



The BLOWER

MAY 2017



Harrison Field – Junior winner at Motorkhana

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

FROM THE EDITOR

Welcome to my fourteenth edition of the Blower, the monthly magazine of the Bathurst Light Car Club and welcome to all new readers.

This month we review the results of round 2 of the Nulon Nationals and congratulate Ian Plenderleith on his maiden win in the Pipe King Southern Cross Rally Series. Vice President Scotty Sims provides the report for the holidaying President and reminds us of some key events coming up. Tony Hanrahan has been out and about with his camera at the April Motorkhana to record the action and we get an insider's view of what it's like to compete at the Nulon National's from BLCC Member and Drive Magazine Journalist, David McCowen. The next Social outing for the Club is coming up on the 2nd June and we have listed the point scores to date for the interest of competitors.

Members should also be aware that volunteer officials will be needed for the next BLCC speed event, the 25th June Supersprint, and once again it will be all hands on deck. This might be just the opportunity you have been looking for to get involved as a motor sport official as training and licensing support will be provided to encourage as many participants as we can.

We are still looking to reduce our ongoing production costs for the Blower and I would encourage readers who are currently on the snail mail list to consider switching across to receiving the electronic version of the Blower as a faster and more colourful experience. Just let us know by any means and we can move you to the electronic list immediately.

Till next month – safe motoring.

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

ATTENTION ALL BLCC CLUB MEMBERS

A register is being developed of the CAMS qualifications of all Club members and we need your help. If you hold a current CAMS Officials license of any kind please send your name, CAMS membership number, CAMS license expiry date and specific qualification with the grade to: The BLCC Competition Secretary at lundieb65@gmail.com

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

VICE PRESIDENTS REPORT FOR MAY 2017

Well, here we are, another month has flown by. With our esteemed Club President overseas on holidays, I have taken the opportunity to pen this report for the month of May.

First off, I wish all the mothers in the Club a belated happy Mother's Day and hope every one of you had a wonderful day. To those mothers who were at the Nulon Nationals event, a very special thank you from both myself and the Club.

The Nulon Nationals event was very successful both from a Club point of view and also from Nulon's perspective, if the reports that we have had from them is any indication. A huge thank you must go out to all the officials that made this event possible. It was a huge ask to put your hand up to help out when the event is run for a guest organisation and not for our own members.

The Nulon Nationals saw a lot of firsts for the Club, with the advantage of being able to trial some of these at an event that did not count towards our championship. One of the first was our Clerk of the Course, Rob Flood, running his first major tarmac event. Rob did a fantastic job with the help of the ever capable Wayne Bowden, despite there being several incidents over the weekend the event ran on time and very smoothly.

The second was the debut of a new Event Secretary, although this was a forced appointment through circumstances, Bob Lundie-Jenkins did a great job and has now been assessed to fulfil this role officially from here on. Well done Bob.

Another first, and I believe this was a bit of a coup for our Club, was live timing broadcast across the internet. This wonderful innovation was due to the hard work of our new Committee members with far more knowledge of this stuff than I have. Due to their excellent work, we can now hopefully stream live timing at all our speed events, special mention must go to Scott Campbell and Eric Thorpe for their work in this area.

BLCC did have a team running in the event, although we lost one of our cars before the event to mechanical gremlins, but the BLCC team still managed to score equal first for the weekend.

It has been a busy month for upgrades with our new photocopier/printer arriving along with a new desktop for the Club house. We have also purchased new laptops for use at our speed events and these are now installed.

The Club's webpage upgrade is about to commence with the Committee signing off on a contract to redevelop the webpage with some additions being made so that competitors will be able to enter online. The Club will also be able to host live timing for all of our speed events in the future. Once again, this is all with the help and knowledge of our new Committee members, the Club is very lucky to have these people on board.

There has been some disappointment expressed within some circles regarding the lack of speed events on the Mount, with the two events that have been held so far this year, basically being closed to the majority of Club members. Unfortunately, the Club had to cancel the Esses Descent due to the organisers of the 6 hour being held at Easter, denying us access to the track 2 weeks before their event.

The next speed event scheduled for Club members is the BLCC Supersprint to be held on the 25th June, please get your entries in early to avoid disappointment. The supplementary regulations are on the Club's web page with entry forms. We have received a number of entries for the event already so don't delay. There are still 3 other speed events to be held after the Supersprint this year, with the Esses Hillclimb on the 20th August and the BLCC Speed Weekend scheduled for the 25th and 26th November.

Our next event will be a Khanacross to be held on the 4th of June. Competitors are reminded to check the web page or face book for the regulations on vehicle specifications before this event. These regulations have been reprinted to make it easier for competitors to check if they are entering in the appropriate class.

Please note that the grace period for compliance has ended and your vehicle will need to comply or unfortunately you won't be competing. The Club looks forward to seeing you all there.

Well that's enough of my ramblings, I hope to see you somewhere out there in the near future possibly at the Club meeting on Wednesday 31st May. In the meantime, drive safely.

Scott Sims
BLCC Vice President

COMPETITORS AND MEMBERS

IN RECOGNITION OF THE GENEROUS SUPPORT OF BATHURST TOWING IN PROVIDING DAY LONG SERVICE TO ALL BLCC EVENTS, PLEASE CONSIDER USE OF THIS LOCAL BUSINESS SHOULD A NEED ARISE TO GET YOUR TOY HOME – BRAD'S GENEROSITY TO THE CLUB ASSISTS IN KEEPING YOUR ENTRY FEES TO A MINIMUM.

Mick Tuckey
BLCC President

Office Bearers 2017 – BLCC email: Secretary - blcc@bigpond.com			
Position	Name	Contact No.	Position
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	0434 391 397	timmy111089@gmail.com
	Scott Campbell	0423 727 901	astroboy@thejediknights.com
	Ben Camilleri	0432 203 805	bezcamo@gmail.com
	Ian Plenderleith	0438 547 375	iplenlol@bigpond.com
	Eric Thorpe		trametheka@gmail.com
	Matthew Windsor	0407 353 350	windsorsautomotive@gmail.com
Competition Secretary	Bob Lundie-Jenkins	0434 318 148	lundieb65@gmail.com
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			
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	Mick Tuckey	0408 659 862	micktuckey@gmail.com
Quarry Groundsman	John Windsor		
Membership Officer	Phil Burgett	0419 758 825	phillip.burgett@gmail.com
Chaplain	Doug Rowan	0427 816 616	dougandkath@hotmail.com
Website Administrator	Tim Burt	0434 391 397	timmy111089@gmail.com
Eligibility Committee	Matthew Windsor	0407 353 350	windsorsautomotive@gmail.com
Safety / Fire Officer	Guy Sadler		
Patrons	Cam Ashelford	Rod Jones	
	Arthur Davis	Doug Moore	
	Robert Wells		



**MINUTES OF THE GENERAL MEETING OF BATHURST LIGHT CAR CLUB
HELD ON WEDNESDAY 26th APRIL 2017, COMMENCING AT 7.35 PM**

ATTENDANCE: As per attendance book.

APOLOGIES: Scott Sims, Donna Sims, Gwyn Mulholland, Bob Lundie-Jenkins, Trevor Seaman, Scott Campbell

CONFIRMATION OF MINUTES OF MEETING 29TH MARCH 2017

MOVED: Ces Evans SECONDED: Robert Flood

MATTERS ARISING FROM MINUTES

Wayne Bowden raised the question of the slabs at the quarry and wanted to confirm positioning of same.

CORRESPONDENCE

MOVED: Ian Plenderleith SECONDED: Jose Abreu

TREASURERS REPORT

Treasurer detailed items in report.

MOVED: Jose Abreu SECONDED: Ben Camilleri

QUARRY REPORT

John Windsor advised that the next event at the quarry is a Motorkhana on Sunday 30th April. Provided there are no major storms, conditions at the quarry are looking very good. The next event after that will be a Khanacross on the 4th June. Currently no working bees are expected until after June. Everything looking good for the next two events. John to replace wheel on Corolla and to acquire a spare. Matthew Windsor to inspect faults on a couple of cars.

MOVED: Ben Camilleri SECONDED: Ian Plenderleith

GENERAL BUSINESS

OFFICIALS FOR NULON NATIONALS

Officials are required for Nulon Nationals on the weekend of the 13th/14th May. This event clashes with some non-local events and has impacted on some regular officials/volunteers.

TO INVESTIGATE HEATING IN THE CAR CLUB

Ian Plenderleith advised that there might be an issue with the gas heating in the Club. The problem is to be investigated.

LETTER SENT TO ROBERT DEAN

Robert Dean raised advised that he had received a letter from Bathurst Light Car Club relative to his future participation at BLCC Club events. Robert advised that he was unhappy with the letter and had sort legal advice. He believed that

this was intimidation from the Club and that he would not be bullied. Robert then excused himself from the meeting.

DRAINAGE AT THE QUARRY

Mick has made enquires with an engineer in order to get more information regarding zoning. Still awaiting feedback. To confirm if the lease specifies any restrictions on movement of land on the quarry.

RENEWAL OF QUARRY LEASE

Mick has confirmed that the quarry can be used on any day per the current lease. Mick is looking to lock in the lease prior to raising the possibility of night events with the Council to ensure that the Club has locked something in first.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 8:14 PM

Mick Tuckey
PRESIDENT

BLCC 2017 CALENDAR

JANUARY	5-8	Summernats 30	S/N	Car Show
JANUARY	22	Khanacross	BLCC	M/Club
JANUARY	25	BLCC Monthly Meeting	BLCC	Meeting
JANUARY	28-29	Kandos Street Machine Show	KSM	Car Show
FEBRUARY	3-5	Bathurst 12 Hour	S/cars	Inter
FEBRUARY	12	Motorkhana	BLCC	M/Club
FEBRUARY	18-19	Gnoo Blas Classic Orange	GBC	Car Show
FEBRUARY	18	Targa North West	TARGA	Rally
FEBRUARY	19	Wollondilly 260	CRC	TA
FEBRUARY	22	BLCC AGM & Monthly Meeting	BLCC	Meeting
MARCH	2-5	Clipsal 500	S/cars	Australia
MARCH	4	Rally New England NSW 1	NESCC	NSW
MARCH	4	NSW Hillclimb Championship Rd 1	BLCC	NSW
MARCH	5	NSW Hillclimb Championship Rd 2	BLCC	NSW
MARCH	10	Pizza Night Trial (TBC)	BLCC	Social
MARCH	10-11	Southern Mountains Rally	HRC	TRE
MARCH	11-12	Bathurst Autofest	B/A	Car Show
MARCH	17-18	Season launch and Oberon Rally	AMSAG	Rally
MARCH	17-19	Historic Phillip Island	VHRR	Historic
MARCH	23-26	AGP F1	F1	Inter
MARCH	26	Khanacross	BLCC	M/Club
MARCH	29	BLCC Monthly Meeting	BLCC	Meeting

APRIL	1	April Fools Run	CRC	TA
APRIL	1	1-2 NSW Road Racing Championship	WPM	NSW
APRIL	2	NSW Hillclimb Championship	WSCC	NSW
APRIL	9	NSW Motorkhana Championship	NESCC	NSW
APRIL	7-9	Symmons Plains Tasmania	S/cars	Australia
APRIL	14	Bathurst 6 Hour	B6H	Australia
APRIL	21-23	Phillip Island	S/cars	Australia
APRIL	22-23	NSW Off Road Championship	SORRA	NSW
APRIL	23	One Day Trial	BLCC	Social
APRIL	24-29	Targa Tasmania	TARGA	Rally
APRIL	26	BLCC Monthly Meeting	BLCC	Meeting
APRIL	29-30	NSW Road Racing Championship	ARDC	NSW
APRIL	30	Motorkhana	BLCC	M/Club
MAY	7	NSW Hillclimb Championship	KSCC	NSW
MAY	5-7	Barbagallo Raceway	S/cars	Australia
MAY	13-14	NSW Off Road Championship	KMORC	NSW
MAY	13	Tumut Rally	AMSAG	Rally
MAY	13	Nulon Supersprint	BLCC	Nulon
MAY	14	Nulon Mountain Straight Hillclimb	BLCC	Nulon
MAY	14	NSW Supersprint Championships	MX5	NSW
MAY	19-23	Winton Raceway	S/cars	Australia
MAY	21	NSW Motorkhana Championship	RCCA	NSW
MAY	27-28	NSW Road Racing Championship	ARDC	NSW
MAY	27-28	41 Historic Winton	Austin	Historic
MAY	27-28	Rally of the South	CRC	TA
MAY	31	BLCC Monthly Meeting	BLCC	Meeting
JUNE	2	Pizza Night Trial	BLCC	Social
JUNE	3	NSW Motorkhana Championship	CACA	NSW
JUNE	4	Khanacross	BLCC	M/Club
JUNE	10	Bega Rally	AMSAG	Rally
JUNE	11	NSW Hillclimb Championship	GSCC	NSW
JUNE	16-18	Hidden Valley	S/cars	Australia
JUNE	18	NSW Supersprint Championship	NSWRRRC	NSW
JUNE	25	Supersprint	BLCC	M/Club
JUNE	25	Tour de Course	AROCA	TA
JUNE	28	BLCC Monthly Meeting	BLCC	Meeting
JULY	7-9	Townsville 400	S/cars	Australia
JULY	8-9	NSW Off Road Championship	NVORA	NSW
JULY	16	NSW Hillclimb Championship	TSCC	NSW
JULY	16	NSW Supersprint Championship	ARDC	NSW
JULY	23	Motorkhana	BLCC	M/Club

JULY	23	NSW Motorkhana Championship	MCC	NSW
JULY	26	BLCC Monthly Meeting	BLCC	Meeting
JULY	27	1-2 NSW Road Racing Championship	ARDC	NSW
JULY	29	Bulahdelah Rally	AMSAG	Rally
AUGUST	6	Rally of the Valley	CRC	TA
AUGUST	6	NSW Hillclimb Championship	MGCCN	NSW
AUGUST	11-19	Kidney Kar Rally	KKR	Charity
AUGUST	12-13	NSW Road Racing Championship	WPM	NSW
AUGUST	12	Rally of the Bay NSW 3	NESCC	NSW
AUGUST	13	Khanacross	BLCC	M/Club
AUGUST	18-20	Sydney Motorsport Park	S/cars	Australia
AUGUST	20	NSW Motorkhana Championship	TCC	NSW
AUGUST	20	Esses Hillclimb	BLCC	M/Club
AUGUST	26-27	NSW Off Road Championship	KMORC	NSW
AUGUST	27	NSW Supersprint Championship	NSWRRC	NSW
AUGUST	30	BLCC Monthly Meeting	BLCC	Meeting
SEPTEMBER	3	One Day Trial	BLCC	Social
SEPTEMBER	9-10	MG Spring Rally	MGCC	TA
SEPTEMBER	9	NSW Supersprint Championship	MCC	NSW
SEPTEMBER	10	Motorkhana	BLCC	M/Club
SEPTEMBER	10	NSW Hillclimb Championship	SDMA	NSW
SEPTEMBER	15-17	Sandown 500	S/cars	Australia
SEPTEMBER	16	NSW Road Racing Championship	ARDC	NSW
SEPTEMBER	16	Orange Rally	AMSAG	Rally
SEPTEMBER	23-24	NSW Off Road Championship	WMSC	NSW
SEPTEMBER	27	BLCC Monthly Meeting	BLCC	Meeting
OCTOBER	5-8	Bathurst 1000	S/cars	Australia
OCTOBER	14	National Capital Rally NSW 4	BMCC	Rally
OCTOBER	15	NSW Supersprint Championship	ARDC	NSW
OCTOBER	20-22	Gold Coast 600	S/cars	Australia
OCTOBER	21-22	NSW Road Racing Championship	WPM	NSW
OCTOBER	22	Khanacross	BLCC	M/Club
OCTOBER	25	BLCC Monthly Meeting	BLCC	Meeting
OCTOBER	26-29	Australian Hillclimb	SASCC	Australian
OCTOBER	28	Johns River Rally	AMSAG	Rally
OCTOBER	28-29	NSW Off Road Championship	CNCSCC	NSW
NOVEMBER	3-5	Auckland	S/cars	Australian
NOVEMBER	4-5	Alpine Classic Touring	CRC	TRE/TA
NOVEMBER	12	Motorkhana	BLCC	M/Club
NOVEMBER	16-19	Challenge Bathurst	CB	M/Club

NOVEMBER	18	Rally Australia/NSW Touring Assembly	RA	Australian
NOVEMBER	25-26	Speed Weekend	BLCC	M/Club
NOVEMBER	24-26	Newcastle	S/cars	Australian
NOVEMBER	29	BLCC Monthly Meeting	BLCC	Meeting
DECEMBER	9	Presentation Night & Christmas Party	BLCC	Social
FEBRUARY	2-4	2018 Bathurst 12 Hour	SC	Australian

PLEASE NOTE CALENDER CHANGES

BLCC Speed Weekend will now be held on the 25th and 26th November as a result of the organisers of the Bathurst Challenge excluding BLCC from running events 14 days prior to their event. The **BLCC November Motorkhana** has also had to move to the 12th November for the same reason.

PLENDERLEITH TAKES MAIDEN VICTORY

By Iplen Motorsport

Bathurst local Ian Plenderleith has taken his maiden rally victory at the recent Pipe King Southern Cross Rally Series Rosewood Rally with Canberra co-driver Mel McMinn.

The team have finished second in the last two events, but after fixing some



Pic Roy Meuronen

issues in the lead up to this event, they secured victory by just one second after 130km of competition!

Running in the Carabost Forest, which has not seen rally competition for 23 years, the event ran over 12 stages with six

stages being repeated in reverse for the afternoon.

Plenderleith's main competition came from Queensland-based Tom Dermody in a very purpose built BDG Escort. Costing in excess \$150,000, the Escort was built from scratch in Ireland where the classic Escort is experiencing a massive resurgence.

This created quite a contrast to the family-sponsored Plenderleith team, running on the same set of tyres that took Plenderleith and McMinn to second place in the previous round. The team were able complete the entire rally on the same set of MRF tyres. "We struggled a little bit initially to get heat into the tyres, but once we did, the car really performed well as was seen with our pace on the second and third stages out from each service" said driver Ian Plenderleith.

The rally saw close competition through every group of stages, when the Escort took 15 seconds on the third last stage to lead by 8 seconds. The penultimate stage saw the Evo claw 4 seconds back, leaving the two competitors only 5 seconds apart with 11km of competition left.

"Sitting on the start line of the last stage, I went for the handbrake to hold the car before we took off and the handbrake went all the way to the top!" recalled Ian.

Taking off with the broken handbrake, with sections of the stage featuring huge drop off's, Plenderleith was aware of the challenge and knew he had to drive hard and still deal with the brake issue.

"There were sections where we were heading towards junctions with a 50 plus metre drop straight ahead of us at 170km/h and I was having to pump the brakes with my left foot while flat on the throttle to build up brake pressure before trying to stop the car," explained Plenderleith.

Ultimately the risks paid off. The Escort was also struggling with low pressure in rear tyre which slowed them which allowed the Evo team to produce a run 5 seconds faster over the 11km to take victory by only 1 second. Despite the issues both teams faced, they still posted the first and second fastest times over the large field on that last stage.

The team will now head to the Bega Rally in four weeks' time with a significant lead in the series and try to consolidate the championship lead before the winter break. "To try to contain our budget we will probably be starting Bega on the same set of tyres again. At this point we are just trying to get through to the mid-season break as close to the lead as possible. Then we'll be able to go over the car with a fine-tooth comb and plan ahead from there" Plenderleith stated.

Racing at the Nulon Nationals

By David McCowen – Drive Magazine

Two days at the best racetrack in the country, where amateur and professional drivers rub shoulders amid a diverse selection of more than 100 performance cars taking in many corners of the motoring spectrum.

Bathurst isn't renowned as the most inclusive place in Australia (just ask Jim Richards), but this is a place where rival brands and cliques have come together to celebrate all things bright and boosted.

The HSV guys are here, there are classic muscle cars, a squadron of Subaru WRXs and Mitsubishi Evos, strong numbers of Toyota 86 and Supra Coupes, Nissan Silvias and Skylines, plenty of fast Hondas and Mazda MX-5s to rival BMW M-cars and European hot hatchbacks. It wouldn't be a track day without a couple of Porsche's finest, too.

Some cars are driven to the event by owners on a strict budget, while the top models are painstakingly prepared by professional teams usually seen taking on some of the fastest tuner cars on the planet at Sydney Motorsport Park's World Time Attack Challenge.



Nulon marketing manager John Simons says the automotive products supplier started its race series to bring fractured enthusiast groups together.

"When we started this about five years ago what we saw was that there wasn't

harmony amongst the motor enthusiasts market," he says. "We thought 'what if we could get all these clubs together and make them realise one thing - that they are actually all the same, they just have a different team that they want to support whether it is Holden, Ford, Subaru, Evos - whatever the case may be'.

"They all come out of the same mould - They love performance, they love motor racing, and by bringing them together in this environment, it's a good, fun space where they can get together, have a beer, have a laugh and chuck jokes at each other. But when it's on the track they're serious, they want to win."

The Nulon Nationals is a teams' event that takes place across four meetings, blending low-grip skidpan driving, drag strip times, hot laps and hill climb disciplines at Eastern Creek, Bathurst and Cootamundra. Teams



can rotate drivers through to suit different events, and the highest-placed group at the end of the year takes a prize made up of cash and automotive products worth \$10,000 as well as trophies earned throughout the season.

Keen to get a sense of the event, I entered my personal car, a 2014 Renault Megane RS 265, in May's Bathurst competition. The Megane is largely standard, save for a fire extinguisher, sticky tyres and upgraded brake pads to help the car cope with occasional track forays.



I've entered a couple of events in the Renault, including the brilliant Challenge Bathurst regularity, and come away with a trophy or two, as it's a cracking little car that is quite competitive in the right class. But there's zero chance of that this weekend,

as the Renault has been lumped into an all-encompassing two-wheel-drive turbo class against much faster opposition. There are twin-turbocharged BMWs, ludicrously powerful Toyota Supras and boosted Mazda MX-5s that should be much faster than the little black Megane.

Scouring the entry list, one car in particular leaps off the page: the Hyundai i30 N driven by Brendan Reeves. Hyundai's first serious hot hatch has not been publicly revealed, so it's surprising to see the VW Golf GTI rival entered in local competition.

It's hard to miss the Hyundai on race day - it's the only car here wearing camouflage wrap, and the only one with a dozen people here to follow its every move.



Photo Thomas Wielecki

The brand's mission is threefold: gather data to improve the beast, capture imagery for promotional use and build grassroots interest in the emerging model.

The Hyundai crew has come to the right place. There are hot VW Golf hatchbacks alongside Honda Type-R models, both locally available generations of Ford's Focus RS and plenty of Subaru WRX owners.

All fair game for a brand trying to convince people to skip the established performance car set and spend \$40,000 or so on a new player.



Photo Thomas Wielecki

The i30 garners plenty of attention throughout the weekend from racers and spectators intrigued by its masked and badgeless form. Some

are surprised to see Hyundai going to such lengths to make sure the car will deliver on customer expectations, though this is probably a sight they should get used to.

Hyundai has big plans for its performance arm, and that might involve supporting customers who choose to take part in track days and other competitive events.

The team led by Hyundai performance boss Albert Biermann are generous with their time, taking questions from enthusiasts keen to know what lies at the heart of its new performance car. The answer is that it has a turbocharged 2.0-litre engine with more than 200kW, pumped to the front wheels through a six-speed manual transmission with an electronic limited slip differential. The model entered by Hyundai represents the more potent of two cars under consideration for Australian drivers, a more track-ready version of the new hatch.



Biermann takes stock of the Nulon paddock and says "this is the very marketplace where the i30N can shine", taking on the world's best hot hatches at their own game.



"It's a damn fast car and very consistent also for track driving," he says.

Simons comes over to meet the crew and says it's fantastic to see Hyundai take part in his event. "This is exposing a new performance vehicle to a market where

people are all interested in what's coming up, what's new in performance," he says. "It's right down their alley".

While Hyundai won't let me drive the i30N, I plan to get a sense of its performance by chasing Reeves on track and getting a close look at its timing data.

This weekend's event takes place across two disciplines. The first is a side-by-side super sprint that starts on Conrod Straight, running through the Caltex Chase before popping past the Rydges Hotel, the tight left-hander of Murray's Corner, and through the timing beam just before Hell Corner - the first turn of October's Bathurst 1000. It's a course that rewards straight-line punch as well as bravery under brakes, as quick cars here will be travelling at well over 200km/h.



Photo Thomas Wielecki

Day two takes place on the Mountain Straight hill climb, where cars are released one-at-a-time halfway up Mountain Straight, tackling the right-hander of Griffin's Bend (turn two on a proper lap of Bathurst) before climbing to the steep left of The Cutting, then the high-commitment rollercoaster ride through Reid, Sulman and McPhillamy Parks.

We work through the pre-race rituals of scrutineering and the driver's briefing before warming up the cars for Saturday's first run at the super sprint. This contest is a casual affair that does not run to a strict starting order, so it's up to drivers to settle into pairs for the run down the mountain.



Photo Thomas Wielecki

Officials are at pains to point out that this is not a head-to-head race, but an individually timed event that happens to feature two cars on track at the same time. There's a decent amount of

waiting around before I'm in the queue to race, where the Renault's dance partner is a factory-built Nissan 200SX race car, originally prepared for the Japanese GT Championship. It's one of two in the world, a beautiful example seemingly straight out of Gran Turismo, and a car that is leagues faster than my French hatchback.

Warming the tyres with smoky and indulgent burnouts, we reach the start point a few seconds before the lights go green.

I nail the start and am shocked to see the Nissan in my mirrors, the owner electing to gently walk it off the line to give me a head start: there's little glory in thrashing a road-going Renault with a works-built GT car.



Photo Thomas Wielecki



Photo Thomas Wielecki

Concentrating on hitting my braking point correctly, I go flat through the kink at the chase before slowing the car and plucking third gear, trail-braking on turn-in as the Renault's tail slews out of line.

Keeping the tail in check is an issue in

the front-wheel-drive Megane, which struggles to get enough heat into its rear tyres. Running aggressive Kumho Ecsta V720 rubber, I can spin the wheels and nail the brakes to get the front hoops nice and toasty, while getting the rears up to temp is a problem on short hillclimb runs.

The Nissan catches me on the run down to Murray's Corner but elects not to pass, tucking in behind to safely complete its first run. I ask its owner, Dale Malone, where he gets spare parts for the pretty little Silvia, only to hear he must hand-make replacement components for anything that breaks on the car. What a legend.

My next run is alongside a 2016 Ford Focus RS that powers ahead of the Renault on launch before braking conservatively at the end of Conrod Straight, cruelling the Megane's chance of setting a decent time.

The Hyundai turns up for run three. Brendan goes first, recording a tidy 53.72 time on his first run.

I'm on my own for this one, taking off just after Hyundai's PR man phones through to say his team have made camp at The Chase, and that I should "do something spectacular" for the cameras. I take the bait, braking late for the chicane and tossing the Renault as



sideways as I dare before pulling it straight with a boot-full of power and rocketing toward the finish line. It's a hell of a lot of fun, and the 53.95s time is only 0.2s behind what the i30N managed.

I love that car.



Biermann grabs me for a chat about his baby, saying the Hyundai won't be quite as feral when pushed to the limit as he wants it to be accessible to a wider range of drivers.

Reeves and I line up alongside each other for the final run of the

day. Helped by its more focused rubber, the Renault gets a better start and takes a few car lengths' lead before the Hyundai regains ground. We're approaching 190km/h in fourth gear when I back off on the shift to fifth, tucking in behind the i30 so that we're not running side-by-side through the fastest corner in Australian motorsport.

The Hyundai looks rock-solid through the chase, kept in check beautifully by its rally-bred driver while the edgier Renault still wants to step out of line. Reeves reaches the flag first, using 400Nm of torque (40Nm more than the Megane) to leave me behind.

Having been on the car for 10,000km of road running and a half-dozen track days, my front tyres are shot. I rotate them onto the rear, putting meatier rubber on the wheels that do the heavy lifting while hoping the car won't snap sideways and spit me onto the fence during Sunday's run across the mountain.

Photo Thomas Wielecki



This is Reeves' first time here, but I've been to Bathurst before - both as a competitor and a regular in the media centre and grandstand at various race events. The Renault's 56.95s run is faster than the Hyundai's

Photo Thomas Wielecki



57.55s effort on its first run up Mountain Straight, but it's only a matter of time before Hyundai's choice of driver finds his confidence.

We both improve on our second run. But my tentative 56.25s effort pales against Reeves' 55.26s mark. The Renault feels good with near-bald semi-slicks on the back, so I try and beat my personal best of 55.93s set in November 2016.





Reeves is being held back by the regular Pirelli P-Zero tyres on the i30 - many cars here are running more aggressive tyres such as Toyo's R888 or the Yokohama A048. He suggests I consider left-foot-

braking to help the car rotate through high-speed corners, but I'm not super keen to try that as the Renault's rear end already feels mobile enough.

There's plenty of time between runs to take a look at the brilliant cars taking part in the event. I spot a left-hand-drive example of BMW's E92 M3 GTS, admire wild time-attack Mitsubishi's and take a peek at the Honda Integra Type R that went quickest on Saturday and Sunday.

Benny Tran's Honda pumps around 450kW to the front wheels, helping push the 900kg coupe up and down the hill faster than anything else here.

It's poetic that, as Hyundai is defending its decision to make the i30N front-wheel-drive, a car with the same driveline layout smashed a host of all-wheel-drive and rear-drive machinery including Porsches and Nissan GT-Rs.



Thunder cracks in the distance as we head down to the

start line, and it's spitting with rain by the time I take my mark. I chicken out on the third run, cruising through the light drizzle to record a conservative mid-57s effort while Brendon rockets up the order with a 54.0s time that shames much more powerful machinery.

The Renault and its heavily worn semi-slicks are parked for the day as heavier rain arrives, while Reeves continues to run in a bid to gather as much data as possible. He finishes third among the few drivers brave enough to run in the rain, just behind a pair of all-wheel-drive Mitsubishi Evos.



Photo Thomas Wielecki

Neither of us take home trophies, though that was hardly the point of the day. The Nulon Nationals is a brilliant way to get out on track and have a great time with like-minded enthusiasts on some of Australia's greatest circuits. It can't be long until a team of Hyundai owners takes aim at the established crew.



Photo Thomas Wielecki

How the Hyundai i30N compares to bargain performance cars at the Nulon Nationals:

Mitsubishi Lancer Evo IX - Matt Baxter - 51.53

BMW M3 E46 - Reece McIntosh - 52.25

Subaru WRX - Johnathon Graham - 52.97

VW Golf R - Kevin Atkinson - 53.19s

Hyundai i30 N - Brendan Reeves - 54.08s

Ford Focus RS Mk.2 - Dave Anderson - 54.78s

Ford Focus RS Mk.3 - Jack Novak - 56.13s

Renault Megane RS - David McCowen - 56.25

Mazda3 MPS - John Willmington - 57.12s

Toyota 86 - Michael Mason - 57.77s

APRIL MOTORKHANA ACTION

By The Editor



Harrison Field handled the heavy track like a Champion Photo Tony Hanrahan

Harrison Field took the honours in the Junior Category again at the April Motorkhana running at least two seconds faster than his rivals on some of his runs over the six courses of competition. Driving a front wheel drive Ford Laser, Field demonstrated excellent car control skills over the heavy track.

His total score for the day was 215.56 with the second placed junior Izak Muggleton in an all wheel drive Subaru close on his heels.

Izak Muggleton in action

Pic Tony Hanrahan



Third in the Junior category was Riley Hargans in a Toyota Corolla with a total of 230.23.

Competitor numbers were down as a result of cold weather, but this did not reduce the enthusiasm of the drivers over courses prepared

with the assistance of Bathurst Regional Council.

Overall winner on the day was Robert Dean in his 4wd Subaru with a total accumulated time of 196.39.

Second overall was Kingsley Nash with a 208.64 and Stephen Muggleton took third with a 209.15



Riley Hargans powers into third

Pic Tony Hanrahan



Robert Dean stirs up the track

Pic Tony Hanrahan

The object of a motorkhana is to test the acceleration, braking and general manoeuvrability of a vehicle and the skill and judgement of the crew members. The courses are short and the speed low with stopping and

reversing tests. Currently our events are conducted on an unsealed surface. This is vital training for young members.



Kingsley Nash third outright Pic Tony Hanrahan

Motorkhana's and Khanacross are held at the Clubs ground The Quarry at the back of Mt Panorama off College Road. The Club provides (for a small fee) cars for juniors to use.

The next event at the Quarry is a Khanacross on the 4th June and junior

and adult competitors are welcome.



Marcus Dredge demonstrates 4WD stability on dirt

Pic Tony Hanrahan

KHANACROSS RULES 2017

SCRUTINY – SPECIAL RESTRICTIONS:

- Competitors must be a financial member of a CAMS Car Club and produce a current, valid Membership Card and current, valid CAMS Competition Licence at document check.
- Bathurst Light Car Club has elected to run their Khanacross events as per Group 4h Motorkhana code and schedule A of the current CAMS Manual. Unless specified in these regulations ALL VEHICLES must comply with Schedule A and Group 4H Motorkhana code of the current CAMS Manual.
- A fire extinguisher of at least 900g capacity, complying with Schedule H of the current CAMS Manual (refer “General Requirements for Cars and Drivers”) must be fitted.
- Fuel must be in accordance with Schedule G of the current CAMS Manual.
- All vehicles, other than “Purpose Built Specials” as defined by Group 4H, must have front and rear bumper bars fitted as per the manufacturer specification
- 2wd Standard will be defined as a vehicle presented as manufactured with no modifications
- 2wd Modified will be vehicles that comply with “Production Cars” under the Group 4 H regulations in the Auto Test section of the current CAMS manual
- 2wd Specials will include “Purpose Built Specials” and “Production Based Specials” as defined under group 4 H regulations in the Auto Test section of the current CAMS Manual
- 4wd vehicles must comply with “Production Cars” as specified in Group 4 H Auto Test section of the current CAMS Manual
- Vehicles competing in the 2wd Standard and the 4wd classes are not permitted to use rally tyres or tyres marked “not for highway use”, for “competition use only” or any other tyre specified under clause 2.8 of group 4H
- Log Books as issued by CAMS or BLCC must be presented at scrutineering for each event. Club members can, if not already a holder, obtain a Club log book from the Event Secretary.

All competitors’ vehicles are expected to comply with the new regulations at the next event or be deemed ineligible to compete. Competitors are reminded of NCR 177-this rule states the Chief Scrutineer is the adjudicator when it comes to the compliance or eligibility of a vehicle to compete.

BATHURST LIGHT CAR CLUB**2017 Trials Series**

NAME	10/03	23/04	2/06	3/09	PENALTY	TOTAL
Kim Davis	20	20	0	0	0	40
Arthur Davis	20	20	0	0	0	40
Wayne Bowden	20	20	0	0	0	40
Trevor Seaman	18	20	0	0	-1	37
Mick Tuckey	18	20	0	0	-1	37
Peter Tuckey	18	20	0	0	-1	37
Robert Wells	18	19	0	0	0	37
Christine Wells	18	19	0	0	0	37
Ray Clarke	15	20	0	0	-1	34
Helen Clarke	15	20	0	0	-1	34
Kate Davis	20	0	0	0	0	20
Tony Jordan	0	20	0	0	0	20
Bev Jordan	0	20	0	0	0	20
John Reeve	0	20	0	0	-1	19
Christine Johnson	0	20	0	0	-1	19
Maree Paine	0	20	0	0	-1	19
John Paine	0	20	0	0	-1	19
Mick Williamson	0	20	0	0	-1	19
Di Williamson	0	20	0	0	-1	19
Peter Zylstra	0	20	0	0	-1	19
Val Zylstra	0	20	0	0	-1	19
Jennifer Wells	0	19	0	0	0	19
Dick Graham	0	20	0	0	-1	19
Pam Graham	0	20	0	0	-1	19
Andrew Robinson	0	18	0	0	0	18
Bradley Robinson	0	18	0	0	0	18
Olivia Lee	17	0	0	0	0	17
Guy Sadler	17	0	0	0	0	17
Roger Lee	17	0	0	0	0	17
Veronica Lee	17	0	0	0	0	17
Graham Clark	15	0	0	0	-1	14
Kay Clarke	15	0	0	0	-1	14



**Start & Finish BLCC
Clubrooms**



Pizza Night Trial

Friday 2nd June

6.00pm for 6.30pm

Cost \$8.00 per crew member

Club members & friends welcome

Rd 3 Rob Worboys Memorial Trial

NIGHT TRIAL

2nd June

Club Rooms

Conrod Straight

Mount Panorama Circuit

KHANACROSS

June 4th

“The Quarry”

College Road
Bathurst

SUPERSPRINT

JUNE 25TH 2017

CONROD STRAIGHT

MOUNT PANORAMA CIRCUIT

OFFICIALS REQUIRED