



The **BLOWER**

AUGUST 2017



Steve Brumby and Allan Phillips on two wheels in Targa

BATHURST LIGHT CAR CLUB

416 CONROD STRAIGHT MT PANORAMA
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FROM THE EDITOR

Welcome to my seventeenth edition of the Blower, the monthly magazine of the Bathurst Light Car Club and welcome to all new readers.

Although Spring is in the air, temperatures suggest Winter is still with us, so a couple of really good reads this month. An extraordinary tale about the challenges of importing collector cars and Government regulator attitudes, plus a cracking yarn from the Targa Tasmania by BLCC Member Steve Brumby. A quick rundown on the Esses Hillclimb and the July Motorkhana, plus your opportunity to buy into a piece of history from your Club.

The Mountain gets a little busy through to Christmas but competitors should be preparing for the November BLCC Speedweekend on the 25th and 26th November as this will be a cracker. Plenty coming up in motorsport so check the calendar for more information.

As our Club becomes even more involved in staging events the call for qualified officials to help run these events is now louder than ever. President Mick Tuckey has come up with a novel way to make volunteering even more attractive but you will have to read his report to find the detail. Your Club is able to provide assistance and training through CAMS to any able-bodied person willing to help undertake the large number of tasks required to make an event a success.

Till next month – safe motoring.

Bob Lundie-Jenkins B.A.
Editor
BLCC Blower

ATTENTION ALL BLCC CLUB MEMBERS

A register is being developed of the CAMS qualifications of all Club members and we need your help. If you hold a current CAMS Officials license of any kind please send your name, CAMS membership number, CAMS license expiry date and specific qualification with the grade to: The BLCC Competition Secretary at lundieb65@gmail.com

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

PRESIDENTS REPORT FOR AUGUST 2017

Another month passes as the year moves on and another era is being written. I hope it now gets better for the benefit of all.

On behalf of Club Committee and the many Members who know Gwyn Mullholland, we wish him a speedy recovery and return to good health – best wishes from us all Gwyn and hope to see you back in the driver's seat soon.

August has been very busy with the Khanacross on the 13th and many Club Members involved in the organisation of the fund-raising Kidney Kar Rally plus the Esses Hillclimb. The Khanacross was again very well run on the day by those volunteers and officials on duty for the benefit of those keen members participating on the day. Thank you all for your positive input and commitment.

The Esses Hillclimb was a good event although down on numbers due to a variety of reasons - not the least being Rally events at Kempsey and Wollongong and perhaps the V8's. The Club will unfortunately sustain a loss on the event, however we must continue to organise events to support our Members and in line with our scheduled calendars.

The Hillclimb saw 2 of our up and coming Junior Members have uneventful runs on the day with excellent results with both winning their classes as juniors - congratulations and well done to Harrison (Harry) Field and Izak Berrisford. Just the one minor altercation with the wall for one competitor on the day resulted in minimal damage to the vehicle and ego of the driver. Here again I express appreciation on behalf of Club Committee and Members to all the volunteers who provided their time to make it all happen - thank you. So much is done by so few.

Please consider becoming an accredited official to lessen the burden on the handful of Members, who are all getting older, with a view to the future prosperity of your Club.

As an added incentive to Club Members to become involved as officials and as an encouragement to those already involved, we have organised two nights accommodation over a weekend for two adults on the coast as a prize draw to be conducted at the end of year Club presentation night. Eligible participants will be those who have assisted with events at both the Quarry and on Track, with one entry for each occasion they were on duty. Officials sign on for each event for Cams insurance purposes and these records will be used for eligibility in the draw so don't forget to sign on.

In the absence of available suitably qualified officials and after considerable discussion, it has been decided that the Bathurst Rally will for next year at least, be conducted by another Club just to keep it on the calendar (at this stage late April). The event will be conducted by the Nissan Drivers Club and take the

format prepared by John Paine for this year's event which unfortunately had to be abandoned. Further information will be made available as soon as it is to hand.

Our next event will be the Motorkhana to be held on 10th September and I hope to see all our regulars and any new interested people who we might introduce to the fun.

Until next month – drive safe, take care and look after others around you.

Mick Tuckey
President

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MINUTES OF THE GENERAL MEETING OF BATHURST LIGHT CAR CLUB HELD ON WEDNESDAY 26 JULY 2017, COMMENCING AT 7:30PM

ATTENDANCE: As per attendance book.

APOLOGIES: Scott Sims, Helen Mulholland, Gwyn Mulholland, David Robinson, Andrew Robinson, Jeff West, Tim Burt, Bob Lundie-Jenkins, Matt Windsor.

CONFIRMATION OF MINUTES OF MEETING 28 JUNE 2017

MOVED: Ian Plenderleith SECONDED: Ben Camilleri

MATTERS ARISING FROM MINUTES

David Catt advised that he had further investigated Articles of Association, and ascertained that no further action was required in adding EFT payments into Article 40, as this was already included, as advised to him by Mick Tuckey in discussion following on from the previous meeting.

CORRESPONDENCE

Correspondence detailed by Secretary.

MOVED Ben Camilleri SECONDED: John Markwick

TREASURERS REPORT

Treasurer detailed items in report.

MOVED: Trevor Seaman SECONDED: Ian Plenderleith

QUARRY REPORT

John Windsor advised that the motorkhana held on 23 July was very successful with 20 starters. John congratulated Geoff Sims who won outright in a larger

rear wheel drive vehicle, closely followed by Alan Paul in second place in another larger rear wheel drive. It was great to see Paul Catt having a run and enjoying the day.

MOVED: John Markwick

SECONDED: Trevor Seaman

GENERAL BUSINESS

Thanks to Khanacross Organisers

David Catt passed on appreciation and thanks on behalf of his brother Paul, to the organisers of last Khanacross.

Matter arising from Presidents Report published in Blower

David Catt raised a query as to which issue was being referred to in the Presidents Report in the Blower, regarding a previous Khanacross event. Mick Tuckey advised that this was in reference to exclusion of a participant at a recent Khanacross event. Mick stated that this matter had been handled professionally on the day, and had subsequently been referred to CAMS for review.

David also raised a question with regard to wording in the current supplementary regulations for next event with additional wording to what he understood to be approved. Mick Tuckey advised that the extra wording did not change any requirements for vehicles however was added to assist those competitors having difficulty with interpreting requirements in line with the Club's view on matters. Silhouette was mentioned with a comment by Mick Tuckey that the overall length of vehicles was not to be shortened.

Esses Hillclimb 20 August

Eric Thorpe raised issue of officials being needed to run this event. To be advertised in Blower.

Possible barbeque and bonfire at Quarry

John Windsor advised that there is a large stack of cut trees at the Quarry. John suggested that members may want to participate in a bonfire and barbecue, perhaps at the end of August.

New Members

Mick Tuckey welcomed two new potential members, Roy Fahey who joined tonight and Phil Wilkinson who intends to join in the near future.

MOVED: Trevor Seaman

SECONDED: John Windsor

THE MEETING CLOSED AT 8:05 PM

Mick Tuckey
PRESIDENT

COMPETITORS AND MEMBERS

IN RECOGNITION OF THE GENEROUS SUPPORT OF BATHURST TOWING IN PROVIDING DAY LONG SERVICE TO ALL BLCC EVENTS, PLEASE CONSIDER USE OF THIS LOCAL BUSINESS SHOULD A NEED ARISE TO GET YOUR TOY HOME – BRAD'S GENEROSITY TO THE CLUB ASSISTS IN KEEPING YOUR ENTRY FEES TO A MINIMUM.

BLCC 2017 CALENDAR

MARCH	2-5	Clipsal 500	S/cars	Australia
MARCH	4	Rally New England NSW 1	NESCC	NSW
MARCH	4	NSW Hillclimb Championship Rd 1	BLCC	NSW
MARCH	5	NSW Hillclimb Championship Rd 2	BLCC	NSW
MARCH	10	Pizza Night Trial (TBC)	BLCC	Social
MARCH	10-11	Southern Mountains Rally	HRC	TRE
MARCH	11-12	Bathurst Autofest	B/A	Car Show
MARCH	17-18	Season launch and Oberon Rally	AMSAG	Rally
MARCH	17-19	Historic Phillip Island	VHRR	Historic
MARCH	23-26	AGP F1	F1	Inter
MARCH	26	Khanacross	BLCC	M/Club
MARCH	29	BLCC Monthly Meeting	BLCC	Meeting
APRIL	1	April Fools Run	CRC	TA
APRIL	1	1-2 NSW Road Racing Championship	WPM	NSW
APRIL	2	NSW Hillclimb Championship	WSCC	NSW
APRIL	9	NSW Motorkhana Championship	NESCC	NSW
APRIL	7-9	Symmons Plains Tasmania	S/cars	Australia
APRIL	14	Bathurst 6 Hour	B6H	Australia
APRIL	21-23	Phillip Island	S/cars	Australia
APRIL	22-23	NSW Off Road Championship	SORRA	NSW
APRIL	23	One Day Trial	BLCC	Social
APRIL	24-29	Targa Tasmania	TARGA	Rally
APRIL	26	BLCC Monthly Meeting	BLCC	Meeting
APRIL	29-30	NSW Road Racing Championship	ARDC	NSW
APRIL	30	Motorkhana	BLCC	M/Club

MAY	7	NSW Hillclimb Championship	KSCC	NSW
MAY	5-7	Barbagallo Raceway	S/cars	Australia
MAY	13-14	NSW Off Road Championship	KMORC	NSW
MAY	13	Tumut Rally	AMSAG	Rally
MAY	13	Nulon Supersprint	BLCC	Nulon
MAY	14	Nulon Mountain Straight Hillclimb	BLCC	Nulon
MAY	14	NSW Supersprint Championships	MX5	NSW
MAY	19-23	Winton Raceway	S/cars	Australia
MAY	21	NSW Motorkhana Championship	RCCA	NSW
MAY	27-28	NSW Road Racing Championship	ARDC	NSW
MAY	27-28	41 Historic Winton	Austin	Historic
MAY	27-28	Rally of the South	CRC	TA
MAY	31	BLCC Monthly Meeting	BLCC	Meeting
JUNE	2	Pizza Night Trial	BLCC	Social
JUNE	3	NSW Motorkhana Championship	CACA	NSW
JUNE	4	Khanacross	BLCC	M/Club
JUNE	10	Bega Rally	AMSAG	Rally
JUNE	11	NSW Hillclimb Championship	GSCC	NSW
JUNE	16-18	Hidden Valley	S/cars	Australia
JUNE	18	NSW Supersprint Championship	NSWRRRC	NSW
JUNE	25	Supersprint	BLCC	M/Club
JUNE	25	Tour de Course	AROCA	TA
JUNE	28	BLCC Monthly Meeting	BLCC	Meeting
JULY	7-9	Townsville 400	S/cars	Australia
JULY	8-9	NSW Off Road Championship	NVORA	NSW
JULY	16	NSW Hillclimb Championship	TSCC	NSW
JULY	16	NSW Supersprint Championship	ARDC	NSW
JULY	23	Motorkhana	BLCC	M/Club
JULY	23	NSW Motorkhana Championship	MCC	NSW
JULY	26	BLCC Monthly Meeting	BLCC	Meeting
JULY	27	1-2 NSW Road Racing Championship	ARDC	NSW
JULY	29	Bulahdelah Rally	AMSAG	Rally
AUGUST	6	Rally of the Valley	CRC	TA
AUGUST	6	NSW Hillclimb Championship	MGCCN	NSW
AUGUST	11-19	Kidney Kar Rally	KKR	Charity
AUGUST	12-13	NSW Road Racing Championship	WPM	NSW
AUGUST	12	Rally of the Bay NSW 3	NESCC	NSW
AUGUST	13	Khanacross	BLCC	M/Club
AUGUST	18-20	Sydney Motorsport Park	S/cars	Australia
AUGUST	20	NSW Motorkhana Championship	TCC	NSW

AUGUST	20	Esses Hillclimb	BLCC	M/Club
AUGUST	26-27	NSW Off Road Championship	KMORC	NSW
AUGUST	27	NSW Supersprint Championship	NSWRRRC	NSW
AUGUST	30	BLCC Monthly Meeting	BLCC	Meeting
SEPTEMBER	3	One Day Trial	BLCC	Social
SEPTEMBER	9-10	MG Spring Rally	MGCC	TA
SEPTEMBER	9	NSW Supersprint Championship	MCC	NSW
SEPTEMBER	10	Motorkhana	BLCC	M/Club
SEPTEMBER	10	NSW Hillclimb Championship	SDMA	NSW
SEPTEMBER	15-17	Sandown 500	S/cars	Australia
SEPTEMBER	16	NSW Road Racing Championship	ARDC	NSW
SEPTEMBER	16	Orange Rally	AMSAG	Rally
SEPTEMBER	23-24	NSW Off Road Championship	WMSC	NSW
SEPTEMBER	27	BLCC Monthly Meeting	BLCC	Meeting
OCTOBER	5-8	Bathurst 1000	S/cars	Australia
OCTOBER	14	National Capital Rally NSW 4	BMCC	Rally
OCTOBER	15	NSW Supersprint Championship	ARDC	NSW
OCTOBER	20-22	Gold Coast 600	S/cars	Australia
OCTOBER	21-22	NSW Road Racing Championship	WPM	NSW
OCTOBER	22	Khanacross	BLCC	M/Club
OCTOBER	25	BLCC Monthly Meeting	BLCC	Meeting
OCTOBER	26-29	Australian Hillclimb	SASCC	Australian
OCTOBER	28	Johns River Rally	AMSAG	Rally
OCTOBER	28-29	NSW Off Road Championship	CNCSCC	NSW
NOVEMBER	3-5	Auckland	S/cars	Australian
NOVEMBER	4-5	Alpine Classic Touring	CRC	TRE/TA
NOVEMBER	10-12	Targa High Country	T/A	Australian
NOVEMBER	12	Motorkhana	BLCC	M/Club
NOVEMBER	16-19	Challenge Bathurst	CB	M/Club
NOVEMBER	18	Rally Australia/NSW Touring Assembly	RA	Australian
NOVEMBER	25-26	Speed Weekend	BLCC	M/Club
NOVEMBER	24-26	Newcastle	S/cars	Australian
NOVEMBER	29	BLCC Monthly Meeting	BLCC	Meeting
DECEMBER	9	Presentation Night & Christmas Party	BLCC	Social
FEBRUARY	2-4	2018 Bathurst 12 Hour	SC	Australian

PLEASE NOTE CALENDER CHANGES

BLCC Speed Weekend will now be held on the 25th and 26th November as a result of the organisers of the Bathurst Challenge excluding BLCC from running events 14 days prior to their event. The **BLCC November Motorkhana** has also had to move to the 12th November for the same reason.

CAR CLUB CAR BADGE?

In the days of chrome bumpers, members of the Bathurst Light Car Club would often attach a Club badge to indicate their involvement in the Club. However, times and front ends changed and the practice seemed to disappear but are you still interested in purchasing a Club Car Badge if they were available?

We have looked into the cost and a 75mm x 80mm metal badge would be \$45 each, however numbers are the key. Before we proceed with the idea we need to determine **YOUR** interest in the idea. If you would be interested please get back to the Editor of this Blower with your details.

We will let you know what next in the next Blower.



ASBESTOS AND COLLECTOR CARS

by Michael Sheehan

Our story begins in 2003 when the Australian government issued a zero-tolerance ban on any and all asbestos products, aimed mainly at imported Chinese drywall, a problem America also faced at the time.

Fast forward to March 6, 2017 when, without prior warning to Shipping and Customs agents, let alone to owners, the Australian Border Force (ABF) began randomly testing all imported collector cars for asbestos, without any industry consultation, procedures or practices in place. One of our clients had two cars already en-route to Australia and so had no choice but to comply. One was a 1966 Shelby Mustang 350 GT and the second a stock 1966 Mustang donor-car, found together as “barn finds” and imported into Australia for restoration.

Making rules on the run

Inspectors were picked from an ABF approved list of asbestos assessors, none of whom had collector car experience since this was an all-new process. An ABF officer and a representative of the customs brokers also had to be in attendance while the owner/importer was required to provide two mechanics, tools, a floor jack, jack stands, safety clothing and masks. All five charged by the hour, with the work being done at the customs wharf.

The inspection of the Mustangs took a full 8-hour day times five people. The front brake pads, rear brake shoes, exhaust manifold and exhaust pipe gaskets from both cars plus the add-on A/C compressor from the stock Mustang were all taken for inspection. Some of the sealer from inside the wheel wells, around



the firewall and the caulking around the windshield were also removed for testing.

Additionally, samples were cut from the headliner material, the door frame inner padding, the hood scoop, the brake air ducts, the windshield washer bag and sample sections were cut from the wiring loom.

As the 350 GT was pushed

onto a hoist, the ribbed aluminium oil pan fins were damaged. The pleas of both mechanics to cease the destructive sample-taking were ignored by the inspector, the customs agent and the ABF officer.

As the day wound down the inspector recommended the removal of the engine and transmission for disassembly and removal of the front fenders and doors for further examination. Because of that day's interpretation of the regulations, the owner was not allowed to be at the inspection.

Moving to plan "B"

During and after the destructive first inspection, endless e-mails and calls between the customs broker and the ABF, the owner was able to get both mustangs taken to a well-respected exotic car sales and service center in Sydney. ABF required both a removal expert and an assessor to supervise the work, a hygienist to test the air for asbestos (how could I make this up) and two mechanics in space suits, all to remove a clutch.



The caulking around the windshield, firewall and inner wheel wells were also removed but reason

prevailed and so the engines were not disassembled. Both cars were then released to the owner.

Total time was two months. Costs including the two removal experts, two assessors, two mechanics, (twice) the hygienist, plus the asbestos lab analyses and bulk sample report was approximately \$15,000, not including the damage and cost to replace the seized parts on both cars plus the possibility of fines for non-compliance.

Meanwhile, across the continent

Meanwhile, in Perth, on the other side of Australia, an enthusiast with a DKW obsession imported a rare 1953 DKW F89. A two cylinder, 23 hp, 684 cc post-war German econo-car built from 1950-54 and based on a pre-war design. Although 60,000 DKW F89s were built, most were scrapped as the German economy recovered and much better cars came to market. DKW was acquired by Mercedes in 1957, sold to Volkswagen-Audi in 1964 and DKW ceased to exist.

The DKW in question was sold new into Portugal, was complete, relatively rust free and at \$7,000 Aus (\$5,400 USD) was a very affordable and unique collector car. As the third collector car to be inspected and the first in the Perth area, the owner was lucky. The asbestos inspector was both reasonable and horrified by the tale of the two Mustangs imported into Sydney, which had quickly gone through the collector car community. The initial inspection found asbestos in the rear brakes, the head and manifold gaskets and the under-coating in the wheel wells. The car was immediately impounded and the real problems began.

ABF again changes the rules

The owner requested that he and a mechanic remove the offending material, but this was rejected by the ABF as they were not “authorized” to enter the “secure” dockside area. ABF insisted on a professional asbestos remover, but none had vintage car experience. The owner next asked to attend with the chosen asbestos remover but was again denied access to his car.

A week later ABF agreed to the owner’s request to have his mechanic remove the asbestos, but after completing the paperwork, permits and an inspection time was set, ABF decided that removing the parts in the storage depot might be unsafe and the permit was cancelled.

ABF first declined and then approved transport to Classic Gasoline, a collector car service center in Perth. ABF then again changed their mind and advised the car could only be moved to a certified asbestos removal center. After realizing there was no certified asbestos removal center that could do the work, ABF relented and permitted the car to be moved to Classic Gasoline.

Paperwork recommenced, but at the last-minute Quarantine intervened, advising that the DKW could only be moved after it had been spray cleaned, but that it could only be spray cleaned after the asbestos was removed. As the owner wrote, “Catch 22 meets Franz Kafka”.

Back to plan “A”

Everyone agreed to go back to plan “A”, a removal time was again booked only to have someone at ABF again demand the work be done by an asbestos specialist.



After yet more calls, e-mails and negotiations it was finally agreed that ABF, the original inspector, two mechanics from Classic Gasoline and the owner would inspect the car, agree to the work to be done and the owner and mechanics would

then be allowed to complete the work at dockside.

Thanks to the DKW's small engine, it was lifted out without a hoist for disassembly. After even more paperwork, ABF certified the removed parts and arranged their seizure and destruction. The additional storage fees were \$3,000, the mechanics charged \$1,500 and the shipping agents were another \$1,500 plus the cost of finding and replacing the seized parts, so almost equal to the original \$7,000 purchase price. The local ABF did not issue any fines for the non-compliant parts.

The good news is that most new cars, world-wide, were asbestos free by 1999, but the bad news is that virtually all cars built before 1999 have asbestos-based components. All imported cars must obtain an asbestos test for their vehicles BEFORE they are shipped to Australia, but few countries have certified collector car asbestos inspectors.

If asbestos is identified, it must be removed before the vehicle is shipped and owners must confirm the vehicle is asbestos free. The ABF doesn't have the time, space and manpower to inspect every car, but no-one should take the risk of being caught up in the costs and damage of a random inspection, the possible seizure and destruction of the car plus the reality of fines because the seized parts were not zero asbestos compliant.

The Australian Imported Motor Vehicle Industry Association is lobbying the ABF to standardize a consistent inspection regime, but the extra red tape, inspection

costs and uncertainty have slowed imports to a crawl. Additionally, the new rules apply to imports AND exports, which will be another yet-to-be-defined learning curve!

But wait, it gets more complicated

If the asbestos-related import/export restrictions were not enough, the Australian government is also ramping efforts to keep what are described as “culturally significant automobiles” in Australia and is considering the seizure of any vehicle deemed to have been “illegally” exported since 1987. Based on the UNESCO convention in trafficking of illicit cultural property, the proposed legislation would include any vehicle designed by an Australian, built in Australia, altered in Australia, or strongly associated with an Australian. To quote from the proposed legislation, *“the best way of promoting the regime would be a couple of high profile actions for the seizure and return of forfeit cultural material”*. If you have a car with a significant Australia history, be nervous.



All of this should be a warning of future potential problems for the collector car community. If there's a way to go overboard on regulations, the government, any government, seems to find a way to make life overtly complicated. While Australia is currently the epicenter of Monty-Pythonesque import (and export) restrictions, others will follow. China, for instance, simply forbids the import of classic cars, Norway wants to eliminate ALL (new and used) gas and diesel powered cars by 2025, while India and Germany want to eliminate all new gas and diesel cars by 2030 and France by 2040.

Our children will live in a very different world.

AUGUST KHANACROSS HIGHLIGHTS

By the Editor

Fine weather and a well prepared track made for great competition and very close results for the 23 competitors, 9 of who were juniors.

Izak Berrisford in a non-turbo 4WD Subaru Liberty set the fastest overall time in the junior section and was good enough for third place in the overall standings

and second in class. Harrison Field in a similar car collected second placed junior and fourth overall with Blake Simmonds, in a modified Holden Barina, coming in as third placed junior, second in class and 13th in the overall placings.

Stephen Muggleton just topped his son Izak's performance with a win in class and the overall win on the day in another Subaru Liberty. Alan Paul in his ever-reliable Honda Civic scored second overall and first in class.

Robert Flood officiated as Clerk of Course and he reported no problems with any competitors and a total of five runs were recorded for each vehicle. Club Secretary Donna Simms undertook the arduous task of Event Secretary and the BBQ was again provided by Sue Dixon and her offsider Wayne Bowden. Well done to all officials and volunteer timekeepers for their contribution to the day.

For all the pics from the day go to the Bathurst Light Car Club webpage.

TARGA TASMANIA 2017

By BLCC Member Steve Brumby

As we rolled out of the stop point at the end of the Cygnet stage I pressed down on the accelerator as I released the clutch; that kind of synchronised movement you do each and every time without much thought. All of a sudden (and it was a bit sudden because we had just whizzed through the stage pretty much without concern) there was an immediate sick feeling deep in the pit of my stomach.

We'd actually talked about this, in a way, several days before. Geoff Bott had been telling me about some guy who had had an off on Longley the year before. Throwing it all away on stage 35 of 35! In our case my thoughts immediately turned to survival!



There was very little clutch. I could barely get the car to move. Precipitously my navigator came to the fore. He really was a riding mechanic in the very truest sense of the words; at least as true as they can be in this modern age. Allan was both

my father in law and a mechanic of many, many years'

advice on how best to nurse the car was invaluable. On the transport to Longley, the 35th and last stage I gently explored the clutches' capability. There wasn't much to explore and post rally work has certainly confirmed this. It was ugly. Our maximum speed was about 50 and going downhill was very much our friend. Given that the average speed required through the last stage was 85kmph it was going to be pretty bad.

TSD (Time, Speed, Distance) or regularity requires you to maintain an average speed through a stage. Generally, on Targa Tasmania that speed is somewhere between 80 and 90kmph with a couple of tighter stages set lower such as the blast through the streets of Georgetown which is set at 65kmph and the amazing climb out of Queenstown which in the wet was a challenging 60kmph. Averaging over or under the set average incurs a penalty of one point per one tenth of a kmph. The other restrictions imposed are exceeding 130kmph (one point per sec over) and conversely no going under 30kmph (similar penalty). Over 140kmph is a straight up 100-point penalty.

Having said all that it isn't speed that you worry about but rather time. You just need to cross the finish line at the time that corresponds to the correct average speed for the stage given the distance you must traverse. Yep it gets very busy in the car toward the end of a stage.

About a year and a half previous to our Tasmanian assault, I was at the traditional Sunday night dinner at my in laws, sharing a nice bottle of red with my father in law when he announced to me that he only had two items remaining on his bucket list; to fly in an open cockpit aircraft and to compete in



Targa Tasmania. I explained to him that I had no open cockpit aircraft lying around but I did have a tarmac rally car and perhaps we should have a go in Tassie.

The reality was in fact that I had a 1998 Alfa Romeo GTV 3lt V6 improved production race car that could be suitably converted to a tarmac rally car relatively easily by fitting seats and rally stuff and staring at the suspension a lot!

Why TSD? Well we considered full competition would be a bit too arduous for a start.

Father-in-law navigator Allan was 76 and wasn't so keen to go flying through Tasmania. Really his goal was just to participate in the event and in fact doing Tour would have fit the bill for him but I had decided if we were going to go to the effort of going all the way down to Tasmania we were going to compete for something and TSD is a relatively soft but challenging way to go. It soon became clear, certainly by the completion of Day one, that although the TSD field was small it was indeed very competitive and far from soft. In very general terms getting through the stages at the required average speed mostly requires you to go pretty hard particularly when in the windy stuff. Sure, there are times when the roads open out and you get yourself up to around 125kmph and you must back off but they are reasonably few and far between, generally on the longer stages. For the most part though it is go hard early and sort it toward the end. Don't go too hard though!

I think though that the driving part lived up to my expectations. I had expected great roads and that was what I found. Laid out in front of me. Closed. All mine. It really is a dream come true but I found that surprisingly that wasn't the best bit. The best bit was mixing with our fellow competitors and gradually getting to know them over the course of the week or so and going from a bunch of unknowns to genuine friendships. It was all worth it just for the lunchtime chats. And the lunches are pretty good too.



So, after six days and 34 stages we crawled our way to the start of the last stage knowing that our strong 4th place that we had gained on Day one and held strongly all week was gone. Of the preceding 34 stages, my personal favourite had been day three's Riana, a 36.31 km monster,

not only because we managed to finish exactly on time but also because it just had everything and some really tricky sections. Other great stages were the climb out of Queenstown on Day four and Georgetown on Day two which is a special opportunity to belt through the streets of small town Tasmania.

With the Longley stage before us and not much clutch left we knew the outlook was bleak. Our attention shifted very dramatically from hanging on to fourth place to just finishing. With twelve odd kilometres in the stage and then twelve odd back to the finish line in Hobart I sought out and spoke to the TSD sweep and informed him of our predicament. I also spoke with Adrian and QT who were in 5th place and let them know their good fortune. To be fair to them they had certainly closed right in on us and would probably have passed us in any case. It was an interesting moment and they were very good about it. The sweep arranged for us to start last in the TSD field and he barricaded us from the GT Sports guys who were sure to catch us.

Unfortunately for us most of the stage was uphill and at a required average speed of 85kmph. We managed to make it through with an average speed of 60.2km and our total point score of 341 as we rolled into the stage nearly doubled by the time we finished. As it turned out we tumbled from 4th to 8th and we still had to make it down into Hobart and across the finish line. Thankfully the sweep car remained behind and escorted us down to Princess Wharfe. Every traffic light was a challenge and we certainly attracted some attention along the way but it became clear that we would make it.

I guess the upside was that there was little difference between finishing fourth and eighth; same finishers medal, same trophy. The downside of course is that eighth is not fourth and we would still need to get the car from Hobart back to Devonport and on and off the ferry.

So, we were having a beer and enjoying watching the pointy end finish when an old army mate turned up to say G'Day. After mentioning the clutch predicament, he was straight onto the phone organising to loan a trailer and offering to tow us up to Devonport. How good is that! Needless to say, we did make it all the way and as I write this the Alfa is in pieces waiting for a clutch conversion to arrive from the UK; a long story in itself!



Would I do it again? Oh yes! I particularly look forward to getting Heather down there to navigate for me. Can we afford it? Probably not!

Post script: Clutch arrived and in. Wakefield test day next week!

ESSES HILLCLIMB LOW NUMBERS, HIGH ADRENALINE

By the Editor and Pics by Warren Hawkless



Vittoria resident Steven King took first place overall in his #333 Uberkart open wheeler in a best time over the six runs of 27.81. Steven improved his times throughout the day with his winning run saved for the final ascent up the tricky course. Needless to say, he also won his class with better than

five seconds to the next car in class.

Regular competitor in BLCC events, #307 Chris Weir was less than 1 second behind Steven on 28.31 in his 5.7 litre commodore. With a similar performance record to the first placed car, Chris was improving with every run and he saved the best for



the final run to give him the second placing.



Tim Weston in a 2014 Mercedes 1,994cc Hatchback was just .06 behind Chris Weir in third place. The nimble hatchback handled the corners very well with few dramas across the event.

Nick Cancian #186 from Minto Heights near Campbelltown took out the Type 3 - 2001 to 4000cc class which was the most popular class for competitors with six entries. He shared the drive with BLCC Member and Perthville local, Tony King #86 who collected second in class and #23 Martin McCloughlin from Bathurst scored third in class.



The next most popular class was Type 2 1601-2000cc with #71 Brian McKeon taking first place with a 34.15, David Parratt #217 was second with 36.51 and Lance George #5 in third place with 36.94.

Type 1 2001-4000cc class winner was David McCowan #265

in his Renault Megaine 2,000 Hatch with a best run of 32.13. Readers of the Blower may recall David's story from the July 2016 Edition when he first joined the BLCC to race a Fiat Arbat in a Supersprint event. He enjoyed the experience so much that we are likely to see David at many more Club events in the future. Second in class was Lucas Dann #997 in a VW Golf GTI Hatchback with a best run of 33.36 and in third place in class was Casey Napoli #42 in a 1985 VK Commodore with a best time of 35.80.

Type 1 over 4000cc class was won by Jose Abreu #7 in his Ford XR8 sedan with his fourth run of the day 32.30, second was Stewart Grigg #66 in a Holden Maloo Ute with a best time on his fifth run of 32.37.



First in Type 2 over 4000cc was Mal Pollard #47 in a 2001 Holden Berlina with fifth run 31.88 and second was Victorian Andrew Brooks #2 in his immaculate 1974 Holden Torana 5000 with a final run of the day 35.75.

Stephen Muggleton #44, shared the drive in a

Mazda RX8 with second place in the Type 4 2001 – 4000cc class and junior driver, Izak Berrisford #14. Stephen scored a 34.68 in his fifth run with Izak scoring a 36.37 in his final run of the day.

Type 5 up to 2000cc was taken out by the overall winner Steven King #333 with Gerard Gotch #62 in a 1972 Datsun 1200 in second place with a final run of 32.84.



Type SV 2001 – 4000cc class winner was Tim Weston #52 who also took out third place overall and in

second in class was Leigh Parker #320 in a 1988 VW Golf GTI Hatch with a fourth run 32.70.

David “Willie” Williams #666 collected first place in the Type SV Over 4000cc class in his 2012 Holden VE Ute with a last run 29.01 with Richard Anderson #251 in a 2015 Subaru WRX-STI in second place with a fifth run 32.79.

Four other classes were on offer however only one competitor registered in each which was a little disappointing for organisers. In Type 1 0-1600cc Michael Hoskins #77 in a 1985 Toyota Corolla won with a time of 39.23 in his final run of the day. In Type 1 1601-2000, Jay Henderson #74 in a 1993 Nissan NX-R Coupe won his class with a final run 36.29. Nigel Buttriss #76 drove his 1996 Gibbs Clubman to a win with fifth run 36.98 in the Type 5 Clubman class.

Junior driver Harrison Field #30, often standing on the top podium in both Motorkhana and Khanacross, drove his 1989 Suzuki GTI Hatchback to a win in the Type 3 0-1600cc class with a 36.40 in his final run of the day.



Unfortunately, the Mountain took its first and only victim of the day in the very first run of the morning so only 29 of the 30 registered competitors recorded times.



Dubbo local, Gerard Skelly, was obviously disappointed with the consequences of a run on cold tyres which resulted in car and driver

damage being relatively minor. He was however, very philosophical after the car was returned to the pits saying he will be back to try again.

Although the morning was cool the event was run under blue skies with little wind. Clerk of Course David Robinson was well supported by Robert Flood as his Assistant, Doug Rowan as Chief Scrutineer assisted by Mick Williamson, Chief Steward Peter Zylstra and Assistant Steward Robert Wells.

Bob Lundie-Jenkins was Event Secretary ably assisted by Helen Mullholand.

Timekeeper was Greg Breach with Eric Thorpe working his magic in the caravan. Mike Tuckey, Scott and Donna Sims, and a host of Club Members provided course setup, control and flagging with Sue Dixon and her team on Fire and Rescue Service.



Thanks to all the volunteers for making the event the success that it was.



BMW Drivers Club
New South Wales



Mercedes-Benz Club of NSW Presents:

SYDNEY GERMAN AUTOFEST 2017

Car Show & Family Picnic

SUN 24th SEPT 2017 Cars in place
9:00AM for 9:30AM

Gough Whitlam Park, Bayview Ave, Earlwood

Events Director: Greg Vains 0408 531 884

www.mbcnsw.org.au \$15 p/car entry fee

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SUNDAY 12 NOVEMBER 2017

GATES OPEN FOR ENTRANTS @ 7:30AM
GATES OPEN FOR PUBLIC @ 10AM
GATES REOPEN FOR ENTRANTS TO LEAVE @ 3:30PM

CAR ENTRY FEE \$20
INCLUDES CAR ENTRY AND ADMISSION
PUBLIC ENTRY FEE
ADULTS \$5 & KIDS UNDER 18YRS FREE

CAMDEN BICENTENIAL EQUESTRIAN PARK

(ENTER FROM SHEATHERS LANE)

Local Market Stalls

BBQ

DIY Demos

Prizes

Trade Stalls

Kids Activities

AND MORE!



Search the event 'Cars For A Cause' to register and stay updated!

WITH THE APPEARANCE OF MACARTHURS
C91.3 ROAD CREW FROM 10:40-12:40PM

PROUDLY SUPPORTED BY:

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To register or for more info please call or email Amy at amy@autowest.com.au 02 4721 3301

TARGA FLORIO®

AUSTRALIAN TRIBUTE 2017

THE TARGA FLORIO AUSTRALIAN TRIBUTE WILL SHOWCASE ALL VICTORIA HAS TO OFFER OVER 5 EXCITING DAYS.

The event will commence in Melbourne with scrutineering, before moving to Geelong for the official start. From the foreshore of Geelong, the Targa will



visit some of the most iconic regions across Victoria including, Bellarine Peninsula, Great Ocean Road, Mornington Peninsula, Yarra Valley and Dandenong Ranges before finishing back in Melbourne.

2017 will celebrate the 101 Anniversary of the Targa Florio and the first time the event has left Italy, an amazing

attraction for Australia and all car enthusiasts. To celebrate the occasion there will be 101 Ferrari's participating and 150 classic cars.

29 November - 3 December 2017

THE TARGA FLORIO

First run in 1906, the Targa Florio has grown to become one of the great names in motor sport. It has been held every year on the roads of Italy until 1940, before commencing to run again in 1947. Run in one of the most



enchanting Italian regions, Sicily, the race has always started and finished in Palermo, after an overall route of 600-700 kilometres.

Before Formula 1 racing, the Targa Florio was the most difficult and challenging race for cars on earth, attracting the great racing car drivers and the most important

international car makers, such as Alfa Romeo, Ferrari, Bugatti, Lancia, Maserati, BMW, Mercedes and Porsche. For over 80 years it has stood as a symbol of passion for cars, luxury, and elegance.

Today, the Targa Florio is not just the world's most ancient road race, but a tribute to classic cars and beautiful scenery. It is both a race and historical tribute for the legendary cars that participated in the original race and now also includes, the ever-popular Ferrari Tribute.

The Targa Florio is an event that brings together the beauty of classic cars and the fascination of the great races to a passionate audience from across the globe.

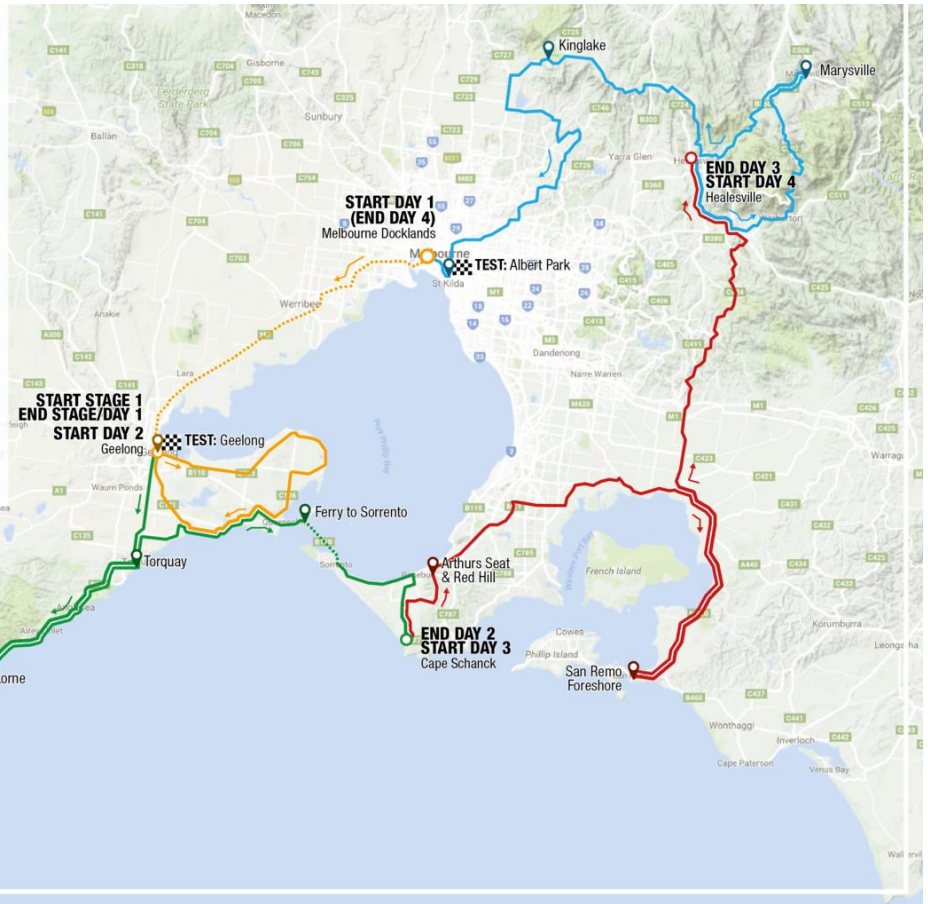




TARGA FLORIO AUSTRALIAN TRIBUTE

Course and Itinerary
29 November - 3 December, 2017

- Day 1 Stage: Geelong - Geelong
- Day 2 Stage: Geelong - Cape Schanck
- Day 3 Stage: Cape Schanck - Healesville
- Day 4 Stage: Healesville - Melbourne
- Transfer (non-stage section)
- ● ● ● Points of interest / scheduled breaks
- Location of regularity test



MOTORKHANA

September 10th

“The Quarry”

College Road
Bathurst

KHANACROSS

October 22nd

“The Quarry”

College Road
Bathurst

SPEED WEEKEND

November 25TH & 26th

MOUNT PANORAMA CIRCUIT

OFFICIALS REQUIRED