

# THE BLOWER

**JULY 2016**



Gwyn Mullholand's his Ford Anglia.

Photo: Thomas Wielecki

**BATHURST LIGHT CAR CLUB**  
416 CONROD STRAIGHT MT PANORAMA  
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## *FROM THE EDITOR*

Welcome to my fifth edition of the Blower and I am delighted with the submissions for this month's contribution to the BLCC. To all the contributors Tony and Kathy Hanrahan, John Paine, President and Committee of the BLCC and the casual contributors such as new Club Member David McCowan who can certainly tell a good yarn.

This month we complete the story of John Bryson, recent guest speaker at the General meeting of the BLCC, certainly an inspirational life well lived. Tony and Kathy Hanrahan have given us updates on a number of the Club's very active competitors and of course report on the results of the Club's social rallies. John Paine, the reluctant Rally Organiser, has provided part one of a story that gives us an insight into the trials and tribulations of a sport which he and many others in the Bathurst Light Car Club hold dear to their hearts – Rallying.

The President has provided an update on both Committee activities and happenings throughout the Club and is calling for assistance for a number of upcoming activities.

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

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

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## **MINUTES OF THE GENERAL MEETING OF BATHURST LIGHT CAR CLUB HELD ON WEDNESDAY 29 JUNE 2016, COMMENCING AT 7.30 PM**

**ATTENDANCE:** As per attendance book.

**APOLOGIES:** Trevor Hibbs, Trevor Seaman, Bob Lundie-Jenkins, Donna Sims

## **CONFIRMATION OF MINUTES OF MEETING HELD ON 27 APRIL 2016**

**MOVED:** David Robinson    **SECONDED:** Deanne Hudson

## **MATTERS ARISING FROM MINUTES**

Nil

## **CORRESPONDENCE**

Nil

## **TREASURERS REPORT**

Treasurer detailed items in report. David Robinson queried payment of Hill climb food account. Ron Moore queried where cheque for Bathurst Show went. Treasurer explained why this amount did not appear on treasurer's report.

MOVED: Mick Williamson    SECONDED: Ian Plenderleith

## **QUARRY REPORT**

John Windsor advised of postponed Khanacross which is now to be held on 10 July. Grounds are generally in good condition.

MOVED: David Robinson    SECONDED: Mick Williamson

## **GENERAL BUSINESS**

### **Use of Wireless Timing System at Quarry**

David Catt asked if the wireless timing system could be used at the Quarry. This will be investigated and discussed at a future meeting.

### **Catering for Kidney Car Rally**

Mick Tuckey raised the matter of catering for the Kidney Car Rally. Sue Dixon will be providing meals for Club instead of SES, and has requested help with this on 14 August.

### **Thanks to Officials**

Scott Sims thanked all officials for the great effort at the Supersprint, especially considering the cold weather.

MOVED: Deanne Hudson    SECONDED: Ian Plenderleith

## **THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 7.57 PM**

Mick Tuckey  
**PRESIDENT**

## **PRESIDENTS REPORT FOR JULY**

Halfway through another year and into the not so warm and dry part but all going well.

First off this month I would like to thank all the members and supporters who contributed time and effort in the running of the most recent Supersprint event and for making it work as yet another success for the BLCC. Although our worker and competitor numbers were down, the event was still very successful and we have learned a few things to go forward to future events.

We certainly were lucky that the weather was kind to us, but every competitor I spoke to was very impressed with how we (the BLCC) "do business". In particular, the professional approach and standards we deliver with all the events conducted by our Club. A number of new Club memberships are also expected as a result of this approach.

In anticipation of the next Club event, I would ask that members check your diaries and other memory tools, and lock in the 28<sup>th</sup> August when we will need officials and workers for the Esses Hillclimb. **PLEASE NOTE THIS IS A CHANGE OF DATE** (varied due to large number of members being away with the 14<sup>th</sup> August Kidney Rally - there will also be a few people tied up with AMSAG 2 day event to be held in Orange on the weekend of the 27<sup>th</sup> and 28<sup>th</sup> August which will also impact on our available resources).

The Club has also been presented with an opportunity to provide lunches to the competitors in the Kidney Kar Rally on the 14<sup>th</sup> August and we need some help to pull this one off. This opportunity has presented as a result of the inability of the appointed supplier not being able to meet their obligations, hence the short notice.

What is required is for lunches to be provided/served on Sunday 14<sup>th</sup> August in the form of soup, steak sandwiches, cakes, tea coffee etc. The Kidney Foundation will pay BLCC for the services with all profit going into the Club's coffers. As a result of the very high number of members who are already committed to assist in the successful running of the event on the road, **THE CLUB NEEDS HELP** for a couple/few hours on the day to assist Sue Dixon and others to deliver lunch for the Rally.

If you can assist in any way (making up soup in advance for instance - ingredients will be paid for by Club) and/or on the day, please contact Sue Dixon [hondasue56@gmail.com](mailto:hondasue56@gmail.com) or mobile 0427384008. Any and all assistance will be most appreciated - I will be a day ahead of the event so won't get to enjoy the goodies. Thank you in anticipation.

On more recent happenings, a change in procedures was trialled at the Khanacross conducted on the 10<sup>th</sup> July with great success. In the lead up to the weekend, Ron Moore (who was Clerk of Course) in conjunction with a small group of volunteers had an initial Working B to undertake some improvements to the courses to be used which gave the Club the capacity to run 2 Stages/Courses at the one time. It was anticipated that the changes made would give greater opportunity to not only run more courses, but reduce waiting time for competitors.

I spoke to a number of competitors both new and very old who were/are supportive of the concept and it would seem the objectives were achieved. It is worth noting that the changes mean that more officials (who came forward to

facilitate on the day) are required to deliver the event in this manner and I thank all those who responded to Ron's request for assistance and contributed to the success of the event.

Thank you to all the "new" Officials who put their hand up on the day as it gave Scott and Donna Simms and other regulars, who are always there for you, to take a break. Thank you also to those who contributed in the first of what I understand will be a number of Working B's to come at the Quarry. We need to dig some trenches around containers and other pedestrian traffic areas and fill with blue metal to beat the rabbits.

As things improve at the Quarry the Committee and Club generally would welcome any suggestions or support from any members or their contacts, who can assist in the promotion of the Quarry activities with a view to attracting new members to the events. The focus of course is for greater youth participation in Motorkhanna events by emphasising to Mums and Dads how this participation can improve their child's driving skills making them safer on the open road.

Driver training available to young people nowadays falls way short of what is required to stay safe on suburban and country roads and we all know experience is the best teacher. The controlled and supervised environment of the Motorkhana is ideal to encourage and refine the skills of drivers and we need to encourage more young people to get involved. The skills learnt can/could save their life or those of others and we are keen to get the message out to the wider community to encourage greater participation in these events.

In closing please remember that your Club is here to make your involvement worthwhile for you and your family. If there is anything that you feel we could do better or is not being done at all and you think it should be, please don't be afraid to make your concerns known. As I said recently in discussions with a member - "if I don't know it's broken, I can't get it fixed".

Mick Tuckey

President BLCC

**2016 MEMBERSHIP  
FEES ARE NOW  
OVERDUE**

# BLCC 2016 CALENDAR

APRIL	1-3	Tyrepower Tasmania	V8 S/C	Australian
APRIL	2	Rally of New England		NSW
APRIL	3	Motorkhana	BLCC	M/Club
APRIL	3	Australian Grand Prix Mar 31 <sup>st</sup> – Apr 3 <sup>rd</sup>	AGP	F1
APRIL	11	11 <sup>th</sup> to 16 <sup>th</sup> Targa Tasmania	TT	Australian
APRIL	10	One Day trial	BLCC	Social
APRIL	15	April 15 <sup>th</sup> -17 <sup>th</sup> WD-40 Phillip Island	V8 S/C	Australian
APRIL	17	Esses Descent	BLCC	M/Club
APRIL	23	23 <sup>rd</sup> -24 <sup>th</sup> Oberon Rally	AMSAG	
APRIL	24	Kempsey, Mt Cooperabung	KSCC	NSW
MAY	6-8	Perth Supersprint	V8 S/C	Australian
MAY	7	Coffs Harbour Rally		DRS
MAY	14	Nulon Hillclimb	Nulon	Closed
MAY	15	Nulon Hillclimb	Nulon	Closed
MAY	15	NSW Khanacross Championship	NSSCC	NSW
MAY	20	May 20 <sup>th</sup> -22 <sup>nd</sup> Winton Supersprint	V8 S/C	Australian
MAY	21	John Giddings Memorial Rally of Orange	AMSAG	
MAY	28	National Capital Rally		NSW
JUNE	5	Khanacross	BLCC	M/Club
JUNE	10	10 <sup>th</sup> and 11 <sup>th</sup> Bega Valley Rally		NSW/DRS
JUNE	12	Grafton, Mountainview	GSCC	NSW
JUNE	18	18 <sup>th</sup> to 24 <sup>th</sup> Classic Outback Trial	COT	Australian
JUNE	17	Pizza Night Trial	BLCC	Social
JUNE	17	June 17 <sup>th</sup> -19 <sup>th</sup> SKYCITY Darwin	V8 S/C	Australian
JUNE	26	Supersprint	BLCC	M/Club
JULY	8	Pizza Night Trial	BLCC	Social
JULY	8	July 8 <sup>th</sup> -10 <sup>th</sup> Castrol EDGE Townsville	V8 S/C	Australian
JULY	17	Tamworth, Oakburn	TSCC	NSW
JULY	22	July 22 <sup>nd</sup> -24 <sup>th</sup> Coates Hire Ipswich	V8 S/C	Australian
JULY	23	Narooma Forest Rally		DRS
JULY	24	Motorkhana	BLCC	M/Club
JULY	30	Blacksmiths Inn Rally Johns River	AMSAG	
AUGUST	7	Ringwood Park, Raymond Terrace	MG	NSW
AUGUST	7	Khanacross	BLCC	M/Club
AUGUST	9	Canberra Hillclimb	SDMA	NSW
AUGUST	10	Huntley Hill, Dapto	WSCC	NSW
AUGUST	11	Bathurst-Taree Aug 11 <sup>th</sup> – Aug 20 <sup>th</sup>	KKR	Charity
AUGUST	12	Aug 12 <sup>th</sup> -14 <sup>th</sup> KL City GP	V8 S/C	Australian

AUGUST	13	Rally of the Bay		NSW
AUGUST	26	Aug 26 <sup>th</sup> -28 <sup>th</sup> SMP Supersprint	V8 S/C	Australian
AUGUST	27	Blayney Rally	AMSAG	
AUGUST	28	Esses Hillclimb	BLCC	M/Club
SEPTEMBER	11	Motorkhana	BLCC	M/Club
SEPTEMBER	16	Sep 16 <sup>th</sup> - 18 <sup>th</sup> Sandown 500	V8 S/C	Australian
SEPTEMBER	24	NSW Rally	BLCC	NSW/DRS
OCTOBER	1	Bulahdelah Rally	AMSAG	
OCTOBER	6-9	Supercheap Bathurst 1000	V8 S/C	Australian
OCTOBER	15	Tumut Valley Rally		DRS
OCTOBER	16	Khanacross	BLCC	M/Club
OCTOBER	21	Oct 21 <sup>st</sup> to 23 <sup>rd</sup> Castrol Gold Coast 600	V8 S/C	Australian
OCTOBER	29	Bryant Park, Victoria	AHCC	Australian
OCTOBER	29	Bombala Rally	AMSAG	
NOVEMBER	6	One Day Trial	BLCC	Social
NOVEMBER	4-6	Auckland Supersprint	V8 S/C	Australian
NOVEMBER	4	4 <sup>th</sup> to 6 <sup>th</sup> Targa High Country	THC	Australian
NOVEMBER	5	Minidulla		DRS
NOVEMBER	12	Speed Weekend - Supersprint	BLCC	M/Club
NOVEMBER	13	Speed Weekend - Hillclimb	BLCC	M/Club
NOVEMBER	20	Rally Australia		Aust/NSW
NOVEMBER	24	Nov 24 <sup>th</sup> to 25 <sup>th</sup> Supersprint/Regularity	BMF	Australian
NOVEMBER	25	Nov 25 <sup>th</sup> to 27 <sup>th</sup> Sydney 5000	V8 S/C	Australian
NOVEMBER	27	Motorkhana	BLCC	M/Club
DECEMBER	10	Presentation/Christmas Party	BLCC	Social

## TEAM DAVIS INCREASE LEAD

By Tony Hanrahan

Crews battled the elements to complete the first night Rob Worboys Memorial Trial run over 120kl of Bathurst streets and shire roads.

Stage one used some roads never used before luckily for Kate Davis' partner who was stranded outside their home without a key, Kate dropping one off as the field passed by. Stage one used Evans Plains Road that was showing the ravages of the wet weather and was the most challenging of the night.

Stage two ran through the villages of Perthville, Georges Plains and back through Gorman's Hill using several challenging roads.

Stage three headed east looping back to the west then heading south towards Bathurst.



The final stage was a tricky little section leading back to the clubrooms where several crews received a penalty for a wrong direction.

### Point score

NAME	10/04/2016	8/07/2016	6/11/2016	TBN		TOTAL
Kim Davis	20	20	0	0	0	40
Arthur Davis	20	20	0	0	0	40
Kate Davis	20	20	0	0	0	40
Tony Jordan	20	0	0	0	0	20
Bev Jordan	20	0	0	0	0	20
Michelle O'Toole	0	20	0	0	0	20
Andrew Robinson	0	20	0	0	0	20
Wayne Bowden	19	0	0	0	0	19
Sue Dixon	19	0	0	0	0	19
Troy Dalby	19	0	0	0	0	19
Em Davis	19	0	0	0	0	19
Jack Dalby	19	0	0	0	0	19
Beau Dalby	19	0	0	0	0	19
Shelby the dog Bowden/Dixon	19	0	0	0	0	19
Trevor Seaman	0	19	0	0	0	19
Mick Tuckey	0	19	0	0	0	19
Peter Tuckey	0	19	0	0	0	19
Olivia Lee	0	18	0	0	0	18
Guy Sadler	0	18	0	0	0	18
Pam Graham	16	0	0	0	0	16
Dick Graham	16	0	0	0	0	16

## GEORGE REED HISTORY

By Tony and Kathy Hanrahan

The 40<sup>th</sup> Historic Winton race meeting had a local flavour with the appearance



of two George Reed specials the So-Cal Ford Special and Monoskate Special both built and raced by George in the late 1940's early 1950's.

Louise and Graeme Raper own and race the two George Reed specials, Louise (So-Cal) in regularity and

Graeme (Monoskate) in Group K historic over 1500cc.

The two cars look and sound fabulous and George would have had his sly smile on as Graeme revved the So-Cal in the pits in front of a large crowd of onlookers before Louise took it out to race.

The Raper's are looking for help from people who knew George or have photos of his early cars as they are preparing a book on George's early cars, hopefully to be released in Bathurst.



Louise Raper driving the So-Cal in regularity Photo Kathy Hanrahan

The last of George Specials was built in 1948. It was called the Monoskate and was silver, a colour that it has retained since. It has

won many races over the years, beginning in 1950, when it won all three major races at Mount Panorama, including the 1950 Bathurst 100.

In the 16<sup>th</sup> Australian Grand Prix George had two of his cars entered, one driven by Warwick Pratley that went on to win the Australian Grand Prix. This would be the last Australian Grand Prix victory by an Australian built car until Frank Matich won in 1971 in a Match A50. In the 16<sup>th</sup> Australian



Graeme Raper heading to another victory Photo Kathy Hanrahan

Grand Prix George was driving Monoskate and at one stage the two Reed specials were running one and two.

If you have any information or photos of George and his specials send it to me [elfinfp@bigpond.com](mailto:elfinfp@bigpond.com) and I will forward details to the Raper's.

## TWO AT TOWNSVILLE

By Tony Hanrahan

Two BLCC members contested the 2016 Australian GT Championship held in conjunction with the Castrol EDGE Townsville 400, Grant Denyer (McLaren 650S GT3) for McLaren Melbourne and Brad Shiels (Porsche 997 GT3-R) for AMAC Motorsport. Grant was partnered with Jonathon Webb and Brad with Andrew MacPherson.

Practice saw the Porsche with Andrew MacPherson on board in 5<sup>th</sup> and Grant in 7<sup>th</sup> in the McLaren, however this was reversed in the 1<sup>st</sup> qualifying. Grant did a 1.12.82 to be in 2<sup>nd</sup> on the grid and Andrew dropped to 22<sup>nd</sup> with a 1.17.14.

In the 2<sup>nd</sup> qualifying Brad was 9<sup>th</sup> with 1.12.91 and Jonathan 3<sup>rd</sup> with 1.12.09 which gave the two teams a combined position for race one of 3<sup>rd</sup> and 9<sup>th</sup>.

Race one saw the

McLaren (1.12.95) 8<sup>th</sup> and the Porsche (1.13.46) 15<sup>th</sup> while in race two Grant and Jonathon (1.13.02) dropped to 10<sup>th</sup> and Brad and Andrew (1.13.38) dropped to 16<sup>th</sup>. The overall round results had Grant in 3<sup>rd</sup> and Brad 9<sup>th</sup>.

The Australian GT Championship is one of the oldest and most prestigious motor sport competitions in Australia. First held in the early 1960s, it was a standalone event won by Australian motor sport legends Leo Geoghegan, Frank Match and Bob Jane.

Having dropped off the motor sport landscape from the mid-60s, the Australian GT Championship reappeared in the early 1980s. Former Formula 1 world champion Alan Jones won the 1982 championship at the wheel of a Porsche 935, a feat Rusty French repeated the following year.





By the mid-1980s the category had combined with Sports Sedans and once again fell off the motorsport calendar. Rebooted for 2005, the Australian GT Championship took on the flavour it has to this day.

Growing from the Nations Cup, Bryce Washington won the 2005 championship in a Porsche 911, with Greg Crick taking the 2006 title in a Dodge Viper. The move to GT3 regulations, an international style of racing which has boomed in recent years, has seen strong growth in the category in recent years.

The series has welcomed an influx of cars from the world's leading automotive manufacturers, Audi, Mercedes, Ferrari, Aston Martin, Porsche, Lamborghini, BMW and others, swelling its grids to capacity. Competition is carefully managed with a Balance of Performance ensuring all cars compete on an equal playing field, creating a unique blend of competition with front, rear and mid-engine designs racing door to door.

The mix of professional and amateur drivers are also carefully managed, with each driver graded based on their experience in a racing car. Giving every driver a chance to compete, compulsory pit stop times based on a combination of the car's qualifying position and the driver's grading inject mid-race excitement, leading to nail-biting racing throughout the 60-minute encounters.

## **SHIELS AT 2016 NSW SPORTS SEDAN CHAMPIONSHIP**

By Tony Hanrahan

Steven Shiels had his Z28 Camaro at Sydney Motorsport Park for the NSW Motor Race Championship for 2016.

Steven qualified 2<sup>nd</sup> with a time of 1.47.79 finishing his three races with two 5<sup>th</sup> and an 8<sup>th</sup>, his best time was set in race three at 1.35.36.



## How to Race at Bathurst for \$500

David McCowen – Motoring Writer SMH

The best way to make a small fortune in motor racing, so they say, is to start with a large one. Motorsport is not cheap, but it might be cheaper than you expect.



Racing with Fiat's Abarth 595 Photo Thomas Wielecki

### The shopping list

Let's assume you have a car in good condition: the tyres have plenty of tread, there's meat on the brakes and you pay attention to vital fluids. Membership to the Bathurst Light Car Club costs \$55 per year, while the Conrod Straight Supersprint event we've picked carries an entry

fee of \$175.

Competitors must have a Level 2 Speed licence issued by the Confederation of Australian Motor Sport (CAMS), which costs \$125 and does not require practical or physical examinations. Of the 24,535 drivers who hold CAMS competition licences 13,250 are casual "Level 2" participants that have helped drive up the number of overall licence holders by 23 per cent since 2012.

All cars must have a securely fitted one-kilogram dry powder fire extinguisher – available for around \$20 from most hardware retailers – as well as a blue-



David McCowen with Fiat's Abarth 595 Photo Thomas Wielecki

coloured triangle on the bodywork that marks the location of its battery. Some drivers opt for commercially printed race stickers, while others take the cheaper, DIY approach by marking the spot in blue electrical tape.

That leaves around \$100 to buy an approved motocross or motorcycle helmet, \$20 for fuel and \$5 for a steak sandwich at lunchtime.

## The Club

Bathurst Light Car Club president Mick Tuckey says the group has been going for 63 years, and has more than 200 members from across Australia.

"Peter Brock was a member

here – he was membership number one and that will never be replaced," Tuckey says.



Refuelling and fluid top up Photo Thomas Wielecki

The Club President says most members take a relaxed approach to racing, appreciating the opportunity to tour one of the world's greatest circuits rather than trying to win titles. The BLCC is one of around 545 CAMS-affiliated car clubs that host about 2,000 events each year. The Bathurst group hosts around half-a-dozen competitive events on Mount Panorama every year, along with motorkhana, rally and social meetings.

Eugene Arocca, Chief Executive of CAMS, says the demand for easily-accessed entry-level motorsport is increasing.

"We have seen really strong growth in grassroots participation in recent years, which is very encouraging," he says. "As people have increasing pressure on time and budgets, there has been a trend towards more casual participation in motor sport in the form of track days, sprints, drifting, hillclimbs and other forms of grassroots competition."

## The People

There's a casual feel to the paddock as cars trickle in at breakfast time. Ace photographer Thomas Wielecki spies a 2000-model Mercedes-Benz S-Class limousine with racing numbers on its flanks, so we wander over for a chat. The machine is owned by the Morrison clan, who made their way to the Mountain from Forbes in the state's central west. Father Steven has brought along daughter Stevie and son Joshua. Their Mazda RX-7 track car couldn't make it, so the family barge is being pressed into service.





The Morrison Clan Photo Thomas Wielecki

"We enjoy a family day out," Steven says. "The kids need a bit of driving experience, I thought we might as well enjoy it. My real race car wasn't ready so this is the next best thing. This is our family sedan; it hardly gets driven so I thought we might as well use it. It has a V8, enough

power to spin the wheels and smoke them up for a bit of fun!"

Clearly a larrikin, the patriarch turns a little more serious when the topic turns to road safety – sadly a common theme in country communities.

"In Forbes you get quite a few young people dying from car accidents," Steven says. "But here you can drive in a safe environment and if something goes wrong,

you have assistance very close by. If you're not here, you'd be out in the back blocks and it could be an hour before you get an ambulance."



Scrutineering and paddock Photo Thomas Wielecki

"We do this in a safe environment." Stevie Morrison, 22, is one of two women racing at the track on her fourth crack at the mountain. "People think it's bizarre," she says. "I went to an all-girls boarding school in Sydney, so when I talk about this with friends they think this is hilarious."

Newcastle's Andrew Sturt takes a different approach. The entrepreneur recently traded his Nissan GT-R for a McLaren 12C, a machine designed with circuits in mind. "I've just come down to hit the track," Sturt says. This gives you a chance to explore the limits of your car without getting arrested. It's only \$175 - a lot less than a speeding fine."

Orange local Tim Weston follows a similar ethos with his rapid Mercedes-Benz A45 AMG. "You drive away from here a lot calmer on the road," he says, "You don't feel the need to race people away from the lights."

### The Car

Catching wind of our "Bathurst on a Budget" plan, Fiat offered up its new Abarth 595 Competizione. This version of the quintessential Italian hot hatch features a turbocharged 1.4-litre engine pushing 132kW of power and 250Nm of torque to the front wheels through a five-speed manual transmission.

Oversized Brembo brakes lurk behind titanium-finished

17-inch alloy wheels, and the racy Abarth also has grippy seats, a chunky steering wheel and sports exhaust system that lend a competitive vibe. Fiat plans to sell this model for around \$45,000 – not an especially cheap sum, but not lottery money, either.



The bambino cinquecento draws plenty of attention in the paddock and more than a dash of curiosity from scrutineers surprised to see how much engine Fiat managed to cram under its cute little bonnet. They're not wrong – this is a little car with a big heart - and we hope to take a few racers by surprise today.



### The Competition

We're in good company. Yes, there are mega-dollar machines such as the McLaren and a new Nissan GT-R, but the majority of the grid is formed by the sort of metal you're likely to find in many suburban garages. Aussie V8s represent a good chunk of the field, along with relatively affordable



track regulars such as the Subaru WRX, Mitsubishi Lancer Evolution, Mazda RX-7 and Toyota 86.

Other models stand out on the entry sheet. You don't expect to see a Mercedes S-Class, Volvo V50 wagon, Toyota Corolla sedan, Nissan Pulsar or Ford Anglia on the same entry list as a V8 Supercar or track-focused open-wheelers, but that's exactly what we've found.



The fun begins Photo Thomas Wielecki

The only real disappointment of the day arrives when we find that no other vehicles sit in the Fiat's class for unmodified two-wheel-drive road cars of modest engine size.

## The Track

Mount Panorama is a public road for the majority of the year, and the car club can't close the entire circuit for hot laps. Instead, organisers break it into three sections used at different times throughout the year.

Today's leg begins just after Forrest's Elbow on the most hallowed patch of tarmac in Australian motorsport: Conrod Straight. Cars start side-by-side, firing down the high-speed chute at 200km/h before turning in for the Caltex



Mount Panorama Photo Thomas Wielecki

Chase, going back through the gears and finding traction to fly past the Rydges

Hotel under a pedestrian bridge on the run to the sharp left-hander at Murray's Corner. From there we power down the main pit straight, cross the finish line and brake for the left at Hell Corner before turning into the paddock to queue up for another go.

### The Challenge

Drivers are split into two groups of cars that take turns on the circuit. We exit the paddock drive out of the pit entry road used in the Bathurst 1000 and 12 Hour races, travelling in single file against the usual racing direction.

Our Fiat warns that the outside temperature is just above freezing, so I wiggle the hatch from side to side, zig-zagging in a vain attempt to induce workable tyre temperature. The conga-line turns around at the club's headquarters at the exit of Forrest's Elbow before settling into parallel lines for side-by-side sprints down the straight.

Our pearl-white bubble draws abreast with the purple Ford Falcon XR8 of fast local Jose Abreu. It doesn't matter who reaches the finish line first, as points go to the best times set within in each class. My blood is still pumping wildly as we wait for the green light.



Racing with Fiat's Abarth 595 Photo Thomas Wielecki

I saddle the Fiat with a sloppy start while Abreu's Falcon uses V8 muscle to power away. Following his line, I brake from 170km/h or so before grabbing second gear and turning in for the chase. It's a respectable run with a time of 59.84s, but there's plenty of potential to be unlocked.

We line up with the silver Toyota 86 of Michael Mainwaring for the second run – a much fairer opponent for the little 595. Launching cleanly, the Fiat's turbo torque has the Toyota's measure as I commit to the chase in third gear, carrying enough speed to cross the line ahead of the Toyota.

The third run begins beside a modified V8 Commodore that blows us into the weeds, but I'm content with a competitive 57.57s run. With a focus on trimming our times, the next battle goes to plan when the Abarth hooks up beautifully before beating a Mazda MX-5 to a 57.25s mark.

Resolving to break into the 56's bracket on the next run, I follow Weston's indecently quick AMG with determination that yields a 56.85s time - a three-second improvement from the first run of the day.

But the next battle is the one to remember.

Our feisty ball of fun pairs up with a sleek Nissan 370Z Coupe. With a 3.7-litre V6 that makes 245kW and 363Nm, the rear-wheel-drive Zed should easily account for the Abarth. I grab first gear and narrow my focus on the traffic light.

Go.



This launch is the best of the day – a perfect blend of traction and wheelspin to keep the little turbo boosting away. We get the hole shot, but the red Nissan gains ground as I push hard into the chase, slamming on the brakes at more than 190km/h a moment before the inside wheels pop into the air over the

circuit's steep kerbs. We hold the Nissan off at the finish, taking an unlikely victory over a thoroughbred sports car. I whoop joyously as we cross the line in 56.96s, giddy with adrenaline following a brilliant racing experience.

There's no question that was \$175 – or even \$500 – well spent.

### **The Chequered Flag**

There were a few minor casualties on the day.

The Nissan 200SX running gear at the core of Chris Dawes' modified Honda Civic fell ill on his last run, while Muswellbrook man Dave "Big Wil" Williams found himself stuck in the sand trap at Murray's Corner. Both went home with a trophy and a smile having taken first place in their respective classes.

Jose Abreu wasn't so lucky.

The experienced driver lost control of his XR8 on the last corner of the course, spinning across the circuit before crunching into a tyre wall on the inside of the track. He promises to fight on. A bad day racing, so they say, is better than a good day in the office.

Competitors retire to the clubhouse at sundown to crack open a beer, boast about their bravery, thank volunteers for good work and present trophies to class winners. The biggest prize goes to Dubbo's Chris Weir, who set the fastest time



of the day in a VX Holden Commodore SS. His 46.57s effort sits clear of Sturt's second-placed McLaren; a well-sorted Holden V8 taking mountain glory ahead of Europe's finest. Club member number one would have been proud.

"This is the best car club in Australia," Weir says. It's hard to disagree.



Fiat's Abarth 595 ready to launch Photo Thomas Wielecki



The results are posted Photo Thomas Wielecki

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Register your interest by contacting your local CAMS Office and a CAMS staff member can guide you through the process. All Officials information can also be found at: <https://www.cams.com.au/get-involved/officials/become-an-official>

## **BRETT AT WAKEFIELD PARK**

By Tony Hanrahan

Brett McFarland contested the 2016 NSW Touring Car Championship in his BAR Constructions sponsored Subaru WRX at Wakefield Park on the weekend of 2<sup>nd</sup> and 3<sup>rd</sup> July. Brett qualified 14<sup>th</sup> with a time of 1.07.33 just 1.67 seconds slower than the pole sitter.

Race one saw Brett drop one place to finish 15<sup>th</sup> only to recover to finish 4<sup>th</sup> in his second race recording his fastest time of the weekend at 1.07.25. Sunday's warm-up race resulted in a 7<sup>th</sup> place before finishing the sixty minute enduro in 20<sup>th</sup> place.

## **HOW HARD COULD IT BE TO ORGANISE A CAR RALLY?**

By John Paine

I have decided to write a two part article for the Blower about firstly, the history of Rally within our Car Club and then secondly share some detail about organisation of the 2016 Bathurst Rally due for 24<sup>th</sup> September.

My objective in writing these articles is hopefully to attract some interest from potential future organisers of BLCC road events as I believe whilst the task is time consuming, it is also rewarding not only from being involved in a successful event but from a personal development level. This includes gaining valuable

event management skills such as planning, organising, leading and overseeing the entire process.

Apparently I recently fell into an abyss and suffered a memory loss because following retirement from full time work, I made a decision to again become involved in organising car rallies for Bathurst Light Car Club.



After the 1994 Stevo's Mobil Service Centre Rally, I stood down from the Event Director role due to work responsibilities and commitments to a young family. I felt burnt out and disillusioned where my beloved sport of Rallying was heading due to what I call "top down" changes to the

rules from certain persons within the CAMS system.

A look back into Geoff Benson's "Fifty years of Motor Sport" book documents that the Stevo's Mobil Service Centre Rally organised largely by myself and Secretary; Mandy Robinson, saw me log 179 hours voluntary work whilst Mandy clocked up in excess of 250 hours. The event was a round of the NSW Championship as well as part of the Australian Rally Championship (ARC) and was the third rally Mandy and I had organised in a 10 month period from 1993 to April 30, 1994.

Geoff's book claims the Blower recorded that the 1994 event required 212 Officials. We drew on officials from 5 other Sydney car clubs, Dubbo Sporting Car Club, SES, Wicen etc.



We relied on communicating with all stakeholders by the time consuming methods available in those times, such as "snail mail" and telephone. Now that we use social media and email this part of organising large events has become easier and less time consuming.



Now some further research from the history book of BLCC, the Brindabella forum website and car magazines etc. shows that since our club started organising timed rallies from around 1980 (36 years) we have successfully run 45 CAMS rallies plus several Rallysprints and various Club members have taken on Event Director duties for a handful of AMSAG rallies. In 2005, many of our Rally Officials assisted the late Mike Bell and his team to run a round of the ARC out of Bathurst.

Some statistics from the last 36 years;

- 2/3rds of the 45 CAMS events were directed roughly evenly by 5 Event Directors including; Gwyn Mulholland, Ron Moore, David Robinson, Ray Winwood-Smith and John Paine.
- Following the running of the highly acclaimed 1984 Mid State TV Rally the organising team led by John Latham, Rod Jones, Mark Blume and Robbie Porter, made the difficult decision to decline to run another ARC the following year and in fact BLCC organised NO rallies in 1985 such was the human toll from the massive effort required. In 1985 the NSW round of the ARC was awarded to Bega and despite being awarded lesser coefficient ARC events in 1993 & 1994, the Club has never again been prepared to take on a National level rally.
- Several other years (1995, 1997, 2001, 2008, 2009, 2012 & 2013) saw the Club being unable to run State or Clubman Championship level events for various reasons, including no Event Director or as in the last few instances a general decline in State competitors.
- Evidence of the successful promotion of BLCC rallies can be seen from the ongoing support, particularly in more recent times from Sponsors such as Bathurst Cellars, Premier Panel Beating, Peter Rogers Real Estate, Penrith Clutch & Brake and Sportsclassic.
- Winners of previous Bathurst Rallies reads like a who's who of Australian Rallying including 5 times Australian Rally Champ; Ross Dunkerton, Greg Carr, Wayne Bell & Michael Guest, all of whom have competed at International level. Local stars also saw winners such as John Atkinson, Greg Brown, Martin Quinn, Rod Jones, Paul Kennedy, Wayne Hoy, Miles Sandy and John Mitchell etc.

I previously mentioned the voluntary nature of the officials involved with the Club following the normal Car Club practice of simply reimbursing the Event Director for vehicle expenses in setting, recording and checking the course whilst the Secretary would be reimbursed for incidental costs incurred. Each Rally is expected to make a small profit for the organising club and with road events such as rallies there is a financial risk involved as well as a requirement that the

Key Officials have suitable accreditation from the sanctioning body such as CAMS. Because these events are run out in the community and bearing in mind the aforementioned risks and requirements, I believe contributes to the difficulty in getting replacement Event Directors to become trained and willing to take on these roles. More obvious these days is that we all have become time poor and in my case this was obviously the major reason for me taking on lesser roles from 1995 until recently when my family has left home and I retired from fulltime work.

When I joined BLCC in the early 1980's, John Latham was the Event Director of our major Rallies, usually assisted by Mark Blume, Rod Jones and Robbie Porter and their wives. The baton was then handed to Ray Winwood-Smith with training from



all the aforementioned assisted by Maree and John Paine. David Robinson and Doug Rowan also were involved in Directing the smaller Club and Closed Rallies, all the while gaining valuable experience for when they would step up to Directing State level events. Jamie Gewin was another who took up the challenge of Directing and took on organising several Rallysprints etc.

Eventually Ray went onto follow other sporting interests and John Paine along with the Robinson's stepped up followed by Ron & Jo Moore who were next in the succession plan.

The ever passionate motorsport enthusiasts; Gwyn & Helen Mulholland took up the challenge of keeping Rally alive within the BLCC until recently. So you can see that it has been a relatively small group of enthusiasts willing to organise these time consuming but rewarding road events within our club.

Despite not organising any National Level Rallies since the mid 1990's, BLCC continues to provide officials at times to help other organisations to run both National Events and even the Australian round of the World Rally Championship currently held on the Coffs Coast.



In part two of this article I will take you through the steps and timeline involved in organising the Bathurst and Sunny Corner Rallies on the calendar for 24 September 2016 and the differences I have seen in this process from the 80's and 90's to now.

## **Part 2: JOHN BRYSON: A RALLYING LIVING LEGEND**

by Jeff Whitten

The young John Bryson grew up in far north western Queensland on a sheep and cattle station, an upbringing that obviously whet his appetite for 'the great outdoors'. He was educated at Brisbane Boys College and went on to become a Civil Engineer, seeing service in the Australian Regular Army when just 18, and spending four years in Japan and one in Korea.

Early in his life he became interested in car rallies and trials and took leave from his civil engineering career to work as a journalist for the Sydney Sun newspaper so he could participate in long-distance car rallies. His army experience taught him all about map reading and, more importantly, survival in harsh conditions. The stint at the Sun was followed by a spell at the Daily Telegraph and Modern Motor, his first assignment for Modern Motor was his report on the 1964 Ampol Trial. His time with these organisations was a very rewarding one and he met a number of rally competitors with whom he was later to forge a strong friendship.

He credits his introduction to motorsport to Evan Goodwin, who was not only an excellent driver but imparted much of his navigational knowledge on Bryson. "He was the epitome of the average club member who passed the love of rallying on to me," Bryson said. "Then Max Winkless and Jack Forrest re-enforced on me that rallying is a sport, even when sponsorship is involved. I still believe that today although many people tend to forget that fact. The aim of the game is always sport and enjoyment."

One of these friends was Evan Green, a journalist, motor racing commentator, rally driver, car preparer and long-distance rally fanatic. Green and Bryson teamed up to compete in a number of events both here and overseas, including the Australian Rally Championship, the Rally of New Zealand, the New Caledonia Safari and the 1977 London to Sydney Marathon in which they finished 10th outright and won their class in a Range Rover.

**LONDON to SYDNEY** The Difficult Way

However their biggest single effort was taking a Leyland P76 V8 on the London – Sahara - Munich World Cup Rally in 1973, the dramatic story of which has

been told in that fabulous book “A Bootful of Right Arms.” At the time Bryson was running a motorsport equipment outlet at Roseville, a Sydney suburb, and had a number of contacts in the sport who he was able to call on to assist with the building of the P76 and the financing of the project.

When Bryson and Green teamed to enter this event, they had only been together as a team for one season, but Green was impressed enough with Bryson’s



ability to know there was no-one better to share this epic with. Bryson’s never-say-die attitude and his

unorthodox but successful methods of achieving success at all costs, were one trait Green admired in his navigator. “An example of his unorthodoxy occurred in a NSW rally when John was riding with another driver when a stone broke their windscreen,” Green tells in “A Bootful of Right Arms”.

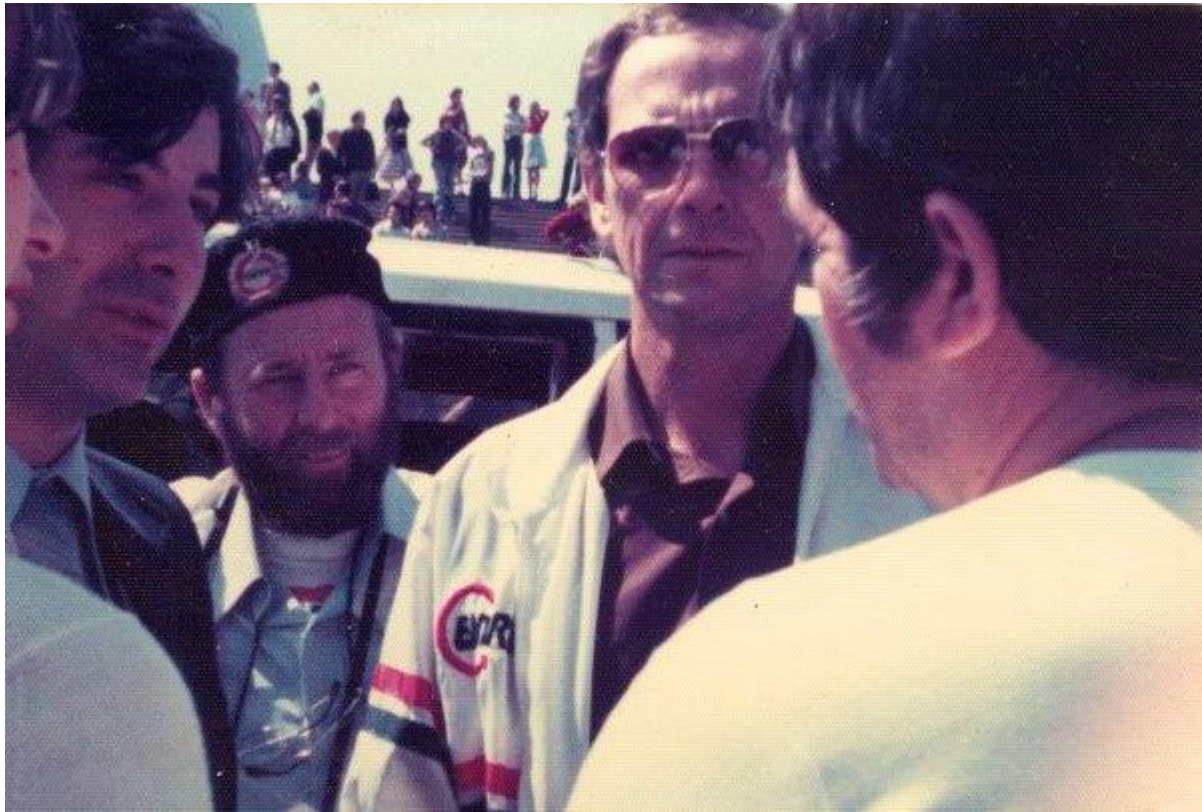
“They were driving without a windscreen when, on a tight section, a farmer in a truck pulled out of a paddock and drove down the road in front of them. The road was narrow and the farmer, being a typical bush motorist, was reluctant to glance in his rear view mirror, so he blocked the road and prevented the rally car from passing. Dust and stones were pelting into the cabin, horn blowing and light flashing had no effect.

At a slow pace, the farmer continued to block the road, unaware of the car behind.” Instructing his driver to pull up as close as he could to the back of the truck, Bryson climbed through the windscreen and onto the car’s bonnet then leaped onto the back of the truck and poked his head through the driver’s window. “Excuse me,” he said, “but would you mind pulling over?” The startled driver did, as Bryson jumped back into the car and took off.

Bryson’s career is best remembered for his navigating and co-driving abilities but despite his expertise in those areas, he is a driver of some repute as well. His mounts have included the mundane and the exotic – from an FB Holden through to a 1934 Wolseley Hornet and a Rover 90. Other mounts have included an Alfetta GT, Aston Martin DB6, Morris Cooper ‘S’, Ford Escort BDA, Mazda’s, Peugeot’s, Falcons, Cortina’s, Volkswagen’s, Volvo’s and a Subaru FF1100 which he describes as ‘better than a Cooper ‘S’.



Having ridden with so many drivers in his long career, Bryson has no hesitation in naming Andrew Cowan as the best driver he has been with, an opinion gained no doubt from partnering the Scotsman to three Southern Cross Rally wins. "Cowan is closely followed by Doug Stewart, Gerry Crown, Roger Clark, Barry Ferguson, Evan Green and Brian Hilton," he says. "Roger Clark was certainly the fastest driver I'd been with but I felt safer with Green, Stewart and Crown."



Evan Green (Sunglasses) and John Bryson (Astrakhan Hat) listen to Andrew Cowan at the steps of the Sydney Opera House after the 1977 London to Sydney Rally

His opinion of the cars he has co-driven vary enormously, as you might expect, dependent on the types of events the cars were being used in. "For long distance events, the Leyland P76 we used in the London-Sahara-Munich World Cup Rally was without doubt the best car for that event; for twisty stuff I'd go for the Lancia Stratos (he navigated for former water-ski star, Ron Marks, in a Stratos some years ago). I love the LA Lancer for club events but it needs a good driver to get good results. I think a big horsepower, rally prepared Escort is the way to go."

Having competed in so many car trials and rallies over the years, you'd get the impression that John Bryson would have little time for anything else, but that's far from the case. His personal high points include being President of the North Shore Sporting Car Club, an honorary member of the Thornleigh Car Club in Sydney, and President of the NSW-based Society of Advanced Motorists for a 10 year period. His rallying career has also seen him, often with wife Sonja, who he credits as being the best navigator ever to share a car with him, officialing, directing and administering hundreds of car club events throughout Australia. He and Sonja were the inaugural road directors and route selectors for the

highly-successful “Camp Quality Capers” which not only raised considerable sums of money for children with cancer, but introduced many people to rallying at a higher level.

Retirement? That’s not on Bryson’s mind just yet – there is still plenty of unfinished business to attend to before then. Although John and Sonja, with sons Matthew and Graham, are enraptured with their huge sandstone home they built themselves in the hills north of Sydney, the call of the bush will see them back on a rural property when it is time for him to retire from his job as construction engineer with Hornsby Shire Council.



Hall of Fame inductees (L-R): Greg Carr (absent), Coral Taylor, Ross Runnalls, John Bryson, Ross Tapper, Peter Macneall, Jeff Whitten and Dave Johnson.

As far as motorsport events are concerned, there’s no retirement on the horizon just yet. He and Gerry Crown (of Crown and Andrews board game fame) plan on entering the ‘Carrera Mediterranea’ from San Tropez to Tunis in April 2005, driving Crown’s EH Repco Holden that they used in the Peking to Paris. Then, of course, Bryson is preparing to run a four-state event in 2006 at the request of a number of European competitors to bring them “Down Under” and give them a three week tour of significant parts of Australia with some serious regularity-style rallying as well. This event will be run through the Classic Rally Club because John sees classic rallying as the only way for most enthusiasts to enjoy affordable rallying.

One gets the impression that there will always be events for Bryson to enter in years to come. And if those events look like drying up, then he'll most likely create his own events for others to enjoy. John Bryson is one of Australia's rallying legends yet he doesn't wear this badge on his sleeve, preferring to let others think of him as one of rallying's most successful pioneers.

There is so much more to the John Bryson story that this article has not even touched on – it would take many thousands more words to do that – so perhaps the book that he is writing might somehow fill that void.

Though a large majority of Australia's current rally competitors may have never heard his name, his achievements stand in the record books for all to see. Not too many of those competitors will ever achieve the dizzy heights of success that he can lay claim to. People like him are undoubtedly one of a kind.

### ***Bryson's major events:***

- Rally New Zealand
- Australian Rally Championship rounds
- Grand Prix Rally
- Criterium d' Antibes
- Esso 500 (Winner)
- 1970 Ampol Trial
- Mountain Rally (Winner)
- Mini Monte (2nd.)
- NSW Clubman Series (second twice)
- New Caledonian Safari
- London to Brighton Run
- Total Economy Run (Class win)
- 1979 Repco Round Australia Trial
- Jaamtlands Rally, Sweden.
- Southern Cross Rally (3 wins)
- Peking to Paris
- Trial to the Nile
- Redex Re-run
- 1964 Ampol Trial
- 1968 London – Sydney Marathon
- Round Australia in under 6 days.
- S.A. ARC round
- Papua-New Guinea Safari (Winner)
- World Cup Rally
- Mallee Desert Rally
- 1977 London – Sydney Marathon (10th.)
- BP Rally

In addition to the above major events, John Bryson has competed in hundreds of other rallies, trials, hillclimbs, club events, motorkhanas etc. since 1961.



## **FOOTNOTE:**

The Brysons are avid collectors of classic rally cars that they will ultimately get around to restoring. The list includes a rather special Mk.1 Cortina for stage-type events, a couple of Mercedes Fintails (a 220 and a 300) and Sonja's 3.5 Rover - engined Triumph Stag.

In addition, there's a collection of "gunner" cars "that we're gunner get around to restoring one day" – the World Cup Leyland P76, two Cortina GT500s, a Galant two-door, a Morris 1100'S' and a 998cc Mini Cooper "which is why I need to quickly retire to a country property and start restoration", Bryson adds.

## **JEFF WHITTEN – JOURNALIST AND RALLY LEGEND**



Jeff Whitten has played an active role in Australian rallying for almost 50 years, beginning in 1965. In that time he has competed in over 130 rallies and enjoyed over 20 outright and class wins - and only rolled a car once!

He has directed 20 Forest Classic Rallies, both in gravel and tarmac form, and many other rallies and touring assemblies. He has consistently acted as control official, course checker, club steward, motorkhana director, and whatever else was required.

Jeff has held the office of President and Secretary of the North Eastern Car Club many times and is still serving as secretary. He was editor of that club's magazine and was awarded life membership of the club in 1967.

Among Jeff's successes are winning the Riverina North East Rally championship twice as a driver, the North Eastern Car Club rally championship as a driver and the Repco Mountain Rally as a navigator.

In 2000 Jeff was awarded the Australian Sports Medal.

However, Jeff's major contribution to the sport of rallying was as the creator, Manager and editor of Australian Rallysport News and RallySport Magazine from 1989 – 2006. Jeff has been succeeded in the job by his son Peter, but with the Whitten family's total enthusiasm for the sport enthusiasts were and still are kept informed of the latest happenings in Australian and International rallying.

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# **KHANACROSS**

**Sunday 7<sup>th</sup> August**

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

# **ESSESS HILLCLIMB**

**Sunday 28<sup>th</sup> August**

**BLCC Clubhouse – Conrod Straight – Bathurst  
Scrutineering at 8.00am**

# **MOTORKHANA**

**Sunday 11<sup>th</sup> September**

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