

THE BLOWER

JUNE 2016



Ron and Jo Moore in action

Photo BLCC member Stephen Ashelford

BATHURST LIGHT CAR CLUB
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FROM THE EDITOR

Welcome to my fourth edition of the Blower and thanks again to all the contributors and a big thank you to Tony and Kathy Hanrahan for helping me deliver this edition.

Lots of dirt and tarmac rally action this month with Ron and Jo Moore taking the lead in the Southern Cross Rally Series as a result of consistent results at Oberon and Orange. John Paine has provided an interesting read on the success of he and other BLCC members in the Lake Mountain Rally in high country Marysville Victoria. Brian Nightingale has also provided an update on the latest round of the NSW Hillclimb Championships from Grafton's Mountainview track.

As promised in the last edition, the full wrap up of results of the Nulon Hillclimb events from the weekend of 14th and 15th May are included with some great performances by BLCC members. Nulon Management were clearly very satisfied with the BLCC organisation of the event and there are signs that it may become a more permanent item on the BLCC Calendar from here on.

John Bryson and his son Mathew, both super stars of world rallying, provided a very interesting presentation to Members attending the 25th May General Meeting of the BLCC. For those unable to participate in the evening a report has been included for your interest and we commence a three part story on the life of John Bryson.

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 25 MAY 2016, COMMENCING AT 7.35 PM**

ATTENDANCE: As per attendance book.

APOLOGIES: Trevor Hibbs, Matt Windsor

CONFIRMATION OF MINUTES OF MEETING HELD ON 27 APRIL 2016

MOVED: Scott Sims SECONDED: Tim Burt

MATTERS ARISING FROM MINUTES

Gwyn Mulholland passed on the thanks of the Sligar family to Club members for the support they received for the loss of their son Todd.

Scott Sims thanked all officials who helped out at the Nulon Event.

CORRESPONDENCE

Correspondence detailed by Secretary. Accepted as read

MOVED: Ian Plenderleith SECONDED: Bob Lundie-Jenkins

TREASURERS REPORT

Treasurer detailed items in report. David Robinson enquired if payment had been received from Nulons. Rob Flood advised that they had been recently issued with an invoice and payment was being arranged. Helen Mulholland asked if payment had been received from State Hillclimb Committee for catering at presentation. Rob Flood advised that invoice had not yet been raised but he would organise as soon as possible.

MOVED: Ian Plenderleith SECONDED: John Markwick

QUARRY REPORT

John Windsor advised that everything was running smoothly at the Quarry. Mick Tuckey thanked David Catt and Mark Hudson for carrying out repairs to the storage tank on the toilet block.

MOVED: Bob Lundie-Jenkins SECONDED: Tim Burt

GENERAL BUSINESS

Nil

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 8.00 PM

Mick Tuckey

PRESIDENT BLCC

Mick Tuckey then introduced John Bryson and Matt Bryson who gave a very interesting and informative presentation on their Rallying careers, including participating in the Peking to Paris Rally on several occasions. John has written a book which was available for members to purchase on the night.

PRESIDENTS REPORT FOR JUNE

The year rolls on – here we are in June already. In my youth I was advised that years go by more quickly as you get older- that appears to have been correct advice. Might be the same as how fast we were when we were young, or how big the fish used to be.

I would first up like to acknowledge and thank Members and Guests for the great attendance at our last General Meeting. I feel sure, from feedback I have received that John and his son Matt provided some interesting insight into what goes on and happens in the Long Distance Rally Events across the world. They are both very experienced racers and have a wealth of interesting tales to tell.

I hope you enjoyed the night and for anybody who may have wished to purchase a book but didn't have cash on the night, I have 4 books to sell (save me getting them back to the boys) at the same reduced price of \$80. Please give me a call - Trevor Seaman has read about 100 pages so far and gives it the thumbs up saying that it is most interesting and flows well (tuning must be right).

Thank you to Helen and Donna for organising the cake and nibbles on the night.

Perhaps we should make this a more regular occurrence and have a guest speaker or a person of interest at future meetings. If anybody has suggestions and more to the point something of interest to put forward to assist, please don't hesitate.

The rain, which is still with us as I write this report, unfortunately caused the postponement of the June 5th Khanacross - regrettable but the right decision. The 10th July has been flagged as an alternative date to run the event and this will be discussed at the Committee meeting on 15th June - notice will go to the Club Website and Facebook as soon as a date is ratified by the Committee.

I would like to extend the Club's heartfelt appreciation to David Catt and Mark Hudson and son, for their efforts in completing the repairs to the toilet block at the Quarry. This has been a major concern for the Club and a big thank you to the guys for a great job.



The account for the Nulon event has now been finalised and again congratulations and thank you to Scott Sims for his efforts, along with many others from the BLCC, who made this event possible.

The Classic Outback Trial (COT), which gets underway from the 18th to the 24th June, will have 3 crews competing from BLCC. Andrew and David Travis (Nissan

Gazelle), Tony Jordan and Richard Davidson (Triumph 250PI) and John

Henderson and Jeff West (Volvo) will make the inland trek for the event. John Fraser from Orange, also a BLCC member, has teamed up with Michael Ward from Victoria to also compete in the rally.

For the enthusiasts I was made aware recently that Rally Sport Magazine has made a return after a 10 year hiatus and the magazine is also available as a digital edition at: <http://www.rallysportmag.com.au/home/magazine>

The BLCC is now calling for volunteer supporters for come forward for the BLCC Supersprint to be held at Mount Panorama on Sunday 26th June. Experience is not essential as you will learn from others during the event however, we need all the help we can get. The Club has a few regular workers away on that day so we need the assistance of as many volunteers as possible to ensure the event progresses smoothly.

Competitors are also encouraged to complete entry information as soon as possible to avoid missing the cut. If anyone has any questions in relation to this event please contact Scott Sims, Mick Williamson or myself on the numbers at the front of the Blower.

I have also to advise that the ACT Historic Rally Club event, which was to utilise the Quarry as mentioned in last month's report, has been postponed for this year due to unforeseen circumstances within the ACT Club. A new date for this event will be discussed with the ACT Club next year.

HISTORIC AND 60 DAY LOG BOOK REGO USERS

The BLCC, in conjunction with the RMS, have been given responsibility for the management and administration of this scheme through our Club Registrar, Dave Robinson. To keep you informed of issues affecting you and the scheme, it is crucial that our database is accurate and up to date and you are obligated to ensure that your details are accurate. If you have not checked to see that your details are correct, please contact David Robinson as soon as possible. Remember that BLCC Membership renewals for users of the scheme, must be completed by 31st December each year for the following year, so that your vehicle registration is legal, irrespective of the vehicle registration date. The "Grace Period" only relates to being a member, NOT a financial member which is the key to it.

That's all for another month. Safe motoring and good luck in your various events whether you are competing in motor sport or other sports.

Mick Tuckey

President BLCC

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 st – Apr 3 rd	AGP	F1
APRIL	11	11 th to 16 th Targa Tasmania	TT	Australian
APRIL	10	One Day trial	BLCC	Social
APRIL	15	April 15 th -17 th WD-40 Phillip Island	V8 S/C	Australian
APRIL	17	Esses Descent	BLCC	M/Club
APRIL	23	23 rd -24 th 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 th -22 nd 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 th and 11 th Bega Valley Rally		NSW/DRS
JUNE	12	Grafton, Mountainview	GSCC	NSW
JUNE	18	18 th to 24 th Classic Outback Trial	COT	Australian
JUNE	17	Pizza Night Trial	BLCC	Social
JUNE	17	June 17 th -19 th SKYCITY Darwin	V8 S/C	Australian
JUNE	26	Supersprint	BLCC	M/Club
JULY	8	Pizza Night Trial	BLCC	Social
JULY	8	July 8 th -10 th Castrol EDGE Townsville	V8 S/C	Australian
JULY	17	Tamworth, Oakburn	TSCC	NSW
JULY	22	July 22 nd -24 th Coates Hire Ipswich	V8 S/C	Australian
JULY	23	Narooma Forest Rally		DRS
JULY	24	Motorkhana	BLCC	M/Club
JULY	30	Blacksmiths Inn Rally Johns River	AMSAG	
AUGUST	7	Ringwood Park, Raymond Terrace	MG	NSW
AUGUST	7	Khanacross	BLCC	M/Club
AUGUST	9	Canberra Hillclimb	SDMA	NSW
AUGUST	11	Bathurst-Taree Aug 11 th – Aug 20 th	KKR	Charity
AUGUST	12	Aug 12 th -14 th KL City GP	V8 S/C	Australian
AUGUST	13	Rally of the Bay		NSW

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

WHAT ARE THE NULON NATIONALS

In 2014 Australian manufacturer Nulon commenced a new form of club racing – the ***Nulon Nationals***. This series puts car against car, club against club, and owner against owner in a 4 round competition. Each owner collects points for their club in a range of disciplines including a skidpan motorkhana, a hillclimb, an airport drag race plus an all-out track sprint.

The winner of each round receives prizes and trophies as well as points towards their club. After 4 rounds, the Nulon Nationals winning club will receive a major prize from Nulon Oils which will be available to each and every club member, as well as a cash donation to the club to support their local events (for example bar tab at a Christmas party).

This series is being put together by the motorsport team at Nulon and is designed to give something back to the clubs. It is designed to get car clubs together to share their love for Motorsport.

2016 Nulon Nationals Clubs are:

*HSV Owners Club of NSW
Skylines Australia (NSW)
MX-5 Club of NSW
Honda Owners Club
WRX Owners Club of NSW*

*Australian Ford Forums
Evolution Oz
Road & Track Drivers Club
Club Deutsche (Euro Hot Hatches)
Bathurst Light Car Club*

Nulon covers the costs to run the Series and all they ask is that the clubs encourage all their members to support the Series by attending as many rounds as possible.

The four Rounds in the 2016 series are:

Round 1: Motorkhana at the Sydney Motorsport Park Skid Pan on Saturday 16th January 2016.

Round 2: Hillclimb at Mount Panorama, Bathurst on Saturday & Sunday 14th & 15th May 2016.

Round 3: Track Sprint at Sydney Motorsport Park Gardner (GP) circuit on Saturday 23rd July 2016.

Round 4: Airport Drag Racing at Cootamundra Airport on Saturday 24th of September 2016.

In order to be competitive, team members are selected on the basis of speed for each event, irrespective of the vehicle's make.

BATHURST

HILLCLIMB – 14th and 15th May

Saturday dawned to a foggy and cool morning at Panorama for the 10 Car Clubs plus 10 workshops who made the trip to Bathurst for the second round of the Nulon Nationals. Nulon



engaged the Bathurst Light Car Club to conduct the event supplying volunteers in all areas from starters to admin officials and track controllers. The first event was conducted through the famous Esses section of Mount Panorama and 86 cars lined up in the following categories:

- S1 4wd – All
- S2 2wd – Forced induction
- S3 2wd – under 3.5L
- S4 2wd – Over 3.5L
- Workshops



As the Series is all about the Car Club or the individual workshop, the point score system allocates points to the Club/Workshop to which each top 15

competitor in each class is a member. So while the individual driver has to reach the top 15, it is their Club/Workshop that gets the points.

At the conclusion of the four rounds of the Series, the Club/Workshop who has accumulated the most points over all the Classes will be declared the winner. 1st place in each class gets 15 points, 2nd place 14 points and so on for the top 15 cars in each class.

The class winners for the Saturday Esses Hillclimb were:

In the **S1 4wd - All** class, the winner was Phil Heafey from Evolution Oz in an Evo, 2nd was Peter Carruthers from Skylines Australia in a R32 GTR and 3rd was Lachlan Granger from Evolution Oz in another Evo.



In the **S2 2wd – forced induction** class, the winner was Matt Cole from Road and Track Drivers Club in an RX7, 2nd was Danny Buneta also from the Road and Track Drivers Club in a Supra and in 3rd placing was Allan Burgh from Skylines Australia in a Clubman.

In the **S3 2wd – under 3.5L** class, the winner was Jimmy Tran from the Honda Owners Club in an EG Civic, in 2nd place was Sam Forwood also from the Honda Owners Club in another EG Civic and in 3rd place was Ian Luff from the HSV Owners Club in a Genisis.

In the **S4 2wd – Over 3.5L** class, the winner was Chris Weir from the Bathurst Light Car Club in a Commodore, in 2nd was James Levin from Evolution Oz in another Commodore and in 3rd place was Theo Poteris from the HSV Owners Club in an SSV.

In the **Workshops** category, the winner was Benny Tran from BYP driving a DC2R, in 2nd place was Nicholas Bates from V Sport in an FT86 and in 3rd place was Jamal Assad from Team Karram in an Evo.

The following day competitors were met by clear skies and a fast track for the Mountain Straight hillclimb and the race times reflected the conditions. While the Saturday saw a few walls being scrapped and a number of cars damaged,



Sunday was simply fast racing and little delay for car recovery.

The class winners for the Sunday Mountain Straight Hillclimb were:

In the **S1 4wd - All** class, the winner for the second day in a row was Phil Heafey from Evolution Oz in an Evo, 2nd in class was Lachlan Granger from Evolution Oz in another Evo moving up a place from the Saturday competition and in 3rd place was Andrew Mills from the WRX Club in a WRX.

In the **S2 2wd – forced induction** class, the winner was Danny Buneta from the Road and Track Drivers Club in a Supra adding to his second place in the Saturday Esses competition. In 2nd place was Aden Hadley from the Bathurst Light Car Club in a Datsun 180SX and in 3rd placing was Matt Cole from the Road and Track Drivers Club in a Mazda RX7.

In the **S3 2wd – under 3.5L** class, the winner was again Jimmy Tran from the Honda Owners Club in an EG Civic making for a perfect weekend for him. In 2nd place was Sam Forwood, also from the Honda Owners Club in another EG Civic, giving him two seconds for the weekend and in 3rd place was Ian Luff from the HSV Owners Club in a Genisis to repeat his Esses result.

In the **S4 2wd – Over 3.5L** class, the winner was again Chris Weir from the Bathurst Light Car Club in a Commodore giving him the perfect weekend, in 2nd was James Levin from Evolution Oz in another Commodore for a repeat of his Saturday result and in 3rd place was Jim Cowden from the Ford Owners Club driving a GT40.

In the **Workshops** category, placings replicated the Saturday results with the winner again Benny Tran from BYP driving a DC2R to give him the weekend double. In 2nd place was Nicholas Bates from V Sport in an FT86 for the second day in a row and in 3rd place was Jamal Assad from Team Karram in an Evo.



2016 PIPE KING AMSAG SOUTHERN CROSS RALLY SERIES

By Ron Moore

What is the Southern Cross Rally Series?

Teams compete throughout the year accumulating points towards Series and Class Awards for both drivers and navigators. The competition becomes fast and furious as crews vie for trophies in what is now a well know and prestigious Series.

The Australian Motor Sport Action Group (AMSAG) is the registered owner of



the name Southern Cross Rally Series in NSW, and strives to have its rallies match the excitement and competition of those "hey days" of rallying epitomised by the international Southern Cross Rally which was run between the 1960's and 1980's in some of the same forests AMSAG use for competition today. The vehicle eligibility rules allow for nearly

every configuration of rally car that a competitor could present.

All vehicles are carefully scrutinised before each event by qualified and approved personnel to ensure the vehicles meet AMSAG's stringent safety requirements. The rallies provide a challenge for both the driver and navigator and rely upon the skill, concentration and stamina of the driver and navigator and the reliability and capability of the competing vehicle. The rallies are set through a great variety of terrain which varies from fast open shire roads to medium paced hardwood forests and slower, tighter pine forests.



Stages are run in daylight and some at night, so a variety of skills are learned. Rallying is often considered as the most difficult of sports to succeed at as there are just so many factors that

affect the opportunity to win. However, the top drivers, some former State and Australian Rally Champions, set the benchmark for others to aspire to, and are always available to help with advice on technique or vehicle preparation.

The first round of this year's Southern Cross Rally Series was the Oberon Rally held in the Black Springs area on Sunday 24th April. This was won by Jamie Neale and Amanda Williams from Penrith in a Lancer EVO VII and in second place was BLCC members Ron and Jo Moore in their Lancer EVO VI.



The Moore car in action

Photo BLCC member Stephen Ashelford

Tim Joass, with his father calling the notes, in a Mitsubishi Galant VR4 claimed third place. Other Bathurst crews competing in the event were, Joe Chapman and Adrian Grabham in their Subaru WRX finishing sixth overall after experiencing turbo and gearbox issues. James and Peter Tracey, also in a Subaru WRX, finished in ninth place but health problems for Peter, who couldn't keep his breakfast, morning tea or lunch down, impacted on their result.

John and Anne Fraser, husband and wife team from Orange who are also BLCC members, scored a 12th placing in their EVO IV, with Richard Davidson and Tony Jordan in a Datsun 180B in 16th place closely followed by Peter Crich in his Gemini in 17th.

Father and Son crew Mark and Harrison Hudson finished 26th overall after a fuel pump failed on the way to the event. After a huge effort to even get to the start line, they put in some really quick times in just their fourth rally ever.



Photograph by Timeline Photography

The second round of the series was the John Giddings Memorial Rally held on the 21st May at Orange and most competitors from the Oberon Rally made the start for the second round with the exception of Peter Crich who acted as Race Director for this year's event. John Hills & Mick Tuckey along with David Hills & David Travis made a return to the Rally in the team's two immaculately prepared Aussie Duct Pipe King Ford Escort RS1800's.

Bathurst driver Nik Hough was also back in his well prepared Holden Commodore ute and his 9th placing was outstanding. Nik's busy motorsport schedule had him competing in Round 2 of the Series X3 NSW Excel Race Championship at Wakefield the after the Orange event.

Ron and Jo Moore won the Orange event in 2015 with Joe Chapman & Adrian Grabham close behind in 2nd place, so expectations were high for the Orange event for the team, particularly after the good showing in Oberon.

I am very pleased to advise that although we didn't win the Rally this year, we did pick up second place, despite some early brake issues, which now puts us in the lead of the Championship.

Other BLCC teams to perform well included James and Belinda Tracy finishing in seventh place in a WRX and Mark and Harrison Hudson in 14th.

The next round of the Southern Cross Series to be held on Saturday 30th July is the Blacksmiths Inn Rally at Johns River, just north of Taree NSW.

MID LIFE CRISIS

After I had been married for 25 years, I took a look at my wife one day and said, Honey, 25 years ago we had a cheap rented house, a cheap car, slept on a sofa bed and watched a 19 inch black and white TV, but I got to sleep every night with a hot 25 year old blonde.

Now we have an \$800,000 home, a \$45,000 car, a nice bed and a plasma screen TV, but I'm sleeping with a 50 year old woman.

It seems to me that you are not holding up your side of things.

My wife is a very reasonable woman. She told me to go out and find a hot 25 year old blonde and she would make sure that I would once again be living in a cheap rented house, driving a cheap car, sleeping on a sofa bed and watching a 19 inch black and white TV, if I was lucky.

Aren't older women great? They really know how to solve your mid-life crises!

LAKE MOUNTAIN SPRINT 2016

By John Paine

Round 2 of the Australian Tarmac Rally Championship was held out of Marysville in Victoria on the last weekend in May with a compact event titled "Lake Mountain Sprint 2016".



After his recent success at Targa Tasmania, Mark Hammond decided to enter this event along with his co-driver; Lisa Dunkerton who flew in from her home in Far North Queensland. Completing the team were 2015 BLCC Club Champion; Toby Ivanovic and Committee Member John Paine to provide Service assistance for the mighty V12 Jaguar.

It was the team's first event in this series which is growing in popularity run under the AASA banner and with expert officials from Racesolutions Motorsports.

All members of our crew were very impressed with the professionalism and helpfulness of the officials under very trying conditions as the weather turned nasty before and during the event. As crews drove from the start in Marysville up through the shakedown stage crews were greeted with ice on the roads and heavy fog at the summit of Lake Mountain.

Several experienced crews were caught out by the diabolical road conditions in the Shakedown stage despite it not being a timed stage and as the surviving



crews arrived at the Summit, the Organisers and Stewards made the decision to cancel Stages 2 & 3 and wait for the weather to improve which then allowed the remaining stages to run further down the Mountain.

It was amazing to see some of the

Racesolutions Motorsport squad fitted out with abseiling belts etc. should they be required to rescue crews from drops off the roadside. Also a fully equipped triage medical unit was located with staff near the stages and whilst no serious injuries occurred, those crews involved in incidents were attended to in rapid time. Awesome, well trained motorsport officials supported by AASA staff and the Chairman Bruce Robertson, whom I last met back in the early 1990's.

33 crews competed across both Modern and Classic categories with a fierce outright battle taking place between Adam Kaplan / Mary Hughes in the replica "Moffat" Mazda RX7, a trio of Audi TT RS cars driven by Max Williams, Barrie Smith & Michael Minshall, the O'Connor WRX and Ben Calder's EVO.

After 15 stages over 2 days Kaplan survived to win with a total time of 1:31:51 from Williams Audi and O'Connor's Subaru then the Evo. This was an excellent drive from Kaplan to win in these conditions in a 2WD car from the chasing 4WD cars with all their traction control etc.

The Classic section for cars built before 1982 was taken out by Rob Devenish in a Datsun 240Z (8th outright) despite a minor hit with a bank, from Orange's

Mark Hammond and Lisa Dunkerton in the XJS V12 Jaguar (15th outright) with a South Australian crew in a Porsche 911 RS third.

This was a very well controlled drive by Mark on used tyres in conditions that they had never competed in before. Mark of course had an advantage in that he has a lot of experience in recognising “black ice” but it took a few stages for his co-driver Lisa to start to feel comfortable having lived in West Australia before

moving with her 5 time Australian Rally Champion “hubbie” Ross, to Port Douglas in FNQ.

I can't wait to get my Starion engine rebuilt so I can compete in these Victorian based events next



year. I can imagine Toby Ivanovic is getting a taste of what Rallying is all about should he get the chance to compete in the future. In the meantime, we were all impressed with Toby's teamwork and Servicing ability and it was a pleasure being part of this crew in Catty's absence.

BECOME A MOTORSPORT VOLUNTEER

All CAMS motor sport events including club events, state championships, Formula 1 Grand Prix and Bathurst 1000 cannot exist without the thousands of volunteer officials that work at these events.

You can become a CAMS Official in two easy steps:

- Successfully complete a 30 minute online theory module
- Attend a one day event as a trainee to see what role/s interest you

From here you can attend events, officiate and consider a range of training courses to undertake for FREE under the CAMS National Officiating Program (NOP).

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>

2016 Club Membership Fees are now Overdue

DOUG BARRY – THE ONE THAT GOT AWAY

By Brian Nightingale

Despite finishing a close third, it was perhaps best described as the one that got away for Mudgee grazier Doug Barry in the weekends fourth round of the NSW Hillclimb Championship conducted at Grafton's Mountainview track.

With a high speed accident in the second round at Bathurst's Mount Panorama in his Lola T8750, subsequently requiring a major rebuild, and then the next round at Kempsey cut short due to inclement weather, he was understandably cautious.

However, Sunday's official runs saw him lower his times each run as he firstly ensured the rebuild was a success and as he got the feel of being in the seat again. Then on his final run of the day he was looking good, and was fastest all day to the second sector, but then had a 360 degree spin, which saw him abandon the run.

"It (the Lola) was really feeling good, and on that final run it just got away from me when we were 3/10th up and leading at that point," Barry said. "I know I was pushing too hard, but you've got to do that. It was disappointing particularly as it was on the track that does not suit us at all, but the best thing to come out of it is that the car is perfect."

Queenslands Dean Tighe, son of the legendary driver and engineer Ivan Tighe a multiple NSW champion, won the event in his Dallara F395 Judd from local driver Darryl Watt in his Force PC and Barry third.

Barry, who competes as a member of the Bathurst Light Car Club has now finished third in all four rounds conducted this year, and with four rounds remaining to run, it is looking like being a most exciting second half of the championship.



Heading to the next round at Tamworth on July 17, Watt leads the title chase with 29 points from Tighe and defending champion Malcolm Oastler - who missed the Grafton round - equal on 28 and Barry next best with 27, leaving the top four covered by just three points.

While Oastler was overseas on the weekend and therefore unable to compete, he did crash in the Queensland Championship the previous weekend at Mount Cotton, and there are fears he may be forced to miss the Tamworth round as well.

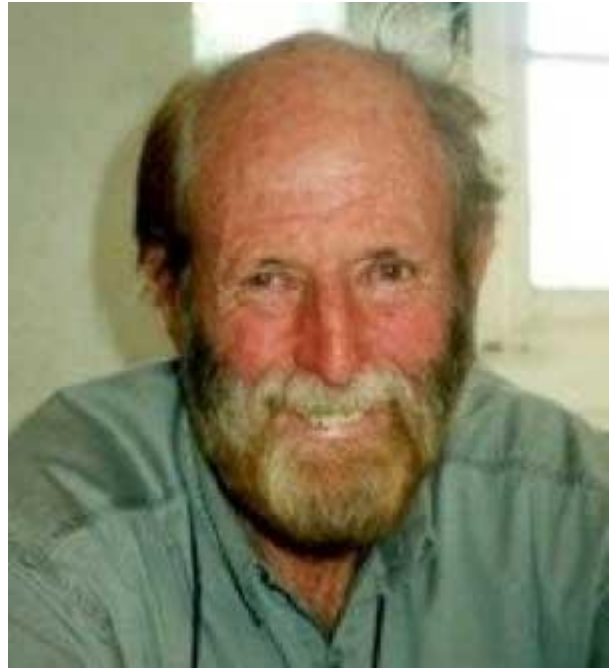
"The next three events don't really suit us that much either, for we have Tamworth, Ringwood and Canberra, and while not as tight as Mountainview they're more suitable to the smaller cars. However, the final round is at Huntley Hill, and it does suit us, so we've got to really try to stay in touch with the leaders as we are now, and then give it all in the last one.

JOHN BRYSON: A RALLYING LIVING LEGEND

by Jeff Whitten and Bob Lundie-Jenkins

The Bathurst Light Car Club was the venue for a presentation by one of the legends of World Rallying on the 25th May. The event featured a man well into his later years and so softly spoken that a microphone was needed to ensure those at the back of the crowded Club rooms could hear his presentation.

However, nobody who entered the Club that night was unaware that they were in the company of greatness. The simple presence of John Bryson, a man who I had never met or had any knowledge of prior to the advice I posted in the May edition of the Blower, was exciting to say the least.



John's presentation included a visual reflection of the 1997 Peking to Paris Rally and although this was not a Hollywood extravaganza, the story it told was one of adventure, challenge and achievement. His presentation was followed by a Q & A session that could have gone on all night and which was very ably assisted by John's son Mathew, himself an accomplished world rally competitor.

A book written by John which focusses on the 1999 Peking to Paris Rally was made available to BLCC Members on the night at a significantly reduced price and a number were purchased including one by myself and it is a cracking yarn.

But rather than just providing a summary of the presentation at the Club meeting on the 25th May, I thought it might be of greater interest to readers to provide something of a biography of this incredible man. This would be too much for a single Blower so I have broken down the story told by Jeff Whitten from Rally Sport Magazine, into three parts to appear here and in the next two editions of the Blower. I hope you enjoy it as much as I did.

Jeff Whitten wrote the following on the 1st June 2011, he now takes up the story:

"The term "Living Legend" tends to be a little overdone these days but somebody would have great difficulty in convincing me that the term was misplaced when talking of legendary rally competitor, John Bryson. Mention Bryson's name these days and those 'in the know' will immediately associate him with many other great names in rallying – Andrew Cowan, Roger Clark, Evan Green, Ken Tubman, Barry Ferguson, Doug Stewart and so on.

In his heyday one of Australia's most capable and experienced competitors on both sides of the car, John Bryson has probably had more successes in his 44-year competition history in a wide variety of events than almost any other rally competitor.

Need proof? His record of outright wins and significant placings in the Southern Cross Rally (three wins), the 1968 and 1977 London-Sydney Marathons, the London – Brighton Veteran Car Run, the Mallee Desert Rally, the Papua-New Guinea Safari, 1979 Repco Round Australia Trial, Total Economy Run, the BP Rally, the ARC, the New Caladonia Safari, the Peking to Paris, the London-Sahara-Munich World Cup Rally and the Trial to the Nile, stand as testament not only to his love of the sport but to his amazing ability. His epic journey in a Leyland P76 through the Sahara Desert with the late Evan Green must also go down as one of the rides of his life. Rapidly approaching retirement, Bryson may have slowed down a little but the rallying fire in his belly is still very much a flame.



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Although most of the events that he has contested in his long career are memorable, the young Bryson first came to real prominence in 1972 when he was chosen by the crack Mitsubishi rally team in Japan to guide Scotsman, Andrew Cowan, in the Southern Cross Rally which was based in Port Macquarie at a time when there was increasing interest in Australian endurance rallies.

Chosen for his record of being a top-class navigator and a great tactician, Bryson teamed up with Cowan as senior navigator for its team to record Mitsubishi's first Australian rally win, leading a classy field of works, semi-works and privateer cars home in their Colt Galant.

Working perfectly as a team, the pair went on to repeat their victory in both the 1972 and 1973 'Crosses, driving a Lancer with full factory support from Japan. Despite concerted efforts from other factory teams, particularly Datsun and Holden, the wily Scot and the laconic Aussie recorded decisive victories and were widely recognised as being an unbeatable combination. That they established star status both here and in Japan, is not surprising.

Mitsubishi's participation in motorsport and in particular, rallying, can be indirectly attributed to John Bryson. It was a result of Doug Stewart's fourth outright in the 1964 Ampol Trial that caused Mitsubishi to think about entering one of their Colt 1000's, a small family car with transverse leaf front suspension and column gearshift, in an Australian endurance event for evaluation.

Stewart teamed with Bryson to enter the Colt in the 12/12 Mountain Rally, an event which they won outright by more than seven minutes. Their win was the first for Mitsubishi outside Japan, the factory so pleased with the result that Stewart was asked to evaluate the next model Colt, the 1100. Two cars were tested over an 8,000 mile course and stood up to the conditions so well that they were handed over to be used as rally cars. One was used in competition by Doug Stewart who had as navigators Barry Lloyd and Bryson at different times, the other by Colin Bond and Brian Hope.

With testing proving successful, factory-prepared Colts were entered for the 1968 Southern Cross Rally, marking Mitsubishi's first step into international rallying. When Andrew Cowan and Bryson won the 'Cross in 1972 in a Galant, Mitsubishi's rallying career really began in earnest. Although he's probably not so bold as to take credit for it, it was partly as a result of Bryson's expertise that the Japanese manufacturer, from that moment on, became such a dominant force in rallying worldwide.

Much of Bryson's reputation can be attributed to his navigational skills, map reading ability and "office management", but he was equally proficient on both sides of the car. No doubt when Mitsubishi were looking for an accomplished all-rounder to accompany Cowan, Bryson would have been on top of their list. As well as having amassed around 180 trophies for his navigating abilities, the Bryson trophy cabinet has even more trophies for driving – 188! If that's not enough, the list of cars that he's competed in, either as a driver or a navigator is like a "Who's Who" of makes. That's not surprising considering Bryson often contested 50 events or more each year, such was his fascination with rallying and motorsport.

Always a little unconventional, perhaps a touch eccentric, Bryson really had the media working overtime during the 1979 Repco Round Australia Trial when he decided to marry his long-time navigator, Sonia Kable-Cumming, at Broken Hill during the event. It was hardly the best time to get married (they weren't to experience their wedding night until they arrived in Perth 48 hours later) but it was an opportunity that guaranteed them media coverage. Competitors had just two hours to service their cars and grab a bit of rest before they were on the road again, but Bryson's date with his bride was made even more perilous when their turbocharged Mk.2 Escort in which they were competing, broke an accelerator cable and speared off into the scrub on the first stage out of Melbourne. The car nevertheless made it to Broken Hill, with its occupants, in time for the ceremony. As long-time friend and rally companion, the late Evan Green, once said: "Bryson is to navigating what 'Gelignite' Jack Murray was to driving – he does outlandish things, sometimes purely for effect, but usually for a more serious purpose".

This story will continue in the July Edition of the Blower. If you enjoyed the story, please let me know. If you didn't, then I would also like to hear from you. The Editor, BLCC Blower.

Pizza Night Trial

Friday 8th July

BLCC Conrod Straight

MOTORKHANA

Sunday 24th July

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

KHANACROSS

Sunday 7th August

**The Quarry – College Road – Bathurst
Scrutineering at 8.30am
Cost: Juniors \$20 Seniors \$30 per car**