



# VALVE BOUNCE

MAY 2026



*Grant on the Grid*

Garry Mc Ivor at speed – Grant on the Grid photo

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**MAGAZINE CONTRIBUTIONS** Forward by email to [wwqms@bigpond.com](mailto:wwqms@bigpond.com) Contributions should be forwarded by the third Friday in the month.

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

**WEB PAGE:** [www.gippslandcarclub.com.au](http://www.gippslandcarclub.com.au)

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

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

GIPPSLAND CAR CLUB – LIFE MEMBERS			
Terry Morris	Bill Frankland	Allan Grigg (Dec)	Don Dickl
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John Moss	Ernie Corry	Bill Jennings	Cliff Whitehead
	Ken Neilson	Ian Speight	

## **2026- Motorsport Calendar**

### **MAY**

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)

Saturday/Sunday, 16/17 Terry Baker Motorsport Weekend

Friday 22 Private track hire

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 Boost2Drive track hire (half day)

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

Saturday 4 Working Bee and Club Members Practice Day

Sunday 5 AROCA Supersprint at Phillip Island

Sunday 5 Nuggets and Friends track hire at Bryant Park

Tuesday 7 Valve Bounce collation

Friday to Sunday, 10/12 Repco V8 Supercars at Townsville

Sunday 12 GCC Multiclub Khanacross at Bryant Park

Tuesday 14 GCC Board Meeting, Clubrooms, 7.00 p.m.

Saturday 19 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 Working Bee and Club Members Practice Day  
Saturday 22 Victorian Supersprint Championship Round 4, Calder  
Saturday 22 Winton Supersprint Round 3  
Sunday 23 AROCA Supersprint at Broadford  
Sunday 30 GCC Multiclub Khanacross at Bryant Park

#### SEPTEMBER

Tuesday 1 Valve Bounce collation  
Saturday 5 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  
Sunday 27 GCC Multiclub Khanacross at Bryant Park

#### 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.

<b>LOCAL EVENTS</b>			
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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## **TOOLS BUILT TOUGH**

The logo for Fowlers Asphaltting, featuring the word "FOWLERS" in a bold, italicized, blue font with a white outline, and "ASPHALTING" in a similar font below it, all contained within a blue-bordered rounded rectangle.

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:**

Well it's May already and we are heading towards the colder, wetter months.

You wouldn't have known it however based on the weather at the last round of the VHCC at Bryant Park hosted by PIARC. We had a glorious couple of days on both Saturday and Sunday and an enormous field turned out again with over 80 entries. It's been great to see the VHCC so strong this year with every round so far posting a field of 80+ despite the recent pressure on fuel prices. Most classes are well represented in terms of entrant numbers and we are seeing some very fast times across all classes. I'll give a shout out to Scott Slater in Noel Bull's 1966 Elfin Formula Vee for his very fast times in the last round, coming in around 30<sup>th</sup> outright amongst some much faster machinery.

It was also fantastic to see so many photographers around the track at the recent VHCC round. For those who follow all of the groups on Facebook there have been an enormous amount of photos posted from this round and there are some magnificent shots of all cars.

In other news we are heading into the club event season at Bryant Park with some of our Multiclub hill climbs coming up from the end of May. Hopefully we can field some good entrant numbers as they have dwindled a little in the last few years.

It's also good to see the new timing building stairs at the track, this has been a work in progress for quite some time to replace our old "temporary stairs" that have been there far too long. We now just need to hit the final milestone of getting them installed in place.

I'm off to China for a couple of weeks for work so I'll see you all at the next hill climb in late May.

See you soon

Jarrold Bryant

## **Vice Chairmans Report – Rhys Yeomans. May 2026**

### **COMPETITION SECRETARY**

Karl Hess has put his hand up to take over my role as Competition Secretary. He has gained access to the Gippsland CC portion of the Motorsport Australia Portal and we've had a run through the Competition Secretary process. Handover will happen over the upcoming events and you'll start to see Karl's name in Supp Regs and competitor information emails. Thanks to Karl for putting his hand up for this important role for the Club.

### **CANTEEN – THANK YOU**

Thank you to Julie Barker for once again running the canteen at Victorian Hillclimb Championship Round 4. Julie has done a great job of managing the canteen over the past years, putting in great processes to ensure we sell out right on close and make a nice profit for the Club.

Julie is off on a tour of Australia for the coming months, so we will be without a canteen for the upcoming Club hillclimbs and will endeavour to arrange a food van if possible. Competitors might be required to bring a cut lunch, keep an eye on the competitor information email and Facebook page before each event.

Thank you also to Alyssa Perks, Dawn Whitehead and Yvonne Hess for helping in the canteen also at the Victorian Hillclimb Championship Round 4. Many hands make light work.

### **WANTED – Victorian Hillclimb Championship Club Delegate**

As an event promotor for Victorian Hillclimb Championship, Gippsland Car Club and all promoting Clubs have a nominated delegate who attends the VHC Panels each month, contributing to decisions made as a Panel and providing any reports from the Club. The meetings are held monthly via Teams, and are a productive way to contribute to the decision making and future of Victorian Hillclimb Championship.

I have been in this role for several years and believe my involvement has made a positive impact on Victorian Hillclimb Championship and it'd be great to hand this over to someone else willing to make a similar contribution to the series and being a positive representative of the Club. If you are interested in taking over this role, please contact me and I can go into any further detail required, event invite you along to a meeting to see how the meetings are run.

## **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, May 23  
Saturday, May 30  
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 six hill climbs and six khanacrosses left for our GCC Club Championship– two hill climbs and two 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, 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

**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.

**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. The field for the recent khanacross was very good, so the answer may well be none. We will see what happens at the May 24 hill climb, when the majority of the entrants have you trailer their vehicles to the event.

**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 was to install them at the recent Working Bee. **GUESS WHAT** – the installation did not happen, so the stairs are still sitting on the ground in front of the Timing Building.

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

- **INSURANCE FROM OUR BREAK IN** Still going, but is possibly almost resolved. Scott Seddon is continuing negotiations on behalf of the Club. The insurance company appointed a company called NEXUS to survey and value the amount of damage that we suffered. This has been a long and involved process.
- 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? This conversation is still ongoing and as yet is unresolved. The replacement of the security system is urgent, as is the installation of a security system on the new building

- Ongoing drainage problem in the Clubrooms – still trying to find the source of the leak – this has been happening since the building was constructed and the source of the leak still cannot be found
- 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! Still waiting!!
- Discussion re the provision of a grandstand on the viewing mound at Turn 2 – members of the Board have been charged with looking around to see what it is that we actually want – we are not talking about a massive big football club type grandstand, but a small aluminium three or four level portable structure that people can sit on.
- 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. This has proven to be of interest to members – contact any Board member if you have an opinion
- 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. Jarrod Bryant has undertaken much of the exercise, which is published in this edition of Valve Bounce, but a track walk is required
- Some grass cutting took place at the recent working bee, but it proved to be very wet and challenging
- Bill Jennings has suggested that we investigate the price (and possible purchase) of a new flail mower as the current machine is not necessarily fit for purpose
- Lighting in the Clubrooms is very dull so we need to investigate upgraded globes or the installation of new lights
- A number of tables were destroyed during our break in, and a number more have been damaged – it is time to replace them before we receive any insurance monies as some of the tables are in a dangerous condition.

# 49<sup>th</sup> HISTORIC WINTON<sup>®</sup>

30th and 31st May 2026



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

Winton Motor Raceway, Benalla, Victoria



Photo: Ian Smith



## Help us raise **\$6,500** for Cancer Research with Box Rallies

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Shitbox Rally 2026 Winter is not a race, rather a challenge to achieve the unthinkable... To drive cars worth just \$1,500 across Australia via some of its most formidable roads, all in the name of charity



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### Why we are rallying

We're thrilled to announce that we're taking part in Shitbox Rally 2026 - Winter! We'll be hitting the road in our \$1,500-or-less Shitbox, driving from Mildura to Townsville on an unforgettable 7-day adventure. It's not just about the drive—it's about making a real difference in the fight against cancer.

Every participating team is required to raise a minimum of \$5,000. Every dollar raised goes directly to Cancer Council and helps fund vital cancer research, which is why we're doing everything we can to hit our goal. Your support, whether big or small, will have a real impact.

# **VICTORIAN HILL CLIMB CHAMPIONSHIP ROUND 4, BRYANT PARK, APRIL 26, 2026**

By John Bryant

- This event was a track hire, run by PIARC, and was an event where basically all we had to do was the timing- the event was very well run by a Club that rarely runs hill climbs – the event was run on the Clockwise Figure 8 Track
- The weather was perfect – what almost seemed like a perfect spring day was an unusually warm autumn day
- There were 84 entries, of whom 79 started the event
- Two of the nonstarters were Selwyn and Selwyn, one of whom broke the rear axle on the Wimp 001 in practice on Saturday, so Terry came back with another racing car, one of his racing Datsuns, on Sunday – nice to have a garage full of racing cars!
- All competitors had the opportunity of completing five runs, and finishing the day by 4 pm
- I liked the fact that there were ten open wheeler entries present on the day, with four of the nonstarters actually being open wheelers
- The new for 2026 Limited Modified Road Car classes seem to have almost wiped out the Non Log Booked class this year, with 16 in the Limited Modified classes, and only 3 in the Non Log Booked class – this latter class was usually the largest at VHCC events
- Wesley Inkster appeared in a new Radical SR3RS in the Sports Car class, and was the winner of the up to 2000 SC class – if Wesley appears at a number of events throughout the year, he will be hard to beat for the Best Presented Car (and I thought I already had my mind made up as to who was the front runner for this annual GCC trophy)
- Alan Foley took out a hard fought fastest time of day, with a best time of 52.19 seconds driving his RFoley Formula Libre machine (this time was recorded on his last run for the day) – he finished a mere 0.04 of a second in front of our South Australian member Harrison Bishop, who drove his Hayward 019 to a best time of 52.23 seconds. In third position was Thomas Foley, also driving the RFoley FL vehicle.
- Two members of the Foley family finished in the Top 10, Alan in 1st and Thomas 3rd, and two members of the Inkster family finished in the Top 10, Thomas in 7<sup>th</sup> and Wesley in 9<sup>th</sup>



© Chris Barbour Photography

Alan Foley - winner



© Chris Barbour Photography

Ian Maud



© Chris Barbour Photography

Tom Kenworthy



© Chris Barbour Photography

Mathew Healy



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Craig Webb



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Mathew Muir



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Ewen Moile



© Chris Barbour Photography

David Parr

- Nick Cascone was again the first tin top vehicle, finishing in 8<sup>th</sup> position in his Porsche Cayman, whilst second tin top was Jacob White in 10<sup>th</sup> position in the Nissan Skyline, complete with roaring V8 power

- Wesley Inkster was the fastest Sports Car on the day, whilst Nick Cascone was the fastest Production Sports Car: Rhys Yeomans was the quickest Sports Sedan, Warren Heath was the fastest Improved Production Car (just from Karl Hess), Thomas Inkster was the fastest Historic vehicle, Jacob White the fastest Non Log Booked vehicle, and Zachary Hanlin the fastest in the Limited Modified Road Car classes.
- Some of the results can be found elsewhere in this Valve Bounce, while full results can be found on the GCC website. Whilst checking the results, you will find that ten new records were established on the day – an outstanding performance. The next GCC hill climb is a Multiclub event on Sunday, May 24 – entries are now open

#### A BIG THANK YOU TO.....

- GCC provided the canteen on the day, with Julie Barker running the show, ably assisted by Dawn Whitehead, Alyssa Perks and Yonne Hess
- There were unfortunately only two timekeepers, Jarrod Bryant and myself, with Jarrod driving his Formula Vee in the event also, and we were ably assisted by Darryl Hamilton and John Moss performing the spotter and red light duties

## **KHANASLOSH! APRIL 12, 2026 - John Bryant – Images Jakkii Dawson**

- 50 entries, 10 juniors, 46 actual runners, which was very surprising
- The weather could be described as wet, although some were heard to say it was as “wet as the proverbial shag’, and as such I was extremely surprised that anyone turned up to compete
- Some officials, even me although I was in the Timing Building, thought that we should run four tests and then go home very early, but the majority prevailed and seven tests were run, even though some competitors did go home early
- A couple of interesting cars were entered, they being Karl Hess in a vehicle called a HESSCAP Sidechick, and a Ford Territory to be driven by Ian Matthews - surely not, as I thought that this vehicle would be too big to zig and zag between the cones. I did not get to see the Karl Hess vehicle as he ran it in private practice after the working bee on Saturday, and it apparently proved to be a handful – one wonders how he came up with the name. The Ford Territory turned out to be a Special, i.e. a Ford Territory that had been chopped and channelled, but I believe was still too big to run in a khanacross, but he did run.





- Times as a whole were slower due to the very wet/wet track – there was running water on much of the pit area and the track when the first four tests were held

- The seven tests conducted were Carpark Up, Carpark Down, Back Clockwise, Back Anticlockwise, Out and Back North, Out and Back South, with Car Park Figure 8 to round out the day
- The Mazda MX5 was once again the car of choice, but Scott Seddon was in amongst the Top 3 on this occasion, finishing in third position a mere two seconds from second place – the question is – how did the MX5 drivers go who were forced to run with the top down as it is difficult to wear a crash helmet when the top is up – I imagine it was wet
- Simon Wills rose to the top of the pile on this occasion, taking out first position from Rod Macnab, both MX5 mounted. David French was once again in the Top 10 in his Toyota Corona
- Alyssa Perks was once again the top Junior, finishing in position number 23
- Dean and Andrew Evans, along with Matt Paulet , did a good job of sweeping the water off the track as they spent much of their time sideways, as did David French for that matter
- The use of trailers for competition cars appears to be increasing – even a truck on this occasion
- It was a surprise that not a huge number of penalties were incurred in this event, as one would expect that the wet track would cause some cone hitting in particular
- Our next khanacross, to be held on Sunday, May 31 is a round of the Victorian Khanacross Championship – I have said before, and I will say it again, that this event will be exactly the same as the normal multiclub khanacrosses we run, and will basically include exactly the same tests as we held in this event – the only difference is the name of the event
- Results of this event will be found elsewhere in this edition of Valve Bounce, as well as the current points scores for the Khanacross Championship for this year to date – very close at the top.

# **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](mailto:wwqms@bigpond.com)

**SAMPLE HALF PAGE OF THE GUIDE**

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

# FOR SALE



## TORANA LX HATCHBACK SPORTS SEDAN

- Ex Colin Miles race car with log book
- Mid mounted 350 Chev V8
- 9 inch Detroit Locker diff
- 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
- GM Alloy heads, 4 bolt, roller cam, small cam
- \$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 cwv SB Chev to Tremec GM
- \$600 or offer

## CONTACT

Dick Patray

0418 513 887

patraysplumbing@hotmail.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.

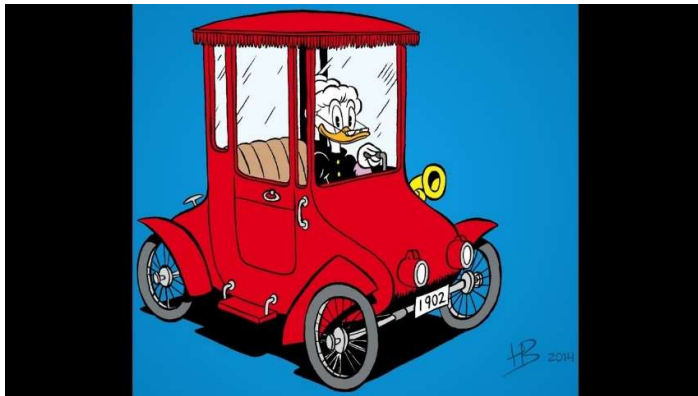
Located Pakenham, Thomas Inkster, Mobile 0438159409

## 1990 Nissan 300ZX



**3.0lt Turbo  
Petrol Automatic  
Approx, 80,000 km.**

**Car is located in Melbourne  
For more info please contact  
Rosslyn, 0409 557 874**



**We all know that Grandma Duck beat us all to having an  
electric car!!!**



# Leave lag in the rear view mirror.

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**PENRITE OIL COMPANY**

*L. H. Mecoles*  
L. H. MECOLES

*Above: Les Mecoles: (Company Founder) 1926 – 1979*

#### Family Kitchen Stove & Wheelbarrow

Les Mecoles, the visionary founder of Penrite Oil, began his entrepreneurial journey in the 1920s while still a student at Melbourne High School. He started by importing oils from overseas and acting as an agent for established brands like Shell, Autolene (British American Oil Company), Trogon Oils, and Rigolin, a Latvian company that went into liquidation in the 1940s.

Les's school notebooks were filled with sales figures and formulas for oil blends, reflecting his early business mindset. He officially launched his own company on his sixteenth birthday, March 6, 1926. His school report praised his sharp intellect and excellent memory, though he was largely self-taught.

While selling these well-known products, Les worked to establish his own brand, blending Oil on his mother's kitchen stove at the family home in Loch Street St Kilda, Melbourne, Australia and using his father's wheelbarrow for deliveries, later relying on a courier service as his customer base grew.



**First Blend**



**First Delivery**

**Penrite**  
**100 years of History**  
**1926—2026**



*This article has been lifted wholly from the Penrite website, and is reproduced with their permission.*

The Family story goes that Les sold his prized leather jacket to fund his first batch of oil.

During this time, Les also developed a passion for photography, cars, and horse racing. If the oil business hadn't worked out, he aspired to become a newspaper photographer or a bookie. A camera or racing guide was never far from him, and he was even absent from his own wedding photos, as he served as the official photographer. In a true reflection of his love for cars, Les left his wedding reception early with his brother to test-drive a car.

#### The Early Years

In the early years, Les Mecoles operated a petrol service station on Hawthorn Road, Caulfield, selling oil and petrol from the curb side. However, as the business grew, he purchased his first factory to expand operations. By 1932, Les relocated the business to a more suitable site at 625 Bridge Road, Richmond, Melbourne, acquiring the property for just £75 — a location now occupied by a McDonald's restaurant.

Over the following years, Les continued to grow the business, acquiring additional properties across Abbotsford and Richmond to import, distribute, and manufacture his own oil under the name L.H. Mecoles Oil Merchant.

In 1934, his brother Stan joined the company to help further expand the business.



**Les and Stan**

As the business grew, Les realised his oil needed its own unique name, Les sketched "Oil-Rite" on the back of an envelope. However, the application had to be resubmitted when it turned out the name was already taken. According to the Mecoles family history, it was Stan Mecoles who suggested the name "Pen-Rite" to Les — a clever combination of "Pen" for Pennsylvania crude oil, considered the best at the time, and "Rite" for the "Right" oil.

In 1936, Les eventually registered Penrite with the Commonwealth of Australia and became a member of the Pennsylvanian Grade Crude Oil Association. This membership allowed him to import 100% pure Pennsylvanian Crude Oil, enabling him to blend his oils with the finest base oils available worldwide.

### **The War Years**

During the 1930s, Penrite experienced significant growth, including a move to 71 Hoddle Street, Richmond, and the expansion of its reach to other states across Australia. By the time World War II began, Penrite had evolved beyond just manufacturing oils and lubricants, offering a wider range of products including greases, automotive batteries, and workshop tools to meet the demands of its growing customer base.

Records from this period show that Penrite played an important role in supporting the Allied war effort, producing various products for both the European and Pacific campaigns. The plain green wartime Penrite tins marked a stark contrast to Les's usual marketing style, reflecting the practical needs of the

time. A January 1942 stocktake revealed that Penrite held £11,000 worth of stock, though the staff had been reduced to under 10 people.

Throughout this challenging period, Les and Stan continued to run the operations, ensuring the production of goods for the Australian government. Meanwhile, their younger brother Samuel Mecoles served as a Squadron Leader with the Royal Australian Air Force during the war, later going on to become a doctor.

### **Post War Growth and Les's Health**

After the war, Australia was still experiencing extensive rationing, which greatly impacted manufacturing and daily life. By 1951, Penrite Oil had grown to become a Pty Limited company and was proudly promoted as the "Specialist in lubricating oils and greases for every purpose."

Les often travelled to Brisbane, Sydney, and Adelaide, expanding Penrite's reach. In the later years, he was able to hire salespeople and dedicated considerable effort to training them in the art of salesmanship. One of his earliest recruits was a young man named Ron Walker, who would go on to become the chairman of Fairfax Ltd, Lord Mayor of Melbourne, and head of Formula One.

In late in 1960's and early 1970's the Abbotsford site was forcibly acquired by the Victorian government to make way for a new freeway and Les built a new site at 3 Cross Street Brunswick (*Below*).



However, during these later years, Les's health began to deteriorate after battling cancer twice. With no children to pass the business onto, he decided to sell the company.

Les had identified John Dymond, a young oil additives supplier he had grown close to, as a potential successor. The initial discussion between the two men gained momentum when John's wife, Margaret, fully supported the idea. Despite having nine children and limited funds, the Dymond's were able to negotiate a deal, with Les generously agreeing to help initially finance the purchase to ensure Penrite would remain in good hands.

The deal was finalized in March 1979, with John and Margaret Dymond officially becoming the new owners of Penrite Oil. Unfortunately, Les passed away shortly after, on August 23, 1979.

#### **The Dymond Family**

John Dymond, affectionately known as 'JD' started his career as an apprentice engineer at the Vauxhall motor factory in Luton, England. He and wife Margaret later migrating to Australia in the late 1950's with John taking on role with British Petroleum working on the launch of their long-life fuel additive program. John's tenure at BP allowed his keen interest of motoring and engineering the opportunity to work with industry giants in the automotive space and travel extensively across Australia and New Zealand.

This extensive travel gave JD a unique perspective, as he experienced firsthand the diverse Australian landscape and challenging driving conditions. It also led him to identify a significant gap in the market: there was a clear need for oils specifically designed to perform in Australian conditions. After leaving BP, JD joined US-based additive company Lubrizol, where he worked on developing oil and lubricant solutions tailored for the Australian market

After more than a decade with Lubrizol, JD, eager for a new challenge, was presented with the opportunity to purchase Penrite from Les Mecoles, the company's founder and a valued customer. According to family history, Les jokingly remarked, "With you and the wife having 9 children, you've already got your own workers sorted."

Upon taking the reins at Penrite, JD quickly identified a major oversight in the Australian lubricants market. The large oil companies were simply importing oils designed for North American and European markets, assuming they would work for Australian cars and climate. JD's vision was to develop oils specifically engineered for the unique Australian environment.

He also expanded Penrite's presence internationally, growing exports into New Zealand and Europe.

#### **Margaret 'Marg' Dymond (below)**

Affectionately known to her Penrite family as 'Marsey' or 'Marg,' there are countless stories about Mrs. Dymond that reflect her warmth and dedication. Whether she's chatting with young motorsport competitors in the pits, engaging with motoring enthusiasts at local car shows, or camping at motorcycle events, Marg is always involved. Despite her active presence, she's never one to name-drop or seek the spotlight, so most people wouldn't realise they're speaking to the owner of the business.

For the past 45 years, Marg has been the cornerstone of Penrite, providing the strong family bond that has kept the company united. Her commitment to Australian manufacturing, her strong family values, and her "give it a go" attitude have all played crucial roles in Penrite's success.

As Penrite approaches a major milestone, Marg, too, is reaching a similar personal milestone but remains deeply involved in every aspect of the business. Her passion for youth motorsport, small business, and charitable causes keeps her incredibly busy, ensuring her influence continues to shape Penrite's future.

#### **The Next Generation**

Following the Passing of 'JD' and Mark Dymond and the next generation of the Dymond family continued to build on Penrite growth and technical innovation, The Company is now headed by Toby Dymond as the CEO, with various other Dymond Family Members Nigel, Fleur and Jon filling out significant roles within the business.



# **THE SPONSORSHIP PUZZLE – HOW TO FIND THEM, HOW TO SATISFY THEM – Bill Revill**

## **Getting sponsorship – how do we do it?**

Motorsport is always expensive - participants cannot progress in motorsport without money. Moving up from club events to faster and more competitive classes is inevitably very expensive. So how can we get enough money to fund our racing?

There are two distinct sides to motorsport – the sporting and competition side and the pure business of motorsport. Business is attracting sponsors with money who are willing to provide financial support to cover your expenses and costs in exchange for services. You are selling an advertising service – just like driving a rolling billboard around the track or along the road. So how can we ensure that we can get the dollars we need whilst giving the sponsors value for money?

## **Plan to fail or fail to plan?**

If we ask many young drivers 'what next...?' in their career, not many can answer with any confidence. But unless you know what you want and what you must do to get it, no one else can help. This is why we need to plan – and put together what is usually known as a business plan. So some careful thought is needed to decide what your motorsport future will be and how can you achieve it.

## **What do you want?**

What class, what series, do you buy the car, lease a drive, and what do you want to achieve? Are you seriously looking at motorsport as a career either in Australia or overseas, or do you want to stay as an amateur, just competing for fun? Before we approach anyone for help, these questions need to be answered in your own mind and the plan needs to evolve around them.



## **Now we can think about a budget.**

You really need detail only for the upcoming season, but it's time to decide realistically how much the season will cost. How much do you need in support of the planned actions you have decided? Even if you are paying the bills yourself or if 'Mum and Dad' are chipping in, a realistic budget is a must to ensure that you can continue for the whole season. Expenses are, of course, direct expenses – car lease/purchase, entry fees, consumables such as tires and fuel and maintenance. But remember indirect costs as these really add up – travel, accommodation, meals on the road, additional passes and lots of other small stuff. Remember, support may not be in just dollars –if you can do a deal for service time or equipment, do it!

Some classes have damage deposits. These can be included, especially if damage will be inevitable (such as V8 Utes) or ignore it! Just accept that, if you have a prang, the season is over and it's time to pick up the pieces.

## **Sales plan – what are you selling?**

You have to be able to demonstrate to the sponsor how you can give them value for money. And you have to demonstrate that you will be a good representative for their company. We have all seen and despaired of young footballers losing mil-

lion dollar contracts for doing dumb things. You need to be able to project to the sponsor what you can do for them and what a good representative for the company you can be. This is called a 'value proposition'. You need to be able to show as clearly as possible what value you bring to the sponsor. If we think of the 'rolling billboard' and the 'value proposition', we see that winning, whilst nice for the publicity it arouses, is good and makes the sponsor happy, but may not be essential. Also you can't give the sponsor an iron clad guarantee you'll win! So we need to base our value proposition on something else. What else can you do?

You need a profile document – photo, brief personal section, ambitions, goals - just something to introduce you to the possible sponsor.

Beware of your personal profile – ensure there are no photos of you partying on twitter, or using an inappropriate email address; you **MUST** look like a good company representative!

Include any awards in your profile document – sporting, school, and good results. Anything that will show you're responsible and smart. Good school results are useful – anything to show you are personally ahead of the pack, you have common sense and stability. If you are looking for a motorsport career, you are asking for a lot of money – the potential sponsor wants to support someone who will provide a good company image. Of course, include your success with the MG Car Club Newcastle Young Driver Development Course!

Communication skills: good oral communication is a must. Speak well, clearly and engage brain before mouth! Written communication, of course, is the same – you must use good grammar, good sentence construction and well-chosen words. If you want a sponsor to invest a lot of money into you, you need to be able to speak to their clients: one-on-one, in small groups and a thousand in a room. And, of course, developing a good telephone manner is a must. Public speaking and personal confidence are great qualities to develop. Have you ever heard of "Toastmasters"? They are a group in your community who teach people (and make a hobby of) public speaking. A great skill to develop, this gives you self-esteem, allowing you to speak without hesitation to groups – building your own self - confidence. By doing this, you can speak to sponsors confidently; you can show them your Toastmaster's qualification so that you can demonstrate to your sponsors you can, for example, address a room full of their customers or dealers confidently without choking. And of course, you will be much better at job interviews. It's a benefit no matter what direction your life takes. Toastmasters have a junior program; check your local community guide.

## **Providing value for money for the sponsor – what can you do?**

Personal appearances. Offer to (say) do five Saturday mornings a year, (say) in their garage or parking lot wherever they choose for your star appearance. You have the race car there, off the trailer and beautifully polished, you are wearing your driving suit, you have printed off good photos of yourself

which you can autograph and hand out, you can spend the time to chat with the customers, help them put their kids in the race car and let people take photos of them. This draws a crowd, brings people in, and promotes goodwill.

For example, if you do the personal show outside a “Good Guys” store, they get four hours of people coming for a look at the car and to chat and get photos. So they are seeing the sponsor advertisements at the store and on your race car and coming directly to your sponsor’s door. You are very polite, meeting and greeting people and putting forward a good image of their business. It must create thousands of dollars’ worth of advertising for your sponsor! You can also promote the next race meeting you will attend so the promoters benefit. It costs you a morning and \$30 for photos – negligible cost, your sponsor loves it, the event promoters love it and it builds your reputation. People will come to the race meeting to see how you go and identify with you and the team.

What is the policy at the racetracks to promotion? If they let you, offer to hand out handbills to competitors or spectators, look for opportunities to get your sponsor’s name and literature out there. You could offer that you pay for an advertisement in the program (this is often quite inexpensive).

A part of your contract is to have a Facebook and Twitter page plus post (say three) clips on YouTube after each meeting. Every day we see that social media is becoming more and more significant in people's lives and better for publicity. Ensure you take the time to speak to the commentary team at the track and give them a written brief. Part of the deal is to give the commentators a brief of you and your sponsors. If you get the chance to speak, you'll mention the sponsor's name at least twice!!

Develop a press kit, make up (say) fifty copies and keep them handy. Keep it simple and short, include a brief on you, include great words about your sponsors, your latest doing, good results, include sponsor's literature and possibly a CD of photos. This only costs a few dollars but can help to be reported in the right places and gets your sponsor's material into the hands of the media. Again, this is something you can offer to your sponsor – something more to fulfil the 'value proposition' and proves you're doing some positive actions for them.

Depending on class and rules (and level of sponsorship), consider the car name. Jack Brabham outraged CAMS in the 1950s by calling his Cooper the RedEx Special – and got away with it. Look what happened to him!!

You have a car – an excellent billboard – with the sponsor's name all over it. And while it's sitting in the shed, nobody is benefiting from it. There's a stack of advertising things you can do for your sponsor – put the car in their showroom or

outside their premises as an eye-catcher, tow the car on the street on busy nights in the main shopping strip with a billboard. Think up some other ideas and remember the 'value proposition' – you want to give them value for things that provide benefit for them but don't cost you much. Having the car on display costs nothing.

**Sponsor days:** A recent chat with a Porsche Series driver was revealing. He takes his clients out to Sydney Motorsport Park and does fast laps with them. He says it's the best advertising he can get: "... you take client to lunch and they get that everywhere. Take them for some hot laps – and it's an experience they remember all their lives..!" Offer to take the clients of your sponsor for a drive day – give them the thrills they will remember and ensure that they share the excitement. You can offer one or two "sponsor days". Buy a number of passes to a meeting, ask your sponsors to bring out their clients and invite them to bring out their friends and family to watch you race. Hospitality is included – provide morning tea and lunch, so that your sponsor can bring their customers out and show off their involvement.



*Grant on the Grid*

## **So how do we do the deal??**

Very clearly decide on what you want – which series, type of car, lease or buy a car. Decide very clearly on your objectives. Then sort out a realistic budget, including spares, rebuilds, modest crash repair, travel, accommodation, fuel etc. Sort out target sponsors. Work out the 'top twenty possibles'; look for businesses that will want public exposure, reasonable size and be sure they don't have a deal with any other driver. Research them on the 'net, get the General Manager's name. Put together a nice letter, introduce yourself and send with a Presentation Kit. Follow up with a phone call in a few days and offer to meet. If you get an interview, put a presentation together. Only mention money at the very end of the presentation, if at all.

Listen closely to the comments – if it's twenty flat 'no!', then rethink, and do another twenty. And another twenty. You'll get a lot of knockbacks, but every knockback brings you closer to the one that succeeds.... and you only need one or two good sponsors!! Read Jackie Stewart's autobiography ... even for him, getting the Stewart F1 team off the ground meant endless phone calls. Did we say you need to develop a good telephone manner....?

Finally...

There are some ideas here to gain sponsorship. What ideas do you have? What successes have you had? What disasters?

# EZIUP AND GO VIC HILL CLIMB CHAMPIONSHIP ROUND 4, APRIL 26, 2026

## CLOCKWISE FIGURE 8 TRACK

### Event Ranking

Rank	lumber	Last Name	First Name	Club	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Time	Gap
1	250	FOLEY	Alan	GCC	RFoley Formula Libre	53.11	53.02	68.48	52.49	52.19	52.19	0.04
2	40	BISHOP	Harrison	GCC	Hayward 19	54.16	53.05	53.44	52.23	52.35	52.23	0.04
3	150	FOLEY	Thomas	GCC	R Foley Formula Libre	61.03	70.99	61.22	56.31	55.00	55.00	2.81
4	70	MOILE	Ewen	GCC	Ramblebee Mk8	59.23	55.95	56.39	56.01	55.96	55.95	3.76
5	647	HEALY	Matthew	MADC	Yacar Crosskart	56.61	56.15	56.73	56.45	56.44	56.15	3.96
6	641	LEWIS	Edward	GCC	Lewis Dallara	60.88	60.53	59.37	58.68	59.11	58.68	6.49
7	714	INKSTER	Thomas	GCC	IDS Sports Car	61.98	59.49	59.77	60.13	60.64	59.49	7.30
8	62	CASCONE	Nick	GCC	Porsche T18 Cayman	60.80	60.80	60.21	60.06	60.64	60.06	7.87
9	24	INKSTER	Wesley	GCC	Radical SR3RS	62.63	60.75	60.50	61.36	66.81	60.50	8.31
10	331	WHITE	Jacob	GCC	Nissan Skyline	61.68	73.85	61.37	61.02	60.65	60.65	8.46
11	16	YEOMANS	Rhys	GCC	Honda Civic	62.95	61.59	61.84	61.95	61.68	61.59	9.40
12	771	HEATH	Warren	FROSCV	Ford Laser Sport IPRA	65.17	63.69	62.78	62.86	61.64	61.64	9.45
13	89	JAMES	Jordan	GCC	Mitsubishi Evo 4	62.57	61.75	62.31	61.95	62.08	61.75	9.56
14	241	HAVERKORT	Stuart	GCC	Honda Civic	63.64	62.27	61.91	61.83	61.76	61.76	9.57
15	431	HESS	Karl	GCC	Honda Accord Euro	64.32	62.44	63.74	61.80	82.16	61.80	9.61
16	743	VELLA	Sei	GCC	Mazda MX5	64.02	66.54	62.94	62.97	62.82	62.82	10.63
17	8	MUIR	Matthew	MADC	Buggy Kawasaki	64.75	64.00	62.88	68.71	62.91	62.88	10.69
18	79	LIYANAGE	Lasith	GCC	Subaru BRZ	64.97	63.12	63.31	62.92	62.92	62.92	10.73
19	224	HANLIN	Zachary	GCC	BMW M140i	64.40	63.31	63.02	63.19	63.22	63.02	10.83
20	2	SELWYN	Travis	GCC	Datsun 1600	64.67	63.31	63.93	64.01	63.28	63.28	11.09
21	52	HOCKING	Dale	GCC	Dalrick Clubman	65.24	63.38	64.86	63.56	63.46	63.38	11.19
22	19	LATTER	Glenn	BLOC	Mazda RX-7	74.75	65.47	64.69	65.21	63.51	63.51	11.32
23	13	CANTWELL	David	GCC	Honda Civic EG	67.57	78.94	64.70	63.88	63.64	63.64	11.45
24	189	PENROSE	Frank	GCC	Datsun 180b	68.06	64.72	64.36	64.36	64.36	64.36	12.17
25	112	MAUD	Ian	AHSDCI	FIAT X1/9	65.20	65.14	65.18	64.74	64.74	64.74	12.55
26	174	MCCOY	James	GCC	Subaru WRX	68.86	66.17	65.57	64.80	64.80	64.80	12.61
27	56	NEWITT	Colin	GCC	Mitsubishi EVOLUTION	64.95	64.90	65.85	65.26	65.12	64.90	12.71
28	151	CASEY	David	GCC	Suzuki Cuppaccino	68.90	66.93	66.17	64.98	64.98	64.98	12.79
29	18	GRINSTEAD	Steve	THGI	Holden VL Commodore	69.37	66.34	66.14	66.51	65.15	65.15	12.96
30	158	SLATER	Scott	GCC	Efin Formula vee	68.38	65.93	65.78	66.16	65.60	65.60	13.41
31	130	DARE	Aidan	SMI	Ford Focus	66.87	66.08	66.08	65.85	65.85	65.85	13.66
32	170	BARKER	Dale	GCC	Toyota Corolla	66.45	65.86	66.26	66.20	66.20	65.86	13.67
33	801	MORRIS	Glenn	GMSC	Suzuki Swift	67.42	66.36	66.12	65.86	65.93	65.86	13.67

EZIUP AND GO VIC HILL CLIMB CHAMPIONSHIP ROUND 4, APRIL 26, 2026  
 CLOCKWISE FIGURE 8 TRACK  
 Event Ranking

Rank	lunbe	Last Name	First Name	Club	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Time	Gap
34	100	WEYMOUTH-WILSON	Steven	VMCI	Morris Cooper S	68.04	67.98	66.59	65.89		65.89	13.70
35	279	REILLY	Damian	ACCI	Holden Torana	67.91	66.62	66.29	65.98	162.48	65.98	13.79
36	333	BAIRD	Steven	VAGI	Nissan SKYLINE	67.59	68.21	66.05	67.19		66.05	13.86
37	17	BARKER	Brett	GCC	Toyota Corolla	67.26	66.12	66.08	66.13		66.08	13.89
38	302	SELWYN	Terry	GCC	Datsun	69.51	68.93	66.54	67.13	66.33	66.33	14.14
39	121	MCNIVEN	Chris	HTCAV	Nissan 370Z	68.75	67.64	67.86	67.23	66.44	66.44	14.25
40	99	PRESTIPINO	Jacob	VSCA	Holden commodore	67.67	66.58				66.58	14.39
41	80	HILL	Michael	NDSOC	Datsun 240Z	68.70	67.31	66.65	78.92	68.68	66.65	14.46
42	33	KENWORTHY	Tom	VMCI	Mazda MX5	73.98	68.68	67.00	66.82		66.82	14.63
43	123	JONES	Chris	SMI	Audi A4	68.01	67.93	66.90	67.33		66.90	14.71
44	38	BINK	Matthew	GCC	Hyundai Excel	70.21	67.37	67.46	67.56	67.07	67.07	14.88
45	36	MCKENZIE	Euan	HCCV	Honda Accord Euro R	68.56	68.88	68.46	67.26	67.66	67.26	15.07
46	115	CROMBIE	Christine	AHSDCI	VW Scirocco	67.72	67.37	68.13	67.89	67.29	67.29	15.10
47	7	CANNON	Reiley	MADC	Honda Civic	71.96	69.22	68.32	67.91	67.33	67.33	15.14
48	31	FINGER	Michael	CSA	Nissan Skyline GTS-X	69.33	67.37	67.84	68.09	67.73	67.37	15.18
49	295	BENNETT	Christopher	SAVI	Suzuki Gti	70.40	78.43	69.70	69.50	67.70	67.70	15.51
50	12	MCNIVEN	James	HTCAV	Nissan 370Z	68.23	68.67	69.66	67.75		67.75	15.56
51	446	DUX	Joshua	TCCAV	Toyota GR Yaris	69.76	68.73	67.75	68.93	69.30	67.75	15.56
52	715	CROMBIE	Brendon	AHSDCI	BMW 135i	70.82	69.02	67.83	68.28	67.86	67.83	15.64
53	72	MCIVOR	Garry	GCC	Escort mk1	70.02	68.14	68.08	68.97		68.08	15.89
54	147	COOLING	Geoff	GCC	Subaru Impreza WRX	70.77	68.81	69.21	68.48	68.21	68.21	16.02
55	243	VELLA	Raymond	GCC	Mazda MX5	72.74	70.00	68.35	68.47	69.06	68.35	16.16
56	197	FEGGANS	Hugh	PCV	Mazda MX5	70.48	68.95	68.38	68.65	68.51	68.38	16.19
57	68	WEBB	Craig	GCC	Cylo Kawasaki	76.81	70.35	68.56	69.12		68.56	16.37
58	260	PILCHER	Casey	BLCC	Datsun 260Z	70.26	69.02	69.91	69.22	69.18	69.02	16.83
59	9	ALLEN	John	MADC	Allen Buggy	69.20					69.20	17.01
60	51	SEDDON	Scott	GCC	Volkswagen Golf	71.08	70.36	71.66	69.69	70.25	69.69	17.50
61	155	WEYMOUTH-WILSON	Peter	VMCI	Morris Cooper S	72.96	70.18				70.18	17.99
62	179	REILLY	Archie	ACCI	Holden Torana	76.30	72.87	71.76	70.72	70.51	70.51	18.32
63	101	BROWN	Sean	ACCI	Honda Civic Type R	76.40	72.67	72.16	71.12	71.32	71.12	18.93
64	23	CROMBIE	Owen	AHSDCI	MG Midget	74.46	72.53	73.45	73.06	71.42	71.42	19.23
65	85	BRYANT	Jarrod	GCC	Efin Type 500	75.16	72.78	73.03	71.75	72.13	71.75	19.56
66	37	BRADLEY	Francis	VMCI	Mini F56/B48	73.01	72.19	72.85	71.79	72.82	71.79	19.60
67	11	BROOKS	Andrew	MX5CVT	Mazda MX5	76.27	74.00	73.62	72.98	72.84	72.84	20.65

EZIUP AND GO VIC HILL CLIMB CHAMPIONSHIP ROUND 4, APRIL 26, 2026  
 CLOCKWISE FIGURE 8 TRACK  
 Event Ranking

Rank	lumber	Last Name	First Name	Club	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Time	Gap
68	511	BOTTOMLEY	Philip	MGCC	Hyundai Excel	73.85	74.52	73.56	76.14	77.88	73.56	21.37
69	251	BRATUSKINS	Cameron	VMCI	Mini Morris	77.12	75.54	75.74	75.47	74.26	74.26	22.07
70	87	DONOVAN	Kellie	ACCI	Honda Civic Type R	77.49	77.71	77.74	79.27	74.32	74.32	22.13
71	45	ZALSTEIN	David	GCC	Volkswagen UP	75.25	75.05	75.08	75.21	74.44	74.44	22.25
72	705	WAH	Mun	HCCV	Honda Accord Euro R	75.18	74.64	74.77	74.83	74.97	74.64	22.45
73	97	FEYGANS	Archie	MGCC	Mazda MX5	79.87	79.08	76.84	77.63	76.10	76.10	23.91
74	71	THORBECKE	Alexander	GCC	Toyota RA60 Celica	78.77	79.79	77.20	77.09	77.09	77.09	24.90
75	125	BRATUSKINS	Jason	PCV	Morris Mini	85.11	81.55	78.72	77.50	77.97	77.50	25.31
76	152	BRATUSKINS	Benjamin	PCV	Morris Mini	82.16	79.50	78.46	77.85	78.97	77.85	25.66
77	5	GRIGG	Martin	PAC	Mercedes GLE63S	78.05					78.05	25.86
78	73	STANLEY	Damian	MGCC	Ford Cortina	83.55	79.15	79.84	78.72	78.67	78.67	26.48
79	233	PARR	David	GCC	Honda INTEGRA DC5 TYPE R	81.75	81.29	80.89	81.93	81.59	80.89	28.70

GIPPSLAND CAR CLUB  
KHANACROSS

April 12, 2026

RESULTS

Outright Place	NAME	CLUB	VEHICLE	Carpark Up		Carpark Dn		Back ACW		Back CW		D & B Nth		D & B Sth		CP Fig & CW		TOTAL
				Rank	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	Penalty	Time	
1	Simon Willis	GCC	Mazda MX-5	C	34.59		32.57		36.07		36.39		44.63		56.11		34.62	275.16
2	Rod Macnab	GCC	Mazda MX-5	C	32.36		31.57		37.76		39.06		45.36		58.96		32.62	278.66
3	Scott Geddon	GCC	Volkswagen Golf	D	32.20		31.75		38.51		40.32		45.36		59.11		33.41	280.66
4	David Macrelli	MXSVT	Mazda MX-5	C	33.75		32.75		37.98		37.60		46.50		59.59		33.59	281.76
5	Deccan Willis	GCC	Mazda MX-5	C	37.75		33.07		36.88		37.81		43.32		58.25		33.93	285.01
6	Brendley Dawson	MXSVT	Mazda MX-5	C	32.40		32.13		40.92		42.25		46.56		59.43		36.25	291.94
7	Gary Fineman	MXSVT	Mazda MX-5	C	32.75		32.26		39.98		42.43		48.63		62.75		36.50	295.30
8	David French	GCC	Toyota Corona	D	34.85		34.85		38.68		40.46		49.07		60.39		37.56	296.96
9	Andrew Talle	MXSVT	Mazda MX-5	D	35.87		33.81		38.11		45.86	T	48.75		60.56		36.60	299.36
10	Peter Ferguson	GCC	Mazda MX-5	C	34.75		34.13		40.56		44.04		48.57		61.87		35.44	299.36
11	Brett Evans	MXSVT	Mazda MX-5	C	34.09		33.32		42.42		42.51		47.81		61.23		38.47	299.85
12	Sean Pratt	GCC	Mazda MX-5	C	33.26		33.26		44.45	F	44.45		48.87		64.16		38.47	302.24
13	Brett Williams	RMIT	Subaru Forester	G	35.94		34.57		41.52		41.31		49.32		63.66		36.44	302.76
14	Jeremy Marsh	MXSVT	Mazda MX-5	C	35.59		34.20		39.45		40.74		54.87		64.01		37.16	306.02
15	Jack Grestorax	MXSVT	Mazda MX-5	C	36.09		35.09		40.50		40.50		50.75		65.40		36.37	306.37
16	Aileen French	GCC	Toyota Corona	D	37.50		40.00	F	40.00		41.31		49.94		61.27		36.54	307.54
17	Ayden Davey	GCC	Toyota 86	C	36.19		35.63		39.79		39.64		48.32		66.13		43.06	312.62
18	Darren Grestorax	MXSVT	Mazda MX-5	C	37.50		35.70		40.81		40.91		52.42		67.26		37.09	312.62
19	Jeremy Dawson	MXSVT	Mazda MX-5	C	37.17		35.48		41.60		41.10		54.01		67.18		37.65	317.00
20	Simon Acfield	MXSVT	Mazda MX-5	C	38.25		35.84		44.28		45.79		53.81		68.85		40.68	327.50
21	John Downes	MXSVT	Mazda MX-5	C	38.15		35.26		43.98		45.54		57.57	T	68.80		40.15	329.42
22	Daniel Ball	MIDCC	Hyundai Excel	C	35.26		35.26		43.98		45.54		57.57	T	68.80		40.15	329.42
23	Alyssa Peris	GCC	Mazda MX-5	J	36.07		35.70		44.01		42.14		51.26		69.56		35.53	330.38
24	Mathew Pallett	GCC	Hyundai Excel	F	36.36		35.59		40.28		40.22		50.70	T	63.54		44.35	331.06
25	Terrence Selwyn	GCC	Hyundai Excel	C	37.77		37.81		46.10		45.27		56.57		72.67		38.22	334.41
26	Mathew Sailer	GCC	Subaru BRZ	C	39.20		38.01		43.71		47.81		59.57		68.67		39.28	336.95
27	Benjamin Welis	IWC	Subaru Liberty	J	35.07		34.63		44.94	X	43.20		46.07		102.61		34.81	341.33
28	Cameron Williams	RMIT	Subaru Forester	G	38.59		37.45		49.50		51.94		59.81		68.42		38.72	344.43
29	Thomas De Nadis	MXSVT	Mazda MX-5	C	35.94		35.94		45.28		44.06		50.80		65.52		40.15	345.64
30	Craig Langford	MXSVT	Mazda MX-5	C	42.81		37.20		45.28		53.34		56.91		66.51		38.12	352.47
31	Yousif Nalkan	MXSVT	Mazda MX-5	C	42.81		37.20		45.28		53.34		56.91		66.51		40.03	353.11
32	Cameron Ohio	86BRZ	Mazda MX-5	C	35.60		35.60		49.56	T	43.54		53.56		65.94		43.56	362.13
33	Sarah Seddon	GCC	Volkswagen Golf	D	43.01		36.84		48.69		52.05		60.38		71.59		40.60	364.44
34	Archie Hammond	GCC	Euros Roberster	J	43.07		43.01		50.07		53.30		60.70		74.29		40.60	364.44
35	Christopher Sleeman	MXSVT	Mazda MX-5	C	43.07		38.57		47.69		48.60		58.13		71.56		40.60	364.44
36	Ian Matthews	PAC	Ford Territory	F	36.84		37.50		44.84		45.77		53.01		70.68		36.45	364.95
37	Andrew Evans	GCC	BMW E36	C	44.59		44.93		53.71		58.65		65.20		73.69		47.19	365.99
38	Natasha Stacey	MXSVT	Mazda MX-5	C	41.63		41.63		43.91		45.62		51.91		66.66		37.26	370.26
39	Dean Evans	GCC	BMW E36	C	41.29		41.29		41.37		43.34		51.91		66.66		37.26	370.26
40	Caitlin Seddon	GCC	Volkswagen Golf	J	44.32		40.75		54.08		53.25		61.58		65.90		43.34	381.42
41	Cheriguo Li	MXSVT	Mazda MX-5	C	44.32		38.67		40.20		42.44		59.94	F X	70.84		43.34	381.42
42	Ethan Downes	MXSVT	Mazda MX-5	J	36.20		36.19		41.69		43.08		53.24		68.24		42.94	411.06
43	Hannah Williams	RMIT	Subaru Forester	J	53.75		51.75	X	72.50		77.53		86.59	F	103.19		51.84	503.15
44	Olivia Acfield	MXSVT	Mazda MX-5	J	57.87		57.87		66.59		70.84		85.33		111.52		57.88	508.10
45	Edward Stacey	MXSVT	Mazda MX-5	J	76.28	T	WD		WD		WD		WD		100.30		51.19	564.92
46	Charlie Stacey	MXSVT	Mazda MX-5	J	DNS		66.57		86.13		87.40		131.97		127.59		65.87	646.71

Penalties noted in TIME column have Slowest Time + Penalty Applied  
(slowest or twice fastest)  
Slowest Time Used 44.59  
Slowest Time Junior (slowest or twice fastest) 71.28

Penalties Legend	Time + 5 secs per marker
F	Strike course flag/cone
T	Leaving Track bounds
X	Time + 5 secs per incident
FS	Finishing with part of vehicle outside garage
WD	Failure to Stop in Garage
FC	Wrong Direction
FC	Failure to Complete the Test
DNS	Did not attempt test

CLASSES	Production 2WD up to 2000
C	Production 2WD 2001 and over
D	Production 4WD
G	Special
F	Junior
J	

HIGHLIGHTED TIME INDICATES FASTEST TIME  
OF RUN (including any penalties)

May 31, 2026

NEXT GCC KHANACROSS:

**Clubsrooms**

Task	Comments	When	Who	Complete
Reclad the western wall	Metal cladding has been secured, taks just needs to be completed			Y
Install new lights in the toilets				
Treat surface rust and paint external beams				
Repair water leaks near lower door and female toilets	Tower door area has been a long terms issue hard to identify area			
Reconnect under floor ducting				
Replace existing bird proofing				Y
Replace toilet bowls with new units especially in disabled toilets	Disabled toilet a priority but all bowls to be done progressively			

**Garages**

Task	Comments	When	Who	Complete
Secure loose solar panels	Need the small brackets used to secure them			
Clean all solar panels				
Replace missing roof vent (13-15)				
Fix damaged end wall and front corner	I believe we have the materials?			

**Scrutineering Shed**

Task	Comments	When	Who	Complete
✓ Replace existing bird proofing				Y
Treat rust and paint steel beams				Y
Clean all gutters				Y
Replace handle and lock on existing office door				
Build in and concrete open carport next to tanks	Not sure if this is happening			
Witches hat container needs new floor section and lock replaced	Is it the whole floor or just the front area?			

**Timing Building**

Task	Comments	When	Who	Complete
Construct permanent staircase	Phil to get two quotes so we can make a decision			Y
Mounting of camera screens and tidy up cabling				
• Complete Guttering				
• Enclose lower section of building				

**Track**

Task	Comments	When	Who	Complete
Gates to the track need to be replaced	Phil mentioned farm gates could be an option			
Investigate drainage options at crossover to prevent dirt wash over the track	Dale Barker asked to assess and provide an idea of whats needed and cost			Y
Paint concrete barriers around the track				

**Other**

Task	Comments	When	Who	Complete
Expand the commis network between the building to introduce wifi				Y



# Gippsland Car Club

MEMBERSHIP APPLICATION/RENEWAL  
TAX INVOICE ABN 76 691 013 424

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

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

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

NAME

ADDRESS

POSTCODE

TELEPHONE

OCCUPATION

EMAIL ADDRESS

## NAME OF EACH PERSON COVERED BY THIS MEMBERSHIP

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

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

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

SIGNATURE/S

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

Membership becomes effective on receipt of your Membership Card.

## 2026 Membership Fees:

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

Please mail this form, together with payment, to Gippsland Car Club, P.O. Box 493, Morwell 3840, or email to [membership@gippslandcarclub.com.au](mailto:membership@gippslandcarclub.com.au), and direct debit your membership payment to the Club Account, Bendigo Bank, BSB 633 000, Gippsland Car Club Incorporated, Account Number 1574 73836.

**Standard** members are those who wish to compete in events, have an input into the Club decision making process, or have a vehicle or wish to have a vehicle on the Club Permit Scheme.

**Associate** members are those who do **NOT** wish to compete in events, do **NOT** wish to have an input into the Club decision making process, and do **NOT** have a vehicle or wish to have a vehicle on the Club Permit Scheme.

**Interstate** members are those members who reside in a state other than Victoria.

The term **JUNIOR** in the categories above relates to a single person under the age of 18 years at January 1, 2026.