

THE BLOWER

MAY 2016



Mudgee farmer Doug Barry in his Lola T8750

Photo Ebarlow Photography

BATHURST LIGHT CAR CLUB
416 CONROD STRAIGHT MT PANORAMA
PO BOX 444 BATHURST
www.blcc.com.au

FROM THE EDITOR

Welcome to my third edition of the Blower and I really appreciate the positive feedback I am receiving.

In this edition, we are given a glimpse of the Kempsey round of the NSW Hillclimb Championships at Kempsey's Mount Cooperabung on April 23rd and 24th thanks to Brian Nightingale. The Autumn Festival of Sporting Cars meeting at Wakefield Park Raceway on the weekend of 16th and 17th April included three BLCC Members as competitors and we hear about their success thanks to Tony Hanrahan. I also received a very insightful contribution from Sue Dixon into the life of a Volunteer Fire/Rescue Marshal which is a great read, I think you will to. Club President Mick Tuckey's report includes changes to a number of dates in the Calendar which has been updated and readers should take particular note of these.

BLCC were engaged by the Nulon organisation to conduct two days of hillclimb action on the weekend of 14th and 15th May and the event was an outstanding success. Unfortunately, as publication time arrived before the full results were available the full story will have to wait for the next edition, so stay tuned.

Unfortunately, included in this edition of the Blower are two notices which will sadden all of us with the passing of Thomas McGee, following an incident at the Kempsey Hillclimb, and Todd Sligar, the only son of Mark and Michelle Sligar who are regular BLCC Flag Marshals, after a motor vehicle accident. Condolences are conveyed to both groups of family and friends at their loss.

John Bryson, a true living legend of the rally world, has agreed to be our guest speaker for the 25th May General Meeting of the BLCC. Inducted into the CAMS Hall of Fame in 2015, John has a lifetime of experience in rallying world-wide to his credit and his presentation of some of the highlights of his experiences including the Paris to Peking event are not to be missed. All readers and Club members are invited to attend.

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.

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

Office Bearers 2016 – BLCC email: Secretary - blcc@bigpond.com			
Position	Name	Contact No.	Email
President	Mick Tuckey	0408 659 862	micktuckey@gmail.com
Vice President	Scott Sims	02 6362 9784	jssims@bigpond.com.au
Treasurer	Robert Flood	0408 402 729	rflood51@gmail.com
Secretary	Donna Sims	02 6362 9784	jssims@bigpond.com.au
Committee	Tim Burt	0430 391 397	timmy111089@gmail.com
	John Paine	0418 243 616	paine228@gmail.com
	Ian Plenderleith	0438 547 375	iplenlol@bigpond.com
	John Markwick	0467 026 279	jhm@live.com.au
	Toby Ivanovic		toby.ivanovic@gmail.com
	Nathan Stevenson	0428 410 636	stevenson.njr@gmail.com
Competition Secretary			
Officials Co-Ordinator			
Publicity Officer			
Blower Editor	Bob Lundie-Jenkins	0434 318 148	lundieb65@gmail.com
Social Director	Helen Mulholland	02 6362 0769	ohelen@bigpond.com
Property Officer	Robert Wells	0422 819 896	escort45@bigpond.com
Historic Plates Registrar	David Robinson	02 6331 7433	robboauto@westnet.com.au
Cams Delegate	Helen Mulholland	02 6362 0769	ohelen@bigpond.com
Alt. Cams Delegate	John Paine	0418 243 616	paine228@gmail.com
Quarry Groundsman	Rod Simonsen	0415 464 686	simonsen.family@bigpond.com
Membership Officer	Phil Burgett	0419 758 825	phillip.burgett@gmail.com
Chaplain	Doug Rowan	0427 816 616	dougandkath@hotmail.com
Website Administrator	Scott Campbell		
Eligibility Committee	Matthew Windsor	0407 353 350	windsorsautomotive@gmail.com
Safety / Fire Officer	Scott Sims	02 6362 9784	jssims@bigpond.com.au
Patrons	Cam Ashelford		
	Arthur Davis		
	Doug Moore		
	Robert Wells		
	Rod Jones		

**MINUTES OF THE GENERAL MEETING OF
BATHURST LIGHT CAR CLUB
WEDNESDAY 27 APRIL 2016, COMMENCING AT 7.33 PM**

ATTENDANCE: As per attendance book.

APOLOGIES: Jeff West, Mick Tuckey, Trevor Seaman, Rod Simonsen, Matt Windsor

Vice-President Scott Sims informed the meeting of the sudden death of Club members Michelle and Mark Sligar's son Todd, who was killed in a recent car accident. Scott advised that the Club had sent a card and hamper to the Sligar family, as well as condolences from Committee and members.

CONFIRMATION OF MINUTES OF MEETING HELD ON 30 MARCH 2016

MOVED: John Markwick **SECONDED:** Ces Evans

MATTERS ARISING FROM MINUTES

Nil

CORRESPONDENCE

Correspondence detailed by Secretary. Accepted as read

MOVED: Ces Evans

SECONDED: Bob Lundie-Jenkins

TREASURERS REPORT

Treasurer detailed items in report. Report was accepted as read

MOVED: Trevor Hibbs

SECONDED: Tim Burt

QUARRY REPORT

John Windsor clarified the role of Rod Simonsen as Quarry Groundsman and himself as Assistant Groundsman. John advised that Ron Moore had acquired two large plastic water containers for use to suppress dust at the Quarry. They have been used and are proving very successful.

Scott Sims informed the meeting that it was proposed to have the Nissan Pulsar recently donated to the Club sign written and used for promotional purposes for the Club.

MOVED: Bob Lundie-Jenkins

SECONDED: Tony King

GENERAL BUSINESS

Starting Point for Esses Hill Climbs:

Scott Sims advised that a request has been received from CAMS to move the starting line for Esses hill climb events due to the amount of rubber being built up on the race line. A suggestion has been made to CAMS that the problem is probably more to do with the burn out area, and that it might be appropriate to look at this area instead of the start line. This is an ongoing matter.

Nulon Nationals – 14th and 15th May

Meeting advised that officials will be need for these two days. Scott Sims mentioned that this may be an opportunity for those members who usually compete to officiate instead as the event is a closed event for Nulon participants only.

Blower Articles

Bob Lundie-Jenkins requested members submit articles for future Blowers, including any stories on events members may have attended.

Challenge Bathurst Event 24th and 27th November

Tony King advised that this Event will be advertised on social media, advising competitors they will need to be a member of a CAMS affiliated club in order to participate. A proposal to have entries completed on line with a check box directing them to the BLCC site for membership has been put to the BLCC. Details will be further investigated by Committee.

Donation of Key Deposit for use of Clubrooms

Steve Wells thanked the Club for the use of the Clubrooms during the recent 12 Hour event, and advised that those involved were very impressed with the facilities and that they had made a decision to donate the \$250 key deposit back to the Club in appreciation for use of the venue. Steve then returned the Club's cheque to the Treasurer.

Staffing of Bathurst Showground Gates

Enquiry as to how staffing of gates by Club members went. Scott Sims advised that it was a success as far as BLCC was concerned and an enjoyable three days on the whole. Income from this job is still to come in to Club.

Debrief - Hillclimb Descent

There were 32 entries on the day. Morning started out wet but then weather cleared. There was a glitch with the timing gear which was rectified within the first hour of event commencing. Other than this a successful and well run event. Andrew Robinson, Scott Campbell, and Michelle O'Toole to be highly commended for their efforts in running and sorting out timing gear. Also a big thanks to Jeff West and Greg Breach for the thorough job of developing the user manual for timing gear which made fault finding so much easier.

MOVED: John Markwick SECONDED: Scott Sims

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 8.15 PM

Scott Simms
VICE PRESIDENT

PRESIDENTS REPORT FOR MAY

The Nulon Nationals Hillclimb Events conducted on 14th and 15th May by BLCC were, after some early tense moments, delivered professionally as is synonymous with all BLCC events. There was a couple of ego denting incidents on Saturday with no personal injuries – Sunday was incident free. The number of officials was down however, Scotty Sims somehow worked his magic and filled all the gaps. Thank you to the officials/volunteers who responded to Scott's request to assist – it is much appreciated by all.

A number of our members competed as part of an invited BLCC representative team of 4 and numerous other members competed under the banner of their respective Marque Clubs eg. HSV, Mx5, etc. Chris Weir had a good weekend as did Aden Hadley and Tim Burt – Eric Thorpe had some issues with his motor and did not run on Sunday however he was quick to assist as an official on the Sunday - thank you Eric.

The Nulon Management team commended BLCC for the professional manner in which the events were conducted – they learned a lot that was largely misunderstood and/or taken for granted by them prior to the weekend. Hopefully we may also gain some new members from the weekend as competitors were impressed by what they experienced and by the way the event was conducted.

Future Events

Unfortunately, as a consequence of the recent announcement of the new Challenge Bathurst event to run from November 22nd to 25th, we have been advised by Bathurst Regional Council that our annual Speed Weekend cannot proceed as formerly approved. The BLCC Committee has had to move the Speed Weekend to the 12th -13th November and move the last Motorkhanna of the year to 27th November. The change is regretted but out of our hands. **PLEASE CHECK THE BLCC CALENDAR.**

The Club Supersprint proposed for the 26th June is now in doubt on two fronts. Firstly, current track work at Murrays Corner **should** be completed, weather permitting however, the second and more worrying factor, is that a number of key personnel essentially required to conduct the event will not be available. Personnel with the experience and event knowledge able to utilise conceptual skills in dealing with situations that may and do present, are not easily replaced. An assessment and decision on the matter will be made by the Committee in the next couple of days and Members will be advised at the General Meeting and on the Website.

Office Bearer Vacancies

As reflected in my previous point, we need to fill Board Management positions urgently. If you can spare a little time to support the running of your Club it will be appreciated. Please speak to me or any Committee Member if you can assist – support for new office bearers is provided. Come and have a look from the other side.

THE TOILETS AT QUARRY ARE STILL OUT OF ACTION

We still have a major and urgent problem with the ablutions/“toilet” block at the Quarry which must be remedied before events can continue. Ron Moore and David Catt have volunteered to help, I have had the tank pumped out and materials to carry out the work have been acquired but more volunteers are required.

HELP: If you can assist in any way please get in touch with Ron or David. Help!

After discussions with the Ford Coupe Club (FCC) on the 30th April in relation to BLCC conducting a Supersprint for them in November 2017 and subsequent advice from Bathurst Regional Council in relation to future Challenge Bathurst events, we unfortunately could not commit to the FCC request. Our current shortage of Officials makes committing to the conduct of two similar events in the same month problematic. A possible solution may be to invite their club members to participate in the BLCC event, provided their numbers do not impact adversely on our own regular competitors.

A request by a new ACT Classic Rally Club to use the upper level of the Khanacross track for one pass in a touring assembly run on Friday 19th August 2016 has been approved by the Committee. No officials will be required for the event.

Yours in Motor Sport

Mick Tuckey

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	16 th to 18 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

GUEST SPEAKER FOR GENERAL MEETING – 25TH MAY

A true living legend of the rally world, John Bryson has agreed to be our guest speaker for the 25th May General Meeting of the BLCC. Inducted into the CAMS Hall of Fame in 2015, John has a lifetime of experience in rallying world-wide to his credit and his presentation of some of the highlights of his experiences



The Evan Green/John Bryson P76 in action during the 1974 World Cup Rally

including the Paris to Peking event are not to be missed.

“John Bryson is an interesting man who I am sure will entertain every BLCC member and guest present

at the May General Meeting and I would encourage a good attendance,” said BLCC President Mike Tuckey.

John also has a new book which will be available for sale on the night at a reduced price. John will be accompanied on the night by his son Mathew who has an equally interesting portfolio having competed in 3 Paris to Peking Rally's himself. Mathew has also competed in the Road to Mandalay Rally winning outright on a number of occasions and he has been competitive against the likes of a Tuthill prepared Porsche.

Mathew is about to embark on another Paris to Peking in the Leyland P76 of Gerry Crown. Many BLCC members and Blower readers may be aware of the close relationship of John and Mathew to Trevor Seaman who has a hand in the P76 Motor preparations.

“I have known John and his family for about 30 years and had a few experiences out on the roads around Australia with them along with Trevor. The presentation is not to be missed and I hope to see you there,” said Mick Tuckey, BLCC President.

THOMAS MICHAEL “MIKE” MCGEE

Born 26th June, 1943

Passed Away 29th April, 2016

On Friday 6th June, a service of thanksgiving and celebration to honour the life of Thomas McGee was held at the Sapphire City Crematorium Chapel, Inverell.

Mike loved his motorsport both as a competitor and as an official. He has competed at hillclimb and race meetings most of his life including at Mt Panorama. He also loved the land and his horses. His love of Morris Mini's and cars and his involvement with the Inverell Antique Car Club, Gunnedah, and Tamworth Car Clubs will be sadly missed.

The Kempsey Hillclimb on the 24th April was where “The chequered flag came down for the final time.” Thomas was involved in an incident while competing at the Mount Cooperabung Hillclimb and as per CAMS critical incident response process, an investigation is taking place into the incident and more information will be released by CAMS in due course.

Over 350 people gathered to celebrate his life. Gwyn Mulholland attended as a friend and fellow motor sport enthusiast along with many others from the motorsport community.

TODD PHILLIP SLIGAR

Born 28th December, 1992.

Passed away 6th May, 2016.

The Bathurst Light Car Club would like extend their condolences to Mark and Michelle Sligar over the loss of their only son, Todd. Mark is one of our flag marshals and a committed Club member.

Todd was one of the young people killed in a tragic motor vehicle accident with two other mates at Trangie.

Members of Bathurst Light Car Club attended his funeral as did a large number of friends and family. A sad loss of another young life, REST IN PEACE.

ROOKES AND MUNDAY AT WAKEFIELD

By Tony Hanrahan

Jim Rooke (Volante Ford), Bruce Rooke (MGB) and Bob Munday (Ford Mustang) contested the Autumn Festival of Sporting Cars meeting at Wakefield Park Raceway on the weekend of 16th and 17th April.

Jim competed in the Regularity events having qualified 13th, he finished in 9th for his best result while 11th was his worst placing. His qualifying time was 1.31.58 but recorded a 1.29.99 in test three.

Bruce had the MGB down to 1.27.83 in qualifying for a 6th on the grid. He contested five races finishing with three 5th's and two 7th's and a best time in race two of 1.26.66.



Photo by Throttle Jam Photography

Bob had the Mustang on 13th grid position with 1.15.14, he finished all of his three races in 10th place with his quickest time being 1.13.41 recorded in race two.

THANKS FROM THE VICE PRESIDENT

The Nulon Nationals was on all counts a huge success and gave BLCC not only some money in the bank, but great publicity and an enhanced reputation. Once again the brilliant team of officials that we have in the BLCC have performed with exceptional skill and professionalism which is greatly appreciated by the committee, members of the club and the visitors that enjoy our hospitality. These events are only made possible thanks to all the volunteers that constantly put their hands up every time I put out the call for help. There are too many to thank in person so please accept my heartfelt praise and thanks to you all.

Scott Sims

BLCC Vice President

RESPONSE TO AN INCIDENT – THE INSIDE STORY!

By Sue Dixon

Accidents are a fact of life in motor racing and we see each incident replayed in fine detail over and over again in this day of Go-Pros and live TV coverage. But the response to each incident is always a little different and always an adrenaline charged experience for those involved.

Mostly the Fire/Rescue crew sit in a vehicle for either 3 or 4 days of an event and never move, yes, incidents happen, but it is not often that they are serious enough to warrant calling or 'scrambling' a Fire/Rescue vehicle. So we sit, and we sit, often called to 'Stand by' and then to 'Stand down' without actually ever venturing onto the race track.

So to actually go onto the track to an incident is a real treat, and so it was at the 2015 Bathurst Super Cheap Auto 1000.

We had 5 fire vehicles strategically placed around the track, 2 of which were 'Rescue' vehicles (these vehicles carry Rescue equipment and qualified Rescue personnel). These vehicles were Fire 2, which was positioned at the Hinxman Vista at the top of the Mountain, and Fire 4 which was positioned opposite the Rydges Hotel below the bridge at the bottom of Conrod Straight. I was one of the Rescue Marshalls in Fire 4 and had also been appointed the Rescue Co-ordinator, which meant putting on the Co-ordinator Vest and helping to manage an incident scene if a rescue is warranted.

Thursday was very quiet with no incidents to report and Friday started as a normal day on the track, all vehicles to their position and nothing happening. A couple of small incidents, a couple of Stand-by's, but no scrambles for anyone, pretty much people snoozing in the vehicles, reading a book, or listening to the radio.

By Friday afternoon everyone was bored and it was very quiet. Then Mike O'Connor (Chief Fire Marshal) made the mistake of saying the fatal words "It's quite uneventful isn't it?"

I think this was the catalyst which caused the incident and he has been reminded of his words quite often since.

Mid-afternoon, the V8's were on the track for practice, and we were sitting in the vehicle. From where we were positioned we couldn't see any of the big screens as they were too far away, so Daniel Ferret, (my offsider in the back of the vehicle) was getting occasional updates using his binoculars to view the screen at Murray's corner.

We heard the call “Fire 2, Stand by”. Then we heard the call “Fire 1, Stand by”, followed by “Fire 4 Stand by”. Daniel then checked the screen with his binoculars and I think his words were “Holy @#%\$^, that was a big hit!”

This was followed almost immediately on the radio by the call “Car into the wall, drivers left, just above Forest Elbow”, which was then followed by the call “Fire 1, Fire 2, Fire 4, Fire 6, Scramble”.

Well, how exciting was this. What a ride around the track. We entered the circuit, pulling on gloves and balaclavas as we did, and headed up Pit Straight and onto Mountain Straight. My heart was racing and I was holding on for dear life, I remember as we drove across the ripple strip at McPhillamy Park thinking to myself “How embarrassing would it be if we rolled the Fire Ute in front of all these people!” But all was good and we headed through the dipper and down to the scene of the incident.

What a mess, there were pieces of car all over the track and a Medical Vehicle parked in the middle of the track with everyone leaning into the car. The Fire Marshalls who were positioned at Forest Elbow had isolated the battery and were standing by with extinguishers at the ready, and the driver was still in the vehicle.



I emerged from our vehicle to be handed the Rescue Co-ordinator vest and a radio.

Race control called and said “Can you please go to that flag point and give us a report on the Marshalls”. What Marshalls? It was then that I turned around and looked up the track to see the Flag Point demolished and medical staff in attendance.

Talk about 'tunnel vision' we had driven straight past the flag point and not noticed that it had been hit, as we were so intent on the car on the track in front of us.

Anyway, this turned into a rather prolonged response. Chaz Mostert was



removed from his car and put into an ambulance and then we turned our attention to assisting with the injuries to the Marshalls. I put up a tarp to give them some privacy which started a rumour through the crowd that a

Marshall had been killed in the incident.

The scene turned into something bigger than Ben Hur, there were Fire and Medical vehicles, and Ambulances and then the Police turned up. They declared a 'Critical Incident'

because there was a Marshall injured and then we were told to stand by, not touch anything and wait until further investigations had completed.



The police forensic unit turned up and took photos of the incident with the vehicle in-situ (exactly where it ended up), racing was suspended for the day, and all Marshalls from the rest of the track were stood down and returned to the marshalling area in the pits.

It was quite surreal, we were all standing on the track, extinguishers at the ready should there be a fire, there was a huge crowd leaning over the fence, the TV

cameras were rolling, and there we stood for around 1½ hours, although it seemed a lot less, until such time as we could assist with loading the car, help with the clean-up and stand down for the day.



As you can imagine, the adrenaline didn't let up until later that night, and it was the talk of the track for the rest of the weekend.

So we all turned up the next morning, thinking "What else can happen to top this" and that is when the Aussie race car rolled about 12 times on Conrod Straight.

You can imagine our surprise when we again received the call "Fire 3, Fire 2, Fire 4, Stand by". This was followed by "Incident drivers left, Conrod Straight", which was followed by "Fire 2, Fire 3, Fire 4 Scramble". Wow, here we go again.

Same thing as last time only we had the added excitement of doing almost a full lap at response speed. 160kmh down Conrod in



a ute is quite an experience, and time seems to stand still while it is all happening.

Anyway we sorted it all out, loaded the car, and returned to our spot on the track. Now we were sure that the weekend's excitement was over and we could return to our book, radio, or snooze and take it easy.

But it wasn't to be. Next morning, we had another Aussie race car incident just above the Cutting. We were not required upon arrival, but it just added to the overall excitement of the weekend. Anyway, Mike O'Connor has regretted his words ever since, and we all had a great weekend and got to do something for a change.

Don't get me wrong, I don't like to see accidents and people hurt, but it is sometimes very rewarding to actually use some of the skills I have spent so much time learning.

And that, ladies and gentlemen is why I love being a volunteer Fire/Rescue Marshall.

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

WET DAYS DAMPEN HILLCLIMB

By Brian Nightingale

Following a week of around the clock work on his Lola T8750 following an accident at Mount Panorama, BLCC member Doug Barry only completed one run at the third round of the NSW Hillclimb Championship at Kempsey's Mount Cooperabung on April 23rd and 24th.

Unfortunately, the event was marred by two days of wet weather that was believed to be partially responsible for a huge accident during Sunday's official runs that saw a Morris Cooper S go off track and into a tree.

The incident stopped competition for a lengthy period while the driver was released from the car and subsequently airlifted to hospital and then the debris cleaned from the track.

It was then around 3pm that organisers decided to call the event off with run two not yet completed. That left many in a state of confusion as some drivers, including Barry, had only had one run.

After working right through the week, we only finished the repair job on the car



Doug Barry in his Lola T8750 Photo: Ebarlow Photography

at lunch time Friday and then had to load up and drive to Kempsey," he said.

It was wet for practice on Saturday, but his priority was to get the car checked out by scrutineers which is mandatory after an accident, and they signed off on it, giving it

the all clear to compete.

"We sat practice out, for it wasn't worth risking it, really practice means nothing," Barry said.

Sunday dawned wet again, but this time it was torrential. It delayed the event's start for an hour before the rain eased to a shower.

Most of the championship frontrunners, including defending champion Malcolm Oastler with his OMS 28, Queensland's Dean Tighe and the Dallara D375 and Barry, decided against going out in the first run as the weather radar suggested finer weather ahead.

While the track had still not dried out they all had their second run, most on wet or intermediate tyres, but not Barry who ran on slicks.

"It was going to fine up, and I really only wanted to use the run to make sure the car was right after the rebuild. I decided to use the slicks to get some heat into them for the next run but as it was the first run since Bathurst, due care was exercised. While the car felt great, I was surprised to record a 32.15 seconds run." Barry, who is the track record holder, said.

"It was a shame about Sunday, for I was so much looking forward to this round as this track suits the Lola more than many others due to its big punch and power down characteristics along with aero package and wings that are able to work."

"I'm not looking forward to the upcoming rounds at Grafton on June 12th and Tamworth on July 17th as both tracks are really kart tracks," Barry said.

Winner of the event was former rally champion Dave Morrow in his Krygger Suzuki, from Jason Newling driving an all-wheel drive Subaru Impreza WRX, Darren Read in a Haywood 09, Tighe, Oastler and Barry 6th, which keeps them alive in the championship.



Event winner Dave Morrow in his Krygger Suzuki

Photo: Deborah Novak

FOR SALE

ISUZU RACE TRANSPORTER



Mick Tuckey

0408 659 862

micktuckey@gmail.com

KHANACROSS

Sunday 5th June

The Quarry – College Road – Bathurst

Scrutineering at 8.30am

Cost: Juniors \$20 Seniors \$30 per car

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