83	MATHESON	Brett	Gippsland Car Club Inc	mazda mx5	96.20	94.15	96.09	95.91	94.27				94.15	20.16
47	95	SOHRABI	Sepehr	Impreza WRX Club Inc - Vic	subaru BRZ	101.54	98.88	98.02	96.56	95.28				95.28	21.30
48	173	STANLEY	Damian	MG Car Club Victoria	MG F	104.89	98.72	100.09	96.66	97.38				96.66	22.67
49	744	MCLAREN	Stuart	Gippsland Car Club Inc	VW Beetle	98.28	97.77	97.61	97.29		97.90			97.29	23.30
50	80	MEHLERT	Riley	Historic Rally Association Inc	Renault clio	129.63	104.85	105.39	102.76	97.65				97.65	23.66
51	131	MURPHY	Paul	RAAF Auto Club Of East Sale	Datsun 1200 Coupe		96.77	98.79	102.06					98.79	24.80
52	442	LINDSAY	Noel	Gippsland Car Club Inc	IRWIN formula 1lb	99.33	100.90							99.33	25.34
53	96	REVILL	William	Gippsland Car Club Inc	Mazda MX5	108.90	102.19	100.43						100.43	26.44
54	71	THORBECKE	Alexander	Gippsland Car Club Inc	Toyota RA80 Celica	104.27	103.53	103.94	102.62					102.62	28.63
55	45	MEHLERT	Ricky	Historic Rally Association Inc	Renault Clio	117.20	109.85	107.25	105.43	103.48				103.48	29.49
56	5	GRIGG	Martin	Pakenham Auto Club Inc	Mercedes AMG GLE63S	103.51								103.51	29.52
57	48	CARPENTER	Brett	Bmw Drivers Club Melbourne Inc	Ford Falcon	107.84	104.29							104.29	30.30

MULTICLUB HILL CLIMB
MAY . 2026
CLOCKWISE DOUBLE LOOP TRACK
Event Ranking

Rank	lumber	Last Name	First Name	Club	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Time	Gap
A1 - Formula Vee															
1	67	HORTER	Cory	Gippsland Car Club Inc	Sabre 01	95.26	85.90	87.55	85.33	85.33				85.33	
2	85	BRYANT	Jarrod	Gippsland Car Club Inc	Elfin Type 500	96.35	94.11	95.28	92.67	93.54				92.67	7.34
A1 - Formula Vee															
1	67	HORTER	Cory	Gippsland Car Club Inc	Sabre 01	95.26	85.90	87.55	85.33	85.33				85.33	
2	85	BRYANT	Jarrod	Gippsland Car Club Inc	Elfin Type 500	96.35	94.11	95.28	92.67	93.54				92.67	7.34
A2 - Formulla Ford															
1	14	SAMSON	Mark	Gippsland Car Club Inc	Van Dieman RF 86	78.25	77.76	77.99	77.48	77.63				77.48	
A3 - Formula Libre - up to 1300cc															
1	70	MOILE	Ewen	Gippsland Car Club Inc	Ramblebee Mk8	76.32	73.99	78.01						73.99	
A4 - Formula Libre - 1301 to 2000cc															
1	442	LINDSAY	Noel	Gippsland Car Club Inc	IRWIN formula lib	99.33	100.90							99.33	
B1 - Sports Cars - 2WD - Clubman up to 1600cc															
1	171	BUFFINTON	Steven	Gippsland Car Club Inc	Westfield Clubman	82.90	80.90	80.91	80.70	80.20	79.62			79.62	
B2 - Sports Cars - 2WD - Open/Closed up to 2000cc															
1	743	VELLA	Sei	Gippsland Car Club Inc	Mazda MX-5	85.69	84.19	84.74	82.88	82.59				82.59	

MULTICLUB HILL CLIMB
MAY . 2026
CLOCKWISE DOUBLE LOOP TRACK
Event Ranking

Rank	lumber	Last Name	First Name	Club	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Time	Gap
2	243	VELLA	Raymond	Gippsland Car Club Inc	Mazda Mx5	97.80	92.63	90.82	88.14	122.38				88.14	5.65

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

1	95	SOHRABI	Sephehr	Impreza WRX Club Inc - Vic	subaru BRZ	101.54	98.88	98.02	96.56	85.29				95.29	
2	71	THORBECKE	Alexander	Gippsland Car Club Inc	Toyota RA60 Celica	104.27	103.63	103.94	102.62					102.62	7.33

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

1	79	LIYANAGE	Lasith	Gippsland Car Club Inc	Toyota 86	83.98	83.05	82.97	83.34	82.65				82.65	
2	115	WILLS	Simon	Gippsland Car Club Inc	Mazda MX5	86.00	84.61	84.43	84.72	84.83				84.43	1.78
3	4	MACNAB	Rod	Gippsland Car Club Inc	Mazda MX5	87.85	86.89	85.55	84.73	85.01				84.73	2.08
4	15	WILLS	Declan	Mazda mx5 club of victoria an	Mazda MX5	92.81	88.05	87.47	87.19	86.30				86.30	3.65
5	17	CAMPBELL	Scott	Gippsland Car Club Inc	Toyota 86	92.95	89.52	87.54	87.81	86.92				86.92	4.27
6	83	MATHESON	Brett	Gippsland Car Club Inc	mazda mx5	96.20	94.15	96.09	95.91	94.27				94.15	11.50
7	173	STANLEY	Damian	MG Car Club Victoria	MG F	104.89	99.72	100.09	96.88	97.38				96.88	14.01

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

1	62	CASCONE	Nick	Victorian Mini Club Inc	Porsche 718 Cayman	82.30	80.46	79.34						79.34	
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C1 - Sports Sedans – 2WD – up to 2000cc

1	80	ROSEMAN	Andrew	Car Club RMIT	Toyota Corolla Levin	92.88	92.17	91.27	92.95	90.64	90.03			90.03	
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C2 - Sports Sedans - 2WD - 2001cc and Over

1	331	WHITE	Jacob	Gippsland Car Club Inc	Nissan Skyline	79.51	77.86	77.87	77.64					77.64	
2	138	JORGENSEN	James	Ford Rally Sport Owners club	Ford Laser t33	88.27	83.52	82.10	86.70					82.10	4.46
3	11	ALABACH	Paul	Impreza WRX Club Inc - Vic	BMW E36	118.98	97.82	92.24	91.09					91.09	13.45
4	93	BERGIN	Michael	Single Event Entry	Holden VC Commodore	95.01	91.07	92.33	91.47					91.47	13.83
5	48	CARPENTER	Brett	BMW Owners club Melbourne Inc	Ford Falcon	107.84	104.29							104.29	26.65

MULTICLUB HILL CLIMB
MAY . 2026
CLOCKWISE DOUBLE LOOP TRACK
Event Ranking

Rank	lumber	Last Name	First Name	Club	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Time	Gap
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C3 - Sports Sedans - 4WD All

1	264	MAHILL	Callan	Maffra and District Car Club	Mitsubishi Evolution	85.45	80.97							80.97	
2	8	POLLOCK	Gavin	Gippsland Car Club Inc	subaru wrx st	90.99	86.32	84.06						84.06	3.09
3	88	POLLOCK	Deborah	Impreza WRX Club Inc - Vic	Subaru wrx st	95.92	90.51	88.50						88.50	7.53

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

1	281	SELWYN	Terry	Gippsland Car Club Inc	Datsun 1600			85.13	87.36	86.12	85.52			85.52	
2	22	PRATT	Sean	Maffra Race Club or Victoria an	Honda Civic			88.08	DNF					88.08	2.56
3	36	SPITERI	Jordan	Maffra and District Car Club	Toyota Corolla	89.73	86.67							88.15	2.63
4	99	CANNON	Flynn	Maffra and District Car Club	Hyundai exoel	94.71	95.44	94.45	92.45	89.21	88.48			88.48	2.96
5	7	CANNON	Reiley	Maffra and District Car Club	Honda Civic	89.42			92.19	92.31				89.42	3.00
6	999	GIDDINGS	Daniel	Maffra and District Car Club	Hyundai exoel			88.47	91.82	90.15	92.90			90.15	4.03
7	9	CANNON	Rod	Maffra and District Car Club	Hyundai Exoel				95.31	93.15	90.50			90.50	4.98
8	57	AIREY	Alan	Kyneton Car Club Inc	Renault Clio	94.91	93.42	90.78	93.79					90.78	5.26
9	744	MCCLAREN	Stuart	Gippsland Car Club Inc	VW Beetle	88.28	87.77	97.61	97.29	97.90				97.29	11.77
10	131	MURPHY	Paul	RAAF Auto Club Of East Sale	Datsun 1200 Coupe		96.77	88.79	102.06					98.79	13.27
11	45	MEHLERT	Ricky	Historic Rally Association Inc	Renault Clio	117.20	109.85	107.25	105.43	103.48				103.48	17.96

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

1	431	HESS	Karl	Gippsland Car Club Inc	Honda Accord Euro	80.99	80.02	79.74	79.15	79.84				79.15	
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D2 - Historic - Group N

1	100	WELLS	Steven	Victorian Mini Club Inc	Morris Cooper S	89.92	83.51	82.15						82.15	
2	92	BAILEY	Stuart	Historic Touring Car Associati	Ford Mk1 Cortina	102.72	96.01	93.55	92.71					92.71	10.56

J1 - Junior

1	179	LIVANAGE	Rehan	Gippsland Car Club Inc	Toyota 86	91.47	88.62	86.40	84.52	118.04				84.52	
2	222	PRATT	Toby	Gippsland Car Club Inc	Honda Civic	88.05	86.50	85.92						85.92	1.40

24/05/2026 / BRYANT PARK

25/05/2026 at 17:09 / Page 3/4

Vola Timing (www.vola.fr) / Msports Pro 4.0.08

GIPPSLAND CAR CLUB



MULTICLUB HILL CLIMB
MAY . 2026
CLOCKWISE DOUBLE LOOP TRACK
Event Ranking

Rank	Time	Last Name	First Name	Club	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Time	Gap
3	10	WILLIAMS	Cameron	Car Club RMIT	Subaru Forester	94.38	94.19	91.66	94.71	94.23	91.64			91.64	7.12
4	80	MEHLERT	Riley	Historic Rally Association Inc	Renault clio	129.63	104.85	105.39	102.76	97.65				97.65	13.13

R1 - Limited Modified Road Car up to 2000cc

1	87	YAMADA	Kenji	Impreza WRX Club Inc - Vic	subaru BRZ	95.43	86.43	85.82	86.47					85.82	
2	47	SLATER	Scott	Gippsland Car Club Inc	Mazda MX5	96.11	93.45	92.33	94.08					92.33	6.51
3	96	REVILL	William	Gippsland Car Club Inc	Mazda MX5	108.90	102.18	100.43						100.43	14.61

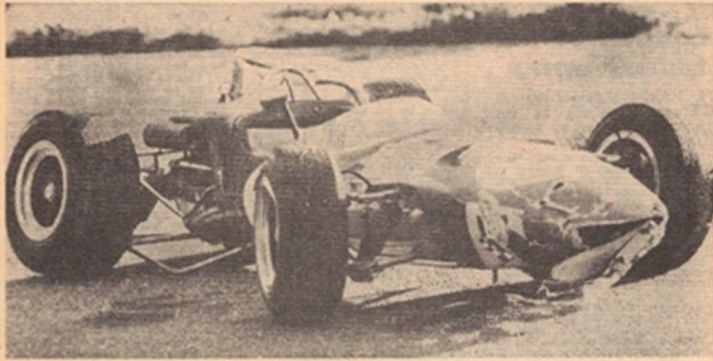
R2 - Limited Modified Road Car 2001cc and over

1	130	DARE	Aidan	Shutdown Motorsport Inc	Ford Focus	86.22	86.01	85.62	87.13					85.62	
2	59	MCNIVEN	Chris	Historic Touring Car Associati	Hyundai i30n	95.66	94.57	92.57	92.53					92.53	6.91
3	37	BRADLEY	Francis	Victorian Mini Club Inc	MINI F56 JCW		93.60	92.00	93.14	92.55				92.55	6.93
4	30	BIRDSEY	Matthew	BMW Drivers club Hebourne Inc	volvo C30	98.74	94.72	94.63	93.43	93.48				93.43	7.81

R3 - Limited Modified Road Car 4WD All

1	6	BAPTIST	Kevin	Gippsland Car Club Inc	Ford Focus	91.16	89.27	87.73	86.36	84.89				84.89	
2	12	FORSYTH	Robert	Impreza WRX Club Inc - Vic	Subaru WRX	92.70	88.78	88.92	89.89					88.78	3.89
3	101	WILLIAMS	Brett	Car Club RMIT	Subaru Forester	91.46	92.57	91.79	89.88	89.99	90.07			89.88	4.09
4	94	HIDAYAT	Juan	Kyneton Car Club Inc	Subaru WRX	102.79	100.75	94.55	91.97					91.97	7.08
5	5	GRIGG	Martin	Pakenham Auto Club Inc	Mercedes AMG GLE63S	103.51								103.51	18.62

SAFETY AS IT WAS! – A few notes from English Motor Sport magazine from the 50's and Australian Motor sports of the 80's. Also a larger article from the 50's from CARS, March 1955 on Australian motor sport safety.



Adelaide driver, Dean Clough cartwheelled this Elf in three times at 125 mph at Mallala. He was thrown out first time ever.

But Cooper pulled up soon after when Clough's car touched his at high speed and somersaulted three times near the end of the main straight.

The crash occurred when Clough was braking from about 125 mph. He was thrown out during the first cartwheel and the car did a couple more, badly damaging itself in the process. Clough escaped with cuts and concussion, which involved a night in hospital and a few stitches. The Elf is quite repairable.

Over the years the Bremgarten circuit has attained a reputation for being a dangerous circuit, due to numerous fatalities that have occurred in the past, but this is not altogether justified, for while it is not the safest of circuits, it is certainly not the most dangerous, but it is, however, not a circuit on which to learn, nor is it a circuit on which to make mistakes. In the past a number of accidents have occurred at the Eymatt corner, at a point where the circuit changes from very fast downhill swerves in bright sunlight to an uphill section under the shade of large trees and thick undergrowth, and it is said that the sudden change of light conditions is severe on the human eye and likely to cause faulty judgment. This year the corner was lined with a wall of straw bales, painted black and white, and the road width was reduced slightly in an endeavour to make competitors more conscious of the corner's severity and visibility, on the old principle that the more dangerous a thing appears the more cautious people will be. Apart from this modification, as remarked at the beginning, the circuit remains unchanged.



A 1934 race promoted by the Light Car Club of Australia

Note the spectators!

CARS

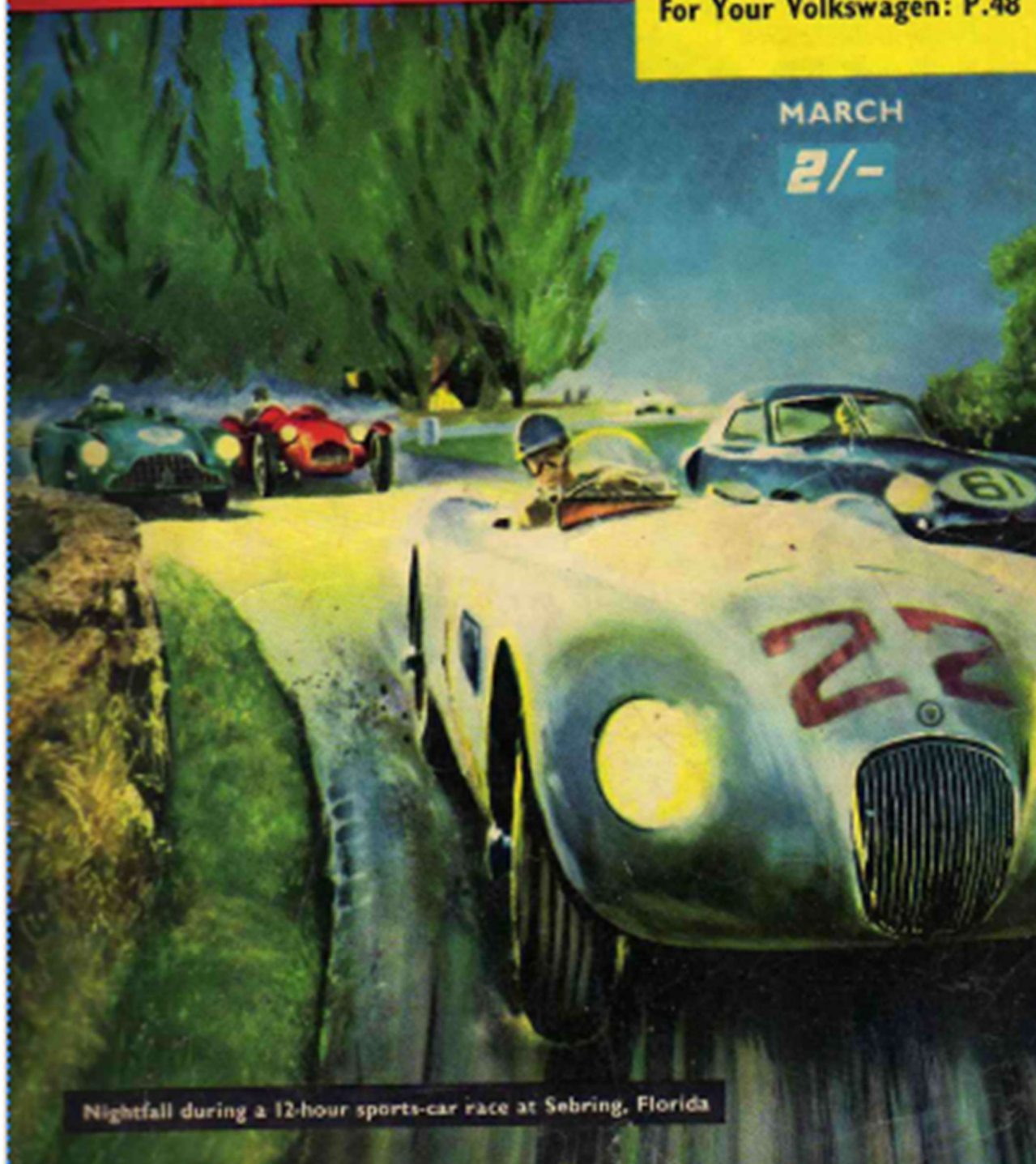
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**MOTOR RACING—IS
IT DANGEROUS?: P.4**

**Home Maintenance: Care
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MARCH

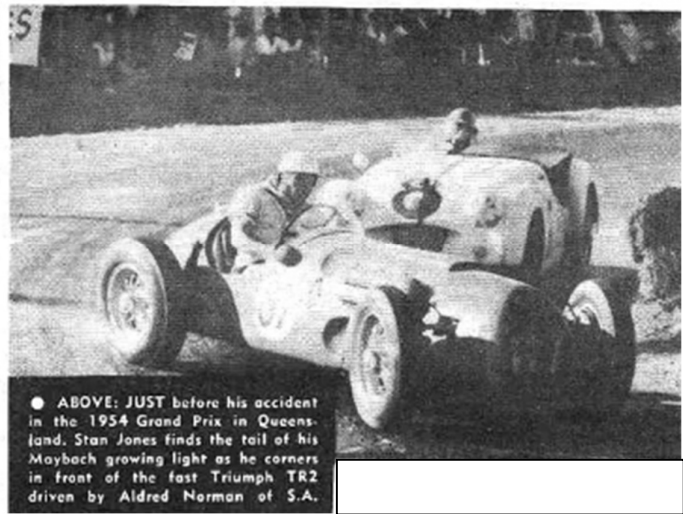
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Nightfall during a 12-hour sports-car race at Sebring, Florida



● ABOVE: STAN JONES hits a bump during a crack at the Templestowe Hill. Jones is a most polished driver at all times, including hill-climbs, which makes a picture like this a pretty rare shot.



● ABOVE: JUST before his accident in the 1954 Grand Prix in Queensland. Stan Jones finds the tail of his Maybach growing light as he corners in front of the fast Triumph TR2 driven by Aldred Norman of S.A.

Every time the red sports car swung into the sharp left hander, snaking as the brakes were applied, and then when screaming around the bend to clip the hay bales with its rear mudguard, the crowd sat up expectantly while flag marshals and photographers dived for cover

Excellent for the newspapers, no doubt, but poor for the sport. The bulk of the publicity motor sport receives in Australia is in the form of dramatic, spectacular shots, now and then, in papers and magazines. Too rarely is there a picture of a fine car running a well driven race.

For three laps the red car hit this same corner too fast. The fourth time round, the driver failed to control it. The car slid broadside onto the bales, the tail kicked high into the air, and the driver spilled out, headfirst onto the bitumen. Luckily the driver was not badly hurt, and his skull was saved by the tough crash hat as all competitors in motor sport are forced to wear in Australia.

This accident was caused by a new chum to the sport taking his first race far too fast and with the inevitable result. The newspaper photographers all snapped their shutters at the most dramatic moment and hurried off.

Not very long ago on the German Grenzland circuit a well-known driver lost control of his machine while rounding a curve at over 100 mph. The cause was a rare high speed tyre burst; The outcome was nine spectators killed and some thirty injured. European papers gave the sad occurrence exactly two and a half lines at the end of a column reporting the race.



● ABOVE: THIS lively action shot illustrates exactly how a skilled driver drifts his car around a fast bend, a type of good driving that as a rule gets little acclaim from the average spectator, who so often prefers the more spectacular sliding, lifting-wheel driver. It's Les Davison, at the helm of his Grand Prix winner.

Had such a thing happened in this country the press would have blared forth the terrible news in two inch banner headlines and devoted nine tenths of the race report to the accident using probably the last two and a half lines for the result.

Therein lies the difference between European and Australian attitudes towards the sport of road racing. Prejudices of our daily press towards automotive subjects stems largely from ignorance all the sport which once flourished with terrific enthusiasm in the prewar days of Phillip Island. This imposes a serious handicap on attempts to consolidate road racing today.

Nobody in Australia races for a profit simply because there is no profit to be had. The built up 'specials', the imported racing car and sports cars from Aston Martins to MG's and even the family saloon cost their owners a packet in tyres and maintenance. Attendance at the meetings is not big enough for the drivers to be paid starting money and the prizes of either a cup or cash prizes too small even to pay for the tyres burnt out on the course.

Many race meetings have nearly all of their profits donated to charity and consequently there is nothing left for the driver except the honour of winning.

Publicity with the accent on drama as too often prompted the influx of the morbid - minded spectator. We wonder sometimes how many true blue enthusiasts they would be if the former were ruled out.

Motor racing does have its elements of danger from a just as every other active sport claims its occasional death, and its annual crop of injuries. Why,

even cricket these days is claiming its quota of cripples. Unfortunately, a popular belief has grown that this is the most dangerous of sports; many cautious officials are reluctant to allow road racing, so popular on the continent, in America, and in Australia. They say that the element of danger for spectators is too great. The bodies conducting the motor racing events in this country take every precaution to safeguard the public. They go to tremendous trouble mapping out prohibited areas and placing hay bales at strategic positions.



Any danger that exists cannot be fully obviated, however, until the organisers find out just why spectators will insist on running across the course while a race is in progress.

At a recent meeting the writer saw several people cheat death by inches as they ran in front of a car coming down the straight at 120 mph. At this speed few of us can appreciate just how quickly a car will cover the ground. It is no good relying on judgement to estimate if you can reach the other side of the road before the car is upon you. When he's travelling at more than 100 mph a driver cannot swerve without getting into real trouble.

Often spectators wait until the final race of the day before making a move and it is usually at this time that the Suicide Squad of 'track crosses' gets underway.

Voluntary officials come into a great deal of abuse from spectators when they make any serious attempt of crowd control and in many ways the job becomes most unpleasant.

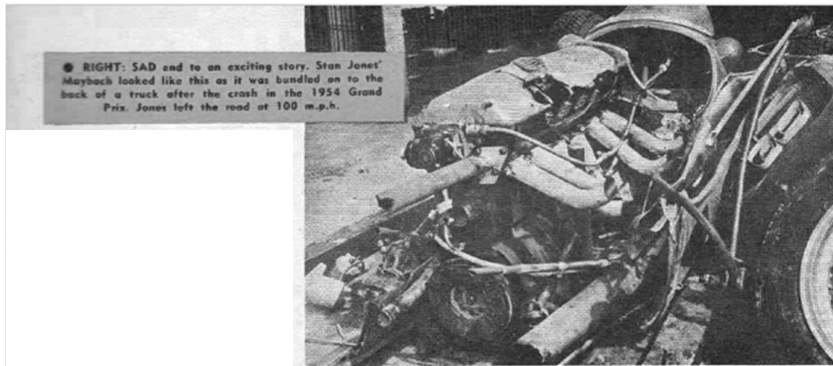
Then, there are the prohibited areas, fenced off sections where cars might get out of control - not necessarily crash. Because these prohibited areas are usually in place when the spectacular is likely to occur, spectators there are annoyed that they are kept out.

Haybales, escape routes and prohibited areas are there for the protection of spectators and all the competing drivers. Few sports take greater pains over the maximum safety precautions. If someone is injured at a motor race meeting it is unusual if he is not personally responsible. Above all, spectators should keep well back from the track. How often at meetings have you heard announcers pleading over the address system 'please get back off the track' or 'Please don't cross the track while the race is in progress', it never seems to register fully though.

Talking to a racing motorist the other day we asked him if his wife worried about his frequent participation in races. He replied that she was used to it now, and he went on to point out that he felt safer at the wheel of his racer than driving around the metropolitan area when anything can happen and often did. In a race, a driver is comparatively safe if he is experienced, and, more important, drives within his own limitations. Once a racing driver starts to frighten himself going into corners he is really asking for trouble.

He knows, on the other hand that all cars are going in the same direction and providing the driver in front is reasonably skilled, nothing short of a severe tyre failure is going to cause undue strife. Don't think, however, that we claim that drivers get in difficulties through inexperience only.

In the really fast cars an error of judgement through overconfidence or miscalculation, or through being bumped by a slower car can bring about some tricky circumstances.



There was a time at that Stan Jones crashed in the 1954 Grand Prix of Queensland. In the heat of the race, he did not allow for an

increasing lightness in the tail of the Maybach as the many gallons of fuel were used up through the long race. Taking a corner at over 100 miles an hour, he miscalculated the drift of the car. Stan was lucky and managed to escape with only a cut chin but as for his car! You know about that.

Some time ago another experienced driver, Lex Davidson had his Alfa Romeo turn over when it blew a rear tyre as well over 100.

These accidents do happen, but when one considers the number of times a few top line racing men take the wheel over a year, the element of danger is not as great as it might seem at first. Many drivers appearing on the track have been involved in more accidents on the highways, and seldom has negligence being proved against them.

Think about this. Mr Average Motorist. A racing driver is in the company of skilled colleagues who are capable of judging the control of their car down to the finest limits. You, on the other hand, are surrounded by a pack of, for the most part, relatively unskilled drivers who, statistics show, have one of the worst accident rates in the world per capita.

Racing drivers are kept under close scrutiny by the governing body here, CAMS. Should any other driver appear a danger to others either by reckless driving or lack of understanding of his machine, his competition licence is liable to suspension.

An event such as the REDEX trial can be more dangerous than ordinary road racing particularly when you're trying to make time on a 'horror' section at night, with visibility reduced to almost nil through dust from the car ahead.

In America one journalist once stated that he covered many forms of alleged sport and that road racing was a Sunday school picnic compared with the many

forms of legalised mayhem he had witnessed. He went on to say that seven years of viewing sports in the New York area thoroughly conditioned him for World War 2 with its cheery programme of bloodletting, bombing and violence.

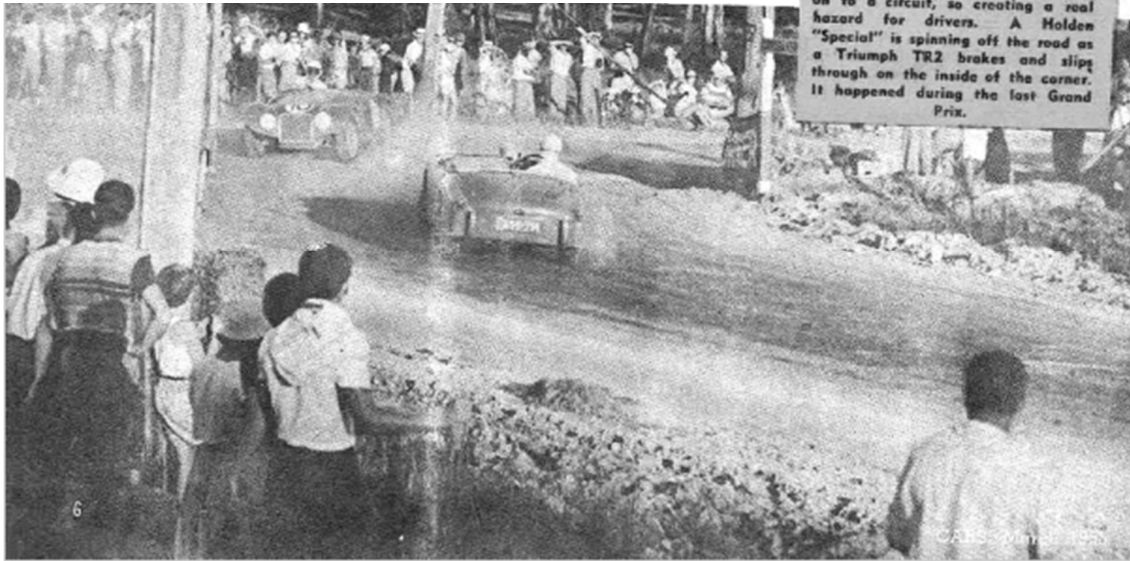


Let's face it. Some people like to think motor racing is dangerous so that they can get maximum thrill out of every moment. This type of spectator revels in 'hell driving' shows where stunt riders hurl themselves and their cars into almost impossible contortions.

Over the last two years there have been about 30,000 miles of racing in Australia and in this time there had been no spectator fatalities only two drivers have lost their lives, in one case, a bad section of the course overturned the car and the driver was unfortunate enough to suffer head injuries. The track organisers set to, and at considerable expense, eliminated the offending hazard.

Better- even some manners on the passive spectators, plus a little old fashioned common sense would help immeasurably.

CAMS and the organising bodies are doing their utmost to make the sport safe for the competitors by strict policing of both drivers and cars.



A generation ago, the man in the street was probably 10 times as automobile conscious as he is today. That was an era when real, colourful and distinctive automobiles flourished. But it cannot be said that he was any more dangerous when attending the road races. The seventh Vanderbilt cup of 1910, viewed by half a million people, was a clear indication of this. Totally ineffective police control allowed thousands of people to overrun the roads in the path of speeding monsters. In their eagerness, these enthusiasts almost threw themselves under the wheels of cars. The toll was four spectators and two mechanics killed and 22 spectators injured. Yet these casualties were accepted philosophically.

Adequate spectator safety measures are not guaranteed to put an end to ALL racing accidents. But they will tend to eliminate situations which otherwise would prove fatal for the onlookers. Proper spectator location marshalling will guard against fatalities even if the driver makes a bad mistake. But neglect of such precautions is guaranteed to invite crowd disasters no matter how skilful the driver maybe.

What should be done to ensure maximum spectator and driver safety at all road racing events? First the driver;

- The ability and experience of any given driver should be assessed against the type of car he proposes a drive in a race, and his Entry accepted or rejected on that basis during the practise period. Taking a hypothetical case, it does not follow that because a driver has shown up satisfactorily

with an MG during two previous races, he is necessarily qualified to handle a Maserati or Ferrari on his third outing.

- The subject of 'no passing' zones on turns or on difficult portions of a road circuit, such as a narrow humped bridge, presents a knotty problem. Some drivers favour 'no passing' zones while others feel they are a hindrance and a possible danger. Without any doubt that at some spots along certain road courses 'no passing' zones appear to be a must. But if they are to be used at all, it is vital that the sign be clearly visible to all drivers. Why not, therefore, use a couple of red light bulbs on a pole or paint a sign across the road directly in the path of oncoming cars? It must be made absolutely clear at all driver's meetings and in the book that there can be no such thing as 'committed to pass' and that responsibility rests solely with the driver behind. Then, 'no passing' zones will have a definite constructive value as a safety measure.
- Suitably spaced markers indicating the distance from a corner should be provided by the sponsoring clubs at all races whether on the road or on an airfield. As drivers barrel around the circuit, they tend to fall into a certain rhythm or groove, and to stick to the most suitable repetitive pattern in handling their cars. It is therefore extremely useful to know that if you are hitting 120 mph at #4 marker you can safely shift into third gear between #3 and #2 and a second at #1 marker as still negotiate the corner quite safely with full control of the car.
- Practise periods of adequate length and time should be mandatory on any race course. To expect drivers to do exactly the right thing at all times on a dangerous circuit after a couple of perfunctory practise laps is the height of folly and a gross injustice to the participants. If a locality is either unwilling or unable to give drivers proper practise facilities on its circuit, then it is no place for road racing and the sponsoring club has no business allowing its drivers on it.
- On no account and in no circumstances should any spectator be permitted to stand closer than 30 feet from speeding cars anywhere along the course. While this precaution is self-explanatory on the outside of turns, a mistaken idea is prevalent that it is unimportant on straight or on the inside of corners. That such a view is wrong can be demonstrated by dozens of photos where a driver has overcorrected

and incipient spin only to find himself nosing across the road at an alarming speed, towards the inside of the turn.



- Escape roads at all turns should be kept absolutely clear of spectators instead of being a convenient location for hay bales which are frequently used as grandstands by onlookers. Block an escape road and the driver of a gyrating car has nowhere - but nowhere- to go except smack into the hay bales or into the crowd.
- The police should know and spectators should be informed via the loudspeaker system that while hay bales serve a useful purpose on both sides of the turns, they are not intended as bulwarks to protect the crowd from spinning cars. The primary purpose of the hay bales is to serve as buffers to cushion the shock of impact between the car and any object liable to wreck the machine and injure the driver.

Driver safety is the responsibility of the sponsoring club and of the drivers themselves. Spectator safety should be the responsibility of the civic authorities in the locality involved and, through them, of the police. If the spectator and driver safety measures do not prevail to the complete satisfaction of civic or club officials before the start of a road race, they should refuse to let the race start. What's more, if at any time during an event, officials should discover the spectator safety measures have anywhere been relaxed, the race should be stopped until such time as crowd control is restored and complete safety is assured.

If sponsoring clubs have the courage to take his attitude, the local civic and police authorities will quickly follow suit. It must be understood that in the sport of amateur road racing lives always come before pounds.

To ignore these safety measures with about to sabotaging the sport. Road racing can grow in Australia. But the time has come to fight for improvements that will ensure its future as an exhilarating sport with safety for all.



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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.