

THE BLOWER

APRIL 2016



John Paine Photographer

Not the way you would hope to finish the Targa Tasmania

BATHURST LIGHT CAR CLUB
416 CONROD STRAIGHT MT PANORAMA
PO BOX 444 BATHURST
www.blcc.com.au

FROM THE EDITOR

Welcome to my second edition of the Blower and you will notice that the size of the print has been increased to make it easier to read. Once again thank you to Tony and Kathy Hanrahan for their assistance in production and to those contributors who made the effort to send in a story, thank you.

I am finding that although the members of the BLCC are great at putting on events, very few are prepared to tell anybody about what they have done. As the Editor I am happy to knock a story into shape if I receive even a scribbled note about a newsworthy item.

Your contribution will be acknowledged and what a great way to encourage others to get involved. Why not give it a go?

This Edition covers a number of events conducted over the past month by the Club and also events which involved members of the BLCC. Don't miss the story by John Paine on the Targa Tasmania Rally which ended not so well for John, but it's a great read. President Mick has also provided an extensive update on issues being addressed by the Board at the present time and also asks for help in repairing facilities at the Quarry.

BLCC is a busy Club and doing some great things for the motoring community. If you have something to say, send me your thoughts.

Bob Lundie-Jenkins
Editor
BLCC Blower Magazine

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MINUTES OF THE GENERAL MEETING OF BATHURST LIGHT CAR CLUB HELD ON WEDNESDAY 30 MARCH 2016, COMMENCING AT 7.35 PM

ATTENDANCE: As per attendance book.

APOLOGIES: Trevor Hibbs, Trevor Seaman, Robert Wells, John Windsor.

CONFIRMATION OF MINUTES OF MEETING HELD ON 24 FEBRUARY 2016

MOVED: Bob Lundie-Jenkins

SECONDED: Ces Evans

MATTERS ARISING FROM MINUTES

Nil

CORRESPONDENCE

Correspondence detailed by Secretary. Accepted as read

MOVED: Ces Evans SECONDED: Rod Simonsen

TREASURERS REPORT

Treasurer detailed items in report. Report was accepted as read

MOVED: Bob Lundie-Jenkins SECONDED: Michael Williamson

QUARRY REPORT

At request of Rod Simonsen (Quarry Groundsman), Scott Sims reported that the Khanacross held on 20th March was another successful event with 30 plus entries. Four runs were completed, and a big thanks was offered to officials who helped out on the day.

MOVED: Ian Plenderleith SECONDED: Jeff West

GENERAL BUSINESS

State Hill Climb Wrap-up

Scott Sims advised that the State Hill Climb event was a huge success and a credit to the Club for running such a professional event. Scott advised that the entrant who was taken to hospital after crashing his vehicle on the Esses hillclimb on the Saturday was released from hospital the next day. In regard to this incident it was noted that the officials involved acted very professionally in carrying out their specific roles

Request for Officials

Officials are required for the Descent on 17th April as well as the Nulons Event in May. Anyone wishing to official at either event are requested to contact Scott Sims

Possibility of running a Day/Night Khanacross

Discussion took place on possibility of running a day/night Khanacross at the Quarry. Mick Williamson raised need for permits to be lodged well ahead of event. A suggested date was 16th October. Possibility of camping for participants. A curfew of 11.00pm was suggested. Mick Tuckey is to meet with Mark Rayner of Bathurst Council to discuss possibility of running such an event.

Possible Club Event at Marulan Track

Mick Tuckey advised that he had contacted the owner of Marulan Track and was given following information. Cost of running a tar event is approximately \$4,000 track hire, plus \$600 hire of timing gear, plus \$700 ambulance hire. After further discussion it was determined that running such an event was cost prohibitive.

Use of Vacant Land adjacent to Quarry

Discussion took place on this item, and it was resolved that Mick Tuckey approach Council on behalf of Club to establish what Council will allow the Club to use the ground for. Preference would be for establishment of another track so that two tracks can be used consecutively. Mick also advised that the lease for the Quarry is due for renewal this year.

Proposed Rental Fee to leave vehicles at Quarry

Lengthy discussion took place on this matter. Concerns were raised regarding security, Club's insurance liability, no CAMS insurance would be available for this practice. Mick Tuckey will check with Club's insurance broker and if necessary seek legal advice before any decision is made.

Speed Weekend Change of Date

Mick Tuckey advised that the Club has been requested by Bathurst Council to change its date for Speed Weekend, to accommodate another event scheduled at the Mount (James O'Brien event). Mick Tuckey is in discussion with Mark Rayner in regard to this change. A suggested change of date for speed weekend is to run it on weekend of 12th and 13th November.

MOVED: Scott Sims

SECONDED: Arthur Davis

ANY OTHER BUSINESS

Ron Moore advised that there were a large number of Club members participating in the 6 hour event. David Catt offered congratulations to Bob Lundie-Jenkins on the successful production of his first Blower as Editor.

Volunteers to man gates for Bathurst Show

Ron Moore advised that the Club has been given opportunity to man the gates for the Bathurst Show for a payment of \$5000. At this stage further volunteers are still needed in order to accept offer. Ron also advised that he has been negotiating with another voluntary group who may be willing to provide people and share in the payment, with payment to be divided according to percentage of volunteers represented by each Club.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 8.40 PM

PRESIDENTS REPORT FOR APRIL

Attendance at the recent Khanacross and Motorkhana events have been very encouraging. Plenty of competitors and support shown by family and friends.

I was delighted to see the donation of an additional Club vehicle by Georgetown business partners Theo Poteris and Karen Wilson at the

Motorkhana. Theo and Karen have been participating in BLCC events since January this year as new members of the Club. In addition to the donation of the car, Theo and Karen also donated a brand new BBQ which was put to immediate use by Wayne and Sue Bowden to cook sausage sandwiches for lunch. On behalf of the BLCC, I thank Karen and Theo for their very generous donations.

The first of Tony's Visual Navigation Trials was run and won on 28th April and I am advised that it was a good day out in the absence of some notable competitors for various reasons. Thank you Tony and Kathy for organising the event.

The Esses Descent on Sunday 17th April, although not subscribed to the extent indicated by competitors throughout the year, was competitive and well run. Despite a couple of small hick-ups which were quickly sorted by Scott Sims and others, the early showers cleared after the first run to improve times and the comfort of all involved. Only the one mishap early in the day which resulted in no personal injuries just vehicle damage which is always good news.

Thank you to the officials who responded to Scott's request to assist – it is much appreciated. Also thank you to competitors - without the combination of both in adequate numbers events don't run well.

Ron Moore has reported a satisfactory outcome for the provision of assistance to Bathurst Show – the \$3,500 nominated to be provided to the Club for the three days of the Show will be most appreciated and attributed to Quarry development. Thank you Ron and Jo and all members who gave up their valuable time toward this achievement.

The following items were raised at recent General meetings and I am pleased to provide an update on progress for each:

Leaving Personal Vehicles Overnight or Longer at Quarry

As agreed I made inquiries with our Insurance Broker in relation to this matter and was met with the response "Don't go there".

Day/night Khannacross:

Council have advised that details of the intended event will need to be submitted in writing to facilitate consideration.

Use of land adjacent to existing Quarry:

Council have asked that this idea be submitted in a formal submission which should include a map of proposed development, so that the matter can be formally considered in terms of overall usage of the land portion.

Proposal to Conduct a Club Event at Marulan Circuit:

I spoke to the operator of the circuit/complex at Marulan who advised that the cost for hire of the facility is – Sunday \$4,000, Saturday \$3,700, Week days \$2,600 with the additional cost on each occasion of \$600 for timing and compulsory \$705 for Medics if events are to be timed. Please do the maths!

Office Bearer Vacancies

Still looking to fill those management positions. If you can spare a little time to support the development of the Club, please talk to me.

On an urgent note, we have a major problem with the ablutions “Toilet” Block at the Quarry which will require immediate attention for it to be operational for upcoming events. Basically we had a minor leak that turned up a major rusted area on one end of the facility that has created a hole more than the size of a fist. Steel fabrication firm Still Engineering have had a look and the owner’s advice was to grind off old paint to metal surface and repair with Sikaflek or similar product as the cost of cutting out and replacing the whole panel would be prohibitive having regard to the condition of the rest of the building. Still Engineering have offered to undertake the repairs at no cost to the Club which is a magnanimous gesture and based on their recognition of what the Club does for our juniors on the site. Until the repairs are completed, however, THE TOILETS ARE OUT OF ACTION.

HELP: For the repairs to be done, we/the Club require some able bodied volunteers as a matter of urgency to prepare the section for patching – THE UNIT HAS BEEN PUMPED OUT. If you can assist, please get in touch with me. Help!

We have had a couple of inquiries from outside the club to run events or to hire our facilities - One is from the Ford Coupe Club to conduct a Sprint in November 2017 (May clash with our own events) The second is the use the Khanacross track plus some land above to allow one pass in a touring assembly run by a new ACT Club on 19th August this year (Friday -no officials required to be provided) Both will be considered. Representatives from the Ford Coupe Club are going to visit for a meeting on 30th April.

Don’t forget the AMSAG Rally at Oberon on Sunday 24th April – Hall at Black Springs is HQ.

Yours in Motor Sport

Mick Tuckey

The logo for Bathurst Real Estate is displayed on a yellow rectangular background. The word "Bathurst" is in a bold, red, sans-serif font, and "Real Estate" is in a bold, black, sans-serif font. To the right of the text is a stylized icon consisting of a black house silhouette with a red circle above it, representing a sun or a roof ornament.

BLCC 2016 CALENDAR

MARCH	25	25 th -28 th Easter Motor Festival	BMF	Australian
APRIL	1-3	Tyrepower Tasmania	V8 S/C	Australian
APRIL	2	Rally of New England		NSW
APRIL	3	Motorkhana	BLCC	M/Club
APRIL	3	Australian Grand Prix Mar 31 st – Apr 3 rd	AGP	F1
APRIL	11	11 th to 16 th Targa Tasmania	TT	Australian
APRIL	10	One Day trial	BLCC	Social
APRIL	15	April 15 th -17 th WD-40 Phillip Island	V8 S/C	Australian
APRIL	17	Esses Descent	BLCC	M/Club
APRIL	23	23 rd -24 th Oberon Rally	AMSA G	
APRIL	24	Kempsey, Mt Cooperabung	KSCC	NSW
MAY	6-8	Perth Supersprint	V8 S/C	Australian
MAY	7	Coffs Harbour Rally		DRS
MAY	14	Nulon Hillclimb	Nulon	Closed
MAY	15	Nulon Hillclimb	Nulon	Closed
MAY	15	NSW Khanacross Championship	NSSCC	NSW
MAY	20	May 20 th -22 nd Winton Supersprint	V8 S/C	Australian
MAY	21	John Giddings Memorial Rally of Orange	AMSA G	
MAY	28	National Capital Rally		NSW
JUNE	5	Khanacross	BLCC	M/Club
JUNE	10	10 th and 11 th Bega Valley Rally		NSW/DRS
JUNE	12	Grafton, Mountainview	GSCC	NSW
JUNE	18	16 th to 18 th Classic Outback Trial	COT	Australian
JUNE	17	Pizza Night Trial	BLCC	Social
JUNE	17	June 17 th -19 th SKYCITY Darwin	V8 S/C	Australian
JUNE	26	Supersprint	BLCC	M/Club
JULY	8	Pizza Night Trial	BLCC	Social
JULY	8	July 8 th -10 th Castrol EDGE Townsville	V8 S/C	Australian
JULY	17	Tamworth, Oakburn	TSCC	NSW
JULY	22	July 22 nd -24 th Coates Hire Ipswich	V8 S/C	Australian
JULY	23	Narooma Forest Rally		DRS
JULY	24	Motorkhana	BLCC	M/Club

JULY	30	Blacksmiths Inn Rally Johns River	AMSA G	
AUGUST	7	Ringwood Park, Raymond Terrace	MG	NSW
AUGUST	7	Khanacross	BLCC	M/Club
August	9	Canberra Hillclimb	SDMA	NSW
AUGUST	11	Bathurst-Taree Aug 11 th – Aug 20 th	KKR	Charity
AUGUST	12	Aug 12 th -14 th KL City GP	V8 S/C	Australian
AUGUST	13	Rally of the Bay		NSW
AUGUST	21	Esses Hillclimb	BLCC	M/Club
AUGUST	26	Aug 26 th -28 th SMP Supersprint	V8 S/C	Australian
AUGUST	27	Blayney Rally	AMSA G	
AUGUST	10	Huntley Hill, Dapto	WSCC	NSW
SEPTEMBER	11	Motorkhana	BLCC	M/Club
SEPTEMBER	16	Sep 16 th - 18 th Sandown 500	V8 S/C	Australian
SEPTEMBER	24	NSW Rally	BLCC	NSW/DRS
OCTOBER	1	Bulahdelah Rally	AMSA G	
OCTOBER	6-9	Supercheap Bathurst 1000	V8 S/C	Australian
OCTOBER	15	Tumut Valley Rally		DRS
OCTOBER	16	Khanacross	BLCC	M/Club
OCTOBER	21	Oct 21 st to 23 rd Castrol Gold Coast 600	V8 S/C	Australian
OCTOBER	29	Bryant Park, Victoria	AHCC	Australian
OCTOBER	29	Bombala Rally	AMSA G	
NOVEMBER	6	One Day Trial	BLCC	Social
NOVEMBER	4-6	Auckland Supersprint	V8 S/C	Australian
NOVEMBER	4	4 th to 6 th Targa High Country	THC	Australian
NOVEMBER	5	Minidulla		DRS
NOVEMBER	13	Motorkhana	BLCC	M/Club
NOVEMBER	20	Rally Australia		Aust/NSW
NOVEMBER	25	Nov 25 th to 27 th Sydney 5000	V8 S/C	Australian
NOVEMBER	26	Speed Weekend	BLCC	M/Club
NOVEMBER	27	Speed Weekend	BLCC	M/Club
DECEMBER	10	Presentation/Christmas Party	BLCC	Social

ANATOMY OF A ONE DAY SPEED EVENT

By Sue Dixon

We all know that the BLCC runs motoring events frequently and that all you have to do to be involved is join the Club, obtain a competitor's license, fill in your entry forms, pay your money, organise your vehicle and turn up on the day to compete.

But how many people actually realise how much goes into making the event actually happen?

The recently completed Esses Descent event was a good example. The first thing that was needed were the names and qualifications of the key officials that would organise and run the event, including a commitment from them to participate. The event was already included in an annual events calendar agreed to by the Club and the Circuit Owners Bathurst Regional Council.

Six weeks prior to the event, an event permit is obtained from Council and all event organizational information, including the names and qualifications of key officials which is then sent to CAMS for them to approve and sanction the event. Then advertising commences through the Competition Secretary which includes details of the event along with any supplementary regulations which apply to the specific event.

Contact is also made with residents, Police and other agencies including medical support and towing vehicles to ensure that all aspects of the event are known by all that might need to be involved.

A couple of weeks before the event the Event Secretary begins the process of telephoning everyone to beg, coerce and plead with members and others to ensure that a full complement of event staff are going to be available for duty at the event.

Most BLCC speed events at Panorama require a minimum of 30 to 35 officials to operate and getting this number to assist is not an easy task. Tow truck and medical support are also contacted again at this time to ensure that they are ready at required times. Trophies for the various sections anticipated to be contested during the event have to be ordered at this time and this is the task of the Event Secretary.

In the week prior to the event, there is a flurry of activity with entries loaded into the computer/timing system, radios for circuit communications collected and placed on battery charge, food for officials and staff is ordered and collected on Friday for delivery to the Club Rooms.

Fire and safety equipment is checked and maintained where necessary including the refilling of extinguishers. The water tank on the Fire and Rescue

unit is filled and fuel is checked in the water pump. Signage and flags are all checked and road closure signs are all prepared.

On Saturday bread and sandwich contents are collected and delivered to the Club Rooms. Tyre barriers are installed and track layout requirements including signage for the event are also installed during the day before the event to minimize any inconvenience to residents. Communication repeaters are installed and tested.

The timing system is also setup and tested and the BLCC caravan, which is used for administration and entry support for competitors, is moved to position. Final paperwork for the event is prepared and checked on the day before the event and finally, two dozen eggs are boiled, peeled and mashed ready for sandwiches.

On the morning of the event at around 6.00am, road closure and event signs are put in place and access to the top of the circuit is provided by opening the gates to Barry Gurdan Drive. The dummy grid is setup as is the scrutineering area.

Every marshalling point to be used around the track for the event is stocked with flags, fire extinguishers for all types of potential fire, brooms and clean-up material and any other event specific signs. Sandwich makers then get to work to produce around 100 sandwiches for officials and staff including the wrapping of each sandwich, laying out fruit, drinks and muffins.

When officials arrive at the Club Rooms, paperwork to ensure insurance requirements are complied with is completed, final qualifications may be checked and radios are issued once work locations are allocated by the Event Secretary. A Drivers briefing is held in the Dummy Grid area at a designated time before the event start and final instructions are issued at this time by the CAMS Steward.

An officials briefing is also conducted in the Club Rooms and once this is completed, officials collect radios and undertake a final radio check before moving off to their designated work location by foot or organised transport. The starters box is then moved to position, a final check is completed of the timing system and a full course radio check of all locations is completed.

After a final and complete track inspection by the Clerk of Course, the event is ready to commence.

Once the event has been completed, the track has to be re-opened for use by the general public as soon as possible, so the clean-up is even faster than the setup and everything has to be collected, returned to storage and put away as quickly as possible. Generally, the same people who acted as Flag Marshals, Fire Marshals, Timing Officials, Clerk of Course, sandwich makers or any of the many other tasks that make an event happen, are the same people who

complete the clean up and then conduct the presentation ceremonies and serve the refreshments to drivers and guests at the events conclusion.

The BLCC has developed an enviable reputation for running great events that are well organised and run very successfully. However, it is too often the same people who put their hands up to make it happen. Next time you are looking to participate in a Club event, why not contact a Committee Member and offer to help make the event happen, your help will not be refused. We are always looking for volunteers to help us build a better BLCC, maybe you would like to give us a hand.

OFFICIALS TRAINING COURSES AVAILABLE ONLINE

You can complete CAMS Officials training courses online! Click here for all available courses. The following five bronze level training courses can be completed online:

- Event Command (Clerk of Course)
- Event Administration (Event Secretary)
- Circuit Official
- Rally Official
- Off Road Official

After successful completion of an online module, an event assessment will be required to complete your qualification. If you would like to have access to any of the above courses, please contact your local CAMS office: New South Wales/Australian Capital Territory: nsw@cams.com.au

BECOME A MOTORSPORT VOLUNTEER

All CAMS motor sport events including club events, state championships, Formula 1 Grand Prix and Bathurst 1000 cannot exist without the thousands of volunteer officials that work at these events.

You can become a CAMS Official in two easy steps:

- Successfully complete a 30 minute online theory module
- Attend a one day event as a trainee to see what role/s you are interested in

From here you can attend events, officiate and consider a range of training courses to undertake for FREE under the CAMS National Officiating Program (NOP). Register your interest by contacting your local CAMS Office and a CAMS staff member can guide you through the process.

All Officials information can also be found at: <https://www.cams.com.au/get-involved/officials/become-an-official>

I wish to enter my car/bike in Lifeline Central West's SOAR RIDE AND SHINE on May 15.

- ☐ Car show entry fee \$10 (includes 1 entry ticket)
☐ Bike show entry fee \$10 (includes 1 entry ticket)

PLEASE PRINT CLEARLY

Name.....

Address.....

.....Postcode.....

Phone.....

E-mail.....

Car.....

Year Model.....

- ☐ I wish for my vehicle to be judged in the competition (add \$10)

Entrants will accept sole responsibility and agree not to make any claim against Lifeline Central West for any loss or damage, howsoever caused.

Signed.....

Date.....

Please return completed forms to

info@lifelinecentralwest.org.au or

PO Box 9157 Bathurst NSW 2795 by May 1st.

 **Lifeline**
Bathurst

Our Sponsors:

BATHURST REGIONAL COUNCIL 

 



Raine & Horne.

Western Advocate

SOAR
Ride *AND*
SHINE

Sunday 15th May

2016
CAR/BIKE
REGISTRATION
FORM

 **Bathurst Real Estate**

Come along to Lifeline Central West's high energy inaugural air, car and bike show

Lifeline Bathurst's Soar, Ride & Shine

The day will be jam packed with:

- Aircraft including static and aerial displays
- Assorted Car displays
- Bikes
- Fashion including a Pin-Up Girl competition
- Best Dressed Competition
- Market stalls
- Food
- Joy Flights
- Great Entertainment
- And much more

Ticket Pricing

	Price	Conditions
Family	\$50.00	2 Adults & 2 Children
Adult	\$22.50	Pre-purchased
Adult	\$25.00	Purchased at Gate
Child	\$5.00	5 – 12 years
Child	\$8.00	13 – 18 years

VOLUNTEERING FOR A DIFFERENCE

By volunteering for Lifeline not only will you be making a difference to the lives of other Australia who use Lifeline services, but you'll also be enriching your own life.

It takes a lot of dedicated people to provide Lifeline's telephone crisis support services 24 hours a day, 365 days a year, across Australia. Lifeline relies on over 11,000 Volunteers nationwide to support Lifeline's crisis support line, help raise funds, work in retail outlets, or conduct administrative duties.

Volunteers have enabled Lifeline to provide essential crisis support services to the Australian community for over 50 years.

Can you help us to continue this commitment to the community?

If so please contact Stephanie on 1300 798 258 or email srobinson@lifelinecentralwest.org.au



Call us on 13 11 14
Crisis Support Chat
If life is in danger call 000

Lifeline is an essential charity taking over 1,000,000 incoming calls a year:

- o For some 36+ years Lifeline Central West with strong community support has been addressing the mental health crisis issues in the community through programs including:
- o 24/7 telephone crisis support
- o Reconnect program which endeavours to double the number of volunteers taking the crisis calls to meet the ever increasing demand
- o Face to face problem gambling help and financial counselling through offices in Bathurst, Orange and Dubbo

To fund this growth, Lifeline Central West is increasing its fund raising activities through events such as:

- Lifeline Central West's inaugural event 'Soar, Ride and Shine'
- Book fairs in Bathurst & Orange
- Strong associations with the Black Dog Ride and other community based organisations
- Follow all of Lifeline's events on our website or on facebook

Lifeline Central West's work is embedded within the communities of the central west of NSW providing a range of services to help those who need it and in many cases those who can least afford it. Lifeline saving some lives but improving many.

MOTORKHANA SUCCESS AND REWARDS

The BLCC Motorkhana held on Sunday the 3rd April was an outstanding success with a number of new juniors taking part and some great performances from the older contingent. Motorkhana's are a core function of the BLCC and we have been running these events since the Club was first formed in 1953.

This low speed, technical event was developed to encourage young drivers to improve their car handling skills in safe and controlled conditions. Proof of the success of this formula was the performance of new comer Riley Hargan who drove a car for the first time at the event.

Surprisingly, Riley is legally blind but he is able to identify shapes and is certainly capable of moving around a complex circuit at a good pace.

Riley completed 12 circuits of the Motorkhana track with six different configurations to finish the fifth ranked Junior, not bad for a first timer. For his efforts on the day, Riley was presented with the West End Auto Repairs Encouragement Award donated to the BLCC by Joe Chapman.

The other great story from the Motorkhana, was the donation of a Nissan Pulsar and a brand new barbeque by Georgetown business partners Theo Poteris and Karen Wilson from Theo's Mechanical Repairs. The Club President Mick Tuckey was on hand to receive the donation and he and the assembled crowd applauded the generosity of Theo and Karen who joined the BLCC in January this year.

The winning Junior on the day was Harrison Field who put in a tremendous performance to not only take out the Junior award, but was also seventh overall. For a full set of results of the April 3rd event, go to the BLCC webpage.

LOST AT THE QUARRY

A pair of quite expensive sunglasses were lost at the Quarry during the clean up after the 3rd April Motorkhana. If by any chance you saw them or picked them up could you please contact Mick Tuckey. The brand is believed to be Maui Jim.

**2016 Club Membership Fees are now
Overdue**

PANORAMA TEAM AT SMP

Tony King, Russell Maxwell and Stewart Temesvart, all in MX5 Mazda's contested the NSWRRRC 6 Hour Multi-Club Regularity Relay at Sydney Motorsport Park.

The team finished the relay in 8th place with a quickest time of 1.16.72 to a slowest of 1.29.95.



Tony King in action at Mt Panorama

Photo Tony Hanrahan

2016 ESSES DESCENT

Early morning rain caused havoc for drivers in this year's Descent with Ken Docksey into the wall and out of the event within seconds of leaving the start line. Fortunately, this was the only significant incident over the entire event with six timed runs available for the remainder of the 32 car field.

The event overall winner was not unexpectedly the Reynard 92D-F3000 of Douglas Barry with a fastest time of 37.56. Winning with just three runs it was a comprehensive display of controlled speed. Doug drove into 3rd place in the recent NSW 2016 Mountain Straight Hillclimb event in March although he was in a Lola T8750 on that occasion.



Doug Barry

Photo Geoff Benson

More than 35 Members and Officials were on hand to make the event a success and the Vice President of the BLCC, Scott Sims was full of praise for the manner in which they performed. "It is often the same people time and again who step up to put in the effort to make these events work, but they all do a fantastic job and I thank them all sincerely for their efforts" Scott said.

ROB WORBOYS ROUND 1 RUN

Thirteen drivers and navigators plus one dog contested round 1 of the Rob Worboys Memorial Trial Series run over 250kl of mountain roads in the Oberon and Lithgow areas.

First was a tie between Tony and Bev Jordan (Triumph) and Arthur Kim and Kate Davis (Toyota), all finishing with a maximum 20 points.

Second was also a tie one point behind the winners Troy, Em, Jack and Beau Dalby (Ford) tied with Wayne Bowden and Sue Dixon plus Shelby Dixon-Bowden (the dog).

The protest by Bowden/Dixon was dismissed and Wayne told to toughen up, just wash his car when he gets home.

Dick and Pam Graham (Nissan) were third and were told their dog would have to be on the entry. Thomas the Tank Engine **WAS** the correct answer.

All up the trial was enjoyed by all with everyone taking advantage of the optional stop of having coffee at Mayfield Gardens.



The trial used many historic roads including the first road over the Blue Mountains (left photo) and (right) coffee at Mayfield Gardens.

Below Troy Dalby, Tony Jordan with Dick and Pam Graham (Nissan) ready for SS2, photos taken by Kathy Hanrahan.



The next round of the Rob Worboys Memorial Trial Series is on Friday 17th June, a Pizza Night Trial.

BLCC AT ROYAL BATHURST SHOW

Three weeks out from the 2016 Royal Bathurst Show and the Show Society had no one to manage the traffic entrance gates to the Showground, who did they call – BLCC of course.

BLCC Members Ron and Jo Moore jumped at the fundraising opportunity and pulled together a team of more than 60 BLCC Club members and representatives of the Young Life Australia organisation and managed the traffic entrance gates for the three days of the show. The reward for their effort of course included payment to the BLCC for their time and effort. More than that however, was the praise from the Show Society and the people of Bathurst for the great job done by the whole team.

As Ron Moore said in an email to all participants after the Show, “We have all been commended for doing a sensational job of controlling the vehicle access gates over the weekend. From cows, goats and alpacas to exhibitors, security staff and the general public, we have been inundated with positive praise for our professional courteous and practical approach to the task we were asked to do.”

Yet another example of the BLCC in action, congratulations to all involved and many thanks to Ron and Jo for their tremendous effort.

2016 TARGA TASMANIA

by John Paine

Three BLCC crews made their annual trip to the mecca of Tarmac Rallying. Yes, it was Targa Tasmania time again from the 11th to the 16th April with Mark Hammond and Lisa Dunkerton in Car 626 (1980 Jaguar XJS V12), John Paine / Andrew Crowley Car 649 (1982 Mitsubishi Starion) and Warren Bossie / Martin McLoughlin in Car 573 (1973 Holden Torana GTR XU1).

The Hammond Jag and Paine's Starion were competing in Classic GT Outright while the Bossie / McLoughlin Torana was running in Classic Handicap. The Handicap system is based on a Vehicle Performance Table calculated according to a cars age, engine capacity and 3 levels of modification. The Torana is in age category 5 (1972 – 1976), LMS (Limited Modification) and Capacity E (3000cc to 3500cc). The Outright cars of Hammond and Paine have times recorded without receiving any additional base time.

Following Scrutineering at Symmons Plains the event started with Leg 1 consisting of 4 stages on Monday near Beaconsfield and George Town with the first 3 having easily achieved Base times to ease competitors into the event. After an early model BMW crashed heavily on one of these stages the crews moved onto a street stage through George Town. So, the first times recorded on George Town show Hammond losing 32 seconds, Paine 55 seconds and Bossie 54 seconds minus 14 seconds handicap showing a final result of 40 seconds. Clear as mud?

Leg 2 on Tuesday saw crews head east from Launceston competing over 7 stages in tight mountain stages before returning to Launceston where cars were displayed overnight in the Silverdome which is a giant Velodrome/Basketball arena. The Jaguar finished the day 8th outright while Paine was 17th. The Bossie Torana was in 31st position in the larger Handicap field but on raw times finished Leg 2 only 1 second faster than the later model Starion.

Leg 3 had crews compete over 8 stages finishing the day at Burnie. Stages in this leg included the longer stages of Cethana (37 kms) and Riana (36 kms). Paine had started the first 3 legs back amongst much faster cars and in these longer stages had to slow up 3 to 4 times a stage to let the faster modern cars overtake which was costing time.

Hammond and Dunkerton finished the Leg 7th outright in Classic GT while Paine / Crowley in the little Starion moved up to 12th outright in Classic GT as

cars ahead started suffering mechanical gremlins. Mark had a moment in Castra on a very steep descent into a left corner onto a bridge where he slid along an Armco barrier luckily only causing superficial damage to the big cat's sleek lines.

The Bossie / Mc Loughlin XU1 had a great day moving up to 25th In Classic Handicap which was being led by a 1963 Jensen CV8 followed by a 1982 Porsche 944 and a 1960 Aston Martin DB4 showing the diversity of cars at the head of the pack.

Leg 4 saw crews attack 7 stages including 3 new stages in the north west of Tasmania before a lunch stop at the picturesque town of Stanley then south to an overnight at Strahan.

Mark Hammond lost one spot to finish 8th outright whilst Paine remained 12th 5 minutes adrift of the car in front (Holden VH SS Commodore) but safely ahead of the car behind. The Bossie Torana moved up to 23rd as Warren enjoyed the drive in the XU1 which was handling great on its improved suspension which had seen an increase in ride height over previous trips to Targa.

Paine's Starion was running faultlessly with his goal to finish the event in order to achieve a Gold Plate for 3 consecutive finishes within Trophy times.

Mark meanwhile was driving well but unable to match the very fast and experienced crews ahead being led by the Siddins team in their amazing Datsun 240Z followed by the Callinan's in a 1977 Ford RS1800 Escort.



Leg 5 had cars heading from Strahan to Hobart via Queenstown and the 51 km Mt. Arrowsmith stage. Paine had been taking seconds out of the SS Commodore ahead the day before and as the Starion was performing OK he decided to keep a consistent pace throughout the run

to Hobart which saw the Starion pull back 26 seconds on the car ahead on the 33 km Strahan stage and despite a good run over the 6 km mountainous Queenstown hillclimb the Starion expired 1km into the long Mt. Arrowsmith stage.

The engine cried enough with possibly damaged valves or a blown piston. They were out of the event after two previous successful Targas and 28 stages in 2016 all completed within their Targa Trophy times. Their Gold trophy whilst being so close was now gone up in smoke.

Paine and his good mate; Andrew Crowley had lived their dream of competing in the only Mitsubishi in the whole Classic field and had come oh so close. They felt satisfied they had given it their best shot and had a ball in their 3 years of competing in the world's Ultimate Tarmac Rally.

Meanwhile Bossie's "Torrie" was engaged in a battle with Mustangs, Chargers and a 1978 Ford Falcon Cobra which had them finish the day in 25th Classic. The Hammond / Dunkerton Jag remained in 8th Outright Classic GT as they headed into Hobart at the end of the penultimate Leg.

Leg 6 was sure to contain a "sting in the tail" as crews competed over 6 stages south of Hobart which included 2 new stages for Targa Tasmania. Added to the sting was light rain falling meaning 3 of the stages were classified as wet which would catch some crews out as the previous days were run in mild Autumn weather conditions. The Collier's rare 1985 Renault R5 Turbo came to grief against a telegraph pole whilst several other competitors also crashed. Fortunately, no injuries to crews.

46 cars were classified as finishers in the Shannons Classic field with Warren Bossie and Martin McLoughlin 23rd behind a Ford Falcon Cobra and 13 seconds ahead of a 1971 Datsun 1600 which benefitted from a handicap advantage of almost 6 seconds a minute over the XU1.

Mark and Lisa in the mighty sounding V12 Jaguar XJS came home 6th outright in Classic GT which was taken out by the Siddin's in their 240Z from a 1985 Mazda RX7 and a 1981 Triumph TR7 V8 in 3rd.

All 3 BLCC crews should be proud of their efforts at the 25th running of Targa Tasmania which saw both the Jaguar and Torana crews achieve their Targa plates which was Warren and Martin's first plate after several previous attempts. John and Andrew whilst missing out on their 3rd plate which would have been a Gold Plate were satisfied that they had left nothing behind in their attempts.



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