



# THE BLOWER

2013

JANUARY

WE ARE 60 1953 - 2013



NEXT MEETING 27th FEBRUARY @ 7.30PM SOCIAL FROM 6.30PM  
NEXT EVENT

NSW HILLCLIMB CHAMPIONSHIP ROUNDS 2 & 3  
MOTORKHANA 24th THE QUARRY

BATHURST LIGHT CAR CLUB 417 CONROD STRAIGHT MT PANORAMA 2795  
[www.blcc.com.au](http://www.blcc.com.au)

**Office Bearers 2012**  
**Club email address: secretary-blcc@bigpond.com**

Position	Name	Phone (AH)	Mobile	Email
President	Robert Wells	02 6332 2179	0422 819 896	<a href="mailto:escort45@bigpond.com">escort45@bigpond.com</a>
Vice President	David Robinson		0418 652 419	<a href="mailto:robboauto@westnet.com.au">robboauto@westnet.com.au</a>
Treasurer	Robert Flood		0408 402 729	<a href="mailto:robert.flood@essentialenergy.com.au">robert.flood@essentialenergy.com.au</a>
Secretary				<a href="mailto:Secretary-blcc@bigpond.com">Secretary-blcc@bigpond.com</a>
Committee	Mick Williamson		0408 675 775	<a href="mailto:heymick@bigpond.com">heymick@bigpond.com</a>
	Ian Plenderleith		0438 547 375	<a href="mailto:iplenlol@bigpond.com">iplenlol@bigpond.com</a>
	Bradley Robinson		0488 277 113	<a href="mailto:berobbo@gmail.com">berobbo@gmail.com</a>
	John Markwick		0438 443 021	<a href="mailto:jhm@live.com.au">jhm@live.com.au</a>
	Jeff West	02 6331-5342	0427 263 757	<a href="mailto:jj.west@bigpond.com.au">jj.west@bigpond.com.au</a>
	Ces Evans			<a href="mailto:rallyglassproducts@hotmail.com">rallyglassproducts@hotmail.com</a>
Competition Secretary	Jeff West	02 6331 5342		<a href="mailto:jj.west@bigpond.com.au">jj.west@bigpond.com.au</a>
Publicity Officer	Tony Hanrahan	02 6337 1355	0418 493 577	<a href="mailto:elfinfp@bigpond.com">elfinfp@bigpond.com</a>
Blower Editor	Tony Hanrahan	02 6337 1355	0418 493 577	<a href="mailto:elfinfp@bigpond.com">elfinfp@bigpond.com</a>
Social Director	Helen Mulholland	02 6362-0769		<a href="mailto:ohelen@bigpond.com">ohelen@bigpond.com</a>
Property Officer	Bob Munday			
Historic Plates Registrar	Paul Catt		0417 225 722	<a href="mailto:Historic.rego@gmail.com">Historic.rego@gmail.com</a>
CAMS Delegate	Helen Mulholland	02 6362-0769		<a href="mailto:ohelen@bigpond.com">ohelen@bigpond.com</a>
Alt CAMS Delegate	David Robinson		0418 652 419	<a href="mailto:robboauto@westnet.com.au">robboauto@westnet.com.au</a>
Quarry Groundsman	John Windsor			
Officials Coordinator	TBA			
Chaplain	Doug Rowan		0427 816 616	<a href="mailto:dougandkath@hotmail.com">dougandkath@hotmail.com</a>
Website Administrator	Kathy Hanrahan	02 6337 1355	0407 784 590	<a href="mailto:Elfin622@bigpond.net.au">Elfin622@bigpond.net.au</a>
Eligibility Committee	Gwyn Mulholland		0429 620769	<a href="mailto:gmrallysport@bigpond.com">gmrallysport@bigpond.com</a>
Club Patrons	Cam Ashelford	Arthur Davis	Doug Moore	

Membership Enquiries to Secretary

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***Individual Opinions Express Herein Need Not Necessarily Reflect Those Of The Bathurst Light Car***

# President Report

Well it's election time again. I hope everyone will put the Annual General Meeting on their calendar for the 27 February 2012. So far there are no nominations for the positions of President or Secretary. There have been quite a few nominations for the Committee, also Treasurer, Vice President and there has been people indicating that they would like to go on the committee or fill some of the other positions.

The report is that everyone had a good time at the Motorkhana's at the 12 hour race. The bit of rain on Sunday saw some reputations ruined. First junior on Saturday was Christopher Baker and first outright was Robert Dean. Both repeated this effort on Sunday.

The sport sedan races during the weekend were a bit of a mixed bag for club members. During practice on Friday the car that was second on the road thought he was first because Steven Shiels was that far in front that he could not be seen by other competitors. I'm sure everyone has read in the paper of Steve's disappointment for the rest of the weekend. Bradley possibly had a better weekend than Dad.

Glen Pro, who was debuting his new car had some teething problems ending in a fire. I'm sure Glen will get his problem sorted out and soon be mixing it with the best.

Last weekend Joe Chapman took out the first round of the NSW Khanacross Championship. Congratulations to Joe.

It is good to see that we will still host 2 rounds of the State Hillclimb series. It was an unfortunate stand we had to take in regards to the rules and regulations but as it turned out most other clubs were in agreement with the stand we took and in one case another club had protested months earlier than we had. Officials will be required for this event and we ask you to volunteer.

Organisers of the Easter Weekend are looking for officials I will have more details at the next meeting.

While we are on the subject of officials, the club is seriously running short of licenced officials for key positions, so much so that it could affect future events. You just cannot become a licenced official overnight. There is training and you need to do some of the work under supervision.

I am sad to say that with no nominations for Secretary or President and the club being short on key officials the future is not looking good.

Don't forget if you are competing in events away from the club let Kathy know your results you could win an award at the end of the year. All results must be submitted to her by the end of the Speed Weekend on the 1st December, the 2nd will be too late.

Robert Wells

The logo for Bathurst Real Estate features the word "Bathurst" in red and "Real Estate" in black, with a stylized house icon above the "e" in "Estate".

**Bathurst Real Estate**

The logo for Rydges Mount Panorama Bathurst features the word "RYDGES" in large blue capital letters, with a horizontal line below it, and "MOUNT PANORAMA BATHURST" in smaller blue capital letters below the line.

**RYDGES**  
MOUNT PANORAMA BATHURST

# **Bathurst Light Car Club General Meeting Minutes Date 30 January 2013**

Meeting opened 7.40pm

**Attendance** – As per attendance book – 29

**Welcome** – President Robert Wells welcomed all members in attendance.

**Apologies** – Ian Plenderleith, Moore Family, Matthew Windsor

**Minutes of previous meeting** – were accepted as read

Accepted – Trevor Seaman

Seconded – John Markwick

**Matters arising from the Minutes – Nil**

**Correspondence** – was accepted as read

Accepted – Bradley Robinson

Seconded – Trevor Hibbs

**Treasurers Report** – presented as read

It was moved by David Robinson and seconded by Jeffrey West that all payments for this month (January 2013) be approved for payment and that the Treasurers Report be accepted as read –

**CARRIED**

**General Business**

- **The Quarry 2012** – John Windsor gave a brief report of activities at The Quarry stating that a successful Khanacross had been held recently with 21 Competitors coming from Blayney, Bathurst and Orange with a new competitor from Lithgow. They were low on officials however they managed. Track was in great condition and the only cost was \$150 for water to dampen the track
- **BLCC 60<sup>th</sup> Anniversary Celebration 13 October 2013** – Helen Mulholland informed members present that organisation was progressing well for the 60<sup>th</sup> Anniversary. She was still organising the guest speakers for the evening however all was looking good.
- **Cams State Council Stewards Panel** – Helen Mulholland has been appointed to the Cams Stewards Panel and asked if any member had issues please contact her so she can bring these issues to the attention of the panel for discussion
- **Gnoo Blas Classic Car Show** – Members are reminded that the Gnoo Blas Classic Car Show is being held in Orange over the weekend of 9/10 February 2013. This is always a great event and anyone interested is encouraged to attend.
- **Blower** – Robert Wells thanked Tony Hanrahan for publishing the recent Blower. It once again contained many interesting articles
- **Motorkhana 12 Hour** – Robert Wells reminded all in attendance that he needed names from interested participants for the Motorkhanas associated with the 12 Hour race as he had to organise tickets for entry
- **2013 State Hillclimb** – Robert Wells informed those in attendance that BLCC would once again be holding two rounds of the State Hillclimb on 2/3 March 2013 after the Hillclimb panel had agreed to revert back to 2011 regulations. He stated he had fielded phone call from other clubs mentioning their concerns and it had come to light that some members of the Hillclimb Panel were not aware of the discontent among the clubs. Gwyn Mulholland

stated that in the light of the issues surrounding the Hillclimb Regulations he felt it was vital that BLCC had a representative on the Hillclimb Panel to speak on behalf of the club. He also stated that the Mount Panorama venue was popular with competitors. It was mentioned from the floor that Barrie Coady had been the BLCC Representative on the panel for the past few years.

- **2013 AGM** – Robert Wells informed those in attendance that there had not been many nominations for positions for 2013 and that nominations closed after the meeting. No nominations had been received for two key positions, those being Presidents and Secretary.
- **Autofeist 2013 March 16/17** – Robert Wells informed those in attendance that he had been speaking with Les Adams from Autofeist and organisation for this event is progressing well. Robert Wells asked for volunteers to assist with this event. John Markwick agreed to be Secretary, David Catt – Scrutineer and Cec Evans – Steward
- **Success of Club Members** – Robert Wells spoke of the success of club members at International events with Bruce Garland achieving success in the Dakar Rally.
- **Presentations** – Presentations were made to Tony King and Jeffrey West who were not able to attend the BLCC Presentation Night in December 2012.
- **BLCC Financials** – Gwyn Mulholland suggested that due to recent feedback he had received it may be a good idea NOT to publish financial information relating to events in the club minutes.
- **Working Bee at The Quarry** – David Catt suggested that a working bee could be held at The Quarry in conjunction with a Junior Training Day. This would serve dual purpose, it would be great for the junior members to be mentored and would also encourage the junior members to assist with the upkeep of The Quarry. Kathy Hanrahan informed those in attendance that Cams would issue a permit to run such an event.
- **2012 Christmas Party/Presentation Night** – Bradley Robinson stated that he thought the Christmas Party was a great night. Robert Wells mentioned that the same caterer had been booked for 2013 however it was important that tickets be available earlier for purchase to make catering numbers available earlier.
- **Blower Articles** – Tony Hanrahan requested articles for The Blower and asked that anyone competing away from Bathurst please supply him with results, photos etc for inclusion in the magazine. Robert Wells also mentioned that club members were preparing vehicles for the Sydney to London rally in 2013. Those members being Jeff West and John Henderson and John Hills and Mick Tuckey. The club wished them every success with the endeavours.
- **Officials Bonus** – Robert Wells informed those in attendance that the committee had voted not to continue with the official bonus into 2013. There was lengthy discussion from the floor regarding this and a motion was put forward: That the Officials Bonus System implemented in 2012 be reinstated for 2013 – Moved Gwyn Mulholland Seconded John Windsor - **CARRIED**

Meeting closed 9.10pm  
Robert Wells, Chairperson

Date



**Results Motorkhana Sunday 10/02/13**

No	Name	Snr/Jnr	Course 1		Course 2		Course 3		Course 4		Course 5		Course 6		Total	Class	O/R	Jnr Rank
			Run 1	Run 2	Run 1	Run 2	Run 1	Run 2	Run 1	Run 2	Run 1	Run 2	Run 1	Run 2				
	<b>A-2WD WB up to 2150mm</b>																	
5	Michael Moore	Jnr	42.81	37.20	33.65	33.35	89.82	52.00	42.47	45.44	28.15	37.00	30.03	31.19	223.20	1	13	4
	<b>B-2WD WB 2150-2390mm</b>																	
14	Nigel Swan		33.06	36.90	41.40	24.90	89.82	54.57	41.18	37.00	30.40	29.53	26.63	26.00	205.06	3	8	
11	Christopher Baker	Jnr	32.78	36.30	25.50	26.49	49.00	45.25	36.94	37.71	33.32	30.66	28.69	26.41	197.54	1	6	1
26	Scott Thompson	Jnr	49.40	43.41	31.47	41.35	89.82	66.84	42.41	49.44	53.66	38.31	38.22	39.00	260.66	5	19	9
9	Glen Ormerod	Jnr	43.00	46.75	34.44	39.75	54.31	49.53	41.32	43.81	35.63	33.97	30.05	44.09	232.31	4	15	6
	Greg Ormerod		59.40	34.88	31.37	28.13	35.53	36.43	43.22	39.65	53.66	32.06	28.41	32.59	198.66	2	7	
	<b>C-2WD WB 2391-2574mm</b>																	
3	Joe Chapman		37.10	31.00	25.63	26.06	44.93	41.59	35.54	33.41	31.43	42.65	24.87	23.00	186.06	1	3	
5	Mark Groves	Jnr	59.40	59.40	46.25	45.09	78.69	71.19	75.44	46.20	36.12	40.22	31.41	31.00	289.00	7	20	10
6	Matt Chapman		37.93	36.18	29.37	29.35	43.19	37.69	38.50	37.60	36.47	31.00	23.81	28.18	195.63	2	5	
25	Matthew Reeks	Jnr	37.44	35.53	28.37	27.28	61.12	58.50	38.72	45.87	33.28	38.47	54.09	30.40	223.71	5	14	5
20	Jakira Speer	Jnr	37.28	36.44	41.81	39.91	79.82	63.25	41.30	38.88	36.88	35.97	26.15	26.18	240.60	6	16	7
21	Toby Speer	Jnr	999.00	37.06	29.90	30.31	50.53	51.60	43.92	40.75	32.03	34.44	27.16	26.78	217.05	4	11	3
22	Nick Reeks	Jnr	49.38	35.50	33.48	31.62	47.12	50.74	40.20	38.46	31.53	31.31	30.13	33.09	214.14	3	10	2
	<b>D-2WD WB 2575 and over</b>																	
15	Alan Paul		29.78	29.16	25.85	28.63	48.34	41.94	31.91	43.66	31.41	29.08	25.80	23.56	181.50	1	2	
24	Mitch Groves		37.34	34.50	47.03	29.28	48.06	44.03	43.41	47.68	36.53	53.66	32.13	31.97	219.72	4	12	
12	Stehen Hill		36.47	33.56	30.13	39.34	89.82	35.97	65.44	41.15	37.47	35.75	54.09	29.05	205.61	3	9	
20	Martin McLoughlin		39.40	33.69	22.53	25.69	43.28	42.12	34.78	43.07	53.66	33.97	29.57	25.44	192.53	2	4	
45	Daniel Blowes		999.00	99.90	29.41	52.84	70.00	47.78	999.00	999.00	999.00	999.00	999.00	999.00	3174.09	5	21	
	<b>E-4WD</b>																	
16	Robert Dean		26.97	26.22	23.47	21.50	36.43	39.19	29.88	31.25	29.15	28.06	27.72	20.88	162.97	1	1	
	<b>G- REAR WHEEL DRIVE SPECIAL</b>																	
16	Geoff Sims	Jnr	30.90	32.44	26.81	31.12	89.82	89.82	35.44	38.63	33.03	31.91	27.43	48.65	242.31	1	17	8
18	Scott Sims		36.78	36.70	29.19	27.79	89.82	89.82	37.85	35.29	32.51	30.44	25.00	23.57	243.61	2	18	

**Results Motorkhana Saturday 9-02-2013**

No	Name	Snr/Jnr	Course 1		Course 2		Course 3		Course 4		Course 5		Course 6		Total	Class	O/R	Jnr Rank
			Run 1	Run 2	Run 1	Run 2	Run 1	Run 2	Run 1	Run 2	Run 1	Run 2	Run 1	Run 2				
	<b>B-2WD WB 2150-2390mm</b>																	
7	John Paine		33.47	28.81	35.57	44.91	35.10	41.07	71.25	69.83	35.78	62.66	45.22	80.22	250.31	2	8	
11	Christopher Baker	Jnr	30.13	29.63	38.31	32.28	51.34	45.75	67.78	61.14	36.16	36.53	65.69	40.52	245.48	1	7	1
18	Mick Thompson		37.75	32.18	41.32	40.06	47.65	76.82	73.20	74.43	47.66	52.66	9999.00	9999.00	10239.75	4	18	
19	Scott Thompson	Jnr	36.52	34.38	37.50	38.04	43.09	42.35	105.06	56.91	43.97	44.03	60.06	48.56	263.67	3	10	2
	<b>C-2WD WB 2391-2574mm</b>																	
3	Martin Zonolla		32.28	WD	40.53	35.50	42.82	40.03	64.23	64.54	37.37	36.47	52.00	80.22	260.51	4	9	
5	Mark Groves	Jnr	47.54	44.31	59.75	55.56	51.08	52.47	80.41	84.43	63.33	41.56	44.03	80.22	316.95	7	13	5
6	Tom Scott	Jnr	57.22	48.62	54.75	50.56	53.94	51.66	87.25	95.16	53.03	49.78	55.69	70.22	343.56	8	14	6
8	Martin McLoughlin		31.19	29.69	41.41	32.53	38.16	37.66	58.31	104.19	36.43	63.03	42.78	47.15	237.40	3	6	
12	Joshua Leask		44.69	30.82	30.54	32.31	75.13	62.66	999.00	999.00	999.00	999.00	999.00	999.00	3121.02	10	17	
13	Ian Penderleith		28.85	33.53	42.72	32.21	44.78	36.29	46.63	104.19	37.34	35.25	37.84	35.25	214.48	2	5	
14	Daniel Blowes		28.56	27.69	36.72	33.01	35.97	35.96	46.28	45.12	34.29	34.78	38.06	36.78	212.85	1	4	
20	Jakira Speer	Jnr	40.46	41.53	40.69	43.56	44.66	44.47	82.40	95.34	63.03	48.70	57.31	47.41	304.13	6	12	4
21	Toby Speer	Jnr	33.82	32.22	37.41	37.75	42.81	41.81	89.94	94.19	999.00	999.00	41.46	45.52	1241.84	9	15	7
22	Nick Reeks	Jnr	33.09	39.56	37.56	38.06	45.78	55.81	60.15	70.40	41.88	40.12	50.68	48.00	264.70	5	11	3
	<b>D-2WD WB 2575 and over</b>																	
15	Alan Paul		30.44	28.57	32.47	32.22	38.65	36.09	43.40	58.29	35.09	33.56	36.19	39.10	210.03	1	2	
24	Cec Evans		41.90	32.50	54.66	38.91	44.74	44.07	95.06	105.16	43.57	44.11	999.00	999.00	1253.11	2	16	
	<b>E-4WD</b>																	
16	Robert Dean		26.62	26.25	29.97	31.78	35.22	33.41	40.59	47.12	32.10	32.06	37.72	32.66	194.94	1	1	
23	David Catt		28.81	26.56	59.75	30.91	36.78	34.97	51.63	49.19	35.28	33.66	48.22	37.34	212.63	2	3	
	<b>G- REAR WHEEL DRIVE SPECIAL</b>																	

## DEAN SHOWS HIS CLASS

Rob Dean showed his class at the LiquiMoly Bathurst 12 Hour Motorkhana winning both the Saturday and Sunday events from Alan Paul. Third on Saturday went to David Catt while Joe Chapman had the Datsun out for a run on Sunday taking third outright. In the junior competition Christopher Barker won both days, Scott Thompson was second on Saturday. Nick Reeks managed a third on Saturday going one better on Sunday while Toby Speer took third on Sunday



Steve Hill at the 12 Hour motorkhana

Photo Kathy Hanrahan





## **BATHURST LIGHT CAR CLUB 2013**

- 24 February 2013** Visual Navigation Trial - 1 **Full Day**
- 2/3 March 2013** NSW Hillclimb Championship Esses & Mt Straight Hillclimb
- 24 March 2013** Motorkhana
- 5 April 2013** Visual Navigation Trial - 2
- 21 April 2013** Khanacross
- 28 April 2013** Ford GT Supersprint
- Note:** The Supersprint is being run by BLCC for Ford GT Club – Club Members may be invited to enter if the GT Club need more competitors to make up their numbers
- 11 May 2013** Esses Hillclimb
- 12 May 2013** Supersprint (To be confirmed)
- 16 June 2013** Khanacross
- 28 June 2013** Visual Navigation Trial - 3
- 21 July 2013** Motorkhana
- 11 August 2013** Khanacross
- 24 August 2013** Supersprint (To be confirmed)
- 25 August 2013** Mountain Straight Hillclimb
- 15 September 2013** Motorkhana
- 20 September 2013** Visual Navigation Trial – 4
- 20 October 2013** Visual Navigation Trial – 5 **Full Day**
- 26 October 2013** BLCC 60<sup>th</sup> Birthday Celebrations  
Khanacross to be held in October at the Sheep and Cattle Drome. Date to be announced.
- 10 November 2013** Khanacross
- 30 November/1 December** Set aside for a speed weekend if work on the track surface permits. If a speed weekend is not possible a Motorkhana & Khanacross will be held at the Motor Sport Park on these dates
- 14 December 2013** Christmas Party and Presentation Night
- Events run by the WRX Club** - BLCC invitation events - not part of our championship. Eligible for Peter Janson Speed Event Championship, please submit results. See rules.
- Sunday 17 March** Wakefield Park
- Saturday 27 April** SMP South
- Saturday 8 June** Wakefield Driver Training Day
- Sunday 9 June** Wakefield Park Supersprint
- Sunday 24 August** SMP Full circuit
- Sunday 8 September** Wakefield Park

Sunday 10 November

SMP South

Other Events that will be of interest to Members are:

- March 16 -17 2013 - Bathurst Autofest
- April 3,4 & 5 2013 - Newtons Playground (not yet confirmed)
- April 12,13 & 14 2013 - Bathurst Show
- August 16 – 24 2013 - Kidney Kar Rally
- September 12 to15 2013 - WRC Coffs Harbour
- October 12 & 13 2013 - Bathurst 1000

**AMSAG Southern Cross Rally Series**

- Round 1 – Bago Rally – 23<sup>rd</sup> March
- Round 2 – Jenolan Rally – 27<sup>th</sup> April
- Round 3 – Orange Rally – 25<sup>th</sup> May
- Round 4 – Blacksmiths Inn Rally (Johns River) – 24<sup>th</sup> August
- Round 5 – Bombala 200 Rally – 26<sup>th</sup> October

## HAMPTON KHANACROSS

**SUNDAY 10<sup>TH</sup> MARCH 2013**

<http://nsscc.com.au/2013/02/nsscc-hampton-khanacross-10th-of-march-supp-regs-and-entry-form>

### DON WINS AT BALLINA

Don Vidler had a surprise at a show and shine at Ballina when his Mini Sports Sedan won the Super Competition Class.

Don will be contesting the Sprint Series at Morgan Park at Warwick in his home state of Queensland this year and we hope to see the results of his efforts during 2013.



## MIXED RESULTS AT 12 HOUR

Glen Pro, Steven Shiels and Brad Shiels all had races they would prefer to forget in the Sports Sedan support for the LiquiMoly Bathurst 12 Hour.

In practice Steven had fastest time but damaged the car in qualifying and was unable to contest the first race, this was followed by a start line crash when he was left with nowhere to go after several cars in front of him crashed.

Glen had a few set up problems with the Toyota ending in a fire on Saturday at Hell Corner.

Brad missed qualifying due to the car being stuck in second gear and was forced to start from the rear of the grid for race one. He forced his way through the field to finish 6<sup>th</sup>. Saturday's race was halted on the first lap due to a fire in the pits resulting in evacuation of race control but not before Brad showed his potential, challenging for the lead over the top of the mountain.



Brad Shiels in the Bathurst Real Estate Comaro

Photo Tony Hanrahan

**Bathurst Real Estate**

## MEMBERS AT THE LIQUIMOLY 12 HOUR

There were a large number of members officiating at the LiquiMoly Bathurst 12 Hour in all types of positions- general officials, flaggies, fireies and some unusual rolls.

Well done officials the meeting is truly an international event that will only grow in importance in the motor sport calendar.



One member Steven Shiels did not want to see fire official Sue Dickson second left

Photo Tony Hanrahan



Assistant 12 Hour chaplain Doug Rowan the BLCC chaplain

Photo Tony Hanrahan



## HAVE YOU HEARD OF THIS CAR

There are many requests to find out about car's that may have raced at Mt Panorama, this one may not have raced there but it may have raced against life member and past club patron the late George Read, if anyone has any info forward it on, the story is pretty good as well. [jack@delmedia.com.au](mailto:jack@delmedia.com.au)



**Weekes Ford V8 Special ("The Grey Ford")**

A low mileage Ford V8 could be bought for about £200 in Sydney in 1934 and brothers Jack and Frank Weekes decided to buy two near new cars with only about 300 or 400 miles on the odometers.

Their father had died in 1927 leaving the two boys (Jack aged 18 years and Frank 15 years) and their mother at their Point Piper home.

In 1935 they sent one of the Fords to a Sydney coachbuilder with the aim of transforming the car into a sports car in the style of the Invictas and Railtons which were being offered in the UK at the time. A wider pair of front mudguards gave the car a lower sleeker look, spare wheels were mounted behind a 32 gallon slab tank at the rear and a pair of aero screens added to the sporting appearance. The car had 17 inch wheels (changed later to 16 inch wheels). They owned the car jointly and they both competed it in sporting events.

Both cars were fitted with Columbia two-speed rear axles which gave 30 miles per hour per 1000 RPM in "High Top" but special attention was lavished on the sports car, which was painted grey with black wheels and a black chassis.

The sports car which they called it the "Grey Ford" was fitted with a Miller camshaft and Scintilla Vertex magneto and the flywheel was lightened to reduce rotating mass.

The car had Hartford shock absorbers fitted all round and hydraulic front brakes from a Renault were fitted to the front. Much later when the Renault brake drums were badly worn they were replaced with Ford ones. These performance enhancements wouldn't surprise a 1950s hot rodder but they were done in 1935!

When his son John Weekes took the car over from his father Jack Weekes, he changed the rear Hartfords shocks to hydraulic because they squeaked and he also fitted Ford hydraulic brakes to the rear.

Both Jack and Frank enjoyed competitive driving so they joined the New South Wales Light Car Club firstly with an Alvis, then later competed with the Ford V8 "Grey Ford" in a variety of events run by the club.

In the Waterfall Hill hill climbing contest in July 1935 Frank Weekes recorded a best time of 45 1/5 seconds coming second to a Terraplane. The brothers came second in the over 3000cc class in the 24 hour trial in August 1935 and also competed in the night trial later in the year. In February 1936 at the New South Wales hillclimb championships Frank Weekes recorded a time of 45 1/10s. In December 1937, Jack and Frank shared the car in the Canberra Speed Trials.

The brothers commissioned the construction of a supercharger and one was made of their own design and later another smaller supercharger was made from the same billet for use in a Ford 10 powered hydroplane,. The supercharger was fitted in the front of the crankshaft ahead of the radiator as done on Bentley's and MG's of the day. In 1938, they entered the car for the Australian Grand Prix at Bathurst but they do not appear on the starting lists.

The "Grey Ford" was put on blocks during the war years and Jack's wife drove the other car occasionally. Flying Officer Frank Watson Weekes was killed in 1942 flying a Mosquito fighter bomber to Germany to bomb the Krupps Works at Essen. Jack survived the war, having also served in the RAAF and was discharged, returned home and was at a loose end. He always had a great interest in engines, but had been a Jackeroo at the Ogilvie's property in Glen Innes NSW before returning to Sydney when he was 18 on the death of his father.

Shortly after the war, the car was stolen by American sailors in Sydney which they crashed in York Street, but was repaired and soon put back on the road.

John Weekes said that his father Jack was a good friend of Bill Balgarnie who was a skilled engineer and motor racer in Sydney. In 1935 he was racing midget speedcars at Wentworth Park Speedway, Sydney. In 1936 Bill was riding mechanic for his friend, the noted racer Bill Thompson when he crashed his MG Magnette K3 at the 300 miles Centenary Motor Race at Cowes in Victoria. Bill was working as an engineer for Bill & Bob Chamberlain of Chamberlain Industries who set up a tractor plant in Welshpool, Perth in 1947. Bill made some enquiries on behalf of his friend Jack Weekes and he too was invited to come to Western Australia to help build tractors in Welshpool and staying with the Balgarnies until he found somewhere to live.

“In 1947, Jack drove the “Grey Ford” from Sydney to Perth across the Nullarbor and continued to use the car as a runabout in Perth,” he said.

There is only record of the car competing in Western Australia was at the WA Sporting Car Club sprints at Caversham in 1948.

John also remembers taking the car in 1954 or 55 on a long trip from Perth to Kalgoorlie, Esperance, and then to Albany and back to Perth.

In about 1959 or 1960, John received an inheritance of £200 from his grandmother who had died in 1942 and decided to take the “Grey Ford” instead as settlement of her will.

After a few years enjoying the car for his personal use, John bought a Volkswagen Beetle in 1962 and drove it to Sydney to take up a job in the sales department of Qantas returning years later and eventually rising to the position of Duty Manager for Qantas in Perth Airport.

On his frequent visits back to Perth John would drive the “Grey Ford” and the last time he drove it was on a visit home for his sister’s wedding in early 1963. Later that year, the car was laid up at their family home in Nedlands as John had been transferred to New York. John intended to fully restore it back to as new condition but decided to cancel it’s registration in 1967. When the Nedlands house was sold in about 1977, a couple of years after Jack’s death, the car was moved to his sister's home in Trigg and stored.

As part of his intention to restore the car, he had the chassis bead blasted and painted. “The chassis was refurbished by a panel beater called Bob Lambkin in East Perth and the bodywork was repaired by a body builder in the Perth hills,” said John.

The engine was deemed serviceable and left – and that was all that was done. It had a pair of new aluminium heads fitted. The car has been stored since 1963, deteriorating very little and waiting for the day when it would be fully restored to its former glory.

**NSW HILLCLIMB CHAMPIONSHIP  
RD 2 THE ESSES  
RD 3 MT STRAIGHT  
MT PANORAMA**



**SATURDAY 2nd  
SUNDAY 3rd  
MARCH 2013 - 8.30am**