

THE BLOWER

AUGUST 2016



Alex Mueller and Tony Wise BLCC highest fundraisers in the 2016 Kidney Kar Rally
Photo Tony Hanrahan

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FROM THE EDITOR

Welcome to my sixth edition of the Blower, the monthly magazine of the Bathurst Light Car Club.

This month has again been full of motorsport action and activity for the Club and I hope I have been able to capture the majority of those events in this edition. John Paine completes his very interesting article on what is involved in the organisation of the BLCC Rally and he is also now calling for volunteers to assist with this year's event on the 24th September.

The President has provided an update on both Committee activities and happenings throughout the Club and of course you can catch up on what is happening throughout the Club with the minutes of the July General Meeting.

BLCC Members have been recording successful results in a host of different categories and locations and Tony Hanrahan and Brian Nightingale have provided some great stories on just some of those activities.

Congratulations to Arthur and Kim Davis for their efforts in the 2016 Kidney Kar Rally and well done to all competitors, officials and participants.

Once again I encourage any and all Members to consider contributing to the advancement of information on any aspect of our fabulous sport by submitting an article or a photograph or just a few thoughts to me about your involvement in motor sport. If you think it's interesting, I can almost guarantee that other readers will think so to, so why not tell them about it.

Till next time, safe motoring.

Bob Lundie-Jenkins B.A.
Editor
BLCC Blower Magazine

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MINUTES OF THE GENERAL MEETING OF BATHURST LIGHT CAR CLUB HELD ON WEDNESDAY 27 JULY 2016, COMMENCING AT 7.35 PM

ATTENDANCE: As per attendance book.

APOLOGIES: John Windsor, Arthur Davis, Trevor Hibbs, Rod Simonsen, John Markwick, Trevor Seaman

CONFIRMATION OF MINUTES OF MEETING HELD ON 29 JUNE 2016

MOVED: David Catt SECONDED: Scott Sims

MATTERS ARISING FROM MINUTES

Nil

CORRESPONDENCE

Secretary detailed correspondence received.

MOVED: Steve Ashelford SECONDED: Ian Plenderleith

TREASURERS REPORT

Treasurer detailed items in report.

MOVED: Tim Burt

SECONDED: Bob Lundie-Jenkins

QUARRY REPORT

Motorkhana was a success with 5 runs completed – very cold day -
Khanacross had 30 entries, Ron Moore was Clerk of Course, very good day.

MOVED: David Robinson

SECONDED: Mick Williamson

GENERAL BUSINESS

Working Bee at Quarry

Mick Tuckey advised that there needs to be a working bee organised as trenches are needed to be dug around containers and filled with blue metal to stop rabbits digging under containers. Suggestion by Dave Catt that perhaps containers could be used for timekeepers – with a ladder to roof of container.

Hire of Clubrooms – 12 Hour Event

Mick Tuckey advised that an advertisement be placed in the Blower and on Facebook for expressions of interest from current members to rent the Clubrooms during the 12 Hour race.

Proposed Day/Night Khanacross

Council are still considering this matter. Concern has been raised about dust and noise from event.

Motor Sport Passenger Ride Activity Policy

Rob Wells explained that this is an event that can be conducted alongside another scheduled event. It may be possible for rally but would be very onerous. May be worthwhile for promotional activities.

Catering for Kidney Car Rally

Mick Tuckey called for volunteers to help Sue Dixon with Catering duties for Kidney Car Rally on 14 August.

Promotion of Motorkhanas and Khanacross

Bob Lundie-Jenkins suggested that the Club Nissan car be sign written with information to promote the Club and its events. Perhaps approach schools to get some more interest from juniors. Bob Lundie-Jenkins to contact shopping centres regarding hosting displays.

Use of Timing Gear at Quarry

Dave Catt advised that he has had discussions with Greg Breach, and Greg had indicated that it was possible to use the timing gear at the Quarry, however, it

would not be possible to run 2 courses with the current equipment. Dave Catt to contact Hills District Car Club to find out what they do for electronic timing.

MOVED: Scott Sims

SECONDED: Steve Ashelford

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 8.15 PM

Mick Tuckey

BLCC PRESIDENT

PRESIDENTS REPORT FOR AUGUST

Well there goes another busy month in the motoring calendar and I hope things have gone well for you all wherever you may be in the scheme of things.

First off, some disappointing news. After putting our best case forward in our efforts to arrange approval to conduct Day/Night Khanacross, approval was not able to be provided as a result of the Council DA conditions approved in the initial establishment lease for The Quarry facility. The committee supported the initiative put forward by Ron Moore and I took the opportunity to include him in a meeting with Council to discuss the issue. There may be potential in the future at another site subject to completion of the new proposed Motor Sport Precinct at the back of McPhillamy Park – unfortunately this concept is way back in the planning stages. I will of course keep Members informed of any further progress on this idea to the best of my ability whilst President.

It was also necessary for the Esses Hillclimb event, scheduled for the 28th August, to be CANCELLED as a consequence of low entry numbers and the absence of a significant number of event officials. Entry numbers had only reached 13 at the time of decision to cancel and it is simply not economically viable to conduct the event with such low numbers.

I would like to take this opportunity to thank Sue Dixon for her personal efforts and those Members who assisted her in providing the lunches for the Kidney Kar Rally participants on Sunday 14th August at short notice.



Sunday lunch at the BLCC photo Tony Hanrahan

The Club will benefit from the profits of the day as will the SES from the input of their volunteers who also assisted. I was in the 24hr ahead vehicle for the Rally and missed the good food however, I have been informed that all were very happy with the venue and service provided. Trevor Seaman and I were probably just getting bogged for the first time of 2 instances that day only 60 klm away.

Could I please ask that if you have not already put your hand up to assist John Paine for the 24th September BLCC Rally, he is still looking for officials and supporters. You can contact John on email at paine228@gmail.com and Members should lock in the date – the Rally should/will be a great event with a diverse scope for participants and accordingly good spectating for officials.

A couple of matters are pending relative to The Quarry events and club rooms for hire during the 12 hour race which were inadvertently missed or carried over in my absence at the last committee meeting – they will be sorted as soon as possible. Your Club Committee and I as President, are here to ensure that ALL Members of the Club enjoy the best experience they can from the operation of the BLCC. If you believe that a matter has not been handled to your satisfaction or could be done better, then please contact me and arrangements can be made for you to place your concerns before the Club Committee to have the matters resolved. The BLCC is the longest running Car Club in NSW and that has only happened as a result of Member participation and I encourage all Members to become involved in the running of your Club. Advice in advance is essential so just call me and by all means, bring a supporting member with you to the Committee Meeting if you wish, to ensure that any matters are resolved.

A large contingent of BLCC Members put their hands up to support Arthur and Kim Davis with the Kidney Kar Rally and as President of the Club I would like to proudly acknowledge that support by our Members for a most worthwhile cause. I congratulate Kim and Arthur for a wonderful and successful event in 2016. The gods were kind to them with the weather – it was not looking good a few days out from the start of the Rally as we cleared fallen trees and I did mention that Trevor and I became bogged while driving the course. I understand that around \$600,000 was raised as a result of the Rally for the Kidney Foundation which is a fantastic effort.

Until next time Members – keep safe.

Mick Tuckey

President BLCC

BLCC 2016 CALENDAR

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	18 th to 24 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	AMSAG	
AUGUST	7	Ringwood Park, Raymond Terrace	MG	NSW
AUGUST	7	Khanacross	BLCC	M/Club
AUGUST	9	Canberra Hillclimb	SDMA	NSW
AUGUST	10	Huntley Hill, Dapto	WSCC	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	26	Aug 26 th -28 th SMP Supersprint	V8 S/C	Australian
AUGUST	27	Blayney Rally	AMSAG	
AUGUST	28	Esses Hillclimb	BLCC	M/Club
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	AMSAG	
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	AMSAG	
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	12	Speed Weekend - Supersprint	BLCC	M/Club
NOVEMBER	13	Speed Weekend - Hillclimb	BLCC	M/Club
NOVEMBER	20	Rally Australia		Aust/NSW
NOVEMBER	24	Nov 24 th to 25 th Supersprint/Regularity	BMF	Australian
NOVEMBER	25	Nov 25 th to 27 th Sydney 5000	V8 S/C	Australian
NOVEMBER	27	Motorkhana	BLCC	M/Club
DECEMBER	10	Presentation/Christmas Party	BLCC	Social

THRILLING FINISH EXPECTED FOR NSW HILLCLIMB

By Barry Nightingale

The NSW Hillclimb Championship is in for a thrilling finish following last weekend's sixth round at the Ringwood track situated near Raymond Terrace, for the top three drivers are separated by just 14 points.

The event was won by Queenslander Dean Tighe in his Dallara F395 Judd, while Kempsey's Darren Read finished second driving his Hayward 09, and Mudgee driver Doug Barry, who competes as a member of the Bathurst Light Car Club, finished third for the fourth time this season.



Tighe now extends his lead in the 2016 title race, as he sits on 56 points, while Barry is still second with 47, nine in arrears, and Read is third five further back with 42, and with only two rounds remaining, at Canberra on 25th September and the final round

on the Dapto track on 23rd October it should be extremely exciting, for there are still 28 points up for grabs.

It was Tighe's third straight victory in the championship, having won at Grafton, Tamworth and now Ringwood, and it places him a little closer to achieving his goal of winning his first NSW Championship. His father, the legendary Ivan Tighe also travelled from Queensland for several years contesting the NSW

Championship, and was rewarded with two titles, 1987 in his Chevron F5000 and '92 driving his Kaditcha.

Ringwood was exciting all weekend, starting with Saturdays practice which was run on a damp but drying track, with a battle between the two championship contenders all day as they exchanged fastest times each run, but it was the Queensland driver who eventually posted a time some 7/10th of a second faster than 'Farmer Doug.'

Come Sunday and there was rain early but then stopped and the track was dry from the second run, but there was still water seepage from the hills running across the track for all 6 runs.

As for Barry he said later there was nothing else he could have done to improve on his third place; "I don't think I've ever driven the Lola harder," he said.

"Dean's going real well, considering he's never been on a lot of the tracks, but he must be a fast learner. He hasn't been on the Canberra or Dapto tracks coming up either and they don't have Saturday practice at all, so thats going to make it harder for him.

"We can't afford a bad round, and at Canberra we really need to close the gap between Dean and ourselves, but we've got to be really careful because Darren (Read) is only a few behind, and while he has never driven the Hayward at Canberra, he's done really well there in other cars," Barry said.

The spoiler at Canberra could be defending Australian and NSW champion Malcolm Oastler, who returns to the championship this round on his home track and he is the track record holder.

THREE AT FoSC MEETING

By Tony Hanrahan

Three members contested the August 20th race meeting at Sydney Motorsport



Bob Munday in his Mustang

Photo Tony Hanrahan

Park, Bob Munday (Ford Mustang), Jim Rooke (Volante Ford) and Bruce Rooke (MGB).

Bob contested the historic touring races and qualified 8th with a 1.18.05

going on to record a 6th, 7th and an 8th finishing with a best time of 1.17.43.

Jim and Bruce competed in the Regularity where you lose points for being over or under your nominated time. Jim practised with a best time of 1.45.38 and Bruce at 1.31.48. Bruce struck first with his first test with a 2nd while Jim was 25th but turned the tables in the next two tests finishing in front of Bruce.

NIGHTINGALE BEST OF THE BATHURST DRIVERS IN EXCEL ENDURO

By Brian Nightingale

The McAlister Hyundai Series X3 NSW - Enduro was conducted as feature event of the 2016 AASA State Championship at Goulburn's Wakefield Park over the weekend with Bathurst drivers coming home with mixed results.

After the one hour mini enduro which allowed the driver to drive solo or with a co-driver, Sydney's Emily Duggan took the win, her first in the Excel category from Adam Bryant, while Tom Muller and Nick Fillipito were third. All drivers had



the choice of either driving solo or with a co-driver, and of those from Bathurst, and there were seven, the highest placed finisher was Terry Nightingale who finished a creditable 6th outright.

Nightingale drove in the two-car

BAR Construction Racing team owned by Brett McFarland, who also drove in the race with his father Phil McFarland as co-driver, and they finished 15th, much lower than one would normally expect.

The McFarland's are setting up a 'rent an Excel race car' business, and as such had Nightingale in the car Brett won last year's state championship in, while the car they drove was one they've just purchased, virtually straight off the street, and they used the weekend to assist in setting it up.

The other drama the BAR Team had on the weekend were the new rules in the category that now allows competitors to use an updated suspension package, but and they used the older spec standard set-up, which was much slower.

For Nightingale it was a great weekend of motorsport. "I have had so much fun and enjoyment, laughs, smiles and just plain awesome," he said afterwards.

"We finished up in 6th place for the enduro, being the first car home with the older spec Pedder's suspension. It was quite difficult trying to keep up with the lead pack on the older suspension but made it all that much more challenging and fun."

"Thanks so much to Brett McFarland and Phil (McFarland) for an awesome prepared car and great hospitality and giving me the opportunity to have a run. This is a great idea with what they're doing with the Excel leasing, for its a great way for someone to start racing. I'd like to also thank John Markwick and Anthony Bonham for their help in looking after the cars and helping with pit stops".

Nightingale had also picked up two third placed finishes in the weekends lead up races.



Photo courtesy Wakefield Park

Next best of the Bathurst drivers were Mike Ridings and Nick Hough who placed eighth in their RPH Motorsport car that resembled something from a Mad Max movie. They sustained a broken windscreen in an earlier race, and to continue racing had to remove the

front & rear windscreens along with the boot lid.

Whilst happy with his finish in the enduro, Ridings was much more impressed with one of the 10 lap support events.

"Woo hoo," he said on facebook. "First race win at Wakefield Park!! It's taken a while but finally I've done it. Thanks to everyone for their support and help over the weekend."

In 14th was Michael Golding, in his first year and impressing more every time he climbs aboard the Bathurst Towing Excel finished an eye catching 14th.

Two other Bathurst drivers were unfortunate retirements, with Josh Knox forced out after just two laps to go with a mechanical problem in the CS Mechanical Repairs Excel, and for spectators, the most spectacular incident of the race involved Bathurst's Kerry Janssen, who with just 10 laps remaining rolled his Wurth, Clancy Motor Group Excel at Turn 1 after tangling with another competitor.

Fortunately, Janssen was unharmed, but the incident necessitated a lengthy Safety Car for the driver to be freed, and damaged car to be recovered.



HOW HARD COULD IT BE TO ORGANISE A CAR RALLY: PART 2

By John Paine

In the first part of this article printed in last month's Blower I spoke about the proud history of Rallies organised by BLCC members. In this final part I will attempt to detail some of the complexities involved in bringing a Forest Rally to fruition in the modern age.

Unlike most sports where there is a set venue with defined boundaries etc. a Rally competition requires a vast amount of work from the initial survey work to the final paperwork. There are various requirements set by CAMS (or AMSAG), Forestry Corporation, NSW Police and Local Councils etc. not to mention the need to design a course that identifies and addresses the various risks to Competitors, Officials, Spectators, Residents and other members of the public.

Applications to be included on the 2016 Rally calendar were submitted to CAMS way back in June 2015 when the Event Director and BLCC agreed to organise a round of the various Championship rallies. This is a critical role in liaison between the Organising Club and the Rally Panel to co-ordinate suitable dates

for all Championships to avoid date clashes that appease all parties and Clubs etc.

I must say however that the number of Car Clubs willing and able to organise Car Rallies has diminished greatly over recent decades as has the number of available and suitable areas to conduct Rallies. More people live in Rural/Residential situations now whilst the conversion of Forest areas to National Parks has been an example of the limiting factor on identifying suitable Rally roads.



Once the major task of compiling the Rally Calendar has been completed by the Rally Panel for the Bathurst Rally and the shorter Sunny Corner Rally on the NSW Rally calendar for 24th September 2016, planning started by the Event Director in January with initial survey work carried out to find a suitable

course that meets the criteria for both a round of the NSW Rally Championship and the Development Rally Series.

To assist with the Event planning and Rally Management procedures, the Rally Panel at CAMS has provided organisers with a comprehensive Manual which has timelines, pro forma documentation and useful tips to ensure Rallies in NSW are run to a consistent formula. In addition, guidelines are documented by the Rally Panel to detail competition and organisation conditions for the various Championships including Classes, Series registration, Distances, Event format and Start order, Seeding etc.

Once a rough draft course has been identified using a combination of local Forestry Corporation roads and maybe a Shire Road or two, the Event Director arranges an appointment with the responsible member of staff at the Bathurst Forestry office to discuss the suitability of the proposed areas to determine that they do not clash with planned Forestry operations or exclusion zones. This was carried out in February 2016 and was conditional on the understanding that whilst no logging was planned near our proposed route at that time, a new map of exclusion zones for the 3rd quarter of 2016 was not likely to be finalised until late May.

Once agreement has been reached with Forestry, the paperwork can begin with maps and event details sent to Bathurst, Lithgow and Oberon Councils, NSW Police, RMS, etc. requesting approval.

Between 32 & 24 weeks before the event, the Event Director should have not only contacted all the above parties but created a budget, appointed an Event Secretary (Michael Williamson), established an expectation of entry numbers, surveyed the route for suitable Start & Finish locations for each stage which have communication capability, etc., identified manageable and safe Spectator and Service areas, contacted and appointed a Medical Rescue Crew and organised a quote from Rallysafe to supply equipment and personnel.

Between 24 & 12 weeks before the event ongoing liaison with the various authorities will have been completed as well as having completed an Event Itinerary, Spectator and Service Instruction document, a Road Book draft, Supplementary Regulations & Entry Forms and forwarded detailed Maps to the CAMS appointed Event Checker. Once the Checker has signed off on all the paperwork he requires, then a Permit Application should be submitted (about 10 weeks before the event) to CAMS along with Safety Checklist and Medical Response Plans. Clocks, car numbers, door panels and radios will need to be ordered and confirmed at the same time.

At 8 weeks before the event, you should start to set up the Event Management Plan and the Personnel Management Plan to ensure you have recruited officials for all Key

Positions including Assistant Event Director (Peter Batt), Results team (Jeff West, Phil Morley and Adrianna Pallister), Course Cars need to be locked in and Stewards communicated with. These plans allow the Event



Director to determine how many officials will be needed to staff the various Controls, Manned Road Closure points and Radio SOS etc. The major task of recruiting these official begins and a data base of contacts prepared.

The Event Director attended a Rally in Narooma in late July to work alongside the Rallysafe/ Event Management team to learn and assess the workings of this important safety aspect of managing a Rally in the modern era.

Then the weather threw a curve ball following a very wet June and July, the Rally Course was hit with very high winds bringing down trees onto some of the proposed route. After my return from Narooma, I set about re surveying the route



Fallen trees on road from flooding rain

to determine both road damage and blockages to the Route. The main area affected was a portion of forest in Sunny Corner which may be cleared over a longer period of time but with the need to have the final route locked in, documented and checked by the Event Checker at the end of August (4 weeks before the event) the decision was made to organise slight changes to the route to minimise the need for crews with chainsaws.

Between 6 & 4 weeks before the event we will have published the CAMS approved Supplementary Regulations and the Event Secretary will start taking Entries, Road Closure signs will be erected on main forest and Shire Roads, Residents on the route will be visited and given a letter detailing the times the event will be happening. We also carry out an extensive letter drop for other residents living near the Rally route but not necessarily on the actual route.

Once the course check has been completed and any additions or changes made the Road Book can be printed (Approximately 70 pages) and bound, final approvals should be in hand from Police, Councils etc. and contact made with local emergency services to confirm maps and Event times etc.

The final weeks involve constant communication with officials, competitors, Rally Panel, compilation of entries, publishing the Start list, printing and binding all documents including Officials packs and Safety Plans etc.

One week before the event a Media Day is held with invited crews and Media and on the Day of the Event, the Event Director has to fit in interviews with Radio and TV crews as well as manage the running of the event from a Rally HQ which

has suitable communication with all controls and emergency teams assisted by a Rallysafe team. Officials training also occurs at this time.

There are various other administration tasks that have not been included in this story but I am sure that once you have finished reading you will have a far greater appreciation of the dedication that Rally Organisers have to ensure that Competitors are able to participate in their sport of Rallying.

So when I ring or email you to ask if you can help on 24th September 2016, you will jump at the chance to get involved, right?



My contact is mobile 0418 243 616 or email; paine228@gmail.com

BURT, FRAME and RYAN AT NSW SUPERSPRINT

By Tony Hanrahan

Phil Ryan (Nissan 280ZX), Greg Frame (Holden Gemini) and Tim Burt (Nissan) contested the ARDC round of the NSW Supersprint Championship at Sydney Motorsport Park this month with worthy results.

Phil finished 6th outright and a class win with a 2.05.26, Greg was 3rd in class and 40th outright with 2.15.50 and Tim was 7th in class and 44th outright. There was a strong field of 115 drivers.

BLCC MOTORKHANA 24th JULY 2016

By Robert Wells

Despite the bitterly cold weather, 14 competitors signed up for the BLCC Motorkhana on Sunday the 24 July. Recent rains helped to lay the dust over most of the course but a muddy patch appeared in front of the garages. This made braking for the finish garage more difficult for the competitors and we saw the garage disappear under several cars on their return to the course finish.

All competitors completed 2 runs of the 5 set courses with some competitors running 6 courses while the results were being calculated.

First in the junior section was Harrison Field closely followed by Harrison Hudson. First of the seniors and out right on the day was Matthew Paul followed by Ian Plenderleith.

The junior encouragement award from Greg Chapman at Westend Auto Repairs was presented to Marcus Dege. Thanks again for the efforts of Sue and Wayne for organising the lunch and to all the other officials, thank you for your continued support.

DAVE BODDY WINS PEKING TO PARIS RALLY

By Tony Hanrahan



Dave Boddy on right at the rally finish in Paris

Photo Peking to Paris Rally

Winning the Classic Category for Pre-1975 Cars, Mark Pickering and Dave Boddy celebrated on the roof of their 1973 Datsun 240Z at the finish line in Place Vendome in Paris.

Dave competes in BLCC rallies and will be in Bathurst in August as part of the Kidney Kar Rally team. Dave is the scorer for the Kidney Kar Rally which is organised by Arthur and Kim Davis and features many BLCC members as officials.

The 2016, 6th edition, Peking to Paris Motor Challenge started from the Great Wall outside Beijing on Sunday, June 12th and finished 36 days later with a drive into Paris to cross the finish line in Place Vendome on Sunday, July 17th. The cars are divided into two age categories. The Vintageant category for pre 1941 model types and the Classic category for models of a type in production before 1975. The route includes driving some of the world's toughest terrain with participants required to maintain a demanding rally time-schedule.

Small cars carrying much the same weight as bigger cars are at a distinct disadvantage. To qualify for a place in the Peking to Paris Rally 2016, a car can certainly be "different" but must reasonably stand a chance of coping with the demands of the event. Sports cars with cramped interior space, minimal ground clearance and little suspension movement are less than ideal, but the Organisers try to be broad-minded.

Tents, sleeping bags, and all spare parts including wheels must be carried by each entrant. The travelling support mechanics are the best in the business at roadside repairs but they do not carry parts for the participants.

2016 KIDNEY KAR RALLY

By Tony Hanrahan

The 2016 Kidney Kar Rally started in Bathurst on 12th August and finished in Taree on the 20th after covering over 2800kl.



Eighty four vehicles set off from Bathurst RSL Club after scrutineering at Bathurst Light Car Club the day before, 51 entries (6 BLCC), 2 backups, 3 cruise, 18 officials (10 BLCC).

Alex Mueller and Tony Wise (Commodore) finished 22nd, James and Tess Tracy (Commodore) finished 16th after missing several stages with a broken differential. Mark and Sue Hammond (Ford) finished the best of the BLCC members with 9th outright.

Tony Roberts and Steve Inglis (Commodore) were awarded 2nd in the best presented, Dan Rupnik and Crag Mainprize (Ford) won the Redex Trophy for persistence returning after having to make repairs.

We claimed Graeme Wallace (Subaru) after his car stopped on a photo shoot on Mt Panorama and he was advised to talk to David Catt about a new motor. David did not have one so David sold Graeme his road car, the car was part of the winning Teams Prize.



Alex Mueller and Tony Wise BLCC highest fundraisers

Photo Tony Hanrahan



Tony Roberts and Steve Inglis washing the car

Photo Tony Hanrahan

The 2016 Kidney Kar Rally raised almost \$600,000 for Kidney Kids Camps, Alex Mueller and Tony Wise were the Bathurst Light Car Club's highest fund raisers.



Dan Rupnik and Craig Mainprize Redex Trophy winner

Photo Tony Hanrahan



James and Tess Tracy finished 16th

Photo Tony Hanrahan



Graeme Wallace in the newly acquired David Catt car

Photo Tony Hanrahan



John and Maree Paine in the one hour car

Photo Kathy Hanrahan

The 2017 Kidney Kar Rally will start in Griffith ending in Wagga and head outback to Tibooburra.

McGRATH AND HAMMOND AT WINTON

By Tony Hanrahan

On 23rd July Bathurst Light Car Club had two members at the Jaguar Car Club of Victoria's Winton Supersprint, Lance McGrath (Ford XR8) and Mark Hammond (Jaguar XJS).

Lance McGrath's quickest time was 1.53.21 with a best placing of 4th while Mark Hammond's quickest was a 1.38.58 and his best placing was 3rd.



Mark Hammond in Targa Tasmania driving the Jag he used at Winton Photo supplied by Mark Hammond

MIXED WEEKEND FOR SHIELS

By Tony Hanrahan

The 2016 NSW Motor Race Championship Round 5 on 30th and 31st July had mixed results for Brad Shiels in the Sports Sedan category driving the Central West Driver Training Chev Comaro Z28.

Brad had a DNF in his first race but recovered in race two to record a 3rd place with a best lap of 1.33.34, race three was another DNF.

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KHANACROSS

Sunday 16th October

**The Quarry – College Road – Bathurst
Scrutineering at 8.30am**

BLCC RALLY

Sunday 24th September

Locations around Bathurst and Sunny Corner

Contact: JOHN PAINE paine228@gmail.com

MOTORKHANA

Sunday 11th September

**The Quarry – College Road – Bathurst
Scrutineering at 8.30am**