VALVE BOUNCE

NOVEMBER 2026



The mighty Porsche of Nick Cascone in the wet – Thanks to J Banham for the image

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

2026-2027 Motorsport Calendar

OCTOBER

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
Saturday 17	*Boost 2 Drive track hire at Bryant Park*
Sunday 18	MSCA Supersprint at Sandown
Sunday 18	Sporting Register visit to Bryant Patk
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
Thursday 29	*Private track hire Dave Zalstein*
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**
Sunday 15	Dalyston Show and Shine, Dalyston Rec Reserve
Friday 20	*AHSDC visit to Bryant Park*
Friday to Sunday 20/22	PIARC Island Magic
Sunday 22	Historic and Classic Rob Roy
Sunday 22	*Newry 8s track hire at Bryant Park*
Wednesday 25	*Swinburne SAE*
Thursday 26	*Swinburne SAE*
Saturday 28	**GCC Multiclub Twilight Hill Climb at Bryant Park**

DECEMBER

Tuesday 1	Valve Bounce collation
Tuesday 1	*Swinburne SAE*
Wednesday 1	*Swinburne SAE*
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
Sunday 13	Sebastian Szavattieri track hire at Bryant Park

CALENDAR 2027

JANUARY

Sunday 17	VHCC Round 1, Rob Roy
Sunday 24	River City Coupe and Roadster Club visit to Bryant Park 10 am, to 12 noon

FEBRUARY

Sunday 21	VHCC Round 2 at Bryant Park

MARCH

Friday to Sunday, 12 to 14	Phillip Island Festival of Motoring
Saturday 20	Eddington Sprints
Saturday to Sunday, 20 to 21	VHCC Round 3 at Mt Leura, Camperdowm

APRIL

Thursday 5th Sunday, 1 to 4	Australian Grand Prix

MAY

Sunday 2	VHCC Round 4 at Bryant Park
Sunday 9	Mothers Day
Saturday to Sunday, 15/16	*Terry Baker Memorial Weekend at Bryant Park*
Saturday to Sunday, 29/30	Historic Winton
Saturday to Sunday, 29/30	VHCC Round 5 at One Tree Hill, Ararat

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JUNE

Sunday 27	VHCC Round 6 at Rob Roy

AUGUST

Saturday to Sunday, 7/8	VHCC Round 7 at One Tree Hill, Ararat

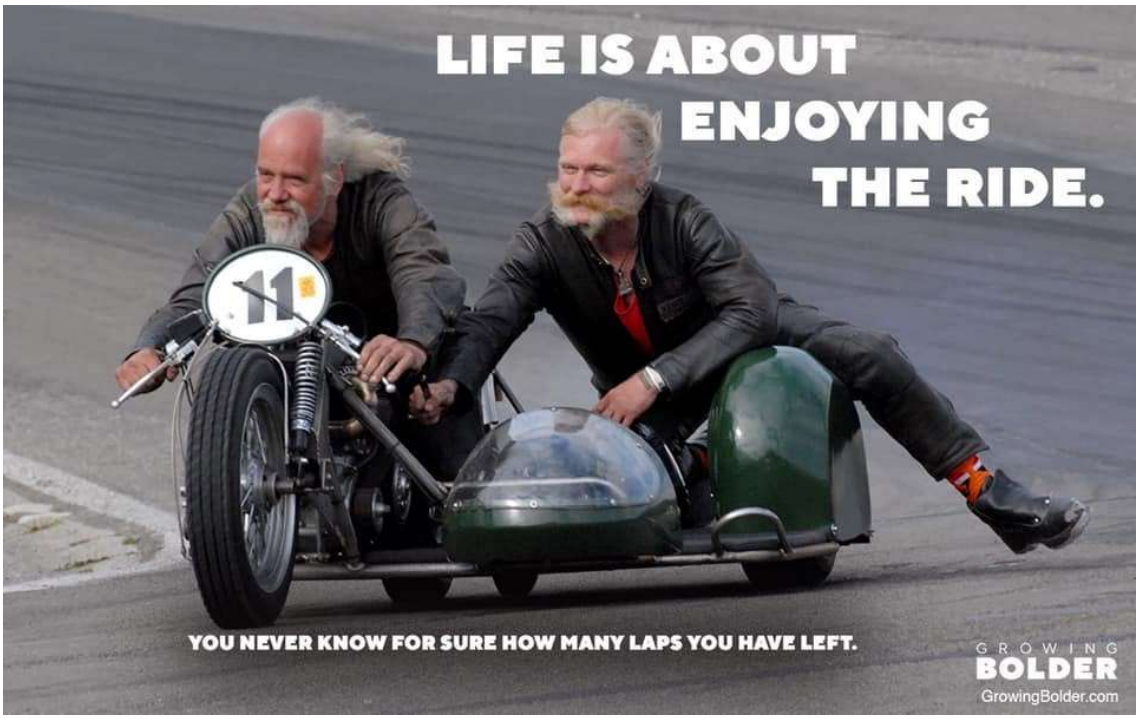
OCTOBER

Saturday to Sundau	Mt Tarrengower Hill Climb

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

LOCAL EVENTS			
Every Wednesday	Qu Bah OFHR (Coffee & Classics)	8am	Mid Valley Shopping Centre, Morwell
Every Friday	Cronies Coffee	8am	Ampol Servo, Traralgon East
Every Saturday	Willow Grove Chrome Bumpers	Noon	Main Street, Willow Grove
First Sunday (Sept to May)	All Mods Car Meet	8am	Civic Park, Young Street, Drouin

Second Sunday	Warragul Breakfast Club (GSCCR)	8am to 10:30	Woolworths Car Park, Victoria St, Warragul
Second Sunday	Coffee, Cars & Motorbikes	8am to 10am	Main Street, Maffra west of Foster Street
Third Sunday	Cars & Coffee Yinnar	9am	Main Street, Yinnar
Fourth Sunday	Coffee, Charcoal Meat & Cars	10am to 2pm	Sir John Monash Museum 30 Yallourn Drive, Yallourn
Fourth Sunday	Garfield show n'shine	0800-1000	Main street
Each Thursday, motorcycles	Tooradin foreshore	0900-1200	Statue
Thanks to Rick Dathan for help compiling this list – does anybody else have some ideas?			



I know we ran it last month, but this is so good it deserves a second go!!

swoop

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Chairman's Report:

Hi all, welcome to the November edition of Valve Bounce.

Well believe it or not the competition year is almost over for the GCC with one Hill Climb and a couple of Khanacross left to run in terms of our own events. We still do have a couple of track hires as well where we could do with some volunteers to help. It's a good opportunity to learn the timing from the comfort of the timing hut.

We had a very wet event for our last Hill Climb, we ended up finishing up a bit earlier than normal, although everyone still got the opportunity for 5 runs. There were a few special cars that turned up on the day from the VHCC, one of which I've written about in this edition.

The VHCC awards dinner was also on recently, well done to all of those competitors who took part in the championship, especially those who finished in the top 3 of their class. It was a topsy turvy season with cancellations and reschedules, however in the end all of the rounds were run. The dates for next year have already been announced so keep an eye out for those events starting in Jan.

Exciting news for the last round of our Hill Climb championship, we will be having an event where we run 2 different layouts on the same day. The plan is to run the Clockwise Short Track at the start for 4 runs, and then finish with the traditional clockwise layout, hopefully for another 4 runs. The clockwise short will count towards the club championship and hill climb championship, the clockwise long track is just for some fun. Hopefully I can actually turn up with a car and drive for the last event, it's been a bit of a logistical challenge to get the Corolla out and the Elfin hasn't been ready as yet.

As per normal we will finish out last Hill Climb with the traditional BBQ dinner so it would be great to see as many members as possible stick around for some socialising. Its also a good opportunity to grab any trophies or medallions you haven't picked up during the year.

See you soon

Jarrod Bryant

Vice Chairmans Report – Rhys Yeomans. November 2026

Membership Renewal for 2027

As you might be aware, all Gippsland Car Club memberships are due for renewal at the end of each calendar year, which you might have noticed is fast approaching.

A copy of our membership and renewal form is at the rear of this issue of Valve Bounce and also available on our website under the Membership tab.
All renewals are to be emailed to Steven at

Membership@gippslandcarclub.com.au.

We complete renewals in batches, so please be aware there could be a few days delay depending on batch processing takes place. If you require your membership renewal urgently, please email Steven or give him a call on 0418315284.

To hold a valid Motorsport Australia Licence or a VicRoads Club Permit, you do need to be a financial member of an affiliated car club.

Your membership payment directly contributes to the running of Gippsland Car Club and Bryant Park. We are one of the very few Clubs Victoria and Australia wide who run their own venue, which can be both a blessing and a curse!! Personally, I do like to see what my membership contributes to every time I drive through the gates at Bryant Park!

We also welcome new members to Gippsland Car Club, so if you have a family member or friend who would like to join, please pass on the renewal form details or I'm (Rhys) more than happy to have a conversation with them as required.

VicRoads Club Permit Renewals

A reminder than VicRoads Club Permit renewals are to be sent to the TRARALGON PO BOX instead of the Morwell PO BOX. Ken Neilson checks the Traralgon PO BOX regularly for renewals and any other Club Permit related mail and sending anything to Morwell can mean delays in processing.

Gippsland Car Club Club Permits
P.O. Box 1377
Traralgon
3844
Our Club Permit policies and application forms can be found on our website under the membership tab. A copy of the current membership form is on the last page of all issues of Valve Bounce.

BITS AND PIECES, INCLUDING FROM THE BOARD

By John Bryant

MEMBER PRACTICE – WHEN ARE THE DAYS I CAN HAVE FREE PRACTICE AT THE TRACK?

At the present time, the following is the only date when you can have free practice at the track from 1 p.m. onwards (providing of course that you come along and do some work at the working bee in the morning)

Saturday, November 14

CALENDAR 2026 The Calendar for the remainder 2026 now has one hill climb and two khanacrosses left for our GCC Club Championship, so this list is now smaller than it was at the start of the year. Remember that the November hill climb is a Saturday afternoon twilight event, with a barbeque provided. 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, November 8 –	Khanacross
Saturday, November 28 –	Twilight Hill Climb
Sunday, December 6 –	Khanacross

2026 AUSTRALIAN HILL CLIMB CHAMPIONSHIP HAS BEEN RUN AND WON AT JACK'S HILL, WANEROO, WESTERN AUSTRALIA;

Most of us will have no idea where it was being held and when it was running, but it is all over, with two of the place getters having run at our track. The winner and 2026 AHC Champion is Peter Morley driving an OMS CF10, from

multiple Champion Gary West driving his Dallara F399, separated by a tiny 0.01 of a second, with third place going to William Norman in his GEKKO 0.

Many of our older members may remember Bill Norman driving the GEKKO 0 in 2009, a car which bore more than a passing resemblance to a flying surfboard – the GEKKO 0 probably holds the longest running record at our track.

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.

The repairs are still not quite complete. 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. This job has now been completed and is now off the list. Several concrete barriers must be replaced around the track edge near the Timing Building. It is my hope that I might be able to get to the next Board Meeting and reacquaint myself with happenings at the Club.



HONDA NATIONALS 2026

Words & Photos: Karlos Hesscobar



Honda Nationals is a long running event for us Honda people who love VTEC and banging gears and all the fun Honda stuff that goes along with it.

This year was the first two day event (Friday 16/10 and Saturday 17/10) held at Winton Raceway, and I got a sport for Friday.

As part of my extensive racecar preparation, I did a test and tune the Friday prior at Winton, my plan was some further track familiarisation, still on my existing AR1 tyres, and then to scrub in a second set of brand new CRS Nankangs on my newly imported from Japan, Rays TC105x wheels 17x9.5 / 17x8.5 wheels.

Test day went well, I played with adding rear toe out and the car improved and I applied larger marbles in my driving technique around the sweeper than ever before, picking up +5k vs my previous PB lap.

I then parked the car till the following week, loaded the car and trailer the day before and took off on the just over 2 hour journey at 5:45AM Friday. Weather forecast and actual was about 23 and sunny.

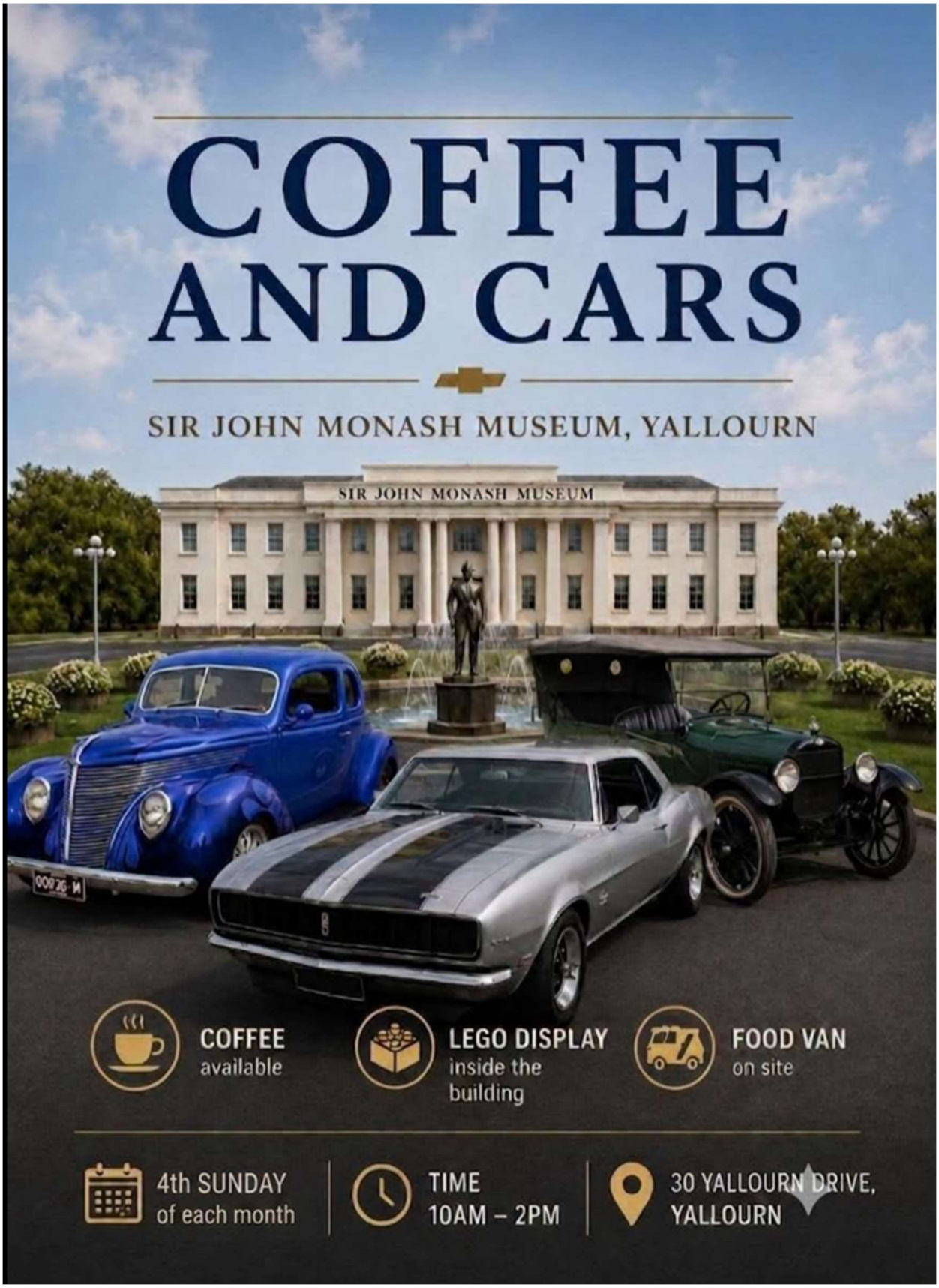
I knew I was prepared both vehicle and mental, so my plan was simple, go out absolutely out blasting in the first session, possibly ignoring one aspect of the drivers briefing to 'take it easy' especially on the first outing, but of course honoring all other safety and procedure related items. Plan was get the best time while conditions were bountiful, before it got too hot.

Absolutely blasting out the gate in the first session is exactly what I did. I was first in line to avoid traffic, but my outlap pace had cars still coming out pitroad as I had passed the finish line for the first time! I cautiously passed 3 cars in my first full lap (1.45) and then was able to start properly driving, with only 1x car impediment on second lap (1.40), I then had all the track to myself, and PB'd a 1.37.13, just before the session was redflagged after someone didn't tighten their oil filter, oiled the track down at T11 and caught fire!! I then was an unauthorised assistant fire marshall, parking my car off the track at pit entry, jumping out with fire extinguisher and pin pulled, but luckily my assistance was not required any further.

Another Hillclimbing champion and Bryant Park regular, Stuart Haverkort in his EK also PB'd on the day with a 1:36.728 time on Natsoft.

Went on to do another 4x 12 minute sessions, with a 1.37.16 in my last session in worse conditions. Overall, completed 13x 1.37s and 5x 1.38s across the other sessions, left the track zero times and hit zero walls. I was the second fastest Honda accord of the two day event, noting that if you want a trophy of any flavour in a naturally aspirated Honda at Honda Nationals, you better be running a 1.33 or better.

If any of this sounds like something you want to see, give Blendline Tv some money and you can watch their replay of the day's activities, or give zero money and watch the incar with footcam @karloshesscobar, Youtube channel.


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GIPPSLAND CAR CLUB KHANACROSS ROUND 5 – MX-5s LEAD THE CHARGE

A further report on the September Khanacross. Fifty competitors, eight challenging tests and a full day of friendly competition marked the day as the Gippsland Car Club Championship heads towards its final rounds.

Words: Rob Duncan Photos : ImageworX Photography

Round 6 of the Gippsland Car Club Khanacross Championship delivered another fantastic day of grassroots motorsport, with a strong field of fifty competitors turning out for a day of competition, camaraderie and plenty of fun.

Overcast skies and persistent winds provided the backdrop for the event, but conditions caused few concerns and the day ran smoothly from start to finish.



EIGHT TESTS. PLENTY OF CHALLENGES.

Competitors tackled eight tests throughout the day, with a varied selection of layouts keeping drivers on their toes.

The action began with the '*Carpark Clockwise'* and '*Carpark Anti-Clockwise'* tests before moving to the Bottom Loop for Tests 3 and 4, again run in both directions.

Tests 5 and 6 took competitors to the '*Down and Back'* layouts on the North and South sides, followed by the '*Old Carpark Clockwise'* test.

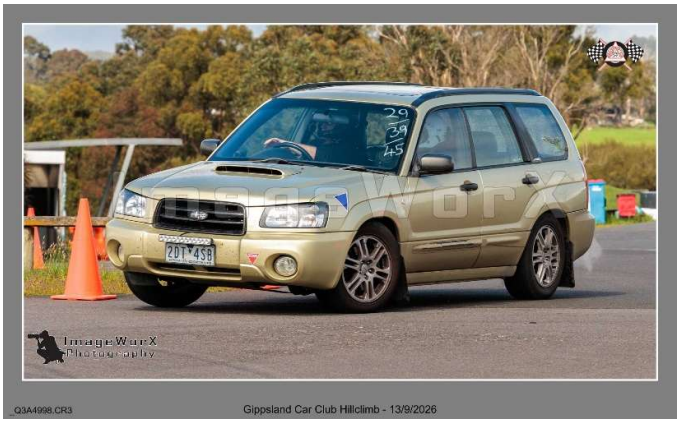
The final challenge was aptly named "*Ohh Gosh*", giving everyone one last opportunity to put together a quick run and finish the day on a high.

MX-5s DOMINATE THE PODIUM

When the times were tallied after eight tests, it was Rod Macnab who claimed outright honours in his Mazda MX-5, recording an impressive total time of 278.16 seconds.

Simon Wills, also behind the wheel of an MX-5, secured second outright with 284.49 seconds, while Andrew Tate completed the outright podium in third with 285.64 seconds.

The results highlighted the competitiveness of the field, with MX-5 machinery featuring strongly throughout the outright standings.



The event also attracted a diverse group of competitors representing several clubs and organisations, including Gippsland Car Club, MX-5 Club of Victoria, MDCC, RMIT and others.

THE PEOPLE BEHIND THE ACTION

While the competition and results naturally attract plenty of attention, it's important to recognise the people who make these events possible.

A big thank-you goes to everyone who volunteered their time to ensure the day ran so smoothly.

Three volunteers travelled across from the MX-5 Club of Victoria, while Scott, Nathan and myself represented Gippsland Car Club throughout the day. Mossey and Johnny also put in a few hours to lend a hand.

The support and teamwork between the two clubs was greatly appreciated.

Motorsport events don't simply happen. They rely on volunteers willing to give up their time to help with setting up, running and packing up each event. Without that commitment, days like this would not be possible.

TWO ROUNDS TO GO!

Perhaps the best measure of a successful event was the fact that there were no problems or incidents throughout the day. Everyone was able to pack up, head home and, hopefully, do so with a smile on their face.

With this round now completed, the championship heads towards the final three rounds of its eight-round season.

Next Event: 8 November 2026

Thanks again to all competitors, officials and volunteers who helped make another enjoyable day of khanacross possible.

We look forward to seeing everyone back for the next round!



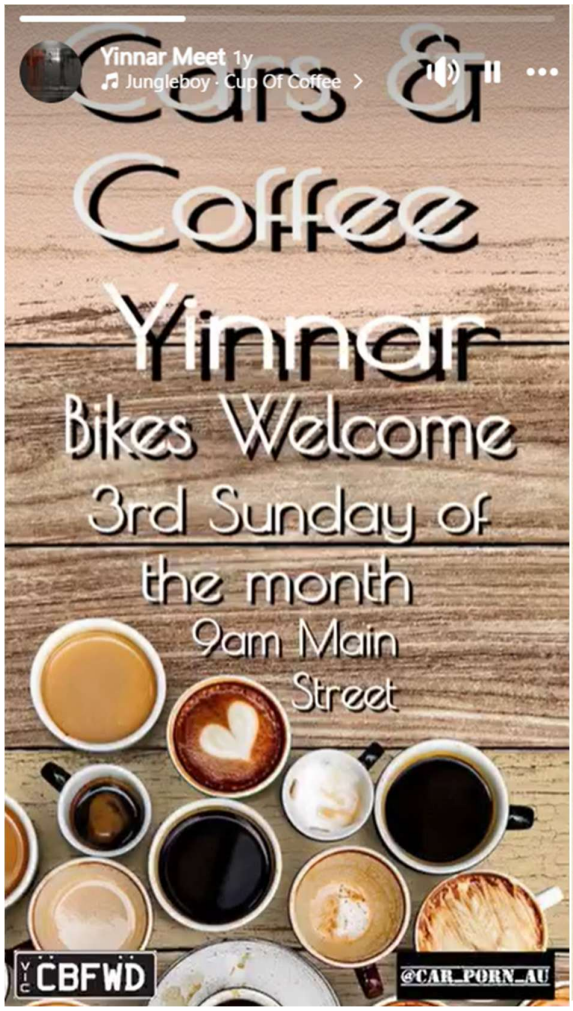
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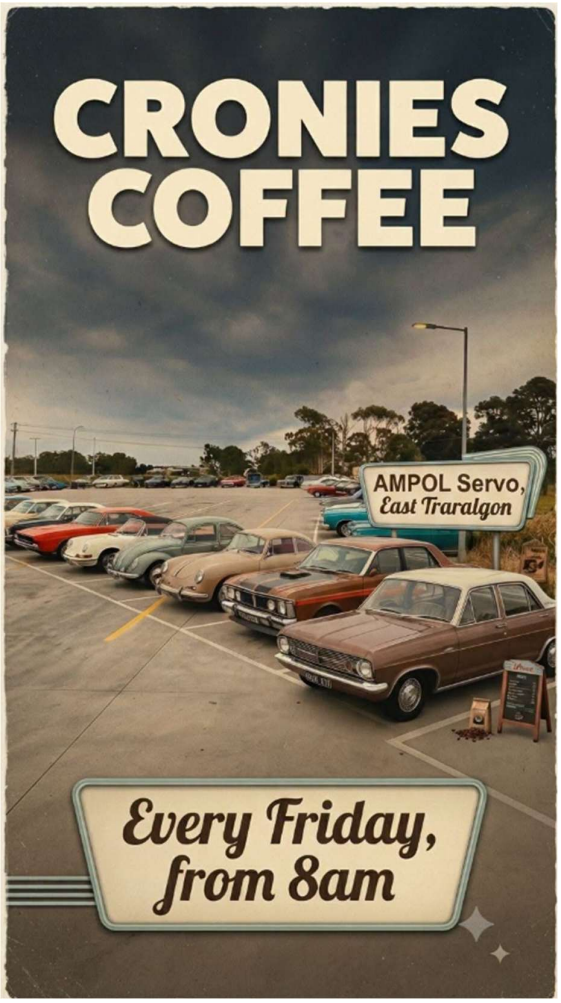
GIPPSLAND CAR CLUB

KHANACROSS GCC September 29, 2026

RESULTS

Outright Place	NAME	CLUB	VEHICLE	CLASS	Rank	RUN 1 Carpark Up Time	Penalty	RUN 2 Carpark Dn Time	Penalty	RUN 3 Back CW Time	Penalty	RUN 4 Back ACW Time	Penalty	RUN 5 D & B Nth Time	Penalty	RUN 6 D & B Sth Time	Penalty	RUN 7 CP Fig 8 CW Time	Penalty	RUN 8 Ohh Gosh Time	Penalty	TOTAL
1	Rod Macnab	GCC	Mazda MX5	C	1	28.78		27.34		33.34		32.90		40.75		51.89		30.03		33.13		278.16
2	Simon Wills	GCC	Mazda Mx5	C	2	28.53		28.50		34.65		34.47		42.12		51.97		30.69		33.56		284.49
3	Andrew Tate	MX5VT	Mazda MX5	D	1	30.40		28.87		34.84		33.12		41.68		52.47		32.28		31.98		285.64
4	Brad Dawson	MX5VT	Mazda mx5	C	3	29.28		29.91		34.88		34.59		42.44		53.61		30.91		34.56		290.18
5	Declan Wills	GCC	Mazda Mx5	C	4	28.47		34.13	F	32.26		32.84		47.03	F	51.78		31.06		33.25		290.82
6	David Mackrell	MX5VT	Mazda MX-5 NC SE	C	5	29.04		33.72	F	34.39		34.06		41.78		54.47		31.81		34.14		293.41
7	Jeff Marsh	MX5VT	Mazda MX5 NB	C	6	29.13		29.19		34.50		34.44		43.32		55.04		31.78		37.59		294.99
8	Scott Seddon	GCC	2008 VK Golf	D	2	29.47		30.22		34.54		34.51		47.03	T	54.45		31.44		35.00		296.66
9	archie lowe	MX5VT	mazda mx5	C	7	29.53		29.34		37.41		34.75		43.09		54.78		31.78		36.28		296.96
10	Gary Finteiman	MX5VT	Mazda mx-5	C	8	28.66		30.35		36.11		36.36		43.57		61.15	F	32.03		35.72		303.95
11	Michael Emmerling	MX5VT	Mazda MX-5	C	9	31.18		29.59		36.52		36.46		45.60		57.34		33.79		35.75		306.23
12	Simon Acfield	MX5VT	Mazda MX-5	C	10	31.37		30.50		37.37		35.93		44.41		56.69		33.34		37.17		306.78
13	peter ferguson	GCC	Mazda MX-5 NC	C	11	31.35		31.03		39.75		36.05		44.19		57.72		32.09		36.91		309.09
14	Dave French	GCC	Toyota Corona	D	3	31.34		32.40		36.75		35.42		44.13		55.54		39.60		35.26		310.44
15	Alyssa Perks	GCC	Mazda MX-5 NC	C	12	30.65		29.87		37.29		37.50		45.25		58.22		33.21		38.57		310.56
16	David Salter	MX5VT	Mazda MX-5 ND	C	13	30.93		29.81		38.42		37.56		46.37		60.40		33.25		37.38		314.12
17	Daniel Ball	MDCC	Hyundai Excel	C	14	31.25		35.94	F	37.81		36.58		50.04		59.58		33.56		36.90		321.66
18	Paul Vincent Gervacio	MX5VT	Mazda Mx5	C	15	31.00		32.03		39.45		38.44		47.90		59.65		35.81		39.00		323.28
19	Sarah Seddon	GCC	2010 VW Golf	D	4	31.78		31.50		38.98		38.98		46.66		63.28		33.82		38.64		323.64
20	Greg Rim	MX5VT	Mazda MX5 NC	C	16	32.87		32.03		39.79		37.95		47.40		61.58		36.46		39.64		327.72
21	Marcus Stacey	MX5VT	Mazda MX5 ND	C	17	38.03	F	32.25		38.01		41.20	F	47.25		57.60		39.78	F	37.26		331.38
22	Kira Bailey	GCC	Suzuki Swift	C	18	33.84		32.94		40.82		38.78		49.63		62.70		35.12		41.29		335.12
23	Joshua Laforgia	AROCA	Mazda MX5 NB	C	19	31.00		31.06		38.49		37.22		45.75		78.16	F	37.90		36.46		336.04
24	Mark Grist	MDCC	Hyundai Excel	C	20	32.56		32.78		39.13		38.47		53.79	T	65.75	F	34.09		40.00		336.57
25	Cameron Williams	RMIT	Subaru Forester	J	1	33.18		34.44		39.10		38.67		47.37		62.18		36.25		46.66	T	337.85
26	Craig Langford	MX5VT	Mazda MX 5 NA	C	21	31.72		wd		41.21		39.01		46.56		59.76		36.09		37.79		339.26
27	Rob Kryqsman	MX5VT	Mazda mx5	C	22	34.69		33.66		42.32		40.94		49.94		63.69		37.25		42.75		345.24
28	Jordan Hunt	MDCC	BMW M2	D	5	32.35		wd		44.70	F	38.58		52.91	T	61.27		35.72		41.91		354.56
29	Jesse Novak	GCC	Suzuki Swift Clno	C	23	36.34		35.71		41.16		41.45		58.62		65.26		36.97		42.44		357.95
30	Alice Lowe	MX5VT	Mazda Mx5	J	2	34.16		33.84		48.76	F	45.25		50.87		67.44		37.66		43.01		360.99
31	Terry Selwyn	GCC	Hyundai accent	C	24	40.25		40.16	F	41.62		40.75		52.25		63.47		43.25	F	41.31		363.06
32	Henry Myers	MDCC	2001 Hyundai Accent	C	25	32.97		33.43		wd		39.73		49.91		67.88	T	39.69		37.46		370.59
33	River Jarvis	GCC	Ford Focus	D	6	36.19		35.93		43.21		42.05		58.22		71.40		39.87		45.85		372.72
34	Finn Briggs	MX5VT	MX5 NB SE	D	7	35.59		37.31		48.92	F	43.50		55.47	T	71.48	F	37.03		44.94		374.24
35	Cadel Rim	MX5VT	Mazda MX-5	C	26	34.97		wd		47.17	F	47.30	X	49.00		69.26		38.06		44.77		377.65
36	Caitlin Seddon	GCC	2010 VW Golf	J	3	40.91		40.97		45.16		43.97		53.50		72.82		38.81		44.01		380.15
37	Brett Williams	RMIT	Subaru Forester	G	1	36.59		wd		40.26		39.61		77.72	T	64.48		35.25		40.93		381.96
38	Thomas De Nardis	MX5VT	Mazda MX5 ND	C	27	38.75		34.03		41.27		40.88		47.15		61.04		wd		wd		392.86
39	Dennis Roman	GMC	Mazda MX-5	C	28	35.38		40.19		46.18		45.35		54.56		66.12		wd		wd		417.52
40	Ronald Liao	MX5VT	Mazda ND MX-5	C	29	wd		30.03		37.92		36.20		46.34		wd		wd		wd		425.82
41	Megan Cole	GCC	Suzuki Swift Clno	C	30	46.44		42.12		48.36		45.75		59.75		73.86		43.18		wd		428.42
42	Baden Rim	MX5VT	Masda MX5 nc	C	31	36.53		37.69		55.81		48.60		66.56	F	wd		44.25		56.47	X	440.06
43	Hannah Williams	RMIT	Subaru Forester	J	4	53.37		49.46		63.03		62.05		75.28		96.32		53.75		60.41		513.67
44	Charlie Stacey	MX5VT	mazda mx5 nd	C	32	60.64		fs		74.94		67.35		79.91		89.15		55.78		65.91		543.83
45	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
46	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
47	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
48	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
49	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
50	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A







Paynesville Cars & Coffee

Message | Follow | Search

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A casual meet up on the 3rd Sunday of each month on the foreshore in Paynesville (East Gippsland Vic) with cars, coffee and conversation! We are not a club of any sort but just want to connect our community with like minded people & bring some cars out.

Community centre

All Triumph Challenge Winton – The Sidescreen Story

Words: Bill Revill, Steve Duniam and Tony Denyer

The annual **All Triumph Challenge (ATC)** returned to Winton Motor Raceway in August, once again bringing together an eclectic mix of Triumphs for a day of spirited competition. This year's event was held alongside the MG Car Club as an invited class in the Jaguar Drivers Club's All British meeting—a fitting celebration of British motoring at its finest.



For owners of the earliest Triumph sports cars—the TR2, TR3 and TR3A "Sidescreen" models—the event offered another chance to prove that these classic machines still have what it takes. It also served as a reminder that campaigning a seventy-year-old sports car can be as unpredictable as it is rewarding.



A Competition That Rewards Consistency

Unlike traditional motorsport, where outright speed determines the winner, the All Triumph Challenge uses a unique scoring system developed by the Triumph Sports Owners Association (TSOA). The format is designed to give every competitor, regardless of machinery, a genuine chance of success.

It works like this: Drivers are scored over the four twelve minute runs of the day comprising the All Triumph Challenge. A formula using Fastest lap and a combination of nominated laps records how consistently a competitor and car perform. Every lap matters, making concentration and precision just as important as horsepower.

The other events of the day include the Triumph MG Challenge as well as the All British Challenge both using a simple but a completely different set of formulas making for a very full complete weekend of fun although intense competition for those interested .

This year's field featured 19 Triumphs, ranging from fully prepared race cars to near-standard road cars. Among them were three entered sidescreen TRs, with two making it to the start line.

Queensland competitor Tony Denyer travelled from the Atherton tablelands, near Cairns, to compete after thoroughly enjoying last year's event, while Victorian Steve Duniam drove his immaculate TR3A to Winton, competed all day, and then drove it home again.

Steve Duniam Takes Sidescreen Honours

Steve Duniam is relatively new to Triumph ownership, but not to motorsport. His background includes motorcycle racing, hillclimbs and sprints in a Jaguar-powered MGA.

Originally entered for the Jaguar Club's Saturday competition, Steve soon discovered—thanks to the ever-enthusiastic Michael "Kippy" Kip—that Saturday was in fact Triumph territory. *"It was a great day*," Steve said. "*Everyone was incredibly welcoming."*

His beautifully presented TR3A remains almost completely standard, meaning it gave away considerable performance to many of the more highly developed cars. That didn't discourage him. *"I've done hillclimbs and sprints before, but this was my first time on a circuit and my first experience with faster traffic,"* he explained. "*I concentrated on driving neatly and consistently and gradually got quicker throughout the day."*

That approach paid dividends. Steve completed every session faultlessly and claimed the **Sidescreen Trophy** with an impressive consistency score. His message afterwards was simple:

"We need more sidescreen owners to come and have a go!"



Tony and Joe's Trying Weekend

If Steve enjoyed the perfect day, Tony Denyer experienced almost everything classic motorsport can throw at you. After an enjoyable drive from Ballarat to Benalla with fellow enthusiast Joe, there was the first hint of trouble. *"A slight misfire? It'll probably fix itself."*

It didn't.

After completing a couple of good runs, Tony was told by the officials that smoke was trailing from the car. Oil pressure and temperature appeared perfectly normal, but the moment he returned to the garage the problem became obvious—a substantial oil leak, complete with a sizeable puddle beneath the TR. Fortunately, the leak developed after leaving the circuit, avoiding any interruption to the meeting.

The Triumph community immediately sprang into action. *“People came from everywhere,"* Tony recalled. "*One arrived with tools, another with a trolley jack, another with jack stands."* Even the RACV became part of the story—something few people expect to need at a race meeting. The culprit proved to be a displaced O-ring on the oil filter housing. Once it was reseated, Tony was back on track, although the lost track time meant he was no longer eligible for the Sidescreen Trophy.

Sunday provided better fortunes. The TR performed well, Tony's confidence continued to build, and the new Avon tyres impressed throughout the morning. Deciding discretion was the better part of valour, Tony packed up early and headed home.

Unfortunately, the adventure wasn't over. After reaching Kyneton and stopping for fuel and lunch, the minor misfire returned—this time with much greater determination. Before long the TR was limping along on only two or three cylinders, a sound familiar to many sidescreen owners. The car struggled as far as Daylesford before another call to the RACV became unavoidable.

A flatbed transported the faithful Triumph back to Ballarat, where the local mechanic systematically replaced components until the real culprit emerged: a faulty electronic ignition module.

With that replaced, the mighty machine was back to full health. Despite the dramas, Tony remains enthusiastic. He'll be back in 2027.



Final Results

Position	Driver	Car	Score
Outright Winner	Brian Watson	GT6	99.92%
Michelotti Class	Brian Watson	GT6	99.92%
TR7 Class	Michael Kip	TR7	99.72%
TR6 Class	Rob Splatt	TR6	99.27%
TR3 (Sidescreen) Class	Steve Duniam	TR3A	97.57%

Looking Ahead

Another successful All Triumph Challenge is now part of the history books.

Congratulations go to the TSOA Victoria team, together with the MG Car Club and Jaguar Drivers Club, for delivering another memorable event. Special thanks go to the ever-enthusiastic Michael Kip and the tireless Lindsay Byrne, whose efforts ensured the meeting ran smoothly despite a few inevitable challenges.

There's now only twelve months until the next All Triumph Challenge. If you've got a sidescreen Triumph tucked away in the garage, perhaps it's time to dust it off. The trophy—and the camaraderie—are waiting.

Videos on U-TUBE are available – one of the event, another sample for next year's arrangements.

https://youtu.be/VUNn4u05h7I?si=-jdi90GgazwoAsTK
Pig N' Ford Race: Tillamook's Quirky Automotive Tradition (1980s)

Hillclimb – 25 October 20 26 – Wet and Wild!!

Words by Bill Revill
Images by J. Banham Photography, with thanks.



COLD, WET, WET, COLD…… The weather on the day of our October Hillclimb was the pits!! After a week of poor weather forecasts, the experts were proved correct by a really nasty day. Many competitors felt the MotoGP on the Tellie was a better bet, but 36 comptitors faced up to the Bryant Park figure 8 contest.

Top Ten – Mathew Healy tops the charts

The Yacar Crosskart of Mathew Healy loved the conditions and provided a spectacular and skilled drive to take a good FTD by nearly two seconds from Nick Cascone in the bravely driven Porsche Cayenne. Karl Hess (Honda), Dale Baker (Corolla Seca) and Simon Wills (Mazda MX5) followed in short order, with Simon and Brett Barker (Corolla Seca) separated by just 0.05 of a second.

Seventh was taken by Aston Hill (Van Dieman RF 22), eighth was Reiley Cannon (Honda Civic) and ninth was Chanuka Wijesinghe with the Toyota really flying

in the wet, with Ryan Connor (Arch Clubman) and Joshua Laforgia (Mazda MX5) dicing it out for 10th place with only a tenth between them.



Overall meeting notes

- No new track records were set in this meeting – we didn't run a freestyle or backstroke event!
- DESPITE THE COLD AND THE WET CONDITIONS, GUESS WHO WERE OUT IN IT ALL DAY? OUR VOLUNTEERS!! A huge thanks to everyone who came and put in the effort for the club. Nothing happens without the quiet team who brave the elements just to make it a great day. Well done and thank you.
- Next meetings
    - Sunday, November 8 – Khanacross
    - Saturday, November 28 – Twilight Hill Climb
    - Sunday, December 6 – Khanacross

A COUPLE OF VISITORS

Ford Mustang GT 350

Several beautiful historic cars were running on the day and the Ford Mustang GT 350 of Phil and Cole Spender was perhaps one of the nicest. Who can't love the 'Bullett" Mustang of Steve Mc Queen? This is similar.

Phil has had the car for about 25 years. *"I worked for Ford in the USA for some time. I bought the car in Detroit in about 2005, then imported it back into Australia*", said Phil. "*It's a keeper. Not a car to sell*", he says.

The car has been maintained as period correct, so looks the part of the Mustang Coupe of the times, right down to the period wheels and tyres. The engine is a 4.9 litre hi-performance with a 4 speed top loader and a 9" diff.

Phil uses the car for regularity events, with his last run at Winton. Today both Phil and Cole are sharing the drive and is their first run at Bryant Park for both. They enjoyed the day and look forward to next time.


104
104
CH-9852
VICTORIA
GT-350
J BANHAM
PHOTOGRAPHY


CH-9852



Rachael Brown - Moris Minor Special

Again, we have been privileged to have another classic racing car visiting Bryant Park. A young Rachael Brown was the pilot of her Moris Minor Special, battling the rain and spray on a difficult weekend for any open wheel car.

Rachael has a wonderful background in motorsport, because as she says *"… she has been around motorsport for a very long time*". Since knee-high, she started driving in her dad's 1917 Ford T model, learning in the paddock then progressed through series of events before moving to circuits. She Has been competing since she was a young teenager, so has now seven years in the sport.

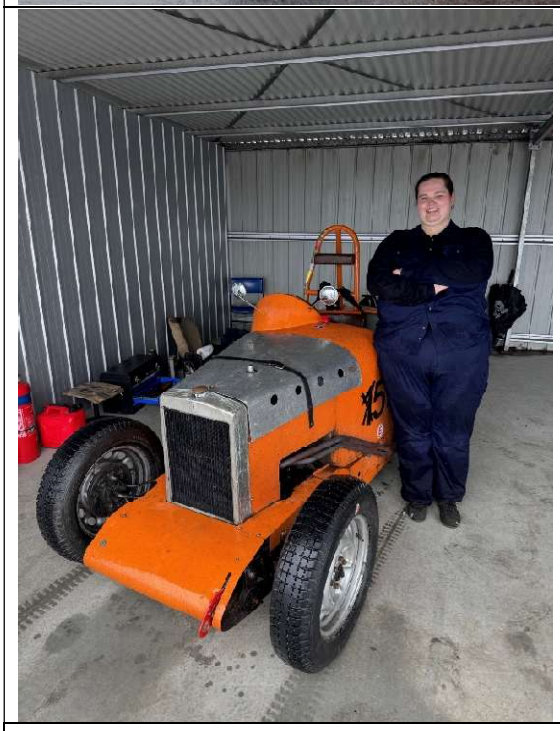
The depth of her enthusiasm is demonstrated by the number and variety of tracks on which she has competed: Mt Tarrengower was her last meeting, before that at the Pheasant Wood (NSW) All Historic event last month. Other tracks include Winton long and short, Sandown, Philip Island, Mallala (SA), and Eddington sprints, "*We get to about 10 meetings per year,"* says Rachael – almost one meeting a month is a big commitment to motorsport.

The car is a little gem. Rachael and her father built the car together over the last six years, a non-period special based on a 1930's Moris Minor chassis and Moris 8 engine and gearbox, running gear and character. It is fully log booked as a Historic car and has been running over the last three years competing in hillclimbs, sprints and regularity. The most recent mechanical tweak took place at the end of last year - the fitting of a huge supercharger, mounted above the engine.

This was Rachael's first experience of Bryant Park. She gave an inciteful evaluation of the course. "*It's a fantastic track. It's very technical, much more complex than, say, Rob Roy or Mt Tarrengower, which are basically straight up through various corners, The up and down nature of Bryant Park provides character to the circuit and a challenge to the driver,"* she said.

Young drivers are the lifeblood of our sport and seeing this father/daughter team is a special treat for us all. We look forward to seeing them again at Bryant Park.


J BANHAM
PHOTOGRAPHY





A car with some special GCC History – Jarrod Bryant

For those with a keen eye there was quite a special car tucked away in the back of the pits at our most recent Hill Climb. Russell Budge bought out the Zephsca for a run in the wet and he wasn't scared to drive it. For those who don't know this car it is an Ausca body with a supercharged for Zephyr engine under the hood.



What makes this car special in terms of the Gippsland Car Club is the fact that it dates back to the very beginning of our club. Tery Morris (Father of Paul Morris) was one of the founding members of the Gippsland Car Club in the early 60's, and regularly ran the Zephsca in GCC events. A young Russell Budge crewed for Terry as early as 10 years old, and as a 17 year old he purchased the car from Terry, still owning it to this day.





Terry Morris in the Zephsca and Ben Guzzardi in the Monza - GCC Hazelwood Sprints 1960's



Russell Budge not scared to run the car in the rain!

GCC HILL CLIMB CHAMPIONSHIP

FIGURE 8

Event Ranking

Rank	Bib.	Last Name	First Name	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Time	Gap
1	647	**Healy**	Matthew	73.08	69.79	70.82	69.64	70.49		**69.64**	
2	62	**Cascone**	Nick	75.50	71.34	71.75	72.05	73.97		**71.34**	1.70
3	431	**Hess**	Karl	75.98	73.56	75.10	80.67			**73.56**	3.92
4	18	**Barker**	Dale	76.08	74.68	74.47				**74.47**	4.83
5	115	**Wills**	Simon	76.89	74.73	74.81	75.01	75.14		**74.73**	5.09
6	180	**Barker**	Brett	79.42	75.25	76.82				**75.25**	5.61
7	113	**HILL**	ASTON		80.32	78.06	75.30			**75.30**	5.66
8	7	**Cannon**	Reiley	84.85	79.58	76.31	78.87			**76.31**	6.67
9	12	**Wijesinghe**	Chanuka	82.78	78.86	78.67	77.90	77.15		**77.15**	7.51
10	77	**Ryan**	Conor	82.22	83.66		78.83	78.69		**78.69**	9.05
11	64	**Laforgia**	Joshua	83.23	80.44	79.19	78.78	78.89		**78.78**	9.14
12	105	**Novak**	Jesse	85.94	81.38	79.95	84.40	84.78		**79.95**	10.31
13	25	**Horter**	Cory	97.82	90.63	80.49	91.17	85.03		**80.49**	10.85
14	45	**Seddon**	Scott	87.22	82.74	83.60	83.90	81.72		**81.72**	12.08
15	81	**Matheson**	Brett	88.11	84.05	81.72	83.83	83.58		**81.72**	12.08
16	281	**Selwyn**	Terry	92.99	83.93	87.84	86.66	88.91		**83.93**	14.29
17	383	**Speight**	Ian	87.65	84.09	88.40				**84.09**	14.45
18	179	**Myers**	Henry	93.45	85.86	85.65	84.23			**84.23**	14.59
19	171	**Buffinton**	Steven	94.67	84.26					**84.26**	14.62
20	9	**Murphy**	Audrey	109.90	84.60		97.88	91.71		**84.60**	14.96
21	83	**McNiven**	Jim	96.40	85.60	85.11				**85.11**	15.47
22	4	**McLaughlan**	Derek	92.00	86.12	85.24				**85.24**	15.60
23	72	**Mcivor**	Garry	89.65	86.51					**86.51**	16.87
24	174	**Mayze**	Brad	93.43	88.63	90.08	87.96			**87.96**	18.32
25	43	**Vella**	Raymond	93.41	88.70	90.08				**88.70**	19.06
26	85	**Sullivan**	Colin	89.95						**89.95**	20.31
27	47	**Budge**	Russell	94.69	90.07		92.23			**90.07**	20.43
28	58				90.52					**90.52**	20.88
29	131	**Murphy**	Paul	98.58	93.22	94.82	91.23			**91.23**	21.59
30	93	**McLaughlan**	Ross	103.75	92.64	95.21				**92.64**	23.00
31	34	**Revill**	Bill	98.19	92.85					**92.85**	23.21
32	10	**Spender**	Phil	100.62		97.95	97.81	97.20		**97.20**	27.56
33	104	**Spender**	Cole	122.33	112.64	111.58	105.69	104.86		**104.86**	35.22
34	11	**Scott**	Matt	115.37	106.64	105.83				**105.83**	36.19
35	61	**Scott**	Jonathan	121.21	111.32	111.22				**111.22**	41.58
36	51	**Brown**	Rachael	124.75	117.46	116.22	118.59	119.15		**116.22**	46.58

GCC Multiclub Hillclimb

25-October-2026

Clockwise Figure 8 — TRACK RECORD — 48.59

New Class Record

Club Rank	Name	Club	Class	Run Time	Class Record	SCORE		Memorial Cup Chris Murphy	Memorial Cup Reg Coldwell
1	Chanuka Wijesinghe	GCC	R1	77.15	71.12	1.085	Limited Modified Road Car up to 2000		
2	Nick Cascone	GCC	B5	71.34	60.72	1.175	Prod Sports 2B/2F 2001 & over		
3	Karl Hess	GCC	C6	73.56	61.38	1.198	Improved Production 2001 & over		
4	Dale Barker	GCC	C1	74.47	61.98	1.202	Sports Sedans up to 2000		20
5	Brett Barker	GCC	C1	75.25	61.98	1.214	Sports Sedans up to 2000		17
6	Simon Wills	GCC	B4	74.73	61.04	1.224	Prod Sports 2B/2F up to 2000		
7	ASTON HILL	GCC	A2	75.30	59.50	1.266	Formula Ford	20	
8	Cory Horter	GCC	A1	80.49	62.50	1.288	Formula Vee	17	
9	William Revill	GCC	R1	92.85	71.12	1.306	Limited Modified Road Car up to 2000		
10	Scott Seddon	GCC	C6	81.72	61.38	1.331	Improved Production 2001 & over		
11	Brett Matheson	GCC	B4	81.72	61.04	1.339	Prod Sports 2B/2F up to 2000		
12	Terrence Selwyn	GCC	C5	83.93	62.31	1.347	Improved Production up to 2000		
13	Steven Buffinton	GCC	B1	84.26	61.33	1.374	Clubman up to 1600		
14	Ian Speight	GCC	B4	84.09	61.04	1.378	Prod Sports 2B/2F up to 2000		
15	Jesse Novak	GCC	B3	79.95	57.97	1.379	Sports Cars 2001 & over		
16	James McNiven	GCC	B4	85.11	61.04	1.394	Prod Sports 2B/2F up to 2000		
17	Garry Mcivor	GCC	C1	86.51	61.98	1.396	Sports Sedans up to 2000		15
18	Bradley Mayze	GCC	B4	87.96	61.04	1.441	Prod Sports 2B/2F up to 2000		
19	Paul Murphy	GCC	C5	91.23	62.31	1.464	Improved Production up to 2000		
20	Raymond Vella	GCC	B2	88.70	55.85	1.588	Sports Cars up to 2000		

AND NOW FOR SOMETHING COMPLETELY DIFFERENT…!!

The **London to Brighton Veteran Car Run** is the world's longest-running motoring event and the world's oldest annual veteran car event – it started in 1895. It is also the world's largest gathering of veteran cars and provides a display of the world's finest classic Edwardian vehicles from many countries around the globe.

The event is held on the main public road between London and Brighton, England. To qualify, participating cars must have been built before 1905. It traditionally takes place on the first Sunday in November, starting at sunrise, about 7:00 AM, in Hyde Park London and mostly follows the old A23 road to the finish at Brighton – a distance of 54 miles (87 km).

This is certainly an event for the very wealthy enthusiast, and the entrant and guest list includes many titled participants and celebrities (Rowan Atkinson, a confirmed classic car enthusiast, was a participant this year). Importantly, the cars are used and driven so everyone can get pleasure from hearing, seeing and smelling them in motion rather than just looking at a static display.














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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, 2027).

_____

_____

_____

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 mininum 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.

2027 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, 2027.