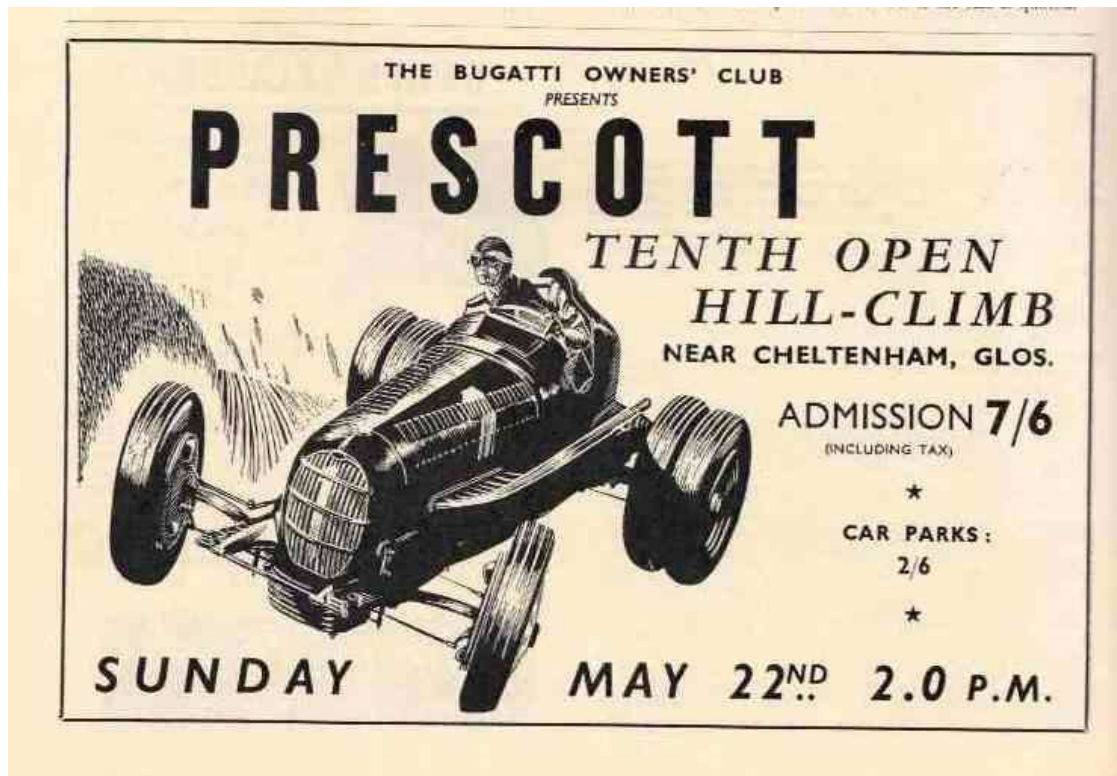




VALVE BOUNCE

September 2026



Hillclimbs as they were in the UK in 1955 Thanks Motorsport Magazine (UK)

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

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MAGAZINE CONTRIBUTIONS Forward by email to 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

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	

2026 - Motorsport Calendar

SEPTEMBER

Saturday 5	Working Bee and Club Members Practice Day
Sunday 6	Fathers Day
Tuesday 8	GCC Board Meeting, Clubrooms, 7.00 p.m.
Saturday 12	AOMC Club and Trade Expo, Penrite Oil Headquarters, Greens Road, Dandenong South
Sunday 13	VSCC at Rob Roy
Sunday 13	GCC Multiclub Hill Climb at Bryant Park (Winter Cup 3), and also includes Round 3 of the 2026 Victorian Hill Climb Championship
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
<u>Saturday 17</u>	<u>Boost 2 Drive track hire at Bryant Park</u>
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
Saturday to Sunday, 30/31	Australian Hillclimb Championship, Jacks Hill, Wameroo, WA
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	Historic Hill Climb at Trawalla
Saturday 14	Working Bee and Club Members Practice Day
<u>Friday 20</u>	<u>AHSDC visit to Bryant Park</u>
Friday to Sunday 20/22	PIARC Island Magic

Sunday 22 Historic and Classic Rob Roy
Sunday 22 **Newry 8s track hire at Bryant Park**
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

2027

MARCH

Friday to Sunday Phillip Island Festival of Motoring

MAY

Saturday to Sunday, 15/16 **Terry Baker Memorial Weekend at Bryant Park**
Saturday to Sunday, 29/30 Historic Winton

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
Second Sunday	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 (Motorcycles)	Tooradin foreshore	0900-1200	Statue
Does anyone know of any other events we can put in here?			

swoop

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PO Box 199 Trafalgar Vic 3824

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

Chairman's Report:

Welcome to the September edition of Valve Bounce.

Not a lot has happened in August in terms of events or happenings at the track. With no Hill Climbs or Khanacross for the majority of the month we also cancelled the planned working bee and practice day. The reason for this was two-fold. Firstly the place has been pretty wet which makes it difficult to perform a number of our usual tasks. Secondly there was a planned working bee a couple of weeks later just before the VHCC round. This one has to happen in order to get the facilities ready for the VHCC round so there wasn't a whole lot of point doubling up on them. Apologies to those who wanted a practice run, hopefully we will see you at the next working bee.

Also just a reminder that you are expected to participate in the working bee in order to get a free practice session in the afternoon. If you don't then you are expected to pay for your practice.

Next up on the Hill Climb front is the rescheduled VHCC event which we are running after the unfortunate cancellation of the second round at Mt Leura. Hopefully we can get a large field for the last round of the year. You will notice we are still using a google docs solution due to the ongoing problems with the MA portal which make the event preparation and administration very difficult.

From my side it looks like I'll be unlikely to have the Vee ready in time for this round, it's getting some fibreglass repairs and I'm still waiting on a new screen. After the repairs it's also going to need to be painted again so I may have to drag out the Corolla for a come back tour!

I hope to see you all at the next round, we could do with as many volunteers as possible to make the day run smoothly if you are not competing.

See you soon

Jarrold Bryant

Vice Chairmans Report – Rhys Yeomans, September 2026

New Motorsport Australia Portal

As mentioned last month, we've opened entries for our next two events via Google forms on our website. There has been some small revisions to the wording off some questions, though mostly people are providing the correct details.

Karl Hess has submitted permit applications for a khanacross and hillclimb event through the Motorsport Australia Portal and we'll review the proposed changes to the Portal to determine if it is a manageable system yet. We'll keep Club members and competitors in the loop on where entries will be opened via our usual channels – Facebook, Club email and our website.

Calder Park Test And Tune – 14th August

With no hillclimbs scheduled for August and an incoming baby, I wanted to get out and run some laps in my car before we hunker down.

I had planned to attend Winton on 2nd August, but due to forecast monsoonal rain, the day was cancelled. Instead, I headed to Calder Park with Drive Events



for
their

Friday test and tune, a very lowkey day for testing. The number of entrants for the day were quite low and we were split into 3 groups – fast tin tops, slow tin tops (me!) and open wheelers.

With numbers being quite low, there was very little traffic and plenty of opportunities to run multiple laps without traffic.

I've been running the car on soft A050s this year, but put a pair of medium A050s on the front. The medium front and soft rear combo worked quite well, with the rear getting a little loose after 5 flying laps.

I ran all 6 sessions and 40 odd flying laps for the day with a new PB of 1:11.00 twice..!

The only negative of a day at Calder is the afternoon traffic back to the south east suburbs! Thankfully I had a couple of snacks and work phone calls to return to fill in the time!

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:

Saturday, September 5
Saturday, September 12
Saturday, October 24
Saturday, November 14

CALENDAR 2026 The Calendar for the remainder 2026 now has three hill climbs and three khanacrosses left for our GCC Club Championship, 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, 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

MOTORSPORT AUSTRALIA AND AASA What is going on with AASA? Good question, but it appears as though AASA is imploding and all of the classes it was running are defecting. I received an email this week asking me to be an official at an event Winton that was a AASA event but it is suddenly an MA event – AASA states that they are still issuing permits for events, but they do not appear to have many classes left to run in their events. It appears as though AASA, which was owned by the Benalla Auto Club, has been sold out from underneath BAC without their knowledge at a price much lower than BAC

believes AASA is' worth – I am not sure how this can happen but WATCH this space!

GETTING OLDER AND LETTERS FROM VICROADS There are many things that are not exciting about getting older and trying to get in my way of living to be 100, but one thing that puts the wind up you is when you receive a letter from VicRoads (snail mail not email) asking you to have an eye test to keep your licence – most of the eye test is fine, but one tricky thing is doing a test to check your peripheral vision. Some of you may well have done this test, but it involves keeping your sight trained on a red light and clicking a little machine every time you see a light flash on anywhere on the screen - there must be at least 50 lights that flash altogether and keeping up is not necessarily easy –I asked the optometrist what the pass mark was on this test – more than 2 wrong and you lose your licence – a bit harsh I thought, but luckily I managed to sneak through – losing you licence would not be a good thing. As is the

usual case with VicRoads, the letter arrived five minutes before you have to have the test – if you do not have the test in time, you lose your licence anyway – they are obviously trying to get old people like me off the roads – a bit like the furore that erupts everywhere when someone over the age of 30 manages to park the car and then suddenly the car lurches forward into a shop window and there is a call for all old people to have their licences removed from them. *(A note on peripheral vision testing – to perform a fair test, you need to open your eyes as wide as possible during the test. This allows your true peripheral vision to be*



The poster for the Victorian Hill Climb Championship Round 5 features a blue and red open-wheel race car on a track. The text 'Victorian Hill Climb Championship Round 5' is at the top, followed by 'September 13th' in large orange letters and 'BRYANT PARK' in white. A '2026' watermark and a 'RESCHEDULED!' stamp are visible. Credits include 'Gregory Ackland - Ninja GA8' and 'Photo by Seven70 Photography'. Logos for VHC, ETAP, and motorsport are at the bottom, along with the text 'Promoted by Gippsland Car Club', 'Supp Regs Coming soon!', and 'Enquiries : vichcpanelsec@gmail.com'.

measured and to allow maximum light into your eye. Many optometrists omit to tell their patients that this is a part of the test, be warned.)

FROM THE BOARD The following items of importance were amongst a number discussed at our recent Board Meeting – due to my ongoing non-attendance at Board meetings, I am not quite up with what is going on, but I do know that the repair of the Clubrooms and the garages is proceeding, with an outside contractor doing the job, We need to concrete around the new stairs at the Timing Building, and this will happen on the near future, and that will be another job taken off the list. It is my hope that I might be able to get to the next Board Meeting and reacquaint myself with happenings at the Club.

FOR SALE!



2023 CHARLES LECLERC HELMET

SOLD BY RM SOTHEBY'S, £262,580

Ferrari star Charles Leclerc wore this Bell HP77 helmet in the 2023 Monaco GP, finishing sixth. He consigned it for sale to raise funds for victims of this year's flooding in Italy's Emilia-Romagna region.

That's \$ AUD 425,380! The editor's helmet is also for sale at a bargain price!!

Fast & Furious – 8-Hour Budget Enduro

By Gordon Dowthwaite



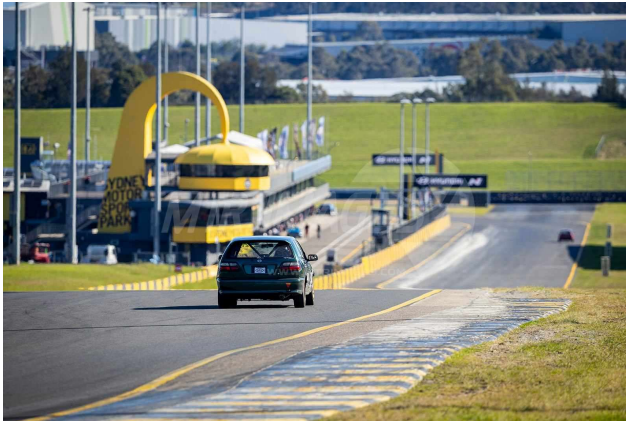
Affordable motor sport

Grassroots motorsport is often at its best when the emphasis is on camaraderie, affordability, and simply getting out on track. The Budget Enduro series run by Motor Events Racing embodies exactly that philosophy. The formula is refreshingly straightforward: competitors race cars with a maximum RedBook value of \$5,000, extensive safety equipment is mandatory, performance modifications are tightly controlled, and the event is conducted under Regularity rules, meaning only a Speed licence is required.

This year's eight-hour Budget Enduro was held at Sydney Motorsport Park on Sunday, 12 July, attracting 34 teams to the Grand Prix circuit. Each team fielded a single car and a minimum of three drivers for a full day of endurance racing.

While trophies are awarded to the teams completing the greatest number of laps, the event's most prestigious award recognises the team that raises the most money for Rare Cancers Australia. It is a fitting reminder that the Budget Enduro is about far more than finishing positions.

Getting to the start



From the moment competitors arrived, the focus was on enjoyment rather than outright competition. Documentation was completed quickly, scrutineering was thorough yet efficient, and the driver's briefing centred on a simple message: race fairly, respect fellow competitors, and ensure everyone goes home

safely. There was no practice session—the green flag dropped promptly at 8:30 am, the chequered flag fell at 4:30 pm, trophies were presented by 5:00 pm, and by 6:00 pm the paddock had emptied.

Our team consisted of myself and long-time friends Peter and Daniel. We are all members of the Christian Autosport Club of Australia, where I first developed my driving skills through motorkhanas and khanacross events before progressing to lap dashes and circuit racing more than four decades ago.

As with many grassroots motorsport campaigns, our preparation did not go entirely to plan. Daniel's Suzuki Swift, our original entry, had been damaged during a wet NSW Regularity event after his son was caught out by the slippery conditions. With only two weeks remaining before the enduro, repairs simply weren't possible.

Plan B involved dusting off Peter's Nissan Pulsar. After an enormous effort to prepare the car, it was finally ready the day before the race—a familiar scenario for many club-level competitors.

Start your engines!

With only a small support crew, race day demanded everyone pitch in. Daniel's wife kept the team well fed throughout the day while the rest of us concentrated on keeping the car circulating. Following the traditional pre-race grid photograph, the eight-hour marathon began.

Unfortunately, the Pulsar's right-front corner seemed intent on becoming the star of the day.

Peter was the first to encounter trouble after hitting another competitor's oil spill. The incident damaged the front bumper and destroyed a tyre. The replacement tyre soon developed a concerning bulge—an unsettling discovery when the car reaches around 190 km/h on the main straight and exceeds 150 km/h through Turn 1. Another wheel change followed.



Barely 15 minutes later, Daniel returned to the pits with yet another flat tyre. Then came the biggest setback of the day when the right-front CV joint failed, forcing another lengthy stop while the team carried out repairs.

Altogether, we lost around an hour of valuable track time. Without the enthusiastic assistance of Andy Le, one of Peter's work colleagues who had come along simply to experience a day at the races, the delays would almost certainly have been much longer. Like everyone else in the team, Andy rolled up his sleeves and helped get the Pulsar back into the race.

By the end of the afternoon, we crossed the finish line in last place. Yet there was still plenty to celebrate. We completed the full eight hours, something ten other teams were unable to achieve. In endurance racing, perseverance often counts for just as much as outright speed.

We're coming back!

The Budget Enduro once again proved that enjoyable motorsport doesn't require an expensive race car or a professional team. It rewards preparation, teamwork, determination, and the willingness to keep going when things don't unfold as planned.

If you enjoy circuit motorsport and want an affordable, friendly way to experience endurance racing, these Budget Enduros are well worth considering. We won't be making the trip to Sandown for the next event in August, but we'll certainly be back next year—hopefully with a little less drama, a little more preparation, and just as much fun.

MAY 23, 1924

THE LIGHT CAR AND CYCLECAR



"How much for that little lot?"

"£165 all on, including electric starter."

"A bit too difficult for me, I expect."

"Not at all. I know there's a man over 80, and his wife, who use one regularly."

"I can't afford to keep one, though."

"It costs you hardly anything. You get 45 or 50 miles to the gallon, and that costs you 1/11d. Besides, it will take your wife, and you can put a friend in the back, or two or three children, and there is plenty of room for your shopping."

"Electric light, I see."

"Yes, and four-wheel brakes, the very latest things, you know."

"Well, motoring's all right in summer."

"And it's all right in winter on this. You are closed right in with hood and side screens, and you don't even need a hat in the coldest weather. It's never too late to start. Get their booklet—'Motoring at Tramfare'—and read all about it."

The AUSTIN MOTOR CO., Limited,
Longbridge—Near BIRMINGHAM.

LONDON:

479-483, Oxford Street, W.1 (near Marble Arch).

The Austin Seven



Features:

Seats two adults, with children.

4-cylinder engine.

Water-cooled.

Detachable head.

Automatic lubrication.

Three-speed gearbox.

Bevel drive.

Differential.

Brakes on all wheels.

Electric lighting, horn, and starting.

Dimmer switch.

All-weather body.

Spare wheel and tyre.

Grease-gun system.

PRICE AT WORKS,

£165

FOR SALE



HOSKING FORMULA LIBRE

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

Engine and Transmission

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

Body

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

Additional

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

Chassis and body

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

Running gear

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

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

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

AOMC Update: Advocating for Victoria's Motoring Enthusiasts

By Bill Revill (substituting for John Bryant, GCC Delegate)



The **Association of Motoring Clubs (AOMC)** continues to play a vital role in supporting Victoria's hobby motorists including the historic and classic vehicle community, with its latest Delegates Meeting held on **22 August 2026** at the welcoming **Maffra Community Sports Club**.

Maffra – A Destination Worth the Drive

The meeting venue proved to be much more than just a convenient location. Maffra is home to the impressive **Gippsland Vehicle Collection**, a

volunteer-operated museum showcasing an outstanding range of classic cars, motorcycles, trucks and model vehicles. With exhibits regularly rotated, every visit offers something new, making it an ideal destination for motoring enthusiasts.

Beyond the museum, Maffra itself is a hidden gem, featuring charming historic buildings, boutique shopping, cafés and restaurants. The Community Sports Club, located in the heart of town, provides modern facilities, friendly service and excellent meals—making it the perfect lunch stop after exploring the area.

The Gippsland Vehicle Collection is open **Friday to Monday, 10:00 am–4:00 pm**, with appointments available outside these hours. It also hosts a popular

Coffee, Cars and Bikes gathering on the second Sunday of each month from **8:00–10:00 am**. A scenic drive, great coffee, classic vehicles and lunch in town—it sounds like the perfect club outing.

Meeting Highlights

AOMC President **Keith Mortimer** welcomed delegates before members heard an inspiring presentation from **Sue Lawrence** and **Nick Elliott** of the Gippsland Vehicle Collection. They shared the museum's history, highlighted its impressive collection and outlined the recent **\$1 million renovation project**. Their presentation showcased what can be achieved through community commitment, volunteer dedication and long-term vision.

Key Updates for Car Clubs

Club Permit Scheme



One of the most reassuring announcements concerned the Victorian Club Permit Scheme. Following discussions between the AOMC and senior VicRoads representatives, delegates were advised that **club plates are here to stay**. (Note: VicRoads have recently been privatised. We hope the new owner maintains this system).

VicRoads reaffirmed its support for the scheme and is working on several improvements, including:

- A simplified logbook system.
- Reduced paperwork and signing requirements.
- Easier record keeping.
- An optional electronic recording system.

Copyright Awareness

The AOMC is responding to recent copyright concerns after several smaller clubs faced legal threats over photographs published in club magazines.

Professional legal advice is being sought, and a seminar will be held in October to help clubs better understand their obligations. Bill Revill will attend on behalf of the Gippsland Car Club and provide a report to the committee.

Electric Vehicle Charging Discussion

As electric vehicle ownership continues to grow, governments are considering alternative ways to recover declining fuel excise revenue.

The AOMC has prepared a discussion paper examining how future charging systems may affect the historic vehicle movement and whether any advocacy will be required. Members interested in this emerging issue can access the paper through the AOMC website.

Potholes Under Review

Road conditions remain a major concern for motorists. The AOMC is preparing a discussion paper examining the increasing problem of potholes and their impact on vehicle owners. The completed paper is expected to be released shortly.

Looking Ahead: Festival of Motoring 2027

The popular **AOMC RACV Festival of Motoring** will return on **Sunday, 17 January 2027** at **Cruden Farm, Langwarrin**.

Open to **Historic, Veteran, Vintage and Classic vehicles over 25 years old**, the event offers something for the whole family, including:

- Spectacular vehicle displays.
- Beautiful gardens.
- Children's activities, including an animal farm and face painting.

Importantly, all proceeds are donated to charity, with more than \$60,000 raised over the past four years.

Additional Member Services

The meeting also highlighted several valuable services available through the AOMC.



BUGATTI TYPE 57

BUGATTI, 1934, Type 57 3.3-litre close-coupled saloon, black/blue. Good sound original order, prompt starter, docile in traffic or exciting performance if desired. Ideal for the family man with sporting tastes. £285.

BUGATTI, 1933, Type 46. Elegant saloon in mint original order, by Freestone and Webb. Alloy wheels. Docile yet possessed of sports-car performance. The intrinsic value must be more than that asked. £275.

AUSTIN-HEALEY, 1954. Ice blue, blue interior. Entire car in faultless, immaculate order. Far above average examples. £575.

M.G. TC, 1947. Recellulosed B.R.G. to our order. Green interior. Good car with excellent weather equipment, oil pressure and compressions. £325.

M.G. TA, 1936 (Oct.), black. Mechanically a good specimen but due to carefree storage during the last year coachwork is not immaculate, hence price of £160.

FORD Special, fitted proprietary fibreglass body. New engine (1,172), new tyres. Pleasant interior. Motors well. £185.

AUSTIN Seven, 1931, open 2-seater with pointed tail. 100% working order. Pretty little runabout for someone. £42 10s.

Good sports cars of any age urgently required.
Hire Purchase and Insurance. Part Exchanges.

G. K. HADFIELD
WHITE HOUSE, NETHERHAMPTON,
SALISBURY, WILTSHIRE Wilton 2323

he organisation is currently redesigning its **club insurance program** using a modern risk-management approach to better meet the specific needs of motoring clubs while reducing unnecessary administration.

Members also heard about the **Engine and Registration Number Search Service**, which helps owners trace the history of historic vehicles using engine numbers, chassis numbers and other identifying information. Several fascinating success stories demonstrated just how valuable this detective work can be for vehicles with uncertain histories.

The AOMC also continues to support the future of the automotive industry through its **Support Grants Program**, offering **\$500 grants for apprentices** and **\$1,000 grants for**

automotive businesses that support the historic vehicle movement. Members are encouraged to consider whether businesses or apprentices they know may be eligible.

Apprentice Support Grant 2026

4 x \$500 Grants available

Criteria and Application

- Available to apprentices working in businesses that support the historic and enthusiast movement in Victoria.
- Apprentices must be undertaking work that support the historic and enthusiast movement.
- Apprentices must be enrolled in an apprenticeship program supported by the business in Victoria.
- Apprentices must have successfully completed study units and have a 95% attendance record for classroom and work attendance – exceptional circumstances ie. serious illness and injury can be considered.
- Funding can go towards tools, study fees etc.
- Nomination must come from a member of an AOMC member club.
- Other factors to be considered:
 - o Individual Vehicle Ownership – do they own a historic/enthusiast car
 - o Club membership
 - o Other awards achieved
 - o Academic record
 - o Commitment to continue in work that support the historic and enthusiast movement

Business Support Grant 2026

3 x \$1,000 grants available

Criteria and Application

- Available to businesses that support the historic and enthusiast movement located in Victoria.
- Nomination must come from an [AOMC member club](#).
- Must be for a specific piece of equipment (or part thereof), machinery or technology e.g. POS system.
- For staff recognition or reward.
- Other factors to be considered:
 - o Individual vehicle ownership – do they own a historic/enthusiast car
 - o Club membership
 - o Commitment to continue in work that support the historic and enthusiast movement
 - o What impact the grant will have on the future of the business
 - o Business viability
 - o Business must be registered for the **AOMC Club and Trade Expo** to be held on tbc

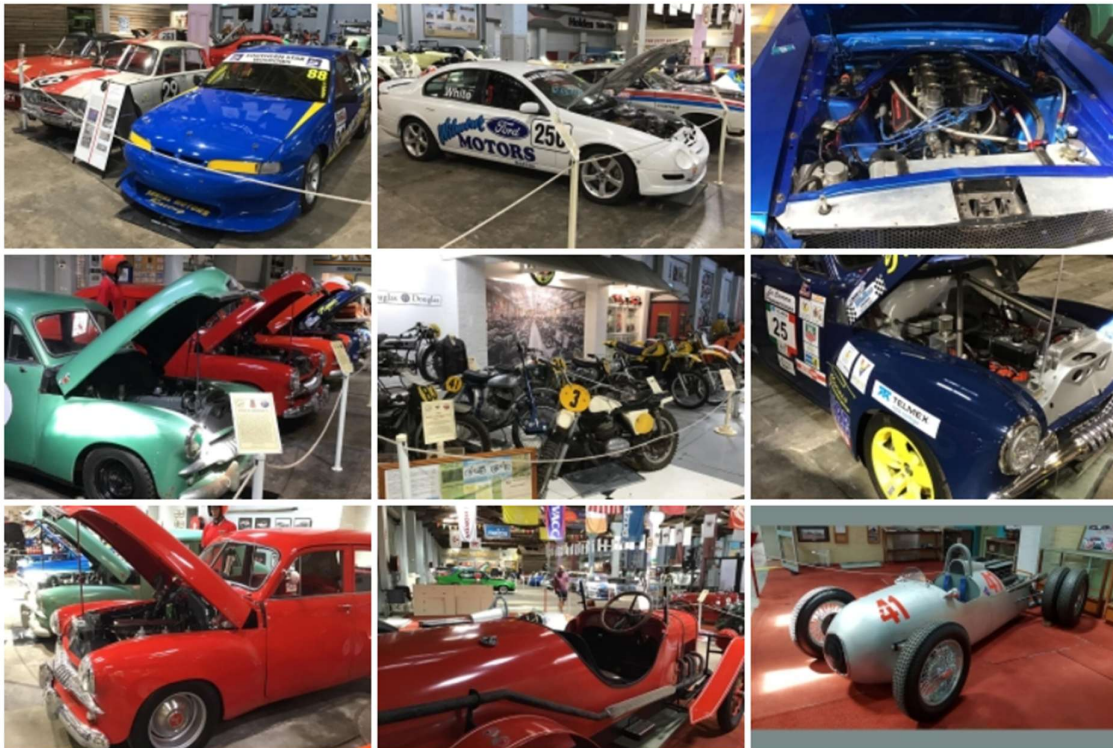
Finally, delegates were advised that the historic registration of certain **military vehicles**, particularly armoured vehicles, is receiving increased scrutiny in New South Wales due to security concerns. And no, I'm not joking.

A Final Word

The AOMC is far more than an organisation that simply coordinates motoring events.

Through ongoing engagement with government agencies, advocacy on behalf of car clubs, technical support, education and member services, it works tirelessly to protect and promote the interests of Victoria's historic vehicle community.

As members of the AOMC through the Gippsland Car Club, we have access to these valuable resources and services. If you haven't already done so, take some time to explore the AOMC website and discover how the organisation can support your own motoring interests and projects.





REDISCOVER YOUR VEHICLE'S HISTORY

ARCHIVED ENGINE & REGISTRATION NUMBER SEARCH SERVICE



The Association of Motoring Clubs maintains one of Victoria's most important collections of **historic vehicle registration records**.

Our archive contains millions of VicRoads' engine record cards covering vehicles registered from 1910 until the early 1980s, helping owners reconnect with their vehicle's original identity and history.

THE ARCHIVE INCLUDES

- Cars
- Motorcycles
- Trucks
- Commercial vehicles
- Many imported and Australian makes
- Suspension spring records for numerous older vehicles

WHY SEARCH?

- Find your vehicle's original registration number
- Confirm historical engine and chassis linkages
- Assist with vehicle authentication and restoration
- Support registration applications
- Discover historical registration information
- Records may also identify historic stolen vehicle entries recorded prior to computerisation, including vehicles stolen in other States.

HOW IT WORKS

- 1** Submit your search request online.
- 2** A trained AOMC volunteer searches the archive.
- 3** Receive a formal written response.
- 4** Typical turnaround within four weeks (urgent requests may be accommodated where possible).

SEARCH FEES

Vintage/Veteran Records 1910-1932	\$115
Engine No. Records 1933-1984	\$90
Springs Specifications	TBC

Additional fees may be charged where a card by card search is required where engine numbers are not known.

SUBMIT YOUR SEARCH REQUEST & PAYMENT ONLINE
www.aomc.asn.au
Fast. Easy. Secure.

Bring your vehicle's history back to life.

Whether you're restoring, researching or simply curious, our archive can help you uncover the past.



**THE ASSOCIATION OF
MOTORING CLUBS INC.**

21 Rosalie Street
Springvale VIC 3171

secretary@aomc.asn.au
 www.aomc.asn.au

ABN 90 979 750 693



Excellent films and u-Tube videos worth watching

There is so much excellent material on motoring and motorsport (and aircraft, if they appeal) available for free on television. DO YOU HAVE ANY FAVORITE U-TUBES OR MOVIES? SEND THEM TO ME SO WE CAN ALL SHARE THEM!

- TUBI (Free streaming) – “The Flying Years” – documentary on flight, great pictures
- TUBI – have a stack of excellent motorsport / aircraft films.
- TUBI – “The Quick and the Dead” – nasty name, great movie on 1973 Formula 1
- TUBI – Frank Whittle: A genius in the family. Watch and wonder how the UK won WW II.
- U TUBE – Railton Mobil Special – John Cobb’s Land Speed Record breaker (giant record breakers from the 30’s)
- U TUBE – Goodwood – S.F. Edge Trophy, Graham Hill Trophy full race (2025 I think). Really, anything from the Goodwood Revival is great.
- U TUBE – Before Welding – the insane way the Eiffel Tower was built.
- U TUBE – Anything by Bill Pearson –
 - “Bill’s Build and Race”,
 - “My unseen motor racing films” (I think this is about Volumes 1 – 7, great footage of open wheel and giant sports cars at Warwick Farm in the late 60’s – 70’s),
 - He has a complete series on “Visiting birthplaces of Australian Motor Racing”.
 - Hillclimb events of the past and more great stuff!!! Gippsland AHCC 2024 and 2018
- AND NOW FOR SOMETHING COMPLETELY DIFFERENT.....if you think you have a good head for heights.....
 - 1982: Fred Dibnah shows how to erect a CHIMNEY SCAFFOLD at 200 feet! (Fred Dibnah, 1980’s, BBC Archive)
 - Fred Dibnah: How to climb a chimney overhang at 50+ feet.

FOOTNOTE: Our Kiwi NASCAR hero, Shane Van Gisbergen, was showing his youth and homeland at a recent NASCAR meeting. His spotter shouted to him “Bubba Walsh is three feet behind you!”. SVG replied, “What’s a foot?”

AUTOMOBILE TOURS - This is a commercial organisation but is presented for members' interest. 2027 schedule out soon. I've heard good reports.

Classic Automobile Tours 2026

ITALY, GERMANY AND MONACO



Including the Grand Prix Historique of Monaco, Nurburgring, Techina Essen and Modena to visit Ferrari, Lamborghini and others

9 TO 28 APRIL 2026

2026 MONACO GRAND PRIX CRUISE

ABOARD ROYAL CLIPPER



Visiting Italian lakes, Nice, Monaco for the 2026 Monaco Grand Prix, Corsica, Sardinia, Elba and Rome

29 MAY TO 17 JUNE 2026

CLASSIC AUTO TOUR TO DENMARK, SWEDEN, CZECHIA, GERMANY & ENGLAND WITH WARREN BROWN



Including
The Aurora Scandinavian
Concours and Goodwood
Festival of Speed

26 JUNE TO 14 JULY 2026



ITALIAN FORMULA ONE GRAND PRIX & MEDITERRANEAN CRUISE



Highlights Include:

- Three action-packed days at Monza – Experience the thrill of the Italian Grand Prix with reserved grandstand seats for qualifying, sprint, and race day.
- Exclusive Ferrari Experience – Visit the Ferrari Museum in Maranello and the Enzo Ferrari Museum in Modena.
- 7-night Mediterranean Cruise – Sail aboard the luxurious Enchanted Princess visiting Corfu, Dubrovnik, Kotor, and Naples.
- Iconic European Cities – Explore Milan, the fashion capital, and the timeless beauty of Rome with guided sightseeing and free time.

1 TO 18 SEPTEMBER 2026



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FOR THE HUNTER STEAMFEST



Highlights Include

- Ride on the historic Zig Zag Railway in the Blue Mountains
- Spend two days at the Hunter Valley Steamfest
- Ride the Cockatoo Run, a vintage train to Robertson
- Wander the interesting towns of Bathurst, Junee and Goulburn
- Explore the picturesque Southern Highlands town of Bowral

9 TO 21 APRIL 2026

HERITAGE RAILWAYS OF SOUTH AUSTRALIA



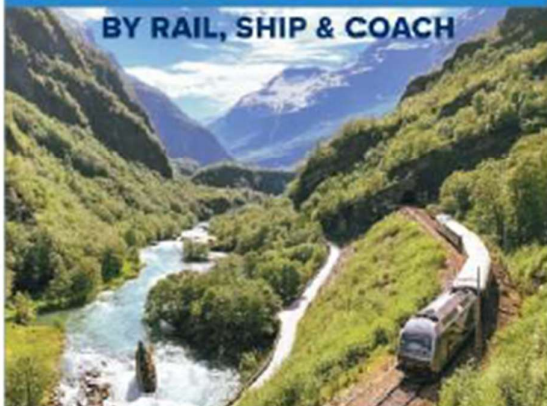
Highlights Include

- Travel in 4WDs through the Barroo and Brachina Gorges to spot wildlife
- Enjoy 2 railway workshop tours and visit Australia's largest railway museum
- High Tea in a scenic bush setting after riding the famous Pichi Richi Railway
- Privately chartered heritage tram to learn the history of Adelaide's trams
- See the old Burra Homestead, also known as the 'Midnight Oil House'
- Ride the Moonta Mines Railway to learn about the copper mining industry of the 1860s

21 MAY TO 1 JUNE 2026

A TASTE OF SCANDINAVIA

BY RAIL, SHIP & COACH



Highlights Include

- Three-day Hurtigruten cruise to see picturesque coastal towns
- Inlandsbanan retro diesel railcar through the Swedish forest to Lapland
- Wander the beautiful cities of Bergen, Stockholm, Ålesund
- Ride the heritage Voss, Flåm and Linnakatten Railways

3 TO 22 JULY 2026

RAIL JOURNEYS OF BRITAIN CRUISE



Highlights Include

- Take the Harry Potter train in Scotland
- Journey on the famous Mt Snowdon Mountain Railway in Wales
- Ride the spectacular Bluebell Heritage Railway
- Attend the world-renowned Edinburgh Tattoo
- Journey on the Kelth and Dufftown Heritage Railway and much more!

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SOME NOTES ON NÜRBURGRING 24 HOURS ... and a few Observations from Bill Revill

Both the KAYO and STAN pay channels covers all kinds of both local and international motorsport. In the last few months, it provided full 24 hour coverage of the Le Mans 24 Hours, Spa 24 hours and many other GT 3 and 4 events.



Nürburgring 24 was a spectacular event - At the ADAC RAVENOL 24h Nürburgring, the legendary Nordschleife served as the grand stage for one of the world's most spectacular races. 161 vehicles, more than 40 GT3 race cars from nine manufacturers, and a field full of top international drivers battled for every second over 24 hours. With Max Verstappen, a four-time Formula 1 world champion took centre stage in 2026—but in the Green Hell, it wasn't the name that counted, but the perfect combination of speed, strategy, team spirit, and nerves of steel. (Photo with permission of ADAC RAVENOL and private sources).

It was wonderful to watch on TV – wonderful views, unbelievable passing day and night and the most spectacular in-car footage ever.

However, check out the numbers above. Nuremburg is a long circuit, but with a starting grid of 161 vehicles, it dwarfs our current Bathurst grids for Supercars of typically 27 cars. Australia's International Enduro, the Bathurst 12 Hour, returned for 2026 with a 35-car entry – the largest since the 2020 event.

Some possible improvements for Australian racing

You've been to Bathurst, so you know what it's like – the spectators press in with excitement to watch the tight 27 car pack thunder past on the first lap – and then – nothing! Just watching a vacant track or a big screen until the pack returns for another few seconds - two minutes later. Eventually the field strings out – then a safety car occurs, the pack bunches up and it happens again! And many times, during the race, the spectators are left to watch a dreary parade behind a pace car for many laps which again, means a lot of time with watching a vacant track.

We need more cars!!!

The real figure of "Track Density" is defined by Motorsport Australia by a complex set of rules and formulas and is calculated for individual tracks on their track licence. Bathurst is limited to 37 Supercars and around 55 GT 3's. It can quickly be seen that international events run many more cars in their 24 hour races than the local supercar events, well below the current track limits. More cars would certainly help and provide more racing throughout the field.

Now you're asking "But where will the additional cars come from?"

This would be the subject of endless debates, politics and squabbles, so no answer is offered here! However, the TA 2 classes are comparable cars turning comparable lap times and are driven by hungry young drivers – they could easily contribute another 20-30 competitors.

Bathurst like it used to be – with 60+ cars on track! What a buzz!

'What about field lap time disparity and dealing with slower cars?'

These days we are used to seeing incredibly close fields in the supercar's events at the 2025 Bathurst 1000, the first 25 cars of the 27 starters qualified within one second of each other.

However, major European races commonly have much greater disparity throughout the field. At Le Mans 2026, the gap between the fastest Hypercar

(3.23 minutes or 203 seconds) and the slowest GT3 (3.55 minutes or 240 seconds) was 37 seconds.

This means that, for the whole 24 hours, the fastest cars (say the top ten, who were all within a second of each other) will be passing the slowest GROUP of cars every 5 to 6 laps time after time For 24 hours!



The Nuremburg 24 hours was similar – one of the slowest entries was the Rumanian Daica Logan, with a quickest lap time of 10m22.613s at an average speed of 96km/h, compared to the fastest lap of the race outright at 8m08.758s, set by a Lamborghini Huracan GT3 EVO 2. Again, in the narrow, twisty mountain circuit through the rain, fog and darkness, the leaders had to pass the slowest group every few laps for 24 hours.

This is why passing is so desperate and so spectacular at these races – the fastest cars MUST keep their lap times up and can't be delayed by slower cars, they MUST get by time and time again, through the day, night, mist and rain. Every 5 laps or so.

This is where heroes are made. I interviewed David Brabham immediately after his 2007 win at Lemans. Brabham was dicing with Jan Magnasson and was clear in his duty to maintain speed. From RACE Magazine:

At the post – race press conference for winners, Brabham was ebullient about this predawn session *"I Put eighteen or twenty seconds on Magnusson in the morning session"*, he said. He set the fastest lap in LMGT 1 in the early light. It is impossible to describe the concentration, skill and plain raw courage that gaining that time must have taken in the cold, dark, damp night.

'But won't that mean more safety cars?'

Safety cars are a bore! Modern technology shows that there are alternatives.

We look at the Nürburgring 24 Hours event as an example. Despite the twisty, challenging Nürburgring circuit in scorching heat, rain and darkness, NO SAFETY CARS WERE DEPLOYED IN THE WHOLE EVENT.

Instead of deploying a full-course safety car for most incidents, officials rely on:

- **Code 60 zones** (drivers must slow to 60 km/h in a specific section)
- **Double yellow flag zones**
- **Local recovery vehicles and intervention teams**

A full safety car is generally only used following a **red flag and restart**, not for routine accidents.

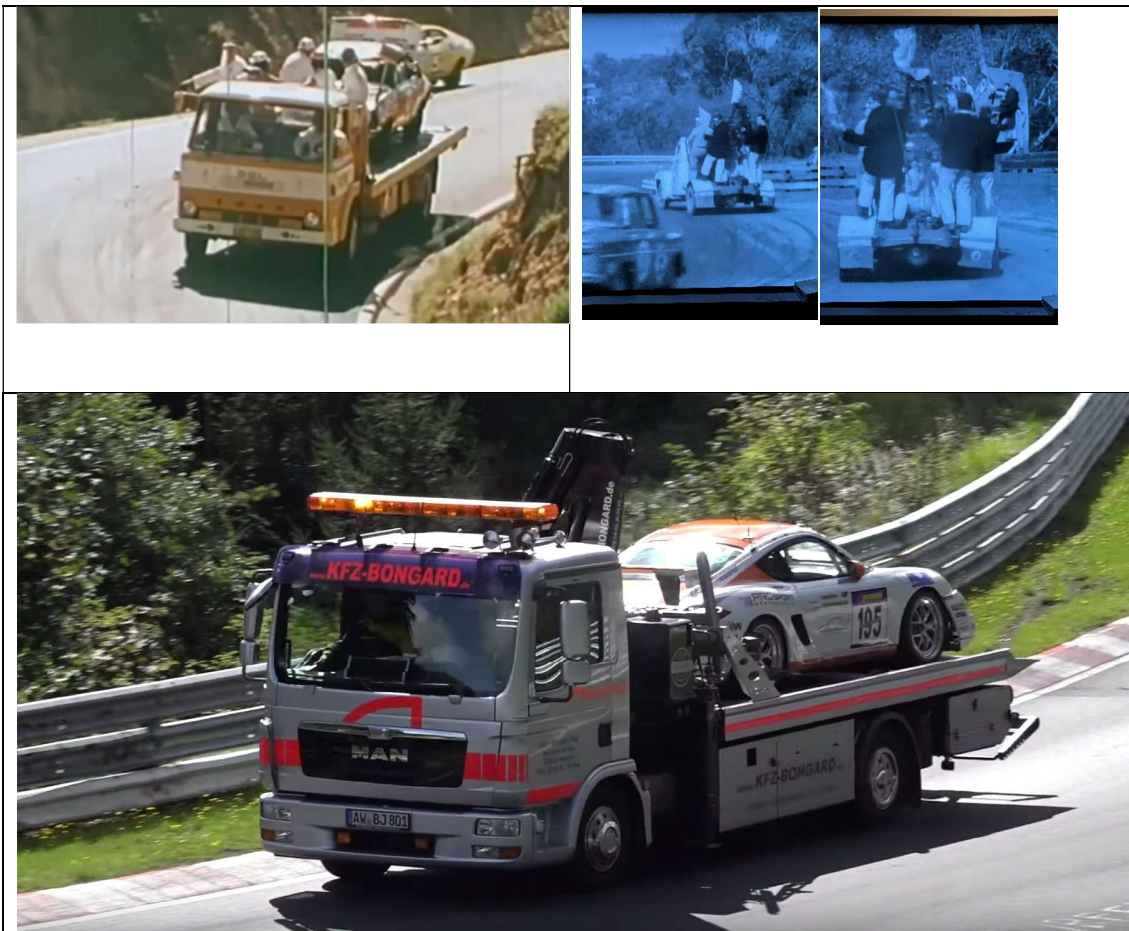
Should an accident occur, the yellow lights (and flags in some sections) are shown and the area is declared “Code 60”. Signs are displayed, drivers are informed electronically and they are required to slow to 60 kph. This is closely monitored by GPS and any deviation is quickly discovered and punished. Compliance is strict and assured. For a more serious problem (extraction, injury, fence repair) the area is shown double yellows combined the Code 60 requirement.

NASCAR has form in the past for throwing “Competition Caution” flags just to bunch up the field, but in modern racing classes, parity between cars and teams is strictly controlled and the lack of interruptions may provide even better racing than before.



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Those of us with grey beards will remember vehicle recovery at the Bathurst 500/1000 in the early days: A group of blokes, and a flatbed truck or towtruck driving down the racetrack with the race cars passing at full speed.



Impossible these days? but this is happening at modern Nurburg!! Broken cars are collected, towed on a flatbed truck and driven on- course back to the recovery point. Of course, these trucks are now shadowed by the ' Code 60' signs and provided with a trailing escort vehicle. This is far more practical than a full – course safety car.

The 2025 race featured numerous crashes, retirements, a power outage in the pits, and even a dramatic post-race penalty that changed the winner, but **no safety car periods** were used during the race. Instead, officials managed incidents with local Code 60 zones and flags throughout the event.

And finally.....

If you watch a replay of the Nürburgring 24, watch the refuelling operation closely. You can see that they have actual commercial petrol bowzers in use and a normal commercial fuel hose and nozzle. So much for all the dry break systems mandated in Australia!



Historic sports car (group R)

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

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

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

Car will come with various spares:

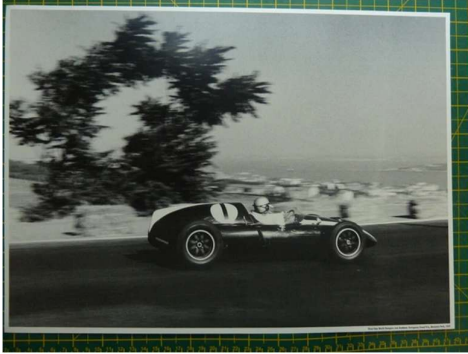
- Spare gear box
- Spare motor
- Spare axles
- 2 sets of wheels
- And other spares

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

\$18,000, or nearest offer.

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

FORMULA ONE, THEN AND NOW.....



Bill Revill (With thanks to Motor Sport UK magazine, used with permission)

We see our modern Grand Prix heroes driving their incredibly safe machines over billiard – table smooth tracks. And grizzling about the bumps, the kerbs and the other cars.

It wasn't always like this. Below is an excerpt from the British "Motor Sport" magazine, written by the great Dennis Jenkinson, about the circuit for the 1958 Portuguese Grand Prix. Compare this with our current conditions.

THE CIRCUIT OF PORTO

"The circuit of Porto is a true road circuit and one of the last of the real street races, containing all the normal hazards of a town, including tram lines, kerbstones, cobblestones, drains, trees, lampposts, pillar boxes, and so on.

Drivers who had not seen it before were slightly taken aback, for it was fast and long, while those who had driven in previous sports car races wondered how much faster the Grand Prix cars would turn the lap. Being a new circuit in the Grand Prix series, it justified an early arrival and the covering of a number of laps before any practise began and was found to be most interesting.

From the start, the pits were on the right and the circuit entered a vast roundabout or open place, making a double left turn across the tram tracks in the opposite direction of normal traffic and turned up the Avenida Do Boavista. This is a long double track road with the tramway going down the centre, and the circuit ran up the left hand carriageway, going uphill and dead straight. After a little more than two kilometres it swung sharp left into another climbing main road, surfaced with cobblestones and having tram lines on the right hand side. Just short of a kilometre the road levelled out, and the circuit turned left again into a narrow sidestreet turning between houses and

. BUT IT DIDN'T ALWAYS END WELL...!

In 1959, Jack Brabham's world Championship year, he was lucky to survive a major accident at the 1959 Portuguese Grand Prix held at the Monsanto park circuit in Oporto, where he survived a horrific, cartwheeling crash. While chasing leader the Sterling Moss, Brabham's Cooper-Climax collided with backmarker Nicha Cabral, which sent his car airborne and smashing into a Telegraph pole before he was violently thrown out of the car and onto the track.

Brabham was tailing race leader Stirling Moss when they approached back Nicha the backmarker to lap him. He moved over for Moss but failed to see Brabham right behind him, causing the two cars to crash

The contact launched Brabham's car off the track. He flew over straw bales into the air. His car hit an electricity pole, which prevented him from dropping down into a steep, tree - lined ravine.



Because Brabham was not wearing a seat belt (which was the standard practise at the time), his body bounced off the pole and fell back onto the middle of the track. His wrecked car, upside down, slid away down the road

Brabham miraculously survived with only minor injuries. Fellow driver Masten Gregory had to make a split- second evasive manoeuvre to narrowly avoid running over Brabham as he lay in the middle of the road in the racing line. Despite this massive accident, Brabham walked away and the incident did not derail his championship hopes. He went on to win the Formula 1 World Championship later that year.

They made them tough in those days!!



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.

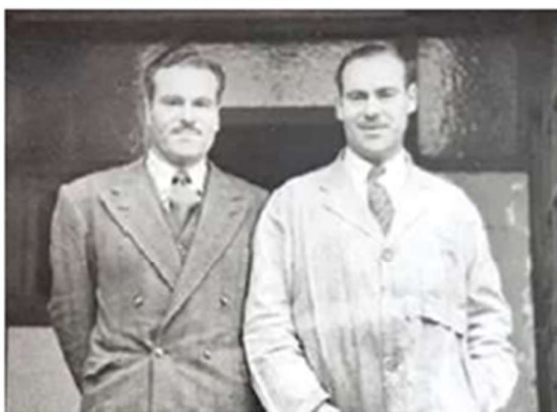
During this time, Les also developed a passion for photography, cars, and horse racing. If the oil business hadn't worked out, he aspired to become a newspaper photographer or a bookie. A camera or racing guide was never far from him, and he was even absent from his own wedding photos, as he served as 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.

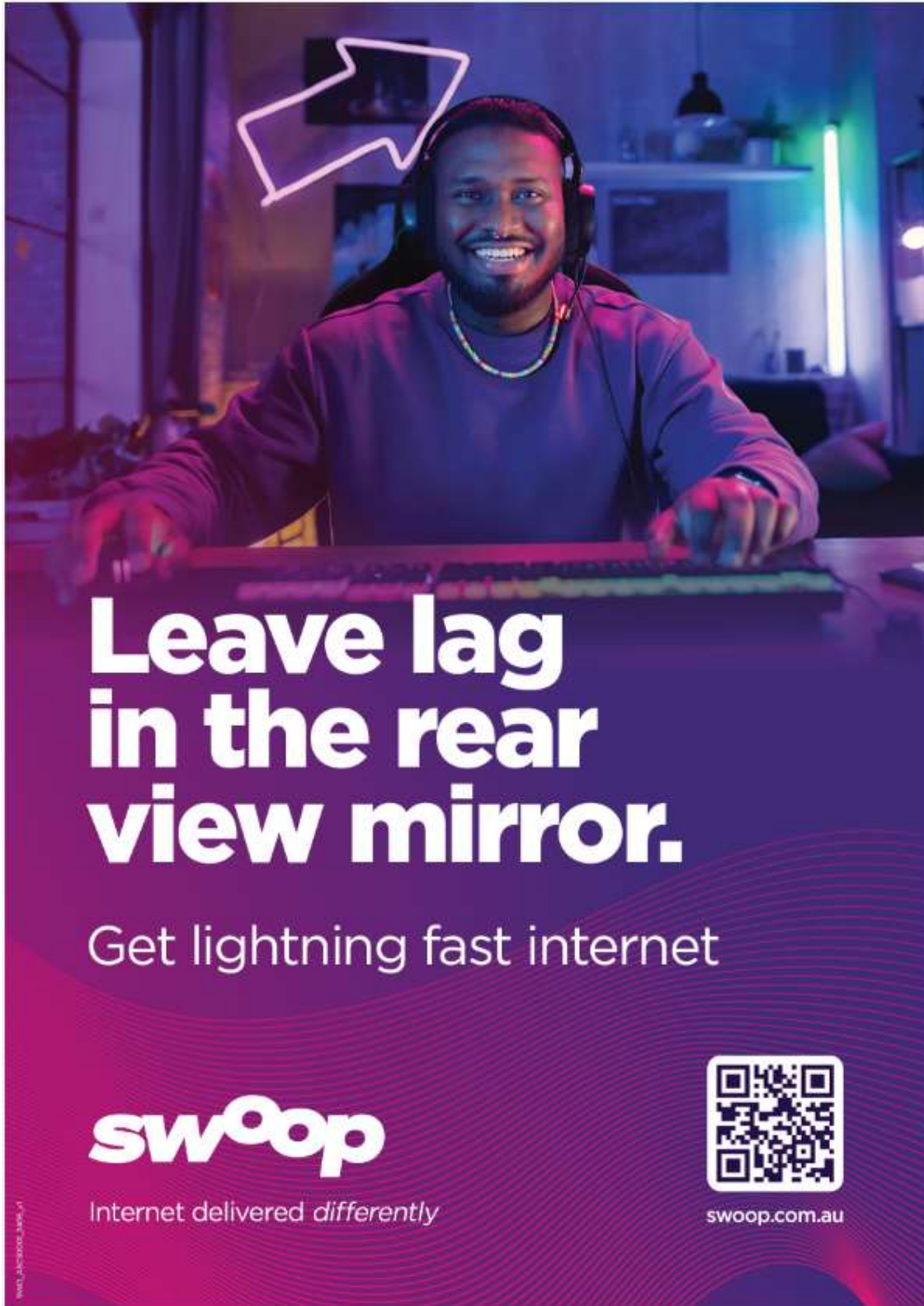
As Penrite approaches a major milestone, Marg, too, is reaching a similar personal milestone but remains deeply involved in every aspect of the business. Her passion for youth motorsport, small business, and charitable causes keeps her incredibly busy, ensuring her influence continues to shape Penrite's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





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Gippsland Car Club

MEMBERSHIP APPLICATION/RENEWAL
TAX INVOICE ABN 76 691 013 424

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

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

☐
☐
☐

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

NAME

ADDRESS

POSTCODE

TELEPHONE

OCCUPATION

EMAIL ADDRESS

NAME OF EACH PERSON COVERED BY THIS MEMBERSHIP

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

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

How would you like to receive Valve Bounce, Tick One

MAIL :

☐

EMAIL:

☐

SIGNATURE/S

 SIGNATURE

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.