

The BLOWER



April to November 2022



“Big Dog” Malcolm Michel on his way to Outright in both events for the Speed Weekend

BATHURST LIGHT CAR CLUB

416 CONROD STRAIGHT MT PANORAMA

PO BOX 444 BATHURST

www.blcc.com.au

FROM THE EDITOR

Welcome to my Fifty Third edition of the Blower, the Club magazine of the Bathurst Light Car Club.

I must apologise to readers for the lengthy absence of the Blower over recent months as a result of a knee replacement, Covid and critical family issues which took me away from my role as Editor. I am now back in the saddle and this edition contains an update of all the events since April 2022.

The end of year Christmas Party and Presentation Night is almost here so make sure you get one of the limited number of tickets for this event. Next years calendar is contained in this edition as is a number of special offers from Bathurst business houses supporting our Club.

Now is the time to start thinking about your role in the Bathurst Light Car Club and where you might see yourself in terms of the Club Committee, as an event official or how you see yourself helping our Club to grow going forward.

If you have a story that we can feature in the next Edition of the Blower, why not let me know? If you enjoyed. it then why not share the experience with your fellow Club members? Just send me a pic and a few dot points about the event and you would be amazed at what I can do to make the experience come to life.

Until next time, stay safe and healthy.

Bob Lundie-Jenkins B.A.
Blower Editor

ATTENTION ALL BLCC MSA OFFICIALS

Keeping the list of BLCC Members registered as MSA Official's updated is an ongoing exercise and **YOU DRIVE THAT PROCESS**. If you have not submitted your details to me in the last 12 months, I can guarantee the details we have are not current. If you are a BLCC Member and hold a current MSA Officials license of any kind, please send your name, MSA membership number, MSA license expiry date and specific qualification with the grade to: The BLCC Competition Secretary at lundieb65@gmail.com

The information is crucial in the staffing of Club events and development of future Club Officials so please submit your details as soon as possible.

Bob Lundie-Jenkins

PRESIDENT'S REPORT

Welcome on board.

Some time has passed since our last magazine however don't be disillusioned into assuming nothing is happening – far be that from reality. Memberships are still growing with both new and returning members however we have not yet achieved pre-covid numbers.

We are delighted to have been able to deliver our final tarmac event for the year being, Speed Weekend, on the 29th and 30th October. The response/entries from outside competitors and BLCC Club members for each of the two events was quite overwhelming. The local franchise of Ausloans here in Bathurst came on board as a Naming Rights sponsor for the weekend and as I understand they were very pleased with the outcome of this first-time involvement with our Club as a sponsor.

The Esses Hillclimb event in September was poorly subscribed early on, however in the long run after a lot of effort on Facebook etc we were very pleased to achieve a field of 38 starters which allowed the event to happen without a loss being sustained. Thanks to you all, together with the non-club members who supported the event. We were able to attract some new members at the same time which is a good thing in growing the club. The event ran well as usual with no major incidents. Thank you again to all competitors and a special thanks to the volunteers who assisted yet again to contribute to the delivery of our events.

Activity at the Quarry continued throughout the year with good support and new members being gained – we are however seeking to acquire some new club cars to encourage increased junior involvement - small vehicles both manual and auto which are driveable but not necessarily totally roadworthy - we can possibly arrange pick-up where needed. We were very pleased with the recent donation of a 4WD vehicle from Club member James Weston which will be used as a work horse at the Quarry to assist with maintenance work. This is the kind of practical support and assistance that will ensure our Club continues to grow and promote juniors into our sport and we appreciate James's generosity.

On the matter of club cars – **these are retained for the use of new Juniors and not intended for use by experienced driver** as a matter of preservation. The cars are too hard to come by/acquire and maintain and we encourage ongoing competitors to acquire their own vehicles please.

I must thank Scott Sims and Martin Edwards for their hard work and commitment in preparing the grounds to enable the conduct of events. The high rainfall this year makes grading the track difficult to sometimes impossible, but they seem to be able to get the preparation just right so well done to both of you. A big

thank you to Bob Lundie-Jenkins and Phil Burgett, Deanne Hudson and Shannon Sims for their continuing participation to facilitate the conducting of the events and further to Donna Sims for her fabulous barbeque work - again thank you all. Without their dedication events would not run. As you will see on recent Facebook posts the devastation of our grounds with recent downpours. As if not bad enough from the overall years weather wherein we cannot get to the upper tracks to reclaim them this has been the icing on the cake. I was not impressed by the comments by non-club members suggesting what we should have been doing to deliver the last Khanacross for their enjoyment - it was Mission Impossible thank you. Accordingly, we pray for the rain to stop to enable the top tracks to be reclaimed to give greater variety for the Khanacross events and this will be our focus in the off season in conjunction with Bathurst Regional Council. After each event at the Quarry, if you can give the officials a hand to tidy up it would be greatly appreciated - many hands make light work and everybody can get home early. Scott and Martin put a lot of unrecognised and appreciated time into recovering the surfaces for competitors to play on – please consider and help.

On the matter of members volunteering, we are desperately seeking volunteers/members to take up some training to fill the critically important positions of timing, Clerk of Course, Steward and Event Secretary for both the Speed and Quarry events - I understand we have enough scrutineers at this point. Gaining these qualifications requires some training and commitment but it's not too arduous. If you are in any way interested and able to assist in this way, please talk to Bob Lundie-Jenkins, myself or any one of the Club Committee members and they will provide you with advice on how to get things moving. We are hoping to conduct more training courses/sessions in our Club Rooms when members indicate their commitment, just let us know you are interested and in what area. This call for help is an essential part of BLCC continuing to grow without burning out old stock of dedicated people. Too much is done by too few for so many.

HISTORIC REGO

On a note to owners of older vehicles on Historic Rego whether HVS or CVS, please ensure that your membership is renewed before the end of the year. Local police are having a bit of a blitz at the moment and checking cars and logbooks. There is a change coming with logbooks whereby it will be extended to 75 days use per year in log books however, every use will be required to be recorded irrespective of usage type. I will keep you advised.

Another item for attention here is the **NEW ADDRESS FOR CVS VEHICLE OWNERS TO SEND DOCUMENTS:**

**NSWHMA
PO Box 2011
Tarrawanna NSW 2518**

The bank account remains the same as previously advised.

BSB: 082 855

Account 282162998

The new contact person at NSW Historic Motoring Association for CVS is Steve White Mob. 0418 864545, Maxine Hayes is now Vice President.

On a personal note, I had considered stepping down from the position of President of our Club at the end of this term, however, I have had a change of mind and will stand again next year hoping for re-election. We have a number of events which have been in the planning stages and happening next year which I would like to see through so if elected, I will be around for a little longer.

Please remember that the club does not run itself and thereby you and your fellow members should take a look toward the future and identify potential persons who may be able to step up and take the reins in the future. Get involved and learn what goes on away from the events and General meetings that nobody sees. Step up and get involved with the committee - learn how it works and offer input. We are running a company with significant obligations in terms of how we are required to conduct business and ourselves as directors.

PRESENTATION NIGHT

Please put the 10th of December in your diary if you have not already done so - details are on Facebook. Cost for adults will be \$20 per head with the usual Happy Hour from 6-7pm, children under 12 free.

That's about it for another Blower. Stay safe, be healthy and please – drive carefully.

Best Wishes for the Festive Season rapidly approaching as I won't get to see you all in person between now and then.

Mick Tuckey
President



Office Bearers 2021/22 – BLCC email: Secretary - blcc@blcc.com.au			
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Safety / Fire Officer	Sue Dixon	0427 384008	hondasue56@gmail.com
Property Officer	Tony Hanrahan	0418 493577	elfinfp@bigpond.com
Patrons	Cam Ashelford	Rod Jones	Robert Wells
	Arthur Davis	Doug Moore	

COMMITTEE MEETINGS

To provide for administrative efficiencies in accepting and approving attendance of individuals (not groups) at Monthly Executive Committee Meetings, the Committee require the following:

1. The request to attend is to be submitted 7 days before the meeting. The request is to be emailed to secretary@blcc.com.au not to any one individual.

2. Details of the matter to be discussed must be included at the time of initial request and any written documents to be produced are to be submitted at time of seeking approval to attend - this will enable the Committee members to read, assess and research if need be. It will further allow for the matter to be included on the agenda.
3. Acceptance or otherwise of the request will be provided to the applicant no later than 48 hours prior to the meeting.
4. Those members approved to attend will have their matter dealt with before the Committee meeting commences with a time limit of 10 minutes allocated. A resolution of the issue may not necessarily be forthcoming on the night. Once the matter has been raised and brief discussions held or matter dealt with, the member will be required to leave the meeting to allow for the Committee meeting to begin.

Mick Tuckey

President

SPECIAL OFFER FROM AUTO PARTS CENTRAL

Auto Parts Central are offering a 10% discount on all parts to Bathurst Light Car Club Members. Simply let them know you are a member and show them your membership card when purchasing products to receive the discount.



2022 - 2023 CALENDAR

BLCC EVENTS

NOVEMBER	18-19	Beaurepaires Sydney Super 600	SC	Australian
NOVEMBER	19-20	Rally NSW	TMA	State
NOVEMBER	25-27	Coffs Coast Rally	ARC	International
DECEMBER	10	BLCC Christmas Party	BLCC	Social
JANUARY	29	Come and Try Motorkhana	BLCC	Club
FEBRUARY	3-5	2023 LIQUI MOLY Bathurst 12 Hour	SC	International
FEBRUARY	12	Khanacross	BLCC	Club

MARCH	4	Rd 1 NSW Hill Climb Championship – Esses	BLCC	State
MARCH	5	Rd2 NSW Hill Climb Championship – Mt Stght	BLCC	State
MARCH	19	Come and Try Motorkhana	BLCC	Club
MARCH	10-12	Newcastle 500	SC	Australian
MARCH	24-26	Rally Launceston	ARC	Australian
MAR/APR	30-2	Australian Grand Prix	F1	International
APRIL	7-9	Bathurst 6 Hour	ARG	Australian
APRIL	23	Khanacross	BLCC	Club
MAY	7	Come and Try Motorkhana	BLCC	Club
MAY		Supersprint	BLCC	Club
MAY	19-21	Western Australia Forest Rally	ARC	Australian
JUNE	4	Khanacross	BLCC	Club
JULY	14-16	Rally Queensland	ARC	Australian
JULY	23	Come and Try Motorkhana	BLCC	Club
AUGUST	13	Khanacross	BLCC	Club
AUGUST	13-18	2023 Kidney Kar Rally	KKR	Charity
AUGUST	25-26	Gippsland Rally	ARC	Australian
SEPTEMBER	10	Esses Hill Climb	BLCC	Club
SEPTEMBER	17	Come and Try Motorkhana	BLCC	Club
OCTOBER	13-15	Adelaide Hills Rally	ARC	Australian
OCTOBER	28	Speed Weekend – Supersprint	BLCC	Club
OCTOBER	29	Speed Weekend – Mount Straight Hill Climbt	BLCC	Club
NOVEMBER	12	Khanacross	BLCC	Club
NOVEMBER	24-26	National Capital Rally	ARC	Australian

2022-2023 BLCC SWAPMEET, CAR SHOW, SOCIAL, MARKETS & HISTORIC VEHICLES CALENDAR

NOVEMBER	26	Bathurst Farmer's Market	Markets
NOVEMBER	26	Goulburn Car & Motorcycle Show, NSW	Show
NOVEMBER	27	Tarana Community Farmers Market	Markets
DECEMBER	3	Riverside Markets Bathurst	Markets
DECEMBER	11	Rockley Artisans Market Day	Markets
DECEMBER	17	Bathurst Farmer's Market	Markets
DECEMBER	18	Tarana Community Farmers Market	Markets
DEC/JAN	28-1	FX FJ Holden Nationals, NSW Cooma	Show
FEBRUARY	2.6	Classic Holden Nationals, NSW Queanbeyan	Show

CAR GRILLE BADGES



Another round of 50 car grille badges are now on sale at \$40 each or \$50 if postage is required with up to three badges per postal pack. Contact Club President Mick Tuckey on 0408 659862 to order.

WORKING WITH CHILDREN REGISTRATION

As many would be aware there is increasing pressure in our society to ensure that those most vulnerable are protected at all times and one way of doing that is to obtain a Working with Children registration.

MOTORSPORT AUSTRALIA, the administrative controller of our sport, is moving to have all volunteers who are registered with them obtain WWC registration and your Club accepts and agrees with the value of this policy, not only to protect children but the volunteers working with children as well.

The process to obtain the registration is cost free and can be done online followed by a very short visit to RMS to finalise the process after initial registration on-line. All Members are encouraged to obtain the registration and Committee members are available to assist in the process if required. Your assistance in the implementation of this procedure is appreciated.





Registration opens 21/10/22

at tsoansw.org.au

Friday 17th to Sunday 19th March 2022

2023 Marks the Centenary of the first Triumph motor car. To celebrate this significant event, a weekend in the iconic city of Bathurst has been organised. All Triumph owners and enthusiasts are invited and encouraged to attend. Your accommodation venue is up to you, however Rydges at Mt Panorama will have a discounted room and breakfast rate for attendees. Room \$199 night \$20.00 PP for Breakfast.

There will be welcome drinks, a static Triumph display, a celebration dinner with guest speaker, a convoy of Triumphs around Mt Panorama and a visit to the National Motor Racing Museum.

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Your early registration for this event will assist organisers greatly.



- Friday 17th March 2023 4.00 pm
Welcome Drinks at Rydges Mt Panorama (at own cost)
- Saturday 18th March 2023 9.30 am to 3.30 pm
Static Triumph Display in Russell Street Bathurst (no cost)
- Saturday 18th March 2023 6.00 pm to 10.00 pm
Celebration Dinner in the Panorama Room at Rydges
Mt Panorama with Guest Speaker David Berthon
(Classic Buffet at own cost \$55.00 PP)
- Sunday 19th March 2023 9.30 am
Meet for a Convoy of Triumphs around the
Mt Panorama race circuit (no cost)
- Sunday 19th March 10.30 am
A visit to the Australian Motor Racing Museum (\$13.00 adult
\$8.00 concession at own cost)

Registration opens 21/10/22 at tsoansw.org.au

Or for further information contact

Nev Bowden 0419004283

The Queensland Adventures Begins

By Lynn Evans

Ces and I arrived in Queensland on the 10th of February this year, and from the moment we arrived he was working on a plan to get back to Bathurst and collect the Escort and how quickly that could be achieved.

Morgan Park was the lure. We live quite close by and every day there are car and motor bike events or practice there. The sound travels very well and has to be investigated.

"Just going to Morgan Park, be back shortly....." He has had one practice day there and says the Escort goes a little faster with the new motor.



His first thought was to join a car club so he could enjoy what Queensland has to offer.

Millmerran Auto Club has its track at Millmerran, about an hour and a half from Warwick. The photos looked terrific so we drove over to look. Lovely smooth track, beautiful grounds and location and well worth the trip. They have a sprint series from April to August. We missed the first round because we didn't have the car, the second was postponed because of the floods, but made it to the third.



Leaving home at 6.00am and being brought in as pit crew was a little daunting, but watching the sun rise and keeping an eye open for kangaroos, pigs and potholes was fun.

We managed to arrive on time and last car to scrutineering. Lots of interest in what was under the bonnet. There was a very full field. We were car 40. Three cars on the track at a time and 10 seconds between them. It took no time at all for Ces's turn on the track and he

enjoyed it immensely. The runs came around very quickly The Escort loves to go sideways and hang it's bum out. The mud was amazing and as soon as the track started to dry out too much, the water truck was there.

There were 7 runs for the day, but we left a little early, after run 5, to get home before dark.

The next round is the 17th of July and plan to complete the day this time.

Millmerran is a very friendly club with a lovely group of people. The club grounds are well kept and they have a canteen that opens for breakfast!

The club also holds another event, the Pittsworth Sprints, in August. It's a three-day event run through the streets of Pittsworth. I'm not sure if we'll manage that, but I know Ces would like to give it a try.



Just down the road in Stanthorpe is Carnel racetrack. Here they also run sprints and drags, but on tarmac. Another one he'd like to give a go.

The next Millmerran sprints meeting is on the 17th of July.

I can say we miss you all very much. I hope you are all well and enjoying life. If you are up this way, our door is always open, we'd love to see you.

Cheers, Lyn Evans

HISTORIC REGISTRATION **URGENT ATTENTION ALL OWNERS**

To maintain your Historic Registration through the Bathurst Light Car Club you **MUST** be a financial member of the Club at all times. You **MUST** renew your Club membership and it is a Police requirement that you have the Membership card with you at all times when driving the vehicle.

If you live within 100 kilometres of Bathurst, have you volunteered to assist the Club in the past 12 months? If not remember we always need Officials and that assistance forms part of your obligation to take advantage of the registration scheme. Your vehicle will only be registered under this scheme if you comply with this Club requirement and you are a financial member of the Club.

Mick Tuckey

BLCC President

THE MEN BEHIND MOUNT PANORAMA'S CORNERS -

Part 2

by Bill Pearson

Reid Park

Not far after the old quarry opposite the Cutting, there is a loaded right-hand turn followed by an open left-hand turn. This is Reid Park, named after the Bathurst City engineer Hughie Reid, who redesigned sections of the track to be more suitable for motor racing.



At the 1982 Bathurst 1000, Kevin Bartlett had a tyre blow out in the right-hander which pitched him into the inside wall for the left-hander, rolling his Chevrolet Camaro Z28 onto its roof and skidding across the track. Another high-profile incident occurred in the 2013 Bathurst 1000 when four-time winner Greg Murphy crashed at the exit of the right-hander on a dirty and dusty track surface.

Sulman Park

After Reid Park, there is a steep drop which flows into a climbing left-hand turn, heading towards the highest point of Mount Panorama. This is the location of Sulman Park.

Peter Brock had his first major crash at Bathurst here when he crashed his Holden Racing Team Commodore VP into retirement on lap 138 of the 1994 Toohey's 1000. Jason Bright crashed here in his Ford EL Falcon in practice



during the 1998 FAI 1000. The car was then rebuilt in time to scrape into qualifying in the dying minutes before Bright and Steven Richards went on to take victory in the race.

This corner was also the scene of a crash in a V8 Supercar Development Series race in 2006 that

claimed the life of Mark Porter. Sulman Park is also commonly nicknamed "Metal Grate" after a drainage grate on the outside apron of the sequence at the point of maximum lateral and longitudinal load.

Tom Sulman was born in Sydney in 1899, the son of architect Sir John Sulman. Tom grew up in a rambling home at Turramurra on Sydney's upper North Shore. When he left school he worked on a relative's property in the Gulf country of northern Queensland, then returned to Sydney and went to work as a general engineer.

His racing career started with motorcycles, and he rode in his first events from 1918 after WW1 on Harley-Davidsons, Aces, and a 4-cylinder Henderson. The popular events of the day were 24-hour trails (rallies), generally starting from Sydney at 4pm, and making a circuit through the countryside. Outside the city there were no tarred surfaces, mostly goat tracks, rather than anything like real roads. The set average speeds were gruelling, with all-day and all-night rides through unknown bush.

Tom remembered one 24-hour race in 1922. He was hurtling his Harley over atrocious tracks, but soon his acetylene lights failed, leaving him in pitch blackness with a stiff average to maintain. Then his brakes went. He fell off twenty times, but finished, battered and bleeding, with one other contestant. The other 25 had all withdrawn. As a result of countless motorcycle spills, he injured ligaments in his knees. For a while he was hobbling round on crutches, so he attached a sidecar to his Harley, strapped them on the back, and went on as before. "I turned that rig over a few times", he nonchalantly recalled.

Automotive reliability trials over the bush tracks between Sydney and Melbourne then caught the public fancy. Sulman drove a baby Citroen in some of these, and when he started selling Austin cars, he entered teams of 7hp Wasps.

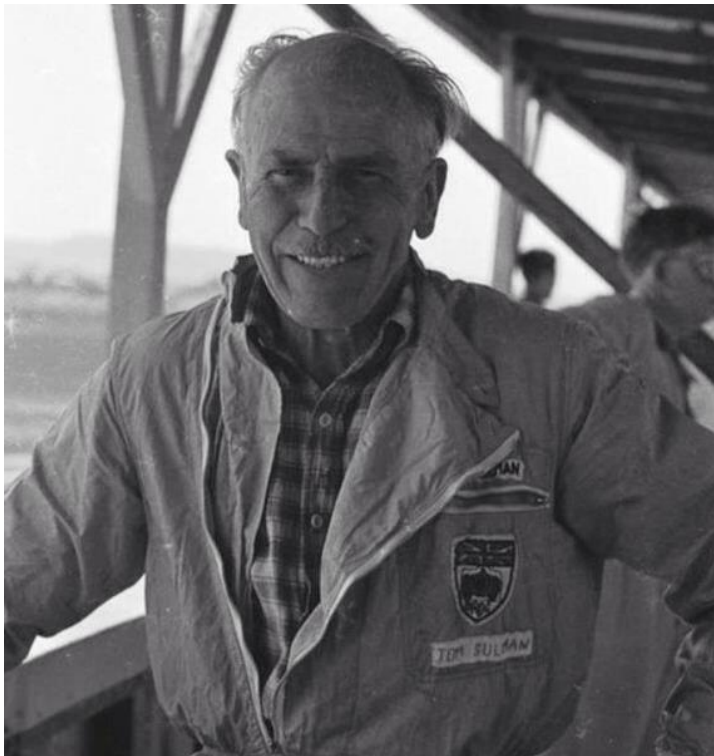


For a ten-pound bet he drove a French car, a disaster of a car, called a Magola. It was a spidery open springless two-seater, with high pressure tyres and bare timber seats! Not only did Sulman complete the course, he beat the man who had wagered him, travelling in the comfort of a Chrysler.

He had a go at manufacturing cars. In 1919 he started working on the first "Simplex", a twin seater driven by a 12hp twin cylinder, air cooled Lake engine through a solid back axle. It was ready for the road in 1923, and after arduous testing in the country, seemed promising. But then Austin released the Austin 7, and Sulman Motors went bust after only producing six cars in the face of such overwhelming competition.



Unlike his contemporaries, Sulman did not race at Maroubra's deadly concrete speedway. He tested cars there on the steeply banked track, but he had been married just before it opened, and swore off speed for twelve months (who hasn't done that!). In the late 1920s he managed a motorcycle service station and was later chief tester for Citroen agents Salmon & Vaughan. He sold Morris Cowley and Crosley cars, and by 1929 had become sales manager of NSW Motors, the Austin agents. He followed a career in automotive engineering and in 1923 he built the Sulman Simplex, a road-going cyclecar, which he raced at Sydney's Victoria Park that year.



By 1931 the Great Depression was setting in, and car sales plummeted. Tom packed up and sailed for England. He established himself in the motor business and tried to interest British Speedway promoters in speedcar racing, as until that time only motor bikes were racing on those tracks. After the public applauded exhibition runs, speedway cars were firmly established.

One day a Singer agent came to Tommy and asked him to build a sprint and hill climb special, this turned out to be the famous Singer Sulman Special. But the

Singer agent went bust and Tommy was left with the car. Because of its short wheelbase the car was great on the dirt, and Sulman raced it regularly in the UK and once in Holland in 1936. By 1937 this car was obsolete thanks to the

Skirrows based speedway specials, so Tom built a 4-wheel drive car. It was while racing this car that he crashed badly a number of times, finally at Coventry. Sulman got turned over, and woke up two hours later with concussion, a broken collarbone, broken ribs, and lacerations. The car was a complete write-off.

Tom's face took the brunt of his numerous racing accidents. He had concussion eight times and broke his nose nine times (that is akin to today's boxers and peak football players). After the seventh of those he had his battered face smoothed out by plastic surgery. He gave up dirt speedway and campaigned the Singer at various hill climbs. Most of the cars he raced were self-built by Tom (seven in total), culminating with the Sulman Singer. One was a three-wheel Morgan converted to a four-wheel design.

After the war (1946) Sulman returned to Oz. The Singer Special followed the next year without its body work (apparently this avoided import duty). Tom first raced the car in Australia at Nowra on the NSW south coast in June 1947, winning the under 1100cc scratch race. As a road racer it competed in contemporary events up to and including the Australian Grand Prix, then a handicap event. He was 5th at Bathurst in 1947, and also contested the 1948 AGP race at Point Cook in Melbourne's outer west, the little car succumbing to the extreme March summer heat like so many others on that day.

At the Easter Bathurst meeting in 1970 the quietly spoken Tom, now 70 years old and as keen to race as ever, moved slightly to the right and simultaneously slowed down between the two humps on Conrod Straight. A driver a short distance behind could not avoid the impact of his left-front mudguard with the right rear bodywork of Sulman's Lotus 11. Tom swerved to the left of the circuit into the gravel on the verge and rolled into a locked farmers gate, hitting the post on the driver's side. Sulman's head hit the post causing his instant death.



In an obituary written by Barry Lake and published on Motorsport Memorial he said "Shortly before the fatal accident, there had been a Tom Sulman Trophy race at Warwick Farm for historic cars to commemorate his very long racing career. At the age of 70, Sulman was one of the oldest racing drivers in activity at the time."

75th AUSTRALIAN HILL CLIMB CHAMPIONSHIP

Remember the weekend that the Mount Panorama Mountain Straight course saw a gold rocketship produce a 34.88sec run to win the 75th Australian Hill Climb Championship by just .02sec.

"Standing start from the hump on Mountain Straight, 300m to the first corner, 240kph, down to 5th for Griffins, 5th all the way to the cutting, tiny, tiny lift for the kink. Cutting in 4th, nearly, nearly flat in 5th through Reid Park, 215kph, flat in 6th through Sulman Park, all the shifts light on the exit curb, 11000rpm in 6th 245kph/151mph. 34.88 sec. It's a hell of a ride." That's how it was done from the man

who did it, Malcolm Oastler. Well now you can relive every moment of that run and all the action of the entire event thanks to a very special offer from your Club. A boxed set of DVD's produced by Blendline TV containing vision of the entire weekend of motorsport and for just \$15 a set.

**To obtain your boxed set
contact Mick Tuckey on 0408 659 862**

Join the Pirtek Partner Loyalty program. Upon joining, you will receive 10% off Pirtek Products.

**112 Durham Street, Bathurst
6355 7004**



PIRTEK

Bathurst

Frontal Head Restraints (FHR) in Speed Events

MOTORSPORT AUSTRALIA members are reminded that as of 1 January 2020, the mandatory use of Frontal Head Restraints (FHR) will come into effect for Speed events. In implementing this requirement, MOTORSPORT AUSTRALIA has applied the mandatory use of FHR to only certain vehicle classifications, those being aligned with the mandatory use across other disciplines of the sport. This will mean that:

- Each 1st Category (single seater) vehicle will require the use of FHR except if it is a Superkart or a 5th Category single seater which is exempt from the use of FHR; and
- Each vehicle which is the subject of a MOTORSPORT AUSTRALIA Log Book and classified as a Race, Rally/Road or Off Road vehicle will require the use of FHR, the same as if that vehicle was entered into an event for one of those disciplines.
- **A vehicle which is road registered will not require the mandatory use of FHR, unless that vehicle is also classified and holds a Log Book as a Race, Rally/Road or Off Road vehicle.** This approach is to ensure that those vehicles which compete elsewhere that require the mandatory use of FHR must now also use FHR in Speed Events.

Motorsport Australia wishes to encourage all competitors to consider the use of FHR whether it is applied as mandatory to them or not.

THE QUARRY APRIL TO NOVEMBER

Pics by Tony Hanrahan

April 24th Motorkhana

There were 20 competitors for this event with 10 of those juniors, one of whom was a come and try competitor. Six courses were available for competitors with two runs at each and all seemed to be well satisfied with the day.



Trophies were presented to the successful juniors being Volkan Gunduz in first, he also was first outright, Josh Hunter in second and Max Selmes in third. An encouragement trophy was also presented to Ruby Selmes for her

efforts in her first Motorkhana event.

May 29th Khanacross

There were 22 competitors entered in the event and three courses were offered giving competitors 6 runs for the day. Fog delayed the start until 9.50am and a lunch break allowed competitors to attend the barbeque which again sold out of stock.

David Catt was the overall winner with Martin Edwards second and Joshua Hunter in third. Needless to say Joshua Hunter was the fastest junior with Volkan Gunduz in second with new member Lincoln Dunnell in third. A great day was had by all.



19th June Come and Try Motorkhana



A frosty start to the day did not cause any delays and the track had been very well prepared thanks to the efforts of Scott Sims. With 8 junior competitors, 3 of these being come and try competitors, the day was very much focussed on encouraging the juniors with three club cars in operation.

The four come and try competitors went very well with the expectation that all will be returning as club members and licensed competitors for future events. One young lady, Michela Paine, had only sat behind the wheel of a car two days before the event and she did extremely well.



There were seven courses in total on offer to the 15 competitors with two runs at each course. The chosen courses seemed to suit both smaller 2WD class of cars as well as the 4WD's and this was reflected in the final overall results which was very pleasing. A number of quite twisty and technical as well as more open and flowing courses, offered all competitors advantages in certain sections to even out the competition and it was generally appreciated by all competitors.



Overall results had Geoffery Sims in first, David Catt in second and Harrison Hudson in third. A small presentation ceremony was held at the conclusion of the event to present small encouragement trophy's to the three winning juniors and they were Volkan Gunduz in first,

Lachlan Fishlock in second and Domanick Weston in third.

The barbeque was managed by Shannon Sims who also assisted with Timekeeping. Deanne Hudson was our lead timekeeper and Phil Burgett provided his usual professional contribution as Event Secretary. Scott Sims, Shannon Maher and Neville Ling contributed greatly to the event in course setup and other duties. The event was considered by all a great success.

July 10th Khanacross

In total 26 competitors entered the event on a sunny but cool day. The track that had been graded some months ago was in excellent condition with just a little water laying in a couple of sections.



Three courses were planned to be offered and each course was to be run in each direction. Unfortunately, the last course could not be run in the reverse direction due to time constraints and loss of daylight. Courses were challenging while not impossible to negotiate

and there were no incidents.

Nine juniors entered the event and the fastest was Joshua Hunter with Toby Gough in second and Volkan Gundiz in third place. Overall winner was David Catt with Harrison Hudson in second and Martin Edwardes in third.

Once again the barbeque was operated by Shannon Sims and all items were sold. Deanne Hudson was our timekeeper and Scott Sims acted in place of Mathew Windsor as a result of work pressure for Mathew. Scott also provided excellent support in course setup and assistance to the Clerk of Course and Phil Burgett did a great job as Event Secretary. In all, an excellent day was had by all.

7th August Come and Try Motorkhana

Torrential rain on the track on the Thursday prior to the event suggested that the event might not go ahead.

However, recent work undertaken by Scott Sims to divert rainwater meant that an hour of grading and scraping on Friday produced a level and good surface for competition on Sunday.



Fifteen competitors including 9 juniors entered the event with five come and try competitors. Four supporting passengers assisted the junior drivers, and 7 courses were on offer with all competitors completing each course. Three club cars were used during the event with just a minor tyre issue with one vehicle.



Phil Burgett as Event Secretary did an outstanding job of processing all entries and provided timely results for competitors throughout the day.

While the course was flat, mud was certainly the major challenge for drivers with some short showers occurring through the day to add to the problem. Courses were set to minimise the involvement of casual water which meant tight turns and minimal sweeping runs.

Overall winner was Geoffrey Sims with Dad Scott in second place and David Catt in third. Volkan Gundiz was fastest junior with Joshua Hunter in second with Toby Gough in third.

The barbeque was provided by Donna Sims and Shannon Sims with President Mick Tuckey ably assisting. Timekeeping was again undertaken by Deanne Hudson with Shannon Sims assisting and Martin Edwards and Scott Sims provided great assistance with course setting. Overall, it was a very successful event.

26th August Khanacross

A brilliant early Spring day greeted 25 competitors to a well prepared track with just a couple of water soaked areas remaining after recent rain. Six runs over three courses which were complex, fairly long and certainly challenging for all competitors were available and all competitors completed the six courses.

No incidents occurred however the usual mechanical problems were experienced by a couple of competitors and one car rolled a tyre. The nine juniors acquitted themselves very well with some very close times recorded.

The overall winner was Joe Chapman with Grant Anderson in second and Mathew Paul recording a third with the barest of margins. First placed junior was Joshua Hunter with Volkan Gunduz in second and Lucas Clark coming in third, which was very creditable for a first time entrant at the Quarry.



Lincoln Dunnell was awarded an encouragement prize of a \$20 Supercheap voucher for demonstrating significant improvement throughout the event. Lachlan Selmes was awarded a \$20 Autobarn gift card for his outstanding efforts as a 12 year old first timer at a Khanacross demonstrating significant improvement and enthusiasm throughout the event.

The barbeque was run by Donna Sims with support from her Mum and Dad which was much appreciated by all and thanks to Mark Hudson for jumping in to purchase additional sausages when required.

Many thanks to Phil Burgett as Event Secretary, Deanne Hudson for timing with Shannon Sims, Scott Sims for preparing the track and assisting with track setting and a host of other duties during the day. Thanks also to the many supporters of competitors and spectators for their attendance to make the event the success that it was.

16th October Come and Try Motorkhana

The event had 32 entries which included 12 Come and Try competitors. It started at 9.20am with 4 courses offered. The venue was affected by the recent heavy rain so the course area available was restricted by having to move the garages forward of their usual locations.



Come and try entrants all enjoyed the experience. Club cars have never been worked so hard. The noon lunch break BBQ was well received, and the event concluded at 3.30pm.

13th November Khanacross

Unfortunately, this event had to be

cancelled due to the amount of damage to the track caused by recent heavy rains. Ruts crossing the entire motorkhana and



Khanacross grounds in some areas, were up to almost a metre deep and will require the use of heavy machinery to fill and re contour.

This work will need to be

scheduled before activities get underway next year.



May 22nd Supersprint

Despite having just 21 entries on the Tuesday evening prior to the event, we eventually collected 41 entries by cut off on Wednesday evening.

Weather for the day was cool but dry making for good competition without any incidents. Scrutineering,

entry registration and driver's briefing were all held in the area behind the main Pit garages on the circuit and each activity went well with the first run commencing on time.

Electronic timing was not available as a consequence of technical problems and personnel issues, however the manual timing system reintroduced after many

years worked extremely well thanks to Phil Burgett and his team of timekeepers.

We had four junior competitors in the starting line-up and just the one lady. Ten categories secured more than one competitor so the competition was very diverse. As is usual, a few drivers had spins or near misses with one vehicle having to be pulled from the gravel trap in the Chase, but no vehicles were damaged and certainly no drivers incurred any injury.



Eight runs were on offer to competitors and at the conclusion of competition a short trophy presentation was made with drivers well separated according to Covid restriction protocols. First junior was Joshua Hunter in his Subaru Impreza Sedan with a time of 58.88.

Overall winner was Matthew Brown in his Audi RS4 with a time of 43.94, second was Robert Kolimackovski in his Honda Integra in a time of 44.88 and in third



outright was Steven Parashis in his Ford Falcon XT GT in a time of 45.03. The caterer in the food van was busy for most of the day and generally the event was seen by all as a great success.

June 5th Flying Fifth

Unfortunately, with just 25 entries to hand by the Monday prior to the event, it was unanimously agreed via telephone polling amongst the Committee, that the event should be cancelled.

All competitors entered, all suppliers, Council, Ambulance, towing and catering were advised within an hour of the decision. All intending officials were also advised via email or telephone and Facebook and the Website carried notices to advise the event had been cancelled. Sadly this was the third time the event has been organised and then cancelled.

11th September Esses Hill Climb



Entries for this event were at 31 by the Sunday 4th September cut off and 38 by the start of the event. Fine weather made for some great competition and overall no significant problems were encountered for officials or competitors.

Only one vehicle came unstuck above The Dipper with race ending result for the driver. No injuries were sustained, and the event was delayed for a minimum of time.

In total seven runs were available for competitors and by the end of the event just three competitors had withdrawn, one unfortunately expiring just past the start line on his first run with event ending mechanical issues. The tow vehicle and the Paramedics had some activity but nothing requiring major clean up and certainly no personal injuries.



The Kathy Horton's catering van did a steady trade all day which was much appreciated by all competitors.

First outright was Andrew Camilleri in his Mitsubishi Evo 7, second was Malcolm Michel in his GTS Commodore and Aden Hadley took third overall in his Toyota 86 Coupe. Mark Selmes in his first tarmac event, was fastest junior and unfortunately, we had no lady competitors.

BLCC Ausloans Speed Weekend



29th October Supersprint

There were 94 entries and 87 starters for the event.

Weather for the day was cool but dry making for good competition without any incidents. Scrutineering, entry registration and driver's briefing were all held in the area behind the main Pit garages on the circuit and each activity went well with the first run commencing on time. Once again manual timing was utilised for the event and all went fairly smoothly.

Four junior competitors were in the cohort of competitors and three ladies. Eleven categories secured more than one competitor, and there were no significant incidents.

Six runs were on offer to competitors and at the conclusion of competition a short trophy presentation was held in the Car Club rooms along with a barbeque provided by the event sponsors, Ausloans Bathurst.



First junior was Joshua Hunter in his Subaru Impreza Sedan while the overall winner was Malcolm Michel in his Holden GTS with a time of 45.72, second was Steven Parashis in his Ford Falcon XTGT in a time of 46.57 and in third outright was James Schorn in his Holden VYSS sedan in a time of 46.63 so very close competition.

The caterer in the food van was busy for most of the day and generally the event was seen by all as a great success.

30th October Mountain Straight Hill Climb

There were 97 entries for the event with 89 starters.

Despite the large field, everything was in place and ready to go by the prescribed start time with all drivers attending the drivers briefing. The weather remained dry throughout the day and just the one incident in the latter stages of the final run of the day interrupted a perfect event.



Competitors were formed into three groups with a number of double-entered cars included. The results of the previous days event were available for competitors backing up from the previous day's activities. Just two ladies were entered for this event and six juniors were in attendance.

Competition got underway at approximately 9.15am and most competitors completed the four runs of the

course available throughout the day. Some mechanical issues were experienced and for the most part there were no incidents.

In run three of group three, car 128 grazed the wall as he passed the finish line causing damage to the driver's right side of his vehicle and despite the attendance of the medical vehicle, the driver was not at all injured and the vehicle was towed from the scene. A scrutineering report was prepared and will be separately submitted by the Steward.



Overall winner of the event was again Malcolm Michel with Robert Kolimackovski in second and Steven Parashis in third. Volkan Gunduz was the fastest junior and Eva Fil was again the fastest lady. Another successful event for BLCC.

Datsun 180B SSS Historic Rally Car – back on the road again!

Story and pics Craig Shiel

Significant Events:

- 1975 Southern Cross International Rally
- 1976 Southern Cross International Rally
- 1977 London to Sydney Rally
- 1979 Repco Round Australia Reliability Trial



BLCC member Craig Shiel has recently restored this historically significant vehicle that has an amazing history. It was purchased new by Arthur Davis from Giddings Datsun in Bathurst in 1975 and was used by Arthur and Rod Jones in the

1975 Southern Cross Rally.

Arthur and Rod competed in several other rallies in this car, entered under BLCC, including the 1976 Southern Cross Rally where they had a DNF due to drive line issues. 88 cars started this rally and only 22 finished. Initially Datsun Orange in colour, the car was by this time, painted Red/White/Blue, in preparation for its attempt on the London to Sydney Rally. The car was specially prepared for the unique event, including welding steel plates into the engine bay, front suspension and rear suspension, to cope with the rugged conditions. A fibreglass bonnet and boot were fitted. A roof rack was added to carry spare tyres and two long range fuel tanks were fitted in the boot.



1977 London to Sydney - Car 53
L to R: Rod Jones, Arthur Davis, John Latham



In early 1977, the car was shipped off to London to prepare for the gruelling 30,000 kilometre Singapore Airlines London to Sydney Rally. Another Bathurst local, John Latham, joined Rod and Arthur in the car for the challenging event.

69 cars, many of them factory prepared, from many countries around the world, started the rally with only 47 making it to the finish line. This car finished an amazing 18th. The three man Bathurst crew travelled through 16 countries across three continents in only 30 days, often with only a few hours' sleep each night. Arthur would make regular calls to 2BS to give updates on their progress. The crew returned to Bathurst to a Civic reception put on by Bathurst Regional Council.

The car was sold to Bathurst local Kevin McDiarmid in 1978. Kevin prepared and ran the car in the 1979 Repco Round Australia Reliability Trial. The car was now painted yellow and black. His crew consisted of fellow Bathurst locals, Peter Phegan and David Travis (recent winner of the Classic Outback Trial with his son Andrew). 208 cars started the Trial, with only 92 making it to the finish line, after many rugged and rough stages around Australia. Peter Brock won the

event in a Holden Commodore. Kevin and his crew finished 21st. An amazing achievement.

Kevin continued to use the car in selected rally and Motorkhana events for the next several years, until the early 1990s. He sold the car to another local, Graham Harrop in 2013. BLCC member Craig Shiel purchased the car in 2019 from Graham and restored it over the following two years, back to it's 1977 London to Sydney Rally appearance.



It is believed this is the only car to have entered and finished both the 1977 London to Sydney Rally and the 1979 Repco Reliability Trial. Two of the toughest tests of man and machine the world has ever seen.



The car is now on display in the National Motor Racing Museum at Mt Panorama.

Craig wishes to thank the following for contributing to the restoration of the car and/or providing valuable information:

Rod Jones	Arthur Davis	John Latham	Kevin McDiarmid
Kyle and Beau - Spray FX – Bathurst			Joe Galea
Stewart Wilkins - SW Motorsport			Sam - Alpha Signs Bathurst
Graham Wilkins – Wilkins Performance Engines			
Scott - GH Sheet Metal Fabricators – Bathurst			



TRAVIS FAMILY WINS CLASSIC SWANSONG IN STYLE

From MSA Speedread

After two years of cancellations and postponements, the Classic Outback Trial finally managed to go ahead in April with Bathurst

based Andrew and David Travis taking out the victory.

With 40 crews entered in the gruelling 1700km long event, the son-father team dominated the seven days to claim a 15-minute victory – their fourth consecutive win of the popular event. Right from the starting stage in Parkes, the duo was on song, winning all but a handful of the 31 special stages as they steered



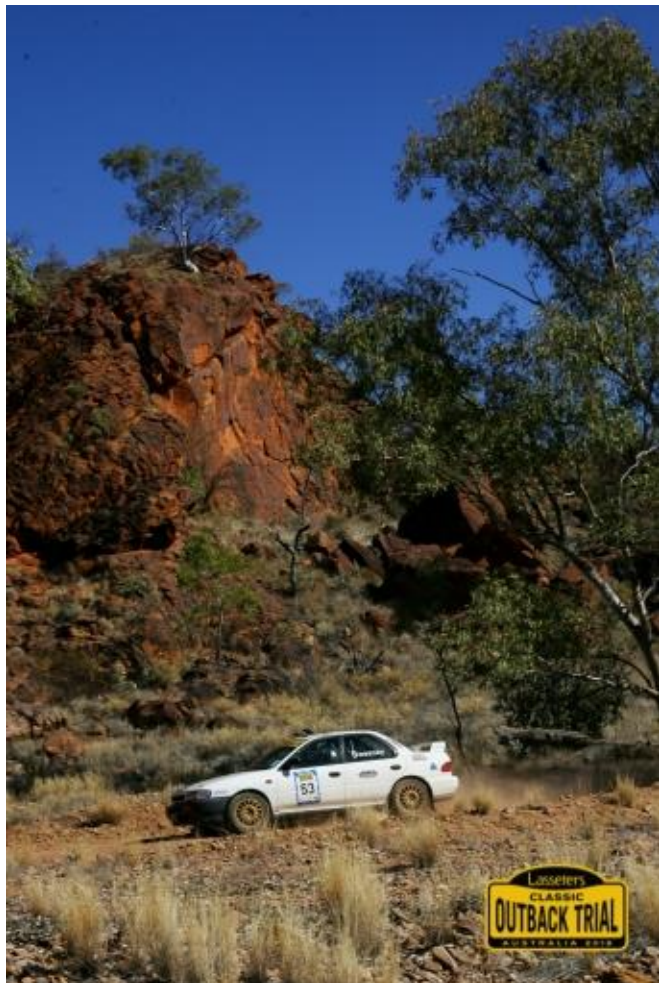
their Nissan Gazelle through the Central New South Wales-based event to finish strongly in the final destination of Bathurst.



Taking out second place, after trailing the five-time Classic Outback Trial champions for much of the event, was Michael Valentine and his son Timothy. behind the wheel of a Datsun Stanza. The father-son team had a mixed weekend, having run

into a shallow dam on the second day before making up for lost time with a string of strong results.

Unfortunately, the Stanza had brake problems on the penultimate day, which ruined any chance of a good result. Finishing in third place was South Australians Darkie Barr-Smith and Rob Hunt in a new Ford Capri Perana.



Another New South Wales pairing of David Hills and Ben Richards finished fourth – the duo having charged up the field as the event went on. Rounding out the top five a further 11 minutes behind the Ford Escort RS1800 of Hills was the second fastest Stanza, which belonged to Victorian Joel Wald and co-driver Cathy Elliot.

One of the most intriguing battles of the weekend was the one for seventh,

which was won by Ford Falcon GT pilots Shane Attwell and David Moir after the duo crossed the finish line just three seconds ahead of Michael Ward and Pete Hellwig in a Toyota Corolla. Other notable results saw Tony Quinn win the All-comers section in a South African constructed Nissan Navarra and David and Stephen Gainer take out the regularity section of the Classic Outback Trial in their Datsun 240Z.



The 2022 edition was the last ever running of the trial after Event Director Phil Bernadou called time and retired the event after 13 years.

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Owned and raced by current owner for more than 30 years with several NSW Hill Climb Championship class wins and

Supersprint wins at Sydney Motorsport Park and Wakefield Park.

Please, no tyre kickers on this one, just genuine and interested buyers should contact:

Ron Gallagher on 0407 607487



BLCC Presentation & Christmas Party Menu



Dinner:

Marinated Chicken Pieces
Boned Leg Ham
Roast Beef
Potato Bake
Pasta Salad
Greek/Tossed Salad
Egg Salad
Pineapple Slices
Beetroot
Bread Rolls



Desserts:

Fruit Salad
Trifle
Pavlova
Christmas Pudding/Cake
Ice Blocks for Children



WHEN: 10th of December 2022
TIME: Happy Hour from 6pm-7pm.

\$20 per head.
Kids under 12 years FREE

RSVP by 1st of December.

**Please purchase a ticket for each
adult or child over the age of 12
years.**