

The BLOWER



February-March 2022



Dean Tighe at full noise to win the Mountain Straight Hill Climb – Pic Tony Hanrahan

BATHURST LIGHT CAR CLUB

416 CONROD STRAIGHT MT PANORAMA

PO BOX 444 BATHURST

www.blcc.com.au

FROM THE EDITOR

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

May I apologise to readers for the delay in publication of this edition caused by recent knee surgery and my subsequent recovery. I am pleased to say however, that this edition is packed with news on BLCC activities with lots more to come. The disappointment of the NSW Hill Climb Panels decision to downgrade the two Bathurst rounds of the State Championship did nothing to downplay the events we still conducted as fierce competition and fantastic Club support were in evidence for both events.

The launch of the NSW Rally Series via a test day at Macquarie Woods with details from Joe Chapman and the introduction of Tyler Everingham to members thanks to Martin Edwards are also great yarns contained in this edition. Bill Pearsons contribution, the first of a six part series, is also good reading. The great work on camera from Tony Hanrahan is again acknowledged and very much appreciated.

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

Until next time, stay safe and healthy.

Bob Lundie-Jenkins B.A.
Blower Editor

ATTENTION ALL BLCC MSA OFFICIALS

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

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

Bob Lundie-Jenkins

PRESIDENT'S REPORT

February/March 2022

Here we are into the fourth month of yet another year of busy motorsport.

We were lucky enough back in February to be able to run an extra Esses Hillclimb event to give competitors a chance to test cars in preparation for the two State Rounds being organised for 5th and 6th March.

It was most regrettable for us to be advised, without consultation, by the NSW Hillclimb Panel that those rounds would be downgraded to Club level only. This action was taken without any consultation with BLCC executive and is being pursued by the Committee - those dealings will remain confidential whilst being dealt with.

We would like to acknowledge and thank sincerely those competitors and official from both BLCC and other clubs who supported the two downgraded events with all having a great time from all reports. I particularly mention the support provided by members and supporters of the Wollongong Car Club and also acknowledge the participation of Dean Tighe, having come all the way from Queensland as well as competitors from Victoria and South Australia.

As we move forward, the club is focusing on the Supersprint scheduled for 22nd May (weekend after 12 Hour event) with a Motorkhana at the Quarry on the 24th April and a Khanacross on the 29th May. Let's hope for a Covid Free run at all our events this year.

Recent weeks have been very busy for quite a few members competing in the Final Classic Outback Trial, which commenced on Sunday 27th March out in Parkes and finishing here in Bathurst on Saturday 2nd April. Congratulation go to father and son team of Andrew and David Travis who did not put a foot wrong in wrapping up their 5th win in a row for the event - Well done guys.

Bathurst Light Car Club was well represented across the event with competitor which I will proudly start off with John Hills and myself in our Cosworth Escort, David Hills and Ben Richards in another of our Escorts. Tony Jordan and Richard Davidson in their Triumph Stag, John Henderson and Jeff West in a 244 Volvo. Scott Sims and Joe Chapman were lending a hand on opposing teams in Service crews and we saw a few familiar faces from the club on road closures etc. Thank you for being there to allow us to have some fun.

On the rally scene coming up, if you have some free time or looking to run a car, the North Shore Car Club are looking for officials for the Midstate Rally being conducted around Hampton/Oberon on 23rd April - give Andrew Benefield a call on 0413 389500 if you may be able to assist, please.

At the Quarry, Mitch Groves will shortly be calling for some assistance please to erect the final shade structures for spectators/competitors. If you are able to provide assistance, please contact Mitch on 0409 983670 or Scott Sims on 0428 629784.

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

Regards

Mick Tuckey
President

**MINUTES OF THE GENERAL MEETING OF BATHURST LIGHT CAR CLUB
HELD ON WEDNESDAY 16th FEBRUARY 2022, COMMENCING AT 8.20 PM**

ATTENDANCE: As per attendance book.

APOLOGIES: Robert Dean, Marea Agustin, Warwick Agustin, Doug Rowan, Jeff West, Doug Moore, Robert Wells, Matthew Windsor, Deanne Hudson, Mark Hudson, Harrison Hudson, Phoebe Hudson, Scott Sims, Donna Sims, Geoffrey Sims, Shannon Sims, Helen Mulholland, Kathy Hanrahan, Tony Hanrahan, Andrew Robinson, Jo Moore.

CONFIRMATION OF MINUTES OF MEETING HELD ON 24th November 2021

MOVED: Robert Flood SECONDED: Wayne Bowden

MATTERS ARISING FROM MINUTES

Nil

CORRESPONDENCE

Nil

TREASURERS REPORT

Report presented by Treasurer

MOVED: Robert Flood SECONDED: Trevor Seaman

QUARRY REPORT

Quarry report presented by Mitch Groves.

Mitch indicated that work on the spectator shade structures was proceeding and a working “b” to prepare for their installation was planned for the 26th February

for those who can help and they would be installed on the 4th March. Further support will be required on the 12th March to finalise the work.

MOVED: Mitch Groves

SECONDED: Mick Tuckey

GENERAL BUSINESS

State Council Meeting update

MSA has appointed Mathew Anderson as the Development Officer for our region.

Hill Climb Regulations

A review of the sup regs for hill climb's is being undertaken with a view to bringing Club hill climb regs into line with MSA rules and classes while still ensuring that BLCC requirements to maximise the number of competitors able to enter our events are met.

Targa High Country

Steven Brumby provided details of his and his daughter Heather's participation in the Targa High Country rally at which they produced a fourth place finish in class. They are becoming more attuned to the requirements of Targa and they anticipate improvements in future events.

David Catt provided details of his involvement with the same event as a member of a pit crew for a Jaguar team.

State Hill Climb Update

Bob Lundie-Jenkins provided an update on entries and preparations for the upcoming two State rounds and he indicated that numbers were building well and anticipated good fields for both events. All organisational aspects of the events are in hand however, Neville Ling is always looking to ensure enough volunteer helpers are available so please contribute.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 8.48 PM

Mick Tuckey

PRESIDENT



Office Bearers 2021/22 – BLCC email: Secretary - blcc@blcc.com.au			
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	Arthur Davis	Doug Moore	

COMMITTEE MEETINGS

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

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

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

Mick Tuckey

President



SPECIAL OFFER FROM BRAKEPRO

Brakepro Bathurst are offering a 10% discount on all parts to Bathurst Light Car Club Members. Simply let them know you are a member when booking in for work and show them your membership card to receive the discount.



2022 CALENDAR



BLCC EVENTS

MARCH	12-13	North Coast Rally	AMSAG	State
MARCH	18-20	Australian Racing Group – Phillip Island	RAG	Australian

MARCH	20	Khanacross	BLCC	Club
MARCH	26-27	Netier National Capital Rally, Canberra	BMSC	National
MARCH	26-27	Tasmania SuperSprint	SC	Australian
MARCH	27	Nabiac Rallysprint	CNCSCC	State
APRIL	2	Rockstar Automotive Mini Dulla	SKDAC	State
APRIL	2-3	Netier National Capital Rally	BMSC	Australian
APRIL	2-7	Targa Florio Australia	CMA	TBA
APRIL	7-10	Australian Grand Prix + Supercars	F1	National
APRIL	9-10	NSW Hillclimb Championship - Huntley	WSCC	State
APRIL	10	Country Crusin for Can Assist	CC	Charity
APRIL	15-17	2022 Bathurst 6 hour	ARG	National
APRIL	17	Fineform Rallysprint	RR	State
APRIL	23	Midstate Freight Oberon Stages	NSSCC	State
APRIL	24	Motorkhana	BLCC	Club
APRIL	22	Targa Tasmania	TA	Australian
APRIL	30-1	Make Smoking History Forest Rally, WA	RA	National
APRIL	30-1	Bunnings Trade Perth SuperNight	SC	Australian
MAY	7	Orange Rally	AMSAG	State
MAY	13-15	Bathurst 12 Hour	SC	Australian
MAY	13-15	Australian Racing Group – SMC	RAG	Australian
MAY	14-15	NSW Hillclimb Championship - Kempsey	KSCC	State
MAY	15	Awaba Rallysprint	WAC	State
MAY	20-22	Noosa Hillclimb Rd 1	NBCCC	Club
MAY		Rockstar Automotive Mini Dulla	SKDAC	State
MAY	21-22	Winton SuperSprint	SC	Australian
MAY	22	Supersprint	BLCC	Club
MAY	29	Khanacross	BLCC	Club
JUNE	3-5	AGL Rally SA Rally of the Heartland	RA	Australian
JUNE	5	Flying Fifth	BLCC	Club
JUNE	11-12	Bega Valley Rally	SCSCC	State
JUNE	11-12	NSW Hillclimb Championship - Grafton	GSCC	State
JUNE	19	Motorkhana	BLCC	Club
JUNE	18-19	Marlin Darwin Triple Crown	SC	Australian
JUNE	19	Nabiac Rallysprint	CNCSCC	State
JUNE	25-26	Les Walkden Rally Tasmania, Launceston	RA	National
JULY	8-10	NTI Townsville 500	SC	Australian
JULY	9-10	NSW Hillclimb Championship - Tamworth	TSCC	State
JULY	10	Khanacross	BLCC	Club
JULY	23	2022 Taree Rally	AMSAG	State
JULY	30-31	Accent Benchtops Rally Queensland	RA	National
JULY	30-31	The Bend	SC	Australian
AUGUST	5-7	Australian Racing Group Queensland Raceway	RAG	Australian
AUGUST	6-7	NSW Hillclimb Championship - Ringwood	MGN	State
AUGUST	7	Motorkhana	BLCC	Club

AUGUST	7	Gravel Rallysprint	NSSCC	State
AUGUST	10-20	2022 Kidney Kar Rally - Cairns to Dubbo	KKR	Charity
AUGUST	13	Lazer Rally of the Bay	NSSCC	State
AUGUST	19-21	Penrite Oil Sandown SuperSprint	SC	Australian
AUGUST	27	Fineform Rallysprint	RR	State
AUGUST	27-28	Gippsland Rally, Victoria	RA	National
AUGUST	28	Khanacross	BLCC	Club
SEPTEMBER	2-4	Targa Great Barrier Reef	TA	National
SEPTEMBER	3-4	NSW Hillclimb Championship - Gunnedah	GMCC	State
SEPTEMBER	3	Rosewood Rally	AMSAG	State
SEPTEMBER	10-11	ITM Auckland SuperSprint	SC	Australian
SEPTEMBER	10	Globe Roamer III Rally Imbil	BSCC	State
SEPTEMBER	10	Horizon Apartments Narooma Forest Rally	BMSC	State
SEPTEMBER	11	The Esses Hillclimb	BLCC	Club
SEPTEMBER	16-18	Australian Racing Group – Sandown Park	RAG	Australian
SEPTEMBER	24	Awaba Rallysprint	WAC	State
OCTOBER	1-2	NSW Hillclimb Championship - Canberra	SDMA	State
OCTOBER	8	Walcha Rally	AMSAG	State
OCTOBER	6-9	Repco Bathurst 1000	SC	Australian
OCTOBER	15-16	AGI Sport Adelaide Hills Rally	RA	National
OCTOBER	16	Motorkhana	BLCC	Club
OCTOBER	21-23	Noosa Hillclimb Rd 2	NBCCC	Club
OCTOBER	28-30	Boost Mobile Gold Coast 500	SC	Australian
OCTOBER	29	Speed Weekend - Supersprint	BLCC	Club
OCTOBER	30	Speed Weekend – Mt Straight Hillclimb	BLCC	Club
NOVEMBER	5-6	Oberon Rally	AMSAG	State
NOVEMBER	11-13	Targa High Country	TA	National
NOVEMBER	11-13	Bathurst International – Mt Panorama	ARG	Australian
NOVEMBER	13	Khanacross	BLCC	Club
NOVEMBER	18-19	Beaurepaires Sydney Super 600	SC	Australian
NOVEMBER	19-20	Rally NSW	TMA	State
DECEMBER	10	BLCC Christmas Party	BLCC	Social

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

MARCH	20	Appin Wheels Festival, NSW Appin Public School	Show
MARCH	20	6th Annual Pre-WWII Vintage Car Show, Sutherland	Show
MARCH	25-27	Kurri Kurri Nostalgia Festival, NSW	Show
APRIL	2	Lions Bathurst Riverside Markets	Market
APRIL	3	AUTO ITALIA, Queanbeyan Park	Show

APRIL	10	Country Crusin for Can Assist	Charity
APRIL	10	Rockley Artisan Markets	Market
APRIL	15-17	Camaro and Firebird Nationals, NSW Albury	Show
APRIL	24	Yass Swap Meet, NSW	Swap Meet
APRIL	23	Bathurst Farmers Markets	Market
APRIL	24	Tarana Farmers Markets	Market
MAY	1	Chrome Bumper Show & Shine, ACT Wanniasa	Show
MAY	7	Lions Bathurst Riverside Markets	Market
MAY	8	Rockley Artisan Markets	Market
MAY	13-15	Late Great Chevy Convention, NSW Shellharbour	Show
MAY	14-15	East Kurrajong Hobby & Motor Show, NSW	Show
MAY	15	Lake Mac Big Weekend, NSW, LAKE MACQUARIE	Show
MAY	22	Tarana Farmers Markets	Market
MAY	28	Bathurst Farmers Markets	Market
MAY	28-29	Hotrod and Custom Auto Expo, NSW, ROSEHILL	Show
JUNE	19	Euro Motorfest, NSW Newcastle	Show
JUNE	4	Lions Bathurst Riverside Markets	Market
JUNE	12	Rockley Artisan Markets	Market
JUNE	25	Bathurst Farmers Markets	Market
JUNE	26	Tarana Farmers Markets	Market



CAR GRILLE BADGES

The second round of 50 car grille badges are now on sale at \$33 each or \$43 if postage is required with three badges per postal pack. Contact Club President Mick Tuckey on 0408 659862 to order.

How Close to the action do you like to be?



Being an official at any kind of motor race event puts you almost as close to the action as the competitors themselves, is that close enough for you?

Volunteering as a Flag Marshal, Fire and Rescue Marshal, Road Closure or Grid Marshal, or any number of other positions for a Bathurst Light Car Club event, is not only good fun but it means our Club can continue to do what we are there for. Once you are registered as a Motorsport Australia Official, you can officiate at any track

in Australia, for any accredited motor sport event, and it only cost a little of your time.

As a Motorsport Australia Official, you will join an organisation that has a presence in every motor racing track and venue in Australia, and there are already many thousands of people just like you that have signed up.



But most importantly, the Bathurst Light Car Club needs you to become an official NOW! We are desperately short of volunteers to help with a program of events running right through 2021 and into 2022. Go online to motorsportaustralia.com to sign up and complete the introductory course, or -

**CONTACT NEVILLE LING TO
SIGN UP – 0416 226 755**

WORKING WITH CHILDREN REGISTRATION

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

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

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

HISTORIC REGISTRATION **URGENT ATTENTION ALL OWNERS**

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

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

Mick Tuckey

BLCC President



THE MEN BEHIND MOUNT PANORAMA'S CORNERS

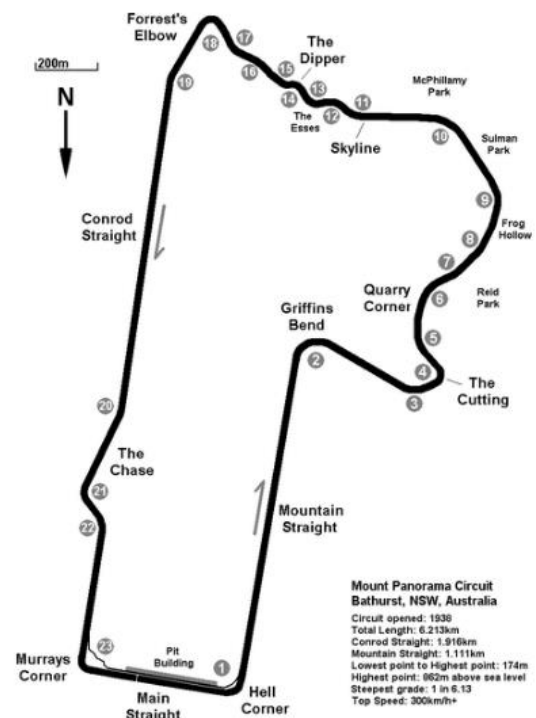
Part One of Six from Bill Pearson

Every motorsport enthusiast in every country of the world knows the names of all the corners of Australia's greatest racetrack.

"Griffin" Bend, "Reid" Park, "Sulman" Park, "Macphillamy", "Brock" Skyline, "Forrest's" Elbow and "Murray's" Corner are monikers which, as soon as we hear them, we know exactly the location they describe. Along with their geography also comes a "mountain" of historical racing incidents, that locks those places more vividly in our minds that GPS ever could.



But how many of us actually know the people considered great enough in our sport, at our favourite location, to be given it's highest honour? This series of six articles addresses that, as it details the men whose names will live forever on Mount Panorama. There was no need to provide the history on Peter Brock, as any motorsport fan who doesn't already know about that man should be kicked away from any mountain top campfire littered with empty beer cans.



Griffins Bend

Named after Martin Griffin, the Mayor of Bathurst whose vision it was to create the circuit, drivers heading around this right-hander have to be careful not to drift too far out of this negatively cambered turn and hit the wall upon exit. David Besnard suffered a fiery crash

here in 2011 after he arrived at the corner in his Ford Falcon FG with insufficient front brake pressure having come straight out of the pit-lane with new brakes.



It was the vision and gall of the then Bathurst mayor Martin Griffin that managed to coax the government of the day into agreeing to pay for the project. Griffin's plan was simple, if not downright cheeky; pitching the idea to gain funding on the premise that the area that was once called "Bald Hills" would make a prime tourist drive, when all along his real motive was to bring to life a racing circuit.

It was an incredible situation that the project was

given the go-ahead given that Bathurst like the rest of Australia was yet to recover fully from the Depression years of the early 1930's. Griffin knew that the nearby township of Vale, which had held motorcycle races on the streets, had come to the

end of the road. Its dirt roads had fallen into a bad state of disrepair, while angst from police and local authorities also weighed heavily on the demise of what had become an otherwise popular annual event for the region.



Leo Geoghegan in the lead at Griffin's Bend, Easter 1969
– author's pic



and 100-weight trucks. After carving through the mountainous, unforgiving terrain the circuit was ready for action for the Easter long weekend in 1938. Such was the time constraints, however, the track meandering its way through Bald Hills, could not be sealed in time for the official opening.

Speedcafe: Les Wardman, a former Bathurst mayor and long serving councillor, was present when the work began at Mount Panorama. *"I went up to the Mount when work began and those cobbers on the end of shovels and picks had a*

bloody hard job. But it was work that in itself was great, whereby at the end of it there would be this scenic road – well, racetrack. It was the greatest con job you’ve ever seen but it was one of those con jobs that in a very Australian way Griffin got away with and more power to him.” By the time work was completed racers both on two and four wheels were faced with the challenge of a massively demanding, twisting, undulating circuit with dirt under their tyres.

The first official meeting started with bike races and then incorporated cars with the running of the 1938 Australian Grand Prix – the first of four times this prestigious car race has been held at Mount Panorama.

75th AUSTRALIAN HILL CLIMB CHAMPIONSHIP

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

“Standing start from the hump on Mountain Straight, 300m to the first corner,



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

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

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



F1 & AERO AT ESSES HILLCLIMB

Story and pics Tony Hanrahan

You never know who will turn up at a Mt Panorama Hillclimb to help out a competitor with a few fine tweaks.



Dean Tighe with Willem Toet on the right

Willem Toet (born 29 March 1952) is an Australian Formula One aerodynamicist. He is currently the Senior Sales Manager and Aerodynamics consultant for Sauber Aerodynamics and Alfa Romeo Racing. He was previously the head of aerodynamics for the Sauber F1 team but stepped down in 2015.

Toet, after graduating from the University of Melbourne and La Trobe University in 1974, joined Ford Australia. In 1977 he started working as a racing engineer in Australian Formula 2 and Australian Formula Ford. In 1982 he moved to Great Britain, where he was the chief mechanic and engineer of sports cars.

In 1985 he joined the team of Toleman (then Benetton), where he was responsible for aerodynamics and the wind tunnel. After 1994, he joined the Scuderia Ferrari team as head of the aerodynamics department. In 1999 he

moved to British American Racing (then Honda) where he became a senior aerodynamicist and design engineer and worked until 2005. On January 13, 2006, he became head of the aerodynamics department at BMW Sauber.



In 2010 he became the managing director of the RML Group and in November 2011 he returned to Sauber as the head of aerodynamics. He

remained with the team until 2015 when he went into part-retirement and now works as a consultant for Sauber Aerodynamics connecting the F1 and non-F1 aspects of the business.

He was at Mt Panorama to help Dean Tighe (Empire Wrath) to improve the cars aero.

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

**112 Durham Street, Bathurst
6355 7004**



Frontal Head Restraints (FHR) in Speed Events

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

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

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

THE ESSES HILL CLIMB

Pics by Tony Hanrahan



Stephen King full noise into overall first

The 2022 motorsport year for BLCC was underway early with the successful running of an Esses Hill Climb on February 6th. This event was designed effectively to provide potential competitors in the NSW Hill Climb Championship with the opportunity to test their vehicles prior to the March 5th State round one event.

The event was designated a club event and was held in mostly fine conditions although a storm in the late afternoon ensured that late runs were not going to happen.

A field of 48 competitors entered the event, which was pleasing to organisers as this was a new event on the annual calendar. Three juniors and two ladies were included in the field and all were very competitive.



Andrew Camilleri into overall second

The only incident of note was a slight rear end contact with the wall of Joe Chapman's very quick Subaru which caused only minor damage however the



Joe Chapman before the incident

ever present race tape had him back for the next run with no further problems. Six runs over the challenging Esses course were undertaken although a number of competitors did not make the start for the final run.

One of the real benefits of the event to Club organisers was the opportunity to bed down the timing system as well as encouraging volunteer participation from members as flag and other essential marshals. Challenges identified were quickly resolved and the organisers were very confident in the preparations for the State rounds in March.



Joshua Hunter fastest Junior

As the event was the first to be run for almost 12 months as a result of Covid and other difficulties, everything went very well with the general reaction from

competitors being very positive. An eclectic cross section of motor vehicles and drivers was represented in the field with such as the Tahmoor Special, very much a grass roots racing car, the most exotic of that collection. The encouragement of this and similar vehicles into our competitions keeps the dream of every potential driver alive.

The overall best time was recorded by Stephen King in



Warren Tite in his home made Tahmoor Special

his scarily quick Uberkart Reaper with a 26.41, second was Andrew Camilleri in a Mitsubishi Lancer Evo 7 with 27.53 and in third place was Michael Dunbar in a 6300 litre Holden Commodore with 27.84. Fastest Junior was Joshua Hunter in a Subaru Impreza with 35.34, Volkan Gunduz was in second in a Ford Focus Hatch with 38.40 and Max Selmes was third in another Subaru Impreza with 41.85. Fastest lady was Fiona Hunt-Armstrong in a Porsche 911 with 35.57 with Shannon Sims in second in a Holden Barina Hatch with 46.22.



Phil Burgett BLCC Membership Officer

Geoff Fry in his 1961 Vulcan Sports





Re-live the excitement of the 1968 London to Sydney Marathon!

OK, we can't drive from London to Sydney in 2022 but we can do the next best thing – retrace the steps of the game-changing, gruelling Perth to Sydney Australian leg. Original vehicles that will be involved in 2022 are featured.



#58 – the Sobieslaw Zasada Porsche 911 S which finished 4th

Back in the day, the first car to finish took an eye-watering 67 hours and 22 minutes non-stop – we will not attempt to replicate that feat.



#2 Ford Falcon GT driven by Harry Firth to 8th

The Perth-Sydney Marathon will celebrate the 1968 London to Sydney Marathon by following the original route of the event across Australia from Perth to Warwick Farm in Sydney. Starting in Perth on the 28th October 2022 and finishing ten days later with a function at Warwick Farm in Sydney on the 6th November.



#4 BMC Austin 1800 driven by Tony Fall to 24th

This will be the only event since the original 1968 Marathon to follow the entire route of that race across Australia and will use many of the original time and passage controls.



#43 Volvo 144S driven by Gerry Lister who will be joining us in 2021. Finished 13th

No other event has retraced the route in the 54 years since the 1968 Marathon and it is highly likely that this experience will be the very last opportunity to join entrants, participants and vehicles from the 1968 Marathon on such an historic journey.



#76 Holden Monaro GTS driven by Barry Ferguson and Dave Johnson, which finished 12th

Though non-competitive, there will be ample opportunity for some seriously spirited driving and it still promises to

be a real test of both man and machine. We will cover some of Australia's best gravel and tarmac rally roads, including the SA outback cattle stations of Wirrealpa, Curnamona and Kalabity, the alpine mountain tracks from Edi to Brookside and down to Omeo, all in the company of well-known legends in Australian rallying and with some of Australia's most important rally cars.



#29 Ford Falcon GT driven by Bruce Hodgson to 6th

The event will traverse the Nullarbor Plain, the Flinders Ranges, Outback WA, SA and NSW, then cross the Victorian and NSW Alps to finish in Sydney some 5700 km later, with half the route being on unsealed tracks and roads.

Around ten original 1968 competitors as well as a similar number of '68 competition vehicles are committed to being involved.



#45 Hillman Hunter driven by Flt Lt David Carrington – the sister car of the winning Hillman driven by Andrew Cowan. Finished 32nd

The 2022 Marathon is shaping up to be one of the largest Historic Rally events of its kind ever to be held in Australia. It has attracted both rallying

and racing enthusiasts, all keen to taste what it may have been like to run in the greatest marathon of them all, alongside those who did.



#40 Vauxhall Ventora driven by Formula 1's David Walker to 52nd place

The Entry Fee for the Event is \$AUD5,685 for a crew of two in the nominated vehicle and includes all meals but excludes accommodation.

An invitation to participate in the Event will require a \$AUD750 deposit followed by the payment schedule outlined on the [P2SM Website](#) in Bulletin 1 under Documentation. Entry Form and Supp Regs are available on the website. Entries are limited to 85.



#97 Ford Falcon GT driven by Rex Lunn but retired in Tehran

Expressions of interest should be made to the Event Director, Laurie Mason: Mobile: 0438 445 024 or email:

p2sm2021@vogueautomotive.com.au

Or just send off an entry!! There are a very limited number of vacancies still available, so please contact the organisers promptly if you want to run in this never to be repeated event.

MEET TYLER EVERINGHAM

Martin Edwards

21 year old Tyler Everingham is a member of Bathurst Light Car Club and is again competing in this year's Dunlop Super2 Series. This is the feeder series for the current Supercars Championship.

Tyler Everingham received his first taste for motor racing when he competed in karting at just 10 years of age. As his love for the sport grew and his talent became notable, the then 15 year old launched into Formula 4. Tyler's rise continued when he competed in the



Australian Production Car Series (2017), the internationally recognised Bathurst 12-hour (2018) and then his biggest break-through in 2018, the Kuhmo Tyre Australian V8 Touring Car National Series where he was crowned the overall Champion.



In 2019 Tyler made his debut in the fiercely competitive Dunlop Super 2 Series. In an impressive first year, the rookie finished the season with an overall sixth place in the Championship and was also awarded the Mike Kable Young Gun Award, an honourable achievement that has also been presented to past and current legends of the Supercars including

Marcos Ambrose, Rick Kelly, Mark Winterbottom and Scott McLaughlin.

To assist Tyler with his quest to join the main game in motorsport in Australia and to encourage interest in the sport, he has formed a membership based supporters program which he is now inviting participation.

BLCC members are welcome to join Tyler's membership program on his website, prices vary and in return you get your name on the boot of his Nissan Altima and assorted merchandise.



In 2022 Tyler will display a small BLCC sticker on his



car in recognition of the Club's contribution to his early participation and ongoing membership.

Here is an opportunity for BLCC members to get on board to support an exciting and dedicated

young local doing his best to match it with the cream of the Australian motorsport crop.

The club wishes Tyler all the best and if club members have the opportunity to join Tyler's membership program, it would be greatly appreciated.



Many Hands Motorsport at Targa High Country 2022

From Steve and Heather Brumby

It had seemed like ages since we'd actually been able to compete. We had a run at the North Shore Sporting Car Club's wonderful Tarmac Rally Sprint which is conducted at Sydney Motorsport Park but nothing else since Targa Tasmania

in Apr 2021. COVID border closures had meant that we (and all the rest of the country - bar Queenslanders) could not race at Targa Great Barrier Reef in Sept 2021 and so all we had to look forward to was Targa High Country 2022.



Targa High Country is a three-day event based out of the Victorian ski resort at Mt Buller and uses roads in the King Valley, Euroa and Jamison/Eildon regions and also including several runs up and down the very challenging Mt Buller access road. With the car

prepped and prepped and prepped we were happy to be finally heading southward.

Our category, TSD, had had some recent rule changes that we needed to get our head around. Previously based on achieving an overall correct average speed the requirement now was to achieve a given time to complete the stage. The net effect of this change was that the window allowed to cross the finish line had opened (and closed) to one second. When using an average speed the window varies from stage to stage with small stages providing a very small window (a tenth or less) to much larger windows on longer stages (sometimes several seconds) so the change meant short stages got a little easier and long stages harder.

The other significant change was the requirement to participate in Restricted Time Zones (RTZs). RTZs are a bit like virtual chicanes and have been widely used as an effective way to slow down the overall average speeds of the open competition cars. In Targa events an RTZ is a 200m marked zone that you must remain in for 20secs. This is achieved by slowing as you approach the zone and then sitting on the required speed to achieve not reaching the end of the zone

within the 20secs. It's about 71kmph. The organisers use this to reduce the overall average speeds of the top cars (as is required by the governing rules for rallying) but it had not been a requirement in our category previously because our overall average speed is well below the target. The effect of introducing them into our category is that it increases even more the mathematical challenge it takes to figure out how to arrive at the finish line at the right time.

The weather for the event was shaping up to be pretty good and as always seems to be the case cool up on the mountain but pretty hot down where most of the stages were to take place. At least this year there was no snow predicted.

Arriving on the Wednesday prior we smartly got the car



through scrutineering and checked ourselves into the event at Mansfield with the toughest part being finding space for yet another ready to compete sticker on the rear window; space being at a premium. It was then on up to the mountain to settle in with Thursday just seeing some event prep and a catch-up dinner with great friends.

And before you know you're sitting on the start line, helmet on, with all the previous hours nerves quickly fading into the concentration that is required to get through the first corner at speed and then the many, many others throughout the day. Easily the best thing about rallying is that that next corner, the one up ahead is new and different to every other corner you've done so far. And we had a great day ending in first place in our category.

Day two went well as well. Heading out to Euro it used stages that had not been used for several years. All of the road roads were amazing but some stages were pretty rough and bumpy making the day pretty challenging. And it finished with the iconic run through the streets of Mansfield. It is a very short stage but so much fun. The short stages are difficult to get right and we dropped a couple of points after slowing a little too much in the second half of the stage. After the

run there is a display of all the cars in the main street and an opportunity for dinner in the Mansfield Hotel; again, catching up with friends. When the dust settled on the day, we found ourselves in a strong second place.

Day three of Targa High Country sees the field tackle some monster stages such as the 49km long 'Jamison' and 42km 'Eildon' as well as a second 19km run up the Mt Buller road.



Not only are they long they are very left, right, left, right so really quite challenging. The Jamison stage starts with a long uphill climb and we found ourselves half way through the stage realising that we hadn't

gone quick enough which made the second half of the stage fun but not long enough to make up the time we had lost. As a result, we dropped into fourth position where, despite really good results on the remaining stages, we stayed till we hit the finish line.

In something like ten or eleven events together Heather and I have competed in we worked out we've come fourth about seven times now. It's true we could put a bit more effort into reconnaissance (well any effort would be more) and take things a bit more seriously and sure it's a bit frustrating but we have an absolute ball at every event and if we had to sacrifice the great times we have with friends for a rung on any ladder we'll choose to stay where we are.

Having said all that don't worry; we'll be having a red hot go in Tassie in April. We'll let you know how we go.

MARCH KHANACROSS

Weather was fine with no rain disruptions and the track was in good condition.

Phil Burgett stepped in as Event Secretary in Bob Lundie-Jenkins' absence due to illness with Scott Sims and Shannon Maher undertaking timekeeping duties. Drivers briefing commenced at 9.15am for the 17 competitors entered which included 9 juniors and the event commenced at 9.30am.

Six courses were offered to competitors with the first placed junior Volkin Gunduz with Josh Hunter in second and Robert Neal Jnr. in third place. The

overall winner was Joshua Redhead with David Catt in second and Harrison Hudson in third place.

Encouragement trophies for the winning Juniors was conducted at the conclusion of the event. The barbeque was well supported with all stock being sold out.

NOT ROUND 1 STATE HILL CLIMB CHAMPIONSHIP



As a result of a decision on Thursday 3rd March of the NSW Hill Climb Panel supported by Motorsport Australia, this event was downgraded to a Club event not a state round. Competitors were formally advised of this development at the drivers briefing and that this decision was

beyond the control of BLCC. A number of competitors expressed their disgust with this decision however, all agreed to continue with the event.

The weather throughout the day was fine with no change from start to finish. All competitors attended the drivers briefing held in the Pits with a PA



system enabling social distancing requirements to be adhered to.

The scrutineering process went smoothly with log books collected to enable a full audit of vehicles by the Scrutineers to be undertaken over the weekend where

appropriate. There were no changes to classes by competitors or Scrutineers for this event.

A total of 56 competitors signed in for the event with 31 Series Registered competitors included in that number. Two ladies entered the event and there were two Junior competitors.

A minutes silence was observed by all drivers and officials to acknowledge the recent passing of three members of the Bathurst Light Car Club and this was much appreciated by BLCC.



Competition got underway at approximately 9.30am and most competitors completed the five runs of the course on offer throughout the day.

Naturally a few competitors experienced mechanical problems but generally all competitors performed very well and the competition was very close.

Generally the event ran smoothly with no glitches in the timing system and results were regularly posted to the notice board on the Secretary's caravan. At the conclusion of the event the track was cleared of all race related equipment and personnel and re-opened before the Council deadline.



In discussions with a number of competitors after the event they were generally well satisfied with the conduct of the event as were the Stewards.

The overall winner was Dean Tighe (12) in his Empire Wraith with Kevin Mackrell (700) in second in his Datsun 260Z and Peter Brown (146) was third in his Prosport Mulsanne. First Lady was Joanne Bell (17) in her Morris Mini with Josh Hunter (9) the fastest Junior in his Subaru Impreza RX.

NOT ROUND 2 STATE HILL CLIMB CHAMPIONSHIP

Overnight rain on Saturday and almost a mini cyclone caused significant turmoil in the camping area in McPhillamy Park and put tree branches and rubble across most of the Mountain Straight track. This gave the BLCC team a real headache



prior to the commencement of the event with a street sweeper needed to clear the debris. While testing the dedication of the volunteers, everything was in place and ready to go by the prescribed start time which was an outstanding effort by all officials and Club

members in attendance.

While rain was in the area all day, none actually fell during the event so it was a dry track for all runs. As for the previous days event, as a result of a decision on Thursday 3rd March of the NSW Hill Climb Panel supported by Motorsport Australia, the event was downgraded to a Club event not a state round. Competitors were formally advised of this development at the drivers briefing and that this decision was beyond the control of BLCC. All 67 competitors attended the drivers briefing held in the Pits with a PA system enabling social distancing requirements to be adhered to.

The results of the previous days event were available at the Secretary's caravan on check in for competitors entered for the two days of events. Two ladies again entered for this event and three juniors were also in attendance.



Competition got underway at approximately 9.30am and most competitors completed the four runs of the course available throughout the day. Some mechanical issues were experienced but no incidents of any note occurred.

It was very encouraging that competitors attended from Queensland, South Australia and Victoria as well as a number of competitors from areas affected by recent flooding on the north coast of NSW. A few of these competitors failed to complete the final run due to concerns about weather conditions in their home area.



Generally the event ran smoothly with no issues with timing or organisation. At the conclusion of the event the

track was cleared of all race related equipment and personnel and re-opened before the Council deadline.

Overall winner was again Dean Tighe (12) with Kevin Mackrell (700) in second and Peter Brown ((146) in third. Joanne Bell (17) scored fastest lady with Josh Hunter (9) fastest junior. Overall this was



again a very successful event.



Launch of the 2022 NSW Rally Calendar

By Joe Chapman

On February 19, Bathurst Light Car Club played host to the launch of the 2022 NSW Rally Calendar. As well as presentations by the NSW Rally Panel, who initiated the event, outlining the events coming up during 2022, those at the club function were treated to some wise words about rallying from former Australian Rally Champion Nathan Quin and almost certain future Champion, Lewis Bates.

The year ahead looks very exciting with the addition of entry level series like the S1 Rallysprint series designed to attract new competitors without the high cost barriers associated with higher level rallies. Almost any program of events would be exciting after 2021's series of cancellations due to weather and COVID, but the 2022 calendar for NSW has a good selection of events suiting people just coming into the game right up to national championship level.



The evening function at the BLCC Clubhouse followed an excellent test day at Macquarie Woods run by Rally NSW. One of the things that rallying has always needed is somewhere to try out the cars and crews before the season starts and the day gave competitors a good chance to see what they

had forgotten after the very sparse previous year and to find any weak points in the cars. Forestry rules prohibit testing at any useful speed so having a test day which simulates real rally conditions was welcomed by everyone.

BLCC turned on an excellent buffet for everyone plus some cold beverages to wash away the day's dust (and there was plenty of that). I can only speak for myself but I'd like to thank BLCC for hosting the evening.



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