



VALVE BOUNCE

MARCH 2026



Ian Maud's lovely cream 1950 2 ½ litre Riley RMB saloon takes on Bryant Park.

Gippsland Car Club Inc PO Box 493, Morwell, 3840

A3759. ABN 76 691 013 424

Website: gippslandcarclub.com.au

Bryant Park, Bill Schulz Drive, Yallourn, 3852

**GIPPSLAND CAR CLUB INCORPORATED
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MAGAZINE CONTRIBUTIONS Forward by email to jarrodbryant29@gmail.com Contributions should be forwarded by the third Friday in the month.

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

WEB PAGE: www.gippslandcarclub.com.au

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

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

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

CALENDAR 2026

MARCH

Thursday to Sunday, 5/8	Australian Grand Prix, Albert Park
Sunday 8	Yarra Glen Swap Meet
Tuesday 10	GCC Board Meeting, Clubrooms, 7.00 p.m.
Friday to Sunday, 13/15	Phillip Island Classic
Friday to Sunday, 20/22	Trico Trophy Tour at Calder
Saturday to Sunday, 21/22	VHCC Round 3 at Mt Leura, Camperdown
Sunday 22	Victorian Super Sprint Championship Round 1, Sandown
Sunday 22	Devonport Motor Show
Friday to Sunday, 27/29	Shannons Speed Series Phillip Island
Saturday to Sunday, 28/29	Rob Roy Revival
Sunday 29	AOMC Aussie Classic Car Show, Manhattan Hotel, Ringwood
<u>Sunday 29</u>	<u>Nuggets and Friends track hire at Bryant Park</u>

APRIL

Friday 3	Good Friday
Friday to Sunday, 3/5	Bathurst 6 Hour
Sunday 5	Easter Sunday
Sunday 12	GCC Multiclub Khanacross at Bryant Park
Tuesday 7	Valve Bounce collation
Friday to Sunday, 10/12	Repco V8 Supercars Taupo NZ
Friday to Sunday, 17/19	Repco V8 Supercars Ruapuna, Christchurch NZ
Saturday 11	Working Bee and Club Members Practice Day
Saturday 11	Winton Supersprint Round 1
Saturday 11	AROCA Supersprint at Calder Park
Tuesday 14	GCC Board Meeting, Clubrooms, 7.00 p.m.
Sunday 19	Aussie Classic Car Show, Manhattan Hotel. Ringwood
Saturday to Sunday, 18/19	MSCA Supersprint at The Bend, SA
<u>Saturday/Sunday, 18/19</u>	<u>Terry Baker Motorsport Weekend</u>
Sunday 26	VHCC Round 4 at Bryant Park (PIARC)

MAY

Saturday to Sunday, 2/3	MotorEx, Melbourne Showgrounds.
Friday to Sunday, 1/3	Trico Trophy Tour at Winton
Saturday to Sunday, 2/3	Motorex, Melbourne Showgrounds
Sunday 3	VHRR at Rob Roy
Tuesday 5	Valve Bounce collation
Friday to Sunday, 8/10	Shannons Speed Series at The Bend
Saturday 9	AROCA Supersprint at Sandown Raceway
Sunday 10	Mother's Day
Tuesday 12	GCC Board Meeting, Clubrooms, 7.00 p.m.
Saturday to Sunday, 16/17	VHCC Round 5 at Mt Leura, Camperdown
Sunday 17	AOMC National Motoring Heritage Day, various locations
Sunday 17	MSCA Supersprint at Winton (incorporating Victorian Supersprint Championship Round 2)
<u>Sunday 17</u>	<u>Private track hire</u>
Sunday 24	GCC Multiclub Hill Climb at Bryant Park

Friday to Sunday 22/24
Friday 29
Saturday to Sunday, 30/31
Saturday to Sunday, 30/31

Saturday 30
Sunday 31

Repco V8 Supercars at Symmons Plains
Benalla Historic Vehicle Tour
Historic Winton
Australian Production Car Endurance Championship Rd 1 at Sydney Motorsport Park

Working Bee and Club Members Practice Day
Victorian Khanacross Championship Round including GCC Multiclub Khanacross at Bryant Park

JUNE

Tuesday 2
Monday 8
Tuesday 9
Friday to Sunday, 12/14
Saturday 13
Sunday 14
Sunday 14
Friday to Sunday, 19/21
Sunday 21
Friday to Sunday, 26/28
Sunday 28

Valve Bounce collation
Kings Birthday
GCC Board Meeting, Clubrooms, 7.00 p.m
Shannons Speed Series at Queensland Raceway
Winton Supersprint Round 2.
MSCA Supersprint at Calder Park
MGCC Hill Climb at Rob Roy
Repco V8 Supercars at Hidden Valley
GCC Multiclub Hill Climb at Bryant Park (Winter Cup 1)
Australian Time Attack at Winton
VHCC Round 6 at Rob Roy (hosted by VMCI)

JULY

Saturday 4
Sunday 5
Sunday 5
Tuesday 7
Friday to Sunday, 10/12
Sunday 12
Tuesday 14
Saturday 19
Friday to Sunday, 24/26
Friday to Sunday, 24/26
Sunday 26
Friday 31 to Sunday August 2

Victorian Supersprint Championship Round 3, Phillip Island
AROCA Supersprint at Phillip Island
Nuggets and Friends track hire at Bryant Park
Valve Bounce collation
Repco V8 Supercars at Townsville
GCC Multiclub Khanacross at Bryant Park
GCC Board Meeting, Clubrooms, 7.00 p.m.
Working Bee and Club Members Practice Day
Winton Festival of Speed
Shannons Speed Series at Hidden Valley
GCC Multiclub Hill Climb at Bryant Park (Winter Cup 2)
Rep-co V8 Supercars at Wanneroo Raceway

AUGUST

Tuesday 4
Saturday to Sunday, 8/9
Tuesday 11
Saturday 15
Saturday to Sunday, 15/16
Sunday 16
Friday to Sunday, 21/23
Friday to Sunday, 21/23
Friday to Sunday, 21/23

Valve Bounce collation
VHCC Round 7 at One Tree
GCC Board Meeting, Clubrooms, 7.00 p.m.
MSCA All British Day at Winton
PIARC Access at Phillip Island
MSCA Supersprint at Winton
Trico Trophy Tour at Sandown
Repco V8 Supercars at Queensland Raceway
Australian Production Car Endurance Championship Rd 2 at Sandown

Saturday 22
Saturday 22
Sunday 23
Sunday 30

Victorian Supersprint Championship Round 4, Calder
Winton Supersprint Round 3
AROCA Supersprint at Broadford
GCC Multiclub Khanacross at Bryant Park

SEPTEMBER

Tuesday 1
Saturday 5
Sunday 6
Tuesday 8
Sunday 13
Sunday 13

Valve Bounce collation
Working Bee and Club Members Practice Day
Father's Day
GCC Board Meeting, Clubrooms, 7.00 p.m.
VSCC at Rob Roy
GCC Multiclub Hill Climb at Bryant Park (Winter Cup 3)

Friday to Sunday, 11/13
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
Friday to Sunday, 30/1
Saturday 31

NOVEMBER

Sunday to Monday 1/2

Tuesday 3
Wednesday 4
Sunday 8
Tuesday 10
Friday to Monday, 13/16
Saturday 14
Sunday 22
Friday to Sunday 27/29
Saturday 28

DECEMBER

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

Repcos V8 Supercars at The Bend
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
Repcos V8 Supercars at the Gold Coast
GCC Multiclub Hill Climb at Bryant Park
MOTO GP at Phillip Island
Shannons Speeds Series at Sandown
Winton Supersprint Round 4

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.
Repcos V8 Supercars at Sandown
Working Bee and Club Members Practice Day
Historic and Classic Rob Roy
PIARC Island Magic
GCC Multiclub Twilight Hill Climb at Bryant Park

Valve Bounce collation
Repcos 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

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 coll'n	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 Motorcycles	Tooradin foreshore	0900-1200	Statue
Does anyone know of any others we can put in here?			

Chairman's Report:

A fair bit has happened in the last month, both good and bad.

Unfortunately, like I'm sure you have heard, we had a pretty significant break in at Bryant Park which cost the club a lot of time, money and effort in sorting out. While the insurance will cover the expense it's a major impost on the club and for those who attended the scene and helped with the cleanup. Rhys has written about this event in this edition.

On the positive side we had the club AGM and Annual Presentation Day combined with a working bee and member practice. It was a great day and we had a decent turnout of trophy recipients appear on the day. If you were unable to make it but know you received an award please organise to pick it up.

In terms of competition, we had a bumper event for the second round of the AHCC on February 22nd. There were over 90 entries for the event which is the biggest field of drivers we have had for some time. There was also a large spectator crowd in attendance on the day. Although it threatened to rain all day the weather actually held out and all drivers had 4 runs. It was touch and go for having a 5th run however a few recoveries and accidents created just enough of a delay that we had to call it at 4. All in all, it was a great day and the decision to have 4 runs probably wasn't a bad one as it poured rain on the way home.

By the time you read this we will have also had the March 1 Khanacross with a sold out field of 50 cars. It's great to see these large fields, not only does it create an amazing atmosphere but financially it generates strong income for the club.

We've also had a bit more happen in terms of capital improvement at Bryant Park. The new guard rail between the pits and timing building is now in place and we are soon to finally have a new set of stairs installed to replace the "temporary" ones to the timing building. There has also been a fair bit of work to make good after the break in with new doors to the clubrooms and new security cameras being installed.

Hopefully I'll see a good number of our members at the next VHCC round at Mt Leura in March.

See you soon

Jarrold Bryant

Vice Chairmans Report – Rhys Yeomans. March 2026

Club Championship Presentation – 14th February 2026

As part of the AGM, we held our Club Championship Presentation on Saturday 14th February. An email invitation was sent to all recipients before the event, with a great turnout of competitors to receive their awards and trophies.

As mentioned in the last issue, it was Wills one and two in the Club Championship, with Simon in first and Declan coming in second, with Terry Selwyn placing third overall. Terry originally competed in khanacross events with his grandson's, though now attends by himself in his fleet of various Datsuns and Hyundais. Will we see his newest purchase, WIMP001, at a khanacross in the future?

In addition to the Hillclimb and Khanacross awards, a number of additional awards were presented.

Clubman Of The Year was presented to Robert Duncan for his tireless efforts with our khanacross program, his timing at hillclimbs, along with his willingness and ability to assist with many tasks around the Club and property. Amongst this, also driving his Commodore faster than its codriver John Mahy, most of the time!

Gippsland Car Club 2025 Awards

Clubman Of The Year	Robert Duncan
Best Presented Car	Thomas Inkster
Most Improved Driver	Toby Pratt
Award Of Merit	Ian Mayze
Award Of Merit	Julie Barker
Award Of Merit	Richard Samson
Award Of Merit	Darryl Hamilton
Award Of Merit	Phil Tullett
Award Of Merit	Cliff Whitehead

Gippsland Car Club 2025 Memorial Trophies

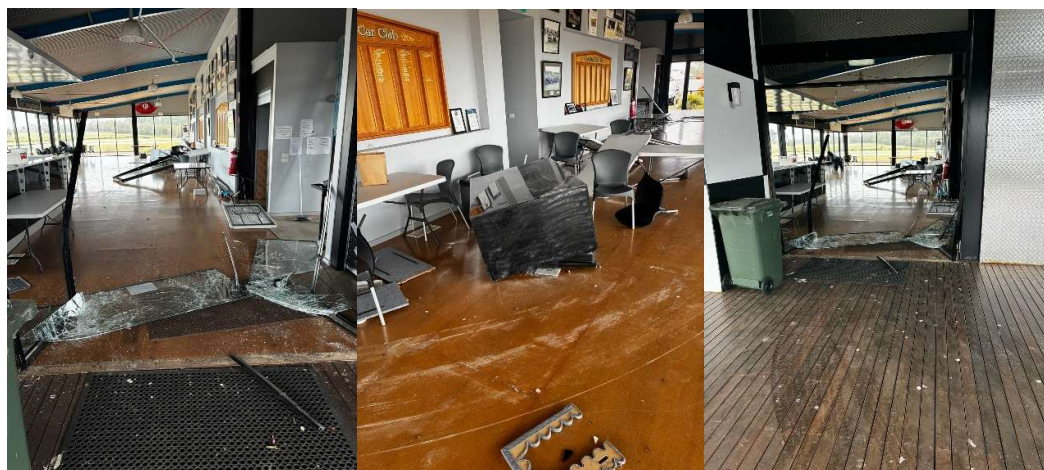
Chris Murphy Memorial Trophy (Open Wheeler)	Ewen Moile
Reg Coldwell Memorial Trophy (Sports Sedan)	Jim McNiven

Photo of many of the trophy recipients at the Club Championship Presentation



RAM RAID AT BRYANT PARK – Monday 9th February

On Monday 9th February at approximately 5am, some of us were awoken by a call from the security company advising that we had a break in. The two who receives these calls from the security system (Phil Tullett and Peter Horter) were both interstate, so multiple phone calls were made to have a Board member attend and confirm what was happening. Bill Jennings was first on the scene and found a gaping hole through the main entrance to our club room. Victoria Police were called and arrived promptly to finger print the property, and so began the clean up.



Phil and Dave Tullett, Richard Samson, Bill Jennings and Rob Duncan were back on site in the afternoon to secure the building, start the initial clean up and determine what had been stolen, as well as provide any security footage we had to Victoria Police.

It was determined that a Ford Ranger (stolen) had entered the property via our northern gate and proceeded straight to the clubrooms. On arrival at the clubrooms, the occupants saw our security cameras pointing directly at them from the pit garages. These were smashed, before the Ford Ranger was driven through the main doors of the club rooms. The storage room door was kicked down, while they proceeded to drag the safe into the club rooms, destroying it to gain entry. If they had turned the handle, they would have realised it was open and not in use. Following this, they loaded our secure, fireproof filing cabinets with many historic documents and our timing gear into the Ranger and left through the same door they entered.



Due to the timing of the break in, the club made the decision to buy a new set of timing gear as we had Victorian Hillclimb Championship Round 2 coming up on the 22nd February. Thank you to Scott Seddon for chasing this up, and Jarrod Bryant for picking it up from the supplier. Phil Tullett also

arranged for the replacement of the external and internal doors, which were completed before 22nd February hillclimb. John Mahy also replaced the destroyed on the pit garages.

Thank you to the Liyanages, Wills father son combos and Rod Macnab for doing the final clean of the club rooms at the working bee on the 14th February.

A week later Phil Tullett received a phone call that the filing cabinet was found destroyed in Yallourn North, with our documents strewn across the bush. Victoria Police were in attendance less than an hour after to finger print and then Phil recovered the documents. No timing gear was found,



unfortunately.

During this period, I've been in communication with the assigned Victoria Police detective, who has been extremely helpful in keeping us up to date with the case and the next steps to follow. On Friday 20th February I received a call that two men had been charged with our break in, along with many other crimes. I submitted a Hand Up Brief which incorporates all the offending and charges, with the two accused to appear on 19th May at

Latrobe Valley Magistrates Court. At this hearing, Victoria Police will be attempting to have the matter uplifted to the Committal Stream in the County Court of Victoria where more suitable penalties will apply.

The next step now is to submit our insurance claim. Thank you to Scott Seddon, John Mahy, Ken Neilson, Phil Tullett and John Bryant for compiling the quotes for our stolen items and damages, with John now to handle the insurance claim with our insurer.

BITS AND PIECES, INCLUDING FROM THE BOARD

John Bryant

WHAT IS IT THAT HAS KEPT A NUMBER OF BOARD MEMBERS OCCUPIED FOR THE PAST COUPLE OF WEEKS?

Word has probably made it around the traps that our premises were broken into about two weeks ago now, with, as it turns out, around about \$70,000 worth of damage. Rhys has written about this to some extent, so I will not say a lot except to say that what sort of low life would back a 4WD ute through the front door, up to the office, smashing a few tables and chairs on the way, smash the office door, and then tow the safe out. The ironic thing about the Safe was that the door was unlocked, and it had nothing in it – any intelligent thief would have tried the door first before trying to tow it out of the room. But no – they used a piece of string on something that would normally need two strong men and half a dozen elephants to move it! They decided on the next best thing and that was the lockable filing cabinet next to the safe – and that did have stuff in it! A couple of years ago we decided to keep the timing equipment in this lockable cabinet instead of in people's houses – therefore it was knocked off!!

For many years I had a safe place (not in the Clubrooms and not in my house) the results of all hill climbs from 1964 to 2008 and the Board Minutes from 1964 to the start of the computer age – we decided in recent times to move both to the Clubrooms as it had a safe.

Last year we were approached by the Australian Motor Heritage Foundation to send them all of the results as above to be placed online with the Foundation - wonderful idea although the ironic thing about that was that the results were all in a box on the office floor and are still in a box on the office floor, but they are also online at the Australian Motor Heritage Foundation – what luck. I wish I could say the same about the Board Minutes.

I have been trying to decide what to do with the Minutes, i.e. how to store them, but now the decision may have been taken out of my hands, as they were in the lockable filing cabinet, and finished up spread all over the place near Yallourn North. Phil Tullett has gathered together all that he could and brought them back to the Club, but I cannot bring myself to try and sort them out yet. The aim of keeping all of the results and minutes was to write a book about the history of the Club – will that happen now?

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

Saturday, April 11
Saturday, May 23
Saturday, May 30
Saturday, June 20
Saturday, July 19
Saturday, July 25
Saturday, September 5
Saturday, September 12
Saturday, October 24
Saturday, November 14

A good number of members took advantage of this free offer for the first two advertised days in February.

CALENDAR 2026

The Calendar for the remainder 2026 now has seven hill climbs and seven khanacrosses listed for our GCC Club Championship– one hill climbs and one khanacross have now taken place, so this list is now smaller. It is my hope that we do not have to change any of these dates, but circumstances may cause us to do so. Club Championship events for the remainder 2026 are as follows:

Sunday, April 12 – Khanacross
Sunday, April 26 – Hill Climb
Sunday, May 24 – Hill Climb
Sunday, May 31 – Khanacross
Sunday, Jun 21 – Hill Climb
Sunday, July 12 – Khanacross
Sunday, July 26 – Hill Climb
Sunday, August 30 – Khanacross
Sunday, September 13 – Hill Climb
Sunday, September 27 – Khanacross
Sunday, October 25 – Hill Climb
Sunday, November 8 – Khanacross
Saturday, November 28 – Twilight Hill Climb
Sunday, December 6 – Khanacross

CANTEEN 2026

To my knowledge, we have not had any volunteers to undertake the task of Canteen Manager after the April hill climb – no volunteers no Canteen and you will have to bring your own vegemite sandwiches to our hill climbs. The only alternative is if we can find a food van/coffee van prepared to come to our hill climb events – do you know of any? We are actually on the trail of such as van, thanks to Paul Murphy.

TIMING BUILDING STAIRS

The stairs are in the process of manufacture and will be installed in the near future.

GUARD RAIL IN FRONT OF THE TIMING BUILDING – Job done!!

FROM THE BOARD

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

- Ongoing discussion took place re the upgrade of the security systems in the Clubrooms, Timing Building, and new Scrutineers/Toilet block – still happening, but this has been taken out of our hands in the short run due to the big break in.
- Ongoing drainage problem in the Clubrooms – has been there since the Clubrooms were constructed and has still not been eradicated (possibly due to box guttering) – we will continue to try.
- New gates next to the Timing Building – two plans, one of which will be chosen – defer to next meeting.

ANNUAL GENERAL MEETING

The Annual General Meeting was held recently with only a couple of minor changes to the Board for the 2026 year. Shane Reynolds has stepped down from the Board, whilst Scott Seddon has taken over the two positions of Club Website and Club Facebook. Many thanks

to Shane for providing many meaningful insights into the Board during his time on the Board, in particular in the electronics area.

KHANACROSS MARCH 1

Our first Khanaross for the year, Unfortunately, I do not have the time to do a report as I have not yet received the results. What I do know is that we had 50 entries, and that a Mazda MX5 is still the car of choice with over 30 such vehicles running, there was a good junior entry even though Col Hunter did not bring all of the grandkids this time, Mat Paulet has found his Hyundai in the back of the shed, and the Evans BMWs put on a good display for the crowd. I believe that Rod Macnab, Andrew Tate and the Wills father and son duo Simon and Declan, were fighting it out for top spot. Jackii Dawson was in attendance taking photographs, and these will be able to be found on our Club Facebook page, along with some photos by Scott Seddon.

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TOOLS BUILT TOUGH

The logo for Fowlers Asphaltting features the word "FOWLERS" in a bold, italicized, blue font with a white outline, positioned above the word "ASPHALTING" in a similar but slightly larger font. The entire logo is contained within a blue rounded rectangular border.

PO Box 199 Trafalgar Vic 3824

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

**CANTEEN VOLUNTEERS REQUIRED - 26TH APRIL VICTORIAN HILLCLIMB
CHAMPIONSHIP ROUND 5**

We require volunteers to assist Julie Barker in the canteen on Sunday 26th April for Victoria Hillclimb Championship Round 5. Our most regular volunteer is not available (thanks for your past efforts Sabina Wills!)

The canteen is open from 10am to 2pm, with tasks including food preparation, taking orders, gathering orders etc Without volunteers, the canteen will not operate for this event.If you can assist, please reach out to Rhys Yeomans 0400519490 or Julie Barker 0418131963

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**

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

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

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

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

Think about this:

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

HOW DO WE DO THIS?

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

WHO WILL BENEFIT? EVERYONE!

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

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

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

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

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

SAMPLE HALF PAGE OF THE GUIDE

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



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EZIUP AND GO, VICTORIAN HILL CLIMB CHAMPIONSHIP
ROUND 2, FEBRUARY 22, 2026

John Bryant was there for our first hill climb of the year.

A good entry, a large crowd, and excellent competition made for a good day of hill climbing. We had an entry of 94 competitors, of whom 87 faced the starter's gun – I have no idea where the others got to, but they were certainly not there on the day. The day weatherwise was a bit dull, and a few drops of rain faced most competitors on the first run for the day. The weather cleared up, but by mid-afternoon, the weather was again threatening, so the brains trust of John Moss and me decided to pull the pin after four runs, although five looked a possibility – we had to have a presentation, so Run 5 would have gone until at least 4.30., then the presentation, so a bit late for all, particularly for those who had to drive to the west to go home - I am told by the driver of one open wheeler which was not covered on his trailer that his car was extremely wet by the time he reached home.

South Australian driver (and also GCC member) Harrison Bishop took out fastest time of day driving his Hayward 19, with a best time of 47.56 seconds. He was followed in second place by Alan Foley driving the RFoley Formula Libre vehicle, with a time of 49.33 seconds. These two were the only drivers on the day to break 50 seconds for a run. Ewen Moile, driving the Bumblebee Mk8 was third with a best time of 51.84 seconds, followed in fourth place by Mathew Healy in the Yacar with a best time of 52.46, and in fifth Pete Minahan in his Hayward 07 with a best time of 53.13 seconds. Edward Lewis followed in sixth in his Lewis Dallara with a best time of 53.72 seconds, Bruce Minahan was next in the Hayward 07 with a best time of 53.94, Travis Selwyn was eighth in the newly acquired from Wim Janssen WIMP001 with his best time of 55.01, Nick Cascone was the first tin top with a best time of 55.08 driving the Porsche



Pictured on the left is Harrison Bishop from South Australia driving his Hayward 19 to fastest time of day with 47.56 seconds.

Cayman, with 15 year old Aston Hill rounding out the Top 10 driving the Hawke DL2B Formula Ford to a best time of 55.99 seconds.

It appears as though we have not used this track configuration much in recent times as a number of new records were set on the day. New record holders are Harold Roberts in his Elfin Type 500 in the Formula Vee Class with a new record time of 59.46, Lasith Lyanage driving his Subaru BRZ in the 2B/2F

Production Sports Cars class up to 2000 with a new best time of 57.72, Nick Gascone driving his Porsche Cayman in the Production Sports Car class with a new time of 55.08, Mark Patane is the new record holder in the Sports Cars up to 2000 class with a best time of 58.78 in his Alfa Romeo GTV, Casey Pilcher has his name in the record book for Sports Cars 2001 and Over with a time of 63.33 in his Datsun 260Z, Sean Brown is the new record holder in the Limited Modified Road Car up to 2000 with a time of 67.52 in his Honda Civic, and Zachary Hanlin is the new record holder in the Limited Modified Road Car 2001 and over with a best time of 57.76 in his BMW M140i.

I am not too sure about the last two classes, which have just been introduced by the Hill Climb Panel into the competition – I know why this has been done - to give more people a chance of success without spending potful's of money, but will it work? I guess time will tell. Did you know that the Gippsland Car Club was the first club in Australia to introduce Road Registered classes many years ago? These evolved into Club Cars which then became Improved Production – why did they keep changing? One GCC member put 4 wheel disc brakes on his Mazda RX4 and you would have thought the world had come to an end. When the class started as Road Registered the driver had to have proof of current registration, then it changed to road registrable, and then it went on from there. Will that happen with these new classes?



Pictured left is the excellently prepared Nissan Skyline driven by Michael Finger – the car is coming up the short and very steep pinch after the Crossover Junction.



A trio of Formula Vee Type 500 cars competing at the hill climb – on the left is Elfin Vee 500 Number 1 driven by Bill Roberts (which he has been driving for over 60 years), centre is Elfin Vee 500 Number 3 driven by Scott Slater, and on the right is Elfin Vee 500 Number 4 driven by Jarrod Bryant.

The Formula Libre up to 1300 class was well patronised with eight entries, with Harrison Bishop in first place, Ewen Moile in second, and Matthew Healy third in the Yacar. Terry Selwyn debuted the newly acquired Wimp 001 along with son Travis in this class. Sports Cars up to 1600 featured six entries, and was taken out by new record holder Mark Patane in the Alfa Romeo, from Sei Vella in the Mazda MX5 and David Casey in his Suzuki – Mark won the class by 0.06



of a seconds from Sei – you can't get much closer than that.

Laz Lyanage broke yet another record in taking out the Prod Sports 2A&2F up to 2000 – again, a very close win with Ian Maud in the Fiat X1/8 in second

just 0.99 seconds in arrears. Sports Sedans up to 2000 was a hard fought class, and was won by Stuart Haverkort in the orange Honda Civic from Rhys Yeomans in the green Honda Civic by a mere 0.24 of a second –perennial winner David Cantwell in the white Honda Civic was third – there seems to be a moral to this story about what to drive in the class.

Warren Heath, driving his Ford Laser, came out on top of a very large field of twelve in the Improved Production up to 2000 class with a best time of 57.22, just 0.68 of a second from second placed getter Ayrton Williams in his Renault Clio. Glenn Morris in a Suzuki Swift was third – an interesting class this one with an interesting range of entries.

Improved Production 2001 and over only attracted four entries, and was won by Karl Hess in yet another Honda Civic (is this one black or blue?) quite easily from Steve Baird in a Nissan Skyline, and he was followed by the Nissan Skyline of Michael Finger in third position. The Non Log Booked Cars attracted a healthy field of ten and was taken out relatively easily in the Nissan Skyline, from new member Matthew Muir in a Buggy Kawasaki, which I am led to believe is a Greg Ackland construction from some years ago. Lachlan Timms was not far behind in third position in his Mazda MX5. One might ask why we still have this class, but then again one might ask why we even have logbooks at all – good, meaningful arguments can be presented for either side on this



class. A look at the Limited Modified Road Cars up to and over 2000 will see registered cars, but so will the non-logbook class.

The new Limited Road Cars up to 2000 class attracted ten entries, and was won by Sean Brown in his Honda Civic, with 57.52 seconds, from second placed Dave Zalstein in his “toy” Volkswagen a, mere 0.53 seconds behind in second place. Just for a change, Mun Wah Chan came third in this class in a Honda Accord. Limited Road Car 2001 and above was the other new class conducted on the day, and was won by Zachary Hanlin in his BMW M140i, and he took out this class very easily from Brendon Crombie in a BMW W 135i, and believe it or not, in third position, yet another Honda – Accord this time, driven by Euan McKenzie.

There were obviously many other classes on the day, but usually with only one, two or three entries – of these, Harold Roberts won the Formula Vee Class by 0.53 of a second, Thomas Foley debuted his new ImageFF3 Formula Ford in

the FF class, Alan Foley had the Formula Libre class 1301 and over all to himself; the closest class of the day was the Clubman Sports up to 1600 where Dale Hocking won by 0.01 of a second from Steven Buffinton; Casey Pilcher in his Datsun 260z won the Sports Cars 2001 and over class quite easily; Nick Cascone had a record breaking run in the Porsche Cayman to win the Prod Sports 2B&2F quite easily.

Adam Stoddart in his Mini Clubman won the Sports Sedans 2001 and over class by 0.81 from Torana driver Damian Reilly; Mirko Grbic continued to dominate the Time Attack class, and won by over four seconds from Geoff Cooling; Improved Production 4WD was also very close with Mercedes Benz A45 AMG driver winning the class by just 0.99 of a second from Mitsubishi Evo driver Colin Newitt; Aston Hill put in another excellent performance to win the Historic Other Class in the Hawke DL2B FF vehicle, whilst Steven Weymouth Wilson had a good win in the Historic Group N up to 2000 class.



Mark Walker pic of Aston Hill with one wheel in the air.

There were many members assisting at this event, so I will not name them all simply because I do not know who did what on the day, but it is a very pleasant change. There are some excellent photographs on the Club Facebook page from Mark Walker and Grant on the Grid and a range of single photos and moving pictures! **The next**

round of the VHCC is at Camperdown on March 21 and 22.

EZIUP AND GO VIC HILL CLIMB CHAMPIONSHIP ROUND 2
FEBRUARY 22, 2026
CLOCKWISE TRACK
Event Ranking

Rank	lumber	Last Name	First Name	Club	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Time	Gap
1	40	BISHOP	Harrison	GCC	Hayward 19	52.20	47.99	48.44	47.56		47.56	
2	250	FOLEY	Alan	GCC	RFOLEY	50.17	74.33	49.64	49.33		49.33	1.77
3	70	MOILE	Ewen	GCC	Ramblebee MK8	56.69	53.47	51.84	53.12		51.84	4.28
4	647	HEALY	Matthew	MADCC	Yacar		52.73	52.46	53.09		52.46	4.90
5	50	MINAHAN	Peter	GCC	Hayward 07	64.28	53.75	53.13	53.86		53.13	5.57
6	641	LEWIS	Edward	GCC	Lewis Dallara	57.16	54.79	53.72	53.72		53.72	6.16
7	150	MINAHAN	Bruce	GCC	Hayward 07	58.18	53.94	53.98	54.11		53.94	6.38
8	7	SELWYN	Travis	GCC	WIMP 001	64.07	56.63	55.01	55.19		55.01	7.45
9	62	CASCONE	Nick	HTCAV	Porsche Cayman	57.01	55.19	55.72	55.08		55.08	7.52
10	83	HILL	Aston	GCC	Hawke DL2B	59.30	55.58	58.29	55.85		55.58	8.02
11	331	WHITE	Jacob	GCC	Nissan Skyline	56.41	55.99	56.50	56.36		55.99	8.43
12	241	HAVERKORT	Stuart	GCC	Honda Civic	58.26	57.36	57.24	56.69		56.69	9.13
13	177	GRBIC	Mirko	MCV	Mitsubishi Evolution	56.73	57.34	71.80			56.73	9.17
14	431	HESS	Karl	GCC	Honda Accord	58.12	57.38	57.55	56.92		56.92	9.36
15	16	YEOMANS	Rhys	GCC	Honda Civic	58.58	57.16	58.28	56.93		56.93	9.37
16	771	HEATH	Warren	GCC	Ford Laser	58.47	57.82	57.22	57.95		57.22	9.66
17	9	FOLEY	Thomas	GCC	Image FF3	66.24	58.21	59.24	57.45		57.45	9.89
18	52	HOCKING	Dale	GCC	Dalrick Clubman	59.90	58.19	59.22	57.52		57.52	9.96
19	171	BUFFINTON	Steven	GCC	Westfield	59.92	58.09	58.45	57.53		57.53	9.97
20	6	MUIR	Matthew	MADCC	Buggy Kawasaki	58.75	57.98	58.58	57.61		57.61	10.05
21	79	LIYANAGE	Lasith	GCC	Subaru BRZ	58.85	57.72	57.96	57.84		57.72	10.16
22	224	HANLIN	Zachary	GCC	BMW M140i	58.76	58.23	58.12	57.76		57.76	10.20
23	25	WILLIAMS	Ayrton	AROCA	Renault Clio	59.55	58.74	58.98	57.90		57.90	10.34
24	110	TIMMS	Lachlan	MMCVT	Mazda MX-5	60.37	58.57	59.11	57.94		57.94	10.38
25	33	KENWORTHY	Tom	VMC	Mercedes Benz A45	59.66	59.40	58.81	58.10		58.10	10.54
26	112	MAUD	Ian	GCC	Fiat X19	62.08	58.73	60.40	58.71		58.71	11.15
27	15	PATANE	Mark	AROCA	Alfa Romeo GTV	59.52	58.78	59.07			58.78	11.22
28	743	VELLA	Sei	GCC	Mazda MX-5	61.58	58.84	59.98			58.84	11.28
29	56	NEWITT	Colin	GCC	Mitsubishi Evolution	61.98	60.19	59.96	59.09		59.09	11.53
30	13	CANTWELL	David	GCC	Honda Civic	64.61	60.86	63.52	59.29		59.29	11.73
31	71	ROBERTS	Harold	EODC	Elfin Type 500	63.96	60.19	59.49	59.83		59.49	11.93

EZIUP AND GO VIC HILL CLIMB CHAMPIONSHIP ROUND 2
FEBRUARY 22, 2026
CLOCKWISE TRACK
 Event Ranking

Rank	lumber	Last Name	First Name	Club	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Time	Gap
32	180	BARKER	Dale	GCC	Toyota Corolla	59.81	59.53	59.98	59.64	59.64	59.53	11.97
33	158	SLATER	Scott	GCC	Elfin	64.00	60.94	60.02	60.48	60.48	60.02	12.46
34	383	SPEIGHT	Ian	GCC	Mazda MX-5	61.35	60.19	65.22	61.35	61.35	60.19	12.63
35	151	CASEY	David	GCC	Suzuki Cuppaccino	61.43	60.76	60.25	60.92	60.92	60.25	12.69
36	77	SELWYN	Terrence	GCC	WIMP 001	62.80	62.80	66.74	60.36	60.36	60.36	12.80
37	801	MORRIS	Glenn	GMC	Suzuki Swift	61.96	60.77	60.48	61.82	61.82	60.48	12.92
38	5	ALLEN	John	MADCC	Allen Buggy	61.09	61.09	61.53	60.57	60.57	60.57	13.01
39	18	BARKER	Brett	GCC	Toyota Corolla	61.30	62.08	60.71	63.17	63.17	60.71	13.15
40	231	DUNCAN	Robert	GCC	Holden Commodore	72.91	61.74	61.97	60.74	60.74	60.74	13.18
41	147	COOLING	Geoff	GCC	Subaru Impreza	64.43	60.92	64.93	63.64	63.64	60.92	13.36
42	100	WEYMOUTH-WILSON	Steven	VMC	Morris Cooper S	62.23	61.13	61.01	61.01	61.01	61.01	13.45
43	80	HILL	Michael	NDSOC	Datsun 240Z	62.45	61.11	62.04	62.11	62.11	61.11	13.55
44	243	VELLA	Raymond	GCC	Mazda MX-5	67.51	62.86	62.13	61.67	61.67	61.67	14.11
45	721	MCIVOR	Garry	GCC	Ford Escort	63.26	63.26	63.31	61.79	61.79	61.79	14.23
46	295	BENNETT	Christopher	SAV	Suzuki GTI	63.62	62.95	61.95	79.20	79.20	61.95	14.39
47	715	CROMBIE	Brendon	AHSDC	BMW 135i	64.17	62.81	62.38	62.09	62.09	62.09	14.53
48	2	SPITERI	Jordan	MADCC	Toyota Corolla	64.71	62.24	63.07	63.76	63.76	62.24	14.68
49	333	BAIRD	Steven	VAG	Nissan Skyline	63.72	62.30	68.61	63.76	63.76	62.30	14.74
50	8	MCKENZIE	Euan	HCCV	Honda Accord	64.41	63.40	63.14	62.36	62.36	62.36	14.80
51	97	FEGGANS	Hugh	MCV	Mazda MX-5	67.54	63.15	62.69	62.55	62.55	62.55	14.99
52	35	STODDART	Adam	ACC	Mini Clubman	64.40	63.12	62.93	62.62	62.62	62.62	15.06
53	446	DUX	Joshua	TCCA	Toyota Yaris	64.60	64.72	63.31	62.70	62.70	62.70	15.14
54	115	CROMBIE	Christine	AHSDC	Volkswagen Scirocco	62.95	63.41	64.26	63.45	63.45	62.95	15.39
55	31	FINGER	Michael	CSA	Nissan Skyline	63.01	63.00	63.45	63.94	63.94	63.00	15.44
56	81	SELWYN	Benjamin	GCC	Datsun 1600	66.92	63.05	86.09	63.73	63.73	63.05	15.49
57	130	DARE	Aidan	SM	BMW 130i	63.20	63.20	63.20	63.23	63.23	63.20	15.64
58	260	PILCHER	Casey	BLCC	Datsun 260Z	64.94	63.33	63.68	64.49	64.49	63.33	15.77
59	179	REILLY	Damian	ACC	Holden Torana	63.43	92.70	63.63	64.38	64.38	63.43	15.87
60	53	ARNOLD	Riley	VMC	Mini Cooper S	65.19	64.31	63.63	63.70	63.70	63.63	16.07
61	4	CANNON	Relley	MADCC	Honda Civic	65.58	70.49	64.20	63.70	63.70	63.70	16.14
62	221	FANNER	David	TCCA	Toyota Celica	66.82	63.77	63.77	63.77	63.77	63.77	16.21
63	21	HANGER	Maurice	TCCA	Toyota Corolla	65.94	64.69	65.20	64.24	64.24	64.24	16.68
64	131	CROMBIE	Owen	AHSDC	Austin Healey Sprite	70.13	64.89	64.65	64.65	64.65	64.65	17.09

EZIUP AND GO VIC HILL CLIMB CHAMPIONSHIP ROUND 2
 FEBRUARY 22, 2026
 CLOCKWISE TRACK
 Event Ranking

Rank	lumber	Last Name	First Name	Club	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Time	Gap
65	41	CANNON	Rod	MADCC	Honda Civic	68.82	65.27	65.67	64.99	64.99	64.99	17.43
66	85	BRYANT	Jarrod	GCC	Elfin Type 500	72.62	67.29	65.12	65.27	65.27	65.12	17.56
67	37	BRADLEY	Frank	ACC	Mini JCW	66.26	65.52	65.88	65.82	65.82	65.52	17.96
68	281	MORGAN	William	GCC	Datsun 1600	69.38	65.97	66.74	66.32	66.32	65.97	18.41
69	211	MILLER	Jacob	IWC	Hyundai Excel	67.69	66.08	66.26	66.08	66.08	66.08	18.52
70	197	FEYGANS	Archie	MGCC	Mazda MX-5	93.82	67.10	69.38	67.12	67.12	67.10	19.54
71	101	BROWN	Sean	ACC	Honda Civic	68.71	67.10	69.38	67.52	67.52	67.52	19.96
72	51	BOTTOMLEY	Phillip	MGCC	Hyundai Excel	70.60	67.61	68.75	67.70	67.70	67.61	20.05
73	45	ZALSTEIN	David	GCC	Volkswagen Up	68.27	68.05	68.68	68.36	68.36	68.05	20.49
74	808	MORRIS	Megan	GMC	Suzuki Swift	71.08	68.87	69.60	68.06	68.06	68.06	20.50
75	705	CHAN	Mun Wah	HCCV	Honda Accord	74.85	71.45	70.83	68.94	68.94	68.94	21.38
76	251	BRATUSKINS	Cameron	PCOV	Morris Mini	72.19	72.73	70.05	69.17	69.17	69.17	21.61
77	24	PRESTON	Jye	VMC	Leyland Clubman	71.34	70.95	70.97	70.11	70.11	70.11	22.55
78	73	STANLEY	Damian	FFCC	Ford Cortina	75.16	73.58	72.75	71.01	71.01	71.01	23.45
79	711	THORBECKE	Alexander	GCC	Toyota Celica	71.28	71.99	72.47	71.52	71.52	71.28	23.72
80	49	BROWN	Kevin	BDCM	Morris Cooper S	72.56	71.89	74.17	71.89	71.89	71.89	24.33
81	111	MARKBY	Scott	VMC	Morris Cooper S	74.97	73.60	76.21	72.50	72.50	72.50	24.94
82	125	BRATUSKINS	Jason	VMC	Morris Mini	81.13	73.10	115.92	75.66	75.66	73.10	25.54
83	87	DONOVAN	Kellie	ACC	Honda Civic	73.80	74.95	74.95	74.95	74.95	73.80	26.24
84	11	PRESTON	Andy	VMC	Morris Cooper S	76.70	74.67	74.20	74.44	74.44	74.20	26.64
85	233	PARR	David	GCC	Honda Integra	75.50	86.63	75.52	75.47	75.47	75.47	27.91
86	176	MCHUGH	Darryl	BAC	Ford Fiesta	76.53	75.65	75.65	75.65	75.65	75.65	28.09
87	152	BRATUSKINS	Benjamin	PCOV	Morris Mini	84.18	78.89	78.89	75.94	75.94	75.94	28.38
88	173						125.48				125.48	77.92

Bob and the Riley – a lengthy tale of characters, drive and distance.

From Ian Maud

Every now and then in life you come across someone who, for want of a more apt description, could be labelled 'a character.' This is my account of meeting such a person, and the short exchange we enjoyed as he bought my Riley.



Most GCC club members would understandably not have seen my rather lovely cream 1950 2 ½ litre Riley RMB saloon as it is certainly not a hillclimb-suitable car, but I have owned and enjoyed it for several years now. In this time, I have taken it to several display outings, punted it through the Noojee

State Forest to Healesville, used it at a number of weddings, climbed the hills for a cuppa at Mirboo North, and cruised the highway to Melbourne. It was an enjoyable and very recognisable car, representative of a bygone era, but for lengthy reasons it needed to be sold to make space for my garage conversion to stock of a more Italian origin.

As seems to happen with 'different' vehicles such as classic cars, when the time came to advertise the Riley I endured a number of half – interested parties calling on the phone, with few progressing to making an actual visit. And yes, there was the seemingly essential and annoying idiot who would call occasionally in an attempt to convince you the car was rubbish (sight unseen) and you should sell it to them for a fraction of what was a reasonable price.

However, out of all this kerfuffle was a call from an older chap with the elaborate name of simply, Bob. Bob was 77 years old, lived in Gosford (up near the Queensland border), and was restoring a Ford Mainline ute. He had quite a history of owning classic and vintage motorbikes but had received instructions

to give them up in exchange for longevity, so he was searching for something a little more stable and comfortable. His dreams hoped for an Alvis, but his budget suggested otherwise – and my Riley apparently fitted the bill. So Bob and I spoke on a couple of occasions and learned a little about each other. He came to accept that I wasn't a total rogue and the car was as represented, while I enjoyed his tales and background. I believe he was



widowed and certainly lived by himself, as any decent concerned partner would have tried to talk him out of the series of events that were about to unfold. He was a likeable and very practical, down-to-earth chap who seemed to have that great personal quality of trustworthiness: a trait that seems to dissolve in many contemporary vehicle dealings.

Without a sniff of haggling, Bob decided he'd buy the car. When I asked about trailers, tow cars, transport companies and the like, it became apparent that



none of these figured in his thoughts. Nup. Bob was old school through-and-through; he was coming down to see the car, and to drive it home! I went scurrying for maps and found this would involve a lengthy drive of some 1,500km, through two major cities, across the NSW plains and over a number of mountain ranges – and all in a 75-year old British car that had more usually done runs

into town for coffee!

I'll just add here that it was about this time that my plans unravelled somewhat. I knew the car was in generally good condition as I'd been attending to its every weep, squeak and rattle since purchasing it, including

some decent-sized overhauls. I was pretty busy at this stage and had decided to save myself some time by selling the car at a lower price and without a RWC, so I didn't have to spend extra time devoted to fixing whatever the inspection showed up. Now, having found a 77-year-old planned to drive it up a good portion of eastern Australia, I couldn't in good mind abandon him to it, so yes, I ended up spending those couple of days going over it and fixing some niggling little issues that I had planned to avoid – so sometimes, you can't win!

Bob called up one evening to tell me he was going to head down south next Sunday. No, he wasn't having someone drive him; he was catching the train. Flying didn't suit, as I doubt he'd ever been to an airport, let alone put his bum in an aircraft. Apparently, he had a dodgy knee or leg – a legacy of motorcycle ownership – and didn't like to catch the bus but instead preferred the train as he could get up and walk about. Okay...his choice. Bob seemed undaunted by the fact this trip involved at least two lengthy train trips and a decent wait in Sydney, amounting to a bit short of 24 hours' travel. Wanting to be as helpful as possible, I offered to drive the car to Seymour so he didn't have to endure the extra distance and train swaps to come to Gippsland, and would also be spared driving an older, unfamiliar car while navigating the spaghetti network that passes for freeway links in Melbourne. That was appreciated, so all good so far. Bob was to head off into the southern wilderness on Sunday, while I would drive to Seymour Monday afternoon, we'd meet, do the exchange, and I'd catch a series of trains and be back in Warragul late Monday night. What could possibly go wrong?!

A few things, as it turned out.

It started with a phone call. It was Bob. He arrived in Sydney...only to find his train to Melbourne has been cancelled. I have no explanation as to why this would happen, but it had, leaving Bob and a sizeable group of formerly Melbourne-bound travellers now roaming randomly about the central rail station in Sydney, hopefully seeking information from anyone who looked remotely official and connected in some way to railways, despite the very same folk seemingly evaporating in this time of need. After a discussion, we decided I would still travel to Seymour and Bob would get back to me.

As I headed north, taking some delight in how well the car was coping with a blend of winding forest roads and highways, I began to worry a little about the engine, as I could feel hot air coming in the cabin vents. The temperature gauge was holding steady, and when I pulled over at one stage, I realised it

wasn't the car – it was bloody hot outside! I'd innocently come from shady, green Gippsland with comfortable low to mid 20s, to find Seymour and district was basking in 33 degree heat – something I wasn't prepared for! With long shirt and pants and little ventilation, it was hot work, but still we continued nicely.

Eventually, the phone rang again. Bob and his disgruntled fellow travellers had negotiated for a coach to take them to Melbourne. He'd be a little late, but all would still work. No worries.

Next, his coach made good time to the border, but had then decided it would home deliver passengers *en route*. This, of course, would take extra time. Not to include the driver inconsiderately deciding he needed to stop to eat. Ah, well, we were still progressing.

It was still some ridiculous temperature in early evening as I arrived at Seymour, pulling in to fill the tank in preparation for the forthcoming trip north, only to find the servo was out of fuel! This minor point overcome, I was now sitting in the parking bay at Seymour train station, slowly weeping body fluids and awaiting further instructions. When they came, they introduced another layer of intrigue. Bob's coach was going to be even later than thought. So late, in fact, that I would miss the last train to Melbourne and was effectively marooned in Seymour for the night. Bob appreciated the situation and suggested I find a motel room for the night, which he would graciously pay for. He had already booked a room before he left; the office would be closed by the time he arrived - could I collect the key for him? No worries? Well, of course not.

I mentioned earlier that Bob was rather old-worldly. I don't believe he owned a credit card, and if he did, he didn't like using it and being charged for the privilege. The same went for getting ripped off with having to pay for bank cheques and so forth – he was a cash man. This clarified when I sought out his motel. Historically, Seymour was a town that grew along the old Hume Highway, offering food, fuel and accommodation to weary travellers, before falling into partial disuse when the town was by-passed by the new Hume freeway. It evolved that Bob's motel was a fibro-cement masterpiece held over from the 1950s, with minimal maintenance and investment. Yes, it had a pool (closed) about the size of a single garage, and there was a live-in manager taking refuge out the back somewhere, but there was little else apart from two ancient rows of small, duck-egg blue painted accommodation blocks where the

successful guest could delight in the shared walls allowing uninterrupted insight into the cavortings and mental state of their fellow overnights. The manager eventually responded to my determined ringing of their desk bell, and we began our discourse. I introduced myself, which seemed to be accepted. No, I wasn't a guest, but a friend of a chap coming down from Sydney, who was booked to stay the night. I realised as I spoke, that I didn't even know Bob's surname! But, after a quick call, I was able to provide this, and again, assure the management that I was legit. Bob would be arriving late – would I be able to have his room key? No bloody way. Ok...could his room be left unlocked for him? And this was the sticking point; Bob had negotiated, as usual, to pay cash. As he was still to arrive, he hadn't yet paid for the room; so, no payment, no room. Bugger. Okay...the only way around this was I ended up paying for his room, and they would leave it unlocked. In most cases, you would perhaps be concerned about nasty people entering an unattended motel room, but in this case I was more concerned about what invertebrate inhabitants might take the opportunity to leave the room and whether this improvement might generate an optimistic request for a higher fee. Whatever.

It was getting on, and I now also needed a room. Did they have one? Nup. All chockers. Apparently, there is a surprising and consistent demand for low-quality but cheap bedrooms in Seymour, even on a Monday night. I phoned a number of other motels, which confirmed this. Could I sleep in the car? It wouldn't be great. Then, a thought: how about a caravan park cabin? I called the main caravan park minutes before they closed to discover they had one left – a family-sized 'deluxe' unit. What the heck, it was cheapish, so I grabbed it. Now, where do I find you? As I turned and looked out the driveway of Bob's salubrious motel, I found I was staring across the old highway...and straight into the driveway of said caravan park. Bonza! Something going well for a change. I hurried the Riley across the road to the office, where I was met by a man of few words, resplendent in even fewer clothes, consisting mostly of a soiled blue singlet and footy shorts, who looked like he too, was in need of a shower and grooming. We did a deal, and the 'deluxe' unit was mine.

You perhaps won't be surprised to hear the 'deluxe' unit fell far short of such a lavish description. It was apparently going to be a very warm night, so the promise of an air conditioner was good news. On opening the crypt-like doors to the main room, a waft of hot air escaped, suggesting the AC hadn't been activated for many moons. Not for me the wide, efficient reverse-cycle modern unit now adorning most homes – I was blessed with a circa-1970s box unit

hanging off the wall into the main room, deliciously absent of most control knobs, instructions, and presumably, effectiveness. Despite these challenges, after some time I was able stir the archaic unit into something resembling life, and with a hum and a rattle some less-than-room-temperature air wafted out. If you stood directly in front with no clothes on, it was somewhat encouraging.

The shower did function, which alone was worth the admittance price for me. I gave my grotty body a good service, rinsed out a couple of items of clothing, and started to fantasise about something resembling dinner. Due to the lateness of the hour, I'd already mentally committed myself to something near-digestible from the American embassy down the street, but was delighted to find a pub I walked past was actually still doing meals for another 10 minutes – so I ordered promptly and enjoyed one of the highlights of this wacky day. Afterwards, I found a servo still open and was able to buy a toothbrush, so the day kept improving.

Bob called again to let me know of his new ETA, at about 10:00pm. I dutifully arrived with the Riley, parked, and sat in one of the bus shelters where his coach would be arriving, passing the time in conversation with the other coach drivers waiting patiently for their two or three passengers to arrive, before closing the door on the 53-seat vehicle and heading off into the darkness. Your taxes at work.



Eventually, Bob called again. He had arrived! But...he was not in front of me in the coach lanes. Apparently, their driver had stopped on the *other* side of the railway lines, in a separate part of town. I headed off to find a man I had never met before, in a car he had never seen before, in an area of a town neither of us had been to before! Luckily, Seymour at 10:15pm was nearly deserted, so the two last remaining life forms connected, and I came to meet the infamous Bob at last. He proved to be much as I had hoped: an older, dignified, somewhat head-strong and entertaining

character, and we formed a good bond from the outset. The evening challenges weren't quite over yet, as he had not had dinner. Seymour was closed for the night, except for the corner McPlastics, where we headed to. The building was shut, but the drive-through was still operating, so we joined the ranks of the apparently homeless, listless and/or tasteless locals and idled through in the Riley, coming away with a package of various colours and textures to sate Bob's hunger. He was impressed thus far with the Riley, but due to the late hour and lack of daylight in which to perform an inspection, I introduced him to his salubrious accommodation for the night and headed back to mine. With the AC running (limping?) continuously overnight, the air temperature in the cabin dropped slowly to a level where sleep was fitful but possible.

Bob and I met earlyish in the morning and I took him on a tour of the car, pointed out the good and the whatever, and we headed out for breakfast and a good yarn. He liked the car, was satisfied with my account of its history, maintenance and condition, and handed me an envelope choking with wads of \$100 bills. Afterwards, I suggested he should at least have a drive in it before I left on the train, so we headed out again. Now, while Bob had impressed me with his knowledge and mental sharpness, there were lapses; for example, I had lost count of the number of times he had asked me which way he should turn to leave town. To assist, I suggested that despite time being a little tight, we should drive out that way so he could see it for himself, which we did, heading out the road toward Shepparton. This was my mistake.

I thought the Shepparton road was a highway, but in fact, it's a freeway, which means...no U-turns or intersections! Arrghhhh! Was I doomed to journey to Shepparton before returning, and missing my train in the meantime? I saw a U-turn possibility approaching and directed Bob to it. He pulled off the road onto the left-hand side gravel, where I thought he was waiting for passing traffic before we sneaked through the median strip. But no, Bob had one more surprise left for me: instead of accepting that we were travelling north on a two-lane freeway, he thought the other lane was for south-bound traffic, and began to do a U-turn into it, which would have had us head-on to other cars, buses and trucks, in a 1950-era car not renown for advanced crash structures. Luckily, we hadn't got far through this turn when I realised what was happening and headed us in the right direction: whew! We returned to Seymour, I grabbed my few meagre possessions from the cabin, and Bob dropped me at the station where we said our farewells just in time for me to

catch the Melbourne-bound train. As I settled back into my chair, I reflected on the fact that I had just sold an ageing car to an ageing man who was about to head off on a 1300km journey, while uncertain of which way to leave town, and unable to distinguish a two-lane freeway from a one-lane highway. What were his chances?

Pretty good, as it turned out! I didn't hear from Bob for a couple of days, but when I did, the news was both good and quite impressive. He had left me Tuesday morning. He had a medical examination for his driver's licence back home, on Thursday morning. This same bloke, who I had dared doubt, had driven all Tuesday, all Wednesday, and into Wednesday night. He arrived home at 4:00am (!!!) on the Thursday morning, and made it to his appointment. What an effort! I don't know that I would have been game to do such a trip in an unknown, older English car, but Bob did it without apparently batting an eyelid. I was delighted to *not* hear of any breakdowns or issues, so the car had behaved well for its new owner.

And so, my Riley is happily ensconced in its new home in northern NSW, and its new owner is happy with his purchase. Despite the adventure we shared in Seymour, this exchange gave me the opportunity to meet and enjoy a delightful Aussie character, and I can only wish there were more like him.

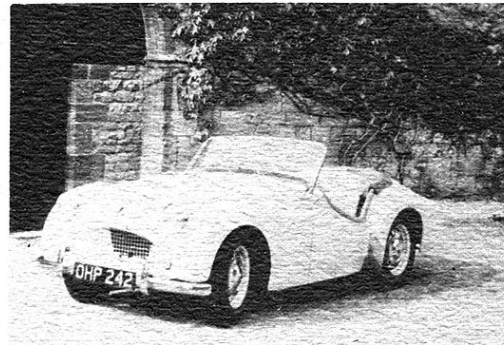
-Ian Maud

AUSTRALIAN MOTOR INDUSTRIES HISTORY – continued from last issue.

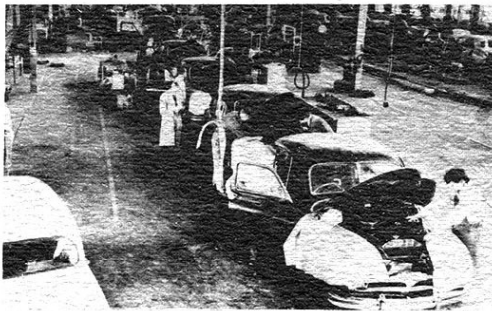


Two views of the Port Melbourne factory in the early 1950s.

replaced by a new concept in sports cars, the Triumph TR2, with a 2-litre Vanguard engine. The TR2 was something new because it was a pressed steel, mass-produced sports car, away from the wooden frame and tacked-on-panel type of construction. It was remarkable value for the performance available. Supplies of the Mayflower finally dried up. This was a year of great expansion at Port Melbourne — a large part of No. 5 shop was completed and there was a big increase in the number of workers.



Famous sportscar — the Triumph TR2.



Assembly of Vanguards (above) and Standard 10s .



1955

PORT MELBOURNE AREA NOW 33 ACRES

EXPANSION continued as a further 17 acres of leasehold land was obtained at Port Melbourne to bring the total to 33 acres. Building work in progress was bringing the covered area to 9 acres. In January, Mr. Alick S. Dick, the company's president, visited the Australian operation. Mr. Clive C. Crosby was appointed a director of The Standard Motor Company Ltd of England and, in September, Prime Minister Mr. Robert Menzies opened an engine assembly plant at Port Melbourne with a capacity of 100 engines per eight-hour shift. The Standard Family Ten was introduced at the price of £719 and there was a semi-automatic version fitted with "Standrive" instead of a manual clutch.



The new Vanguard Phase III with completely new body.

1956

INTRODUCTION OF THE FINAL VANGUARD MODEL

MORE NEW models, including the completely redesigned unitary construction Phase III Vanguard, the last of the series, for which was later evolved a six-cylinder engine that continued the family likeness into the Triumph 2000 and variants. The Triumph TR3 replaced the TR2. A very few DKW cars were sold (six, in fact), imported fully built-up, from Germany — two-stroke cars have never been very popular in Australia and this activity was quickly phased out. The company acquired Colmax Electric Pty Ltd; and the conveyor division of Bishop's Implements Pty Ltd obtained the franchise for the American Webb Conveyors. In NSW, Standard Cars (North Shore) Pty Ltd was opened in temporary premises at Crows Nest — it did very well but it was closed late in 1957 as part of a general curtailment of expansion at that time, although the company continued to exist for a time.



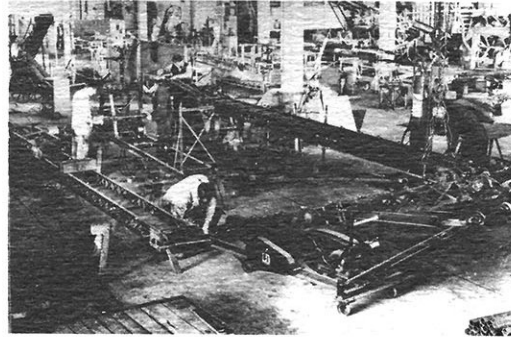
Staff of Standard Cars (North Shore) Pty Ltd, of NSW.

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1957

TOP BRACKET METHODS

CONSIDERABLE effort was being put into the training of sales personnel — a policy which had been in operation for several years and which was now paying off. Marketing techniques were in the top bracket of the industry — even by 1976 standards — and in future years, Standard trained salesmen were at a premium and in considerable demand by dealerships handling US-based makes such as GM and Ford. Apart from the style of the drawings and printing, sales training manuals of the 1950s are perfectly valid today.



Premises of Bishop's Implements — conveyor work.

1958

AUSTRALIAN MOTOR INDUSTRIES LIMITED COMES INTO BEING

TOWARDS THE end of the year the name of the firm got its final change and Australian Motor Industries came into being. Mr. Allan Cheetham (who was appointed a director) and the assistant managing director, Mr. Keith Horner,

Atlas vans used in Herald Service Campaign, 1960.





1959

TRIUMPH HERALD AND MERCEDES MODELS

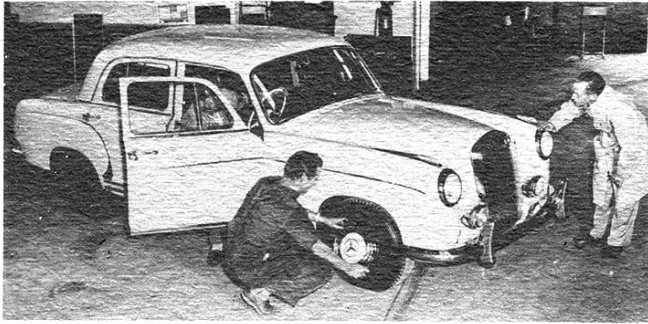
Rare one — the Swallow Doretti, on TR base.

had gone to Germany and successfully negotiated with Daimler-Benz AG for the Mercedes-Benz franchise. In May, Mercedes-Benz (Australia) Pty Ltd was formed with Mr. Horner as managing director and Mr. Cheetham as sales director. Jointly owned by AMI and Daimler-Benz, M-BAU was to assemble and sell Mercedes passenger and commercial vehicles throughout Australia. And this year, first examples of the Triumph Herald were brought secretly to Melbourne — a car which “brought back the chassis frame”, possibly more as a psychological feature than an engineering one. Standard 10 hp Atlas vans were being marketed — later on, 15 and 20 hp versions with the name Atlas dropped. Australian Motor Finance Pty Ltd was formed in association with Lombank Australia Ltd. Mr. W. J. Balchin became managing director of the company in October. Mr. C. G. Beard was appointed manager for New South Wales and made an associate director of AMI.

MERCEDES-BENZ models 180D, 190, 220S and 220SE were added to the cars being assembled by AMI at Port Melbourne, starting in January. There was a lot of praise for their high quality finish (which has always been an AMI strong point) which compared very favourably with that of the German made models. Early in the year, too, Mr. Allan Cheetham took over as managing director of Mercedes-Benz Australia. AMI ordinary 5s shares totalling £70,460 were made available to staff and executives at par. Subsidiary concern, The British Farm Equipment Company, announced that during its time of operation in Australia it had provided 48 per cent of all light tractors sold in the country. The Fiat tractor franchise was negotiated but difficulties with supplies in economically difficult times shortened its span to two years. In November, the Triumph Herald was introduced to the Australian public with a huge advertising campaign and orders flooded in — Melbourne and Sydney showrooms were inundated for a week. Mr. Clive C. Crosby resigned from the board during the year and Mr. David F. Crosby became a director.

Introduction of the Triumph Herald was a major presentation in every way.





Finishing touches to the first Mercedes-Benz assembled at Port Melbourne — a 220S.



Mr. S. W. Byrne, AMI chairman.

1960

AGREEMENT SIGNED WITH AMERICAN MOTORS

THE START of yet another happy association with AMI began to dawn when negotiations were successfully concluded for the sale and assembly of American Motors Corporation passenger cars — Ramblers. Mr. C. G. Beard, who was appointed managing director of Standard Triumph (Australia) Pty Ltd went to the USA and completed the negotiations. The agreement between Ferguson and Standard-Triumph in the UK had expired and in consequence the Ferguson tractor left the Port Melbourne scene, but sales had in any case been dwindling because much larger tractors were required, especially in the grain growing areas. Mercedes Sb models were introduced and the 220 Sb and SEb became instant successes and formed the basis for today's Mercedes entrenchment in Australia.



Mr. K. R. Hougham, managing director.

1961

REORGANISATION OF MANY MAJOR FUNCTIONS

IN THIS YEAR, Mr. S. W. Byrne became chairman and Mr. K. R. Hougham, previously managing director of Standard Motors Company Ltd of New Zealand, joined AMI as managing director at a time when government restrictions in a "tight" economy were making things very difficult. Mr. A. F. Crosby retired as chairman and Mr. Allan Cheetham, who had been acting as managing director, retired as a director at the AGM in December. During the year, too, Mr. Keith Horner, deputy managing director, left to join Ford Australia where he eventually became sales director. Activities of various subsidiaries were transferred to AMI itself to reduce administrative and other costs. At the start of this period a committee of management had been formed and it included a

Presentation of Ramblers. May have inspired later electoral slogans?



representative of the major creditors. The firm had a selling spree when the price of the now not so popular Triumph Herald was slashed from £950 to £750 to clear stocks. They went like hot cakes. The first Ramblers were released — the Classic sedan, six-cylinder Classic station sedan and V8 Ambassador sedan. All were automatics. On August 1 the New South Wales firm completed its first 25 years of operation — sales staff members Beard, Morath and Dean had been there from the start in 1936. In a rationalisation of resources aimed at improving liquid-

ity, the AMI share of Mercedes-Benz (Australia) Pty Ltd was sold to Daimler-Benz AG and it thus became a wholly owned subsidiary of the German concern. Assembly of Mercedes cars sold in Australia continued at AMI for a further three years and M-BAU moved to St. Kilda Road, then Mulgrave, Victoria, with Mr. Allan Cheetham as managing director after 26 years with AMI/Standard Cars. The Victorian distribution franchise went to Lane's Motors in Melbourne and that for NSW to York Motors in Sydney.

1962

One of the most momentous years — in fact, the most momentous — because the Toyota franchise was acquired and AMI was firmly embarked upon a clearly marked course.



Early Toyotas in Australia. Left is a Tiara and, above, an imported Crown.

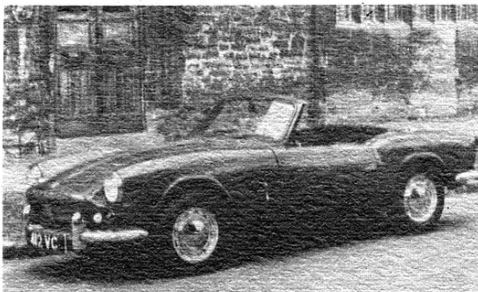
1963

START OF TOYOTA ASSEMBLY AND SALES

IN ADDITION to Standard-Triumph and Rambler vehicles, AMI was now assembling the Toyota Tiara saloon, wagon and utility, as well as handling built-up models of the Tiara and the Crown. Toyota sales in the first year of Australian operations were a mere 901, but that wasn't for a full year of course, and there was the matter of introducing not only a brand of motor car new to the Australian public, but the idea of buying Japanese as well as British and American. Tiara prices were: Four door saloon, £915; station wagon, £999; 10 cwt utility, £849. The Triumph Spitfire sports car was also introduced at this time and it represented the first challenge to the long established MGs in this class.

York Motors became Toyota distributors for New South Wales while AMI continued to handle Standard-Triumph and Rambler in the state for a time. Mr. H. J. Dowling became company secretary in place of Mr. S. J. Oakley.

The Triumph Spitfire had a tuned Herald engine.





1965 Toyota Corona, automatic model.

1964

TOYOTA SALES AT 5,720

TRIUMPH 2000 INTRODUCED

MR. AUSTRALIA obviously had a firm embrace when he was introduced to Miss Toyota because sales of the Japanese cars rocketed to 5,720 for the year. The Toyota legend of "The Right Car at the Right Time" had begun. An addition to the range was the fully imported Toyota Corona. On the assembly lines, the Triumph 2000 took its place, following the phasing out of the Vanguard Six — the final car to bear the Standard name — but the straight six engine continued in the new model. Mr. R. C. Hunt became company secretary when Mr. H. J. Dowling died. Mr. Arthur F. Crosby died at the age of 61, following an illness which had dogged him for several years.

1965

TOYOTAS NOW TOP 10,500

ASSEMBLY OF the Corona was embarked upon and Toyota sales for the year took another incredible leap — to 10,562. Every inch of factory was required and assembly of Mercedes-Benz vehicles was halted, since which time all Australian Mercedes passenger cars have been imported fully assembled. A general fall off in sales throughout the motor industry didn't affect AMI products and sales were actually up 7 per cent on the 1964 figure. One vehicle on offer, the Toyota 700, was billed as "Australia's lowest-priced automobile", at £788.

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1966

CORONA PRODUCTION AT TOP LIMIT OF CONTENT PLAN

PLANT CAPACITY at Port Melbourne was now 20,000 vehicles per year and Toyota sales for the period were 14,438. Total assets of AMI were \$12.75-million, share capital \$4.77-million. Toyota Corona production reached the upper limit of the government-imposed local content manufacturing "plan". The six-cylinder Toyota Crown was introduced and sales were so encouraging that plans were commenced to bring the model into local assembly. Cambridge Motors Pty Ltd, of Adelaide, was appointed Toyota distributor for South Australia; Champions Pty Ltd became Rambler distributor for the same state, while in NSW, Grenville Motors Pty Ltd were appointed Rambler distributor.



Above, the Triumph 2000; below, Crowns in production.



1967

32 MODELS IN A.M.I. RANGE



YET ANOTHER Toyota model, the Crown, joined those produced on the AMI assembly lines while the showroom range was complemented by the fully-imported Corolla. Toyota sales in Australia for the year were 18,965. In all, 32 different models were being handled by AMI, including the Toyota Crown wagon, Rambler Rebel wagon, Triumph 2000, Rambler American, Rambler Rebel saloon, Triumph Spitfire and the Toyota Corona, plus Crown and Corolla already mentioned. In Queensland, Annand and Thompson Pty Ltd became Rambler distributors.

Now the world's most produced car — a 1968 Corolla.



Above: Rambler Javelin. Below: Toyota Crown wagon.

1968

ENTER ZETOR. COROLLA ON ASSEMBLY LINES

THE RAMBLER Javelin was added to the cars being produced and the franchise was acquired for Czechoslovakian Zetor tractors (which include four-wheel-drive models), thus maintaining AMI's interest in agricultural activities. Assembly of the Corolla was started and **Introduction of the Czechoslovakian Zetor tractor.**



Toyota purchased 10 per cent of AMI equity. In June, the 30,000th Corona to be assembled at the AMI plant was completed. The franchise agreements with Toyota, Triumph (Leyland) and Rambler (American Motors Corporation) were extended. A round-up of subsidiary concerns at the time read: The Standard Motor Company (Australia) Pty Ltd; AMI (Queensland) Pty Ltd; AMI Sales Pty Ltd; AMI (South Australia) Pty Ltd; AMI (NSW) Pty Ltd; Brighton Beach Motors Wholesale Pty Ltd; AMI (Western Australia) Pty Ltd; Albury Trading Company Pty Ltd; Standard Cars (North Shore) Pty Ltd; Rickards Brothers Pty Ltd. State distributors appointed this year were: Western Australia — Prestige Motors Pty Ltd (Toyota), Premier Motors Pty Ltd (Rambler); Northern Territory — Thiess Toyota Pty Ltd (Toyota), Port Darwin Motors Pty Ltd (Rambler); Tasmania — Co-Operative Motors Ltd (Rambler, already Toyota distributors, and Standard distributors since the 30s).





The big stuff: a Muir-Hill tractor, as originally introduced.

1970

**TOOLING COMPANY
IS FORMED**

1969

TOYOTA PRODUCTION 50,000

FURTHER INTEREST in the soil, and shifting it, was evident when the franchise for the English Muir-Hill "broad acre" tractors and heavy earth-moving equipment was negotiated. Production of Toyotas reached the 50,000 mark, which was remarkable considering that assembly had only started in 1963 with a handful of Tiaras. And AMI made sure that the cars being produced would last a long time because the first Electrocoat system south of the equator was installed. Electrocoat is an 11-process method of depositing anti-rust fluids and final coats which ensures that every part is treated, even when they might be completely shrouded from a paint spray. Particles of the fluid or enamel being applied are electro-magnetically attracted to the metal body parts, just as a magnet will pick up iron filings. A part of the Port Melbourne leasehold property was compulsorily acquired by the Country Roads Board for use in the Lower Yarra Crossing project.

A LOOK AT the annual report reveals that things were in a healthy condition. Net profit for the 1969/70 year was \$1,669,731; and the final ordinary dividend was 7 per cent, giving a total of 14 per cent for the 12 months July to June. In May, AMI decided to control the destinies of the machine tools it uses, by forming the Australian Tooling Company Pty Ltd, located at Hightett.

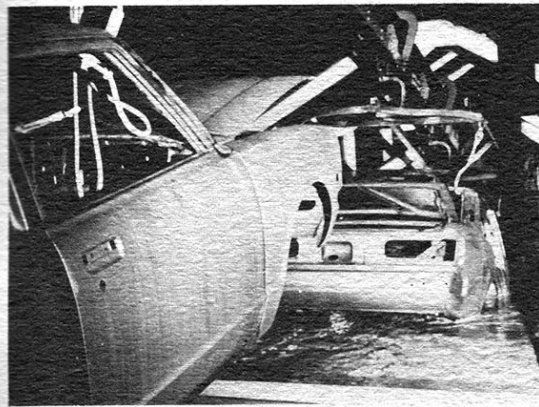
1971

**THE MOST AUSTRALIAN
CAR OF ALL**

VARIOUS take-overs in the UK, followed by the merging of the British Motor Corporation with Leyland, resulted in Standard-Triumph becoming part of British Leyland. Consequently, this concern found itself with a major shareholding in AMI, which was producing Toyotas, Triumphs and Ramblers. Accordingly, Toyota, already with 10 per cent of AMI ordinary shares, purchased a further 40 per cent from Leyland to bring their holding to 50 per cent.



Well worth a banner — the 50,000th Australian assembled Toyota, a Crown.



Down they go — complete car bodies going through the Electrocoat process.

the figure it stands at today. The remainder and all the preference shares are held by the public. There are approximately 5,100 shareholders. Interestingly, this means that a Toyota is by far the most "Australian" car of any available here. Australians obviously felt this way too in 1971, even if they didn't have the details at their fingertips, because they went out and bought no fewer than 25,472 Toyotas.

1972

MAJOR EXPANSION PROGRAMME STARTS

IN AN EVER growing market, AMI embarked upon a major expansion programme, estimated to cost \$3-million over a two-year period. The initial part of this plan was a new and greatly extended paint shop. Business was rather static due to a combination of circumstances, which included a restriction on the volume of CKD imports, the revaluation of the Japanese Yen adding to costs, and strikes by SEC workers and Japanese seamen, but this was regarded as a temporary lull in the general surge

The Toyota Crown 2600 as it was in 1974.



forward. Output was down in the second half of the year. The Federal government produced a sudden policy change which resulted in duty concessions attached to content plans due to be phased out in late 1974 being progressively reduced. These plans had, rightly, been regarded by the motor industry as long-term arrangements not subject to sudden change or reversal. But, looking further ahead, AMI entered into a joint venture with Nippondenso of Japan to produce and market their car air-conditioning units and other equipment from a new factory at Altona.



Sporting success story — the Celica in original form.

1973

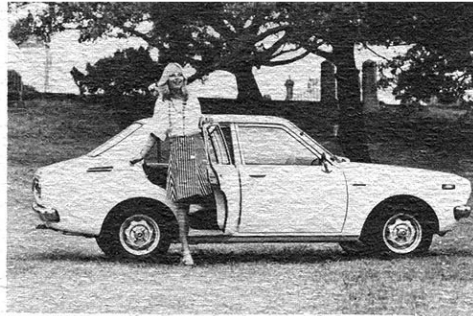
TOYOTA REGISTRATIONS REACH 200,000 CARS

NET PROFIT OF AMI for the year was \$1,649,164 — an increase of 31 per cent on the previous year and a return of 10.2 per cent on total shareholders' funds. Application was made early in the year to enter 85 per cent local content manufacturing plans in the medium-size car area. The current plans envisaged manufacture of a Toyota engine in Australia as part of a \$20-million project of which Toyota was to bear the major burden. However, these plans were once again thrown into the melting-pot — this time by new policies of a new Federal government elected the previous year. Production was up at AMI, but outstripped by demand, and Toyota registrations in Australia reached 200,000 cars and wagons (but excluding commercial vehicles). Tractors were also in keen demand — somewhat thwarted by shortage of supplies from overseas. Toyota car sales for the year were 39,383.

1974 27 PER CENT INCREASE

IN HIS ANNUAL address, the chairman mentioned that there were more than 330 Toyota dealers in Australia, with a capital investment of \$65-million, employing about 5,500 people. There were 260,000 Toyota cars on Australian roads and AMI had built two-thirds of that number. There were 4,900 shareholders in AMI and since its inception the firm had invested \$15-million in buildings, plant, equipment and land. There had been a 27 per cent increase in sales of Toyotas but the demand was still in excess of ability to supply. For the tenth successive year, the Rambler Matador had been selected by the NSW authorities for VIP transport. The chairman's address closed with the comment: "Under normal circumstances the rather mercurial nature of the motor industry makes it difficult to express an opinion about the future and this year I find it impossible to do so. The decision of the government upon the Industries Assistance Commission's report could well change the whole direction of the motor industry". Toyota car sales for the year were 47,865.

Limousine luxury from Rambler — the Matador.



Ever-popular Corolla — with four doors.



The Toyota Corona with 2-litre engine.



The Toyota Mark 2 — with 2.6 litre "six".

1975 MANY NEW MODELS

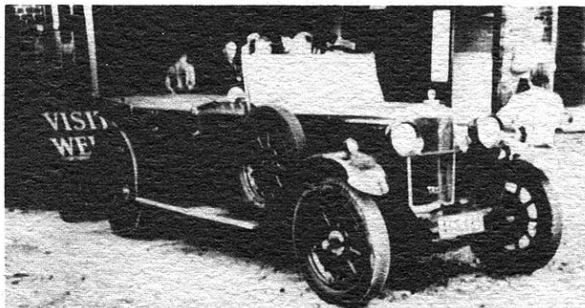
THIS WAS A big year for new models. There was the new Corolla on the assembly lines, quickly followed by Australia's first four-door version of this most popular of all Toyotas. Then there was the new Crown, the SE (and

Happy group of Western Australian dealers on a factory visit in 1975.



later, CS) version assembled at Port Melbourne and the Super imported fully built up. While the whole world was having economic problems and Australia was feeling the effects, the year ended with the demand for Toyotas extremely high, waiting lists for several models (quotas restricted imports of fully assembled cars, and still do so) and the make firmly in third place in Australia behind the traditional leaders, General Motors and Ford, and well ahead of many place-getters of the past. The Australian "big three" order is also the same on a world-wide basis. An improved Rambler Hornet was brought into

the range. As the year drew to a close and the plant shut down for the Christmas break, builders and engineers moved in to extend the production lines, giving them a capacity of 240 cars per day instead of 180. One wonders what sort of effect these figures would have on the pioneers of the late 1920s! AMI also extended upwards, with a new multi-storey employees' car park in Bertie Street, and there are several other improvements, all aimed at greater and more efficient production. Profit for the year was a resounding 62 per cent up on 1974. Average daily production was: Toyota, 165; Triumph, 10; Rambler, 5.



THE TALBOT 14/45

1976 LOOKING AHEAD

AND THIS brings us right up to date. There has been yet another plan for the Australian motor industry during the year. The demand for AMI produced cars continues and as Australia, along with the rest of the world, slowly lifts from the mild recession of the past year or so, we view the prospect of the next 10 years until our Diamond Jubilee with confidence and keen anticipation. After all, selling and servicing cars is a most pleasurable activity!

THE TOYOTA CROWN





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.