



The **BLOWER**

SEPTEMBER 2017



Peter and Adam Crich in Targa West

BATHURST LIGHT CAR CLUB

416 CONROD STRAIGHT MT PANORAMA
PO BOX 444 BATHURST

www.blcc.com.au

FROM THE EDITOR

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

A jam packed Blower this month with lots of information and a great story on Targa West from Peter Crich. Peter was also the Director of the AMSAG Rally last weekend in Orange with Ron and Lachlan Moore the winners of that event. Readers have been given an extension of time to register interest in obtaining a metal Club Badge so please take note if this is your thing and lots of messages from Club President Mick Tuckey this month for all members. Extra requirements for Historic Registration Scheme participants and details are included here as well as details of the upcoming Targa Florio to be held in Victoria November and December.

The Mountain gets a little busy through to Christmas but competitors should be preparing for the November BLCC Speedweekend on the 25th and 26th November as this will be a cracker. Plenty coming up in motorsport so check the calendar for more information.

As our Club becomes even more involved in staging events the call for qualified officials to help run these events is now louder than ever. President Mick Tuckey and Mat Windsor have arranged for a weekend away for two people on the coast and to be eligible to participate, you have to be registered at a Club event in 2017 as an official so sign up now for your chance to win. Your Club is able to provide assistance and training through CAMS to any able-bodied person willing to help undertake the large number of tasks required to make an event a success.

Till next month – safe motoring.

Bob Lundie-Jenkins B.A.
Editor
BLCC Blower

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.

PRESIDENT'S REPORT FOR SEPTEMBER 2017

This month has been relatively quiet for a change with the major event being Rob Worboy's Challenge (Full Day Event). Maybe as a result of the event being run on Father's Day numbers were down on expectations however, a great day was had by all participants out visiting Mudgee for lunch using roads very much other than main. For those of you who may not have experienced one of these events, put it on your Bucket List, its great fun (Start soon – you might like it).

Unfortunately, our most recent General Meeting got a little out of hand triggered by the ongoing issue of Khanacross Rules and the seemingly never-ending story of tyres. The situation in the Meeting was most regrettable.

To those members who may not be aware, it has been and continues to be the intention of The Club Committee, to run Club Motorsport Events for the benefit of **“all members”** encouraging a more even playing field for all rather than pander to a very small minority who need to win with highly lightened and modified 4WD vehicles, further equipped with Rally Tyres. It is my opinion, which is also shared by my Committee and many older Club members, that Club motorsport should be cost contained as much as possible to deliver enjoyment for the greatest number of members in a safe environment and not be “High Speed” but rather driving talent oriented. To that end, we do not consider the modified vehicles being pushed for by a very limited number of members to be fair or in the true spirit of the objectives of the broader Club.

Enough on that subject and moving forward - we only have a few events left for the remainder of the year with the next a Khanacross on 22nd October. We only have one more Motorkhana for the year on 12th November (due to change of dates caused by Bathurst Challenge date change).

The Speed Weekend will follow the Motorkhana on the 25th and 26th November which once again requires the support of both Competitors and Officials to enable the event to be a success. The Mountain Straight Hillclimb on the Sunday in particular, will require some extra effort on our part as Bathurst Regional Council will be conducting a foot race on the circuit before the Hillclimb gets underway so many hands will be required to make the two events happen without creating delays to Competitors. Council have undertaken verbally to provide resource assistance to get us organised having regard for the impact of delays with the foot race. I will be working with Council shortly to get our planning for the event underway.

Last weekend saw a well conducted AMSAG Rally in the forest near Orange which delivered a very high attrition rate amongst Competitors – a significant number of BLCC Members didn't see the finish line. However, Ron Moore carried the torch to 1st place for the Club and congratulations to he and son Lachlan for a great effort. Mark Hudson and his son Harrison again showed their

commitment and determination putting in a great effort to finish 9th in the field - well done (Car looks good in the new colours too). Of 36 starters in the Rally, I understand that only 17 finished although the full results have not as yet been published.

Before closing, I refer readers to the separate item following this report which is designed to clarify the Club Committee's requirements to accommodate requests by individuals to attend Committee Meetings. Hopefully this will assist those desirous of attending Club Committee Meetings for whatever purpose. Members will appreciate that the elected members of the Club's Executive, were (I hope) chosen to administer the affairs of the Club on members behalf and in their best interests.

Until next month – Drive Safe

Mick Tuckey
President

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Patrons	Cam Ashelford	Rod Jones	
	Arthur Davis	Doug Moore	
	Robert Wells		



Requests by members to attend prior to Monthly Committee Meetings.

Please be advised that the advice re this matter issued on 11th June 2017 is hereby rescinded to overcome any interpretation issues.

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

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

Details of the matter to be discussed will be identified at the time of initial request and any written documents to be produced are asked to be submitted at time of seeking approval to attend - this will enable the members to read, assess and research if need be. It will further allow for the matter to be included on the agenda.

Advice of acceptance or otherwise of the request will, where possible, be advised to the applicant within 48 hours prior to the meeting.

Those members so attending will have their matter dealt with first up before the primary meeting commences with a time limit of around 10 minutes allocated. A resolution of the issue may not necessarily be forthcoming on the night. Once the matter has been raised and brief discussion held or matter dealt with, the member will be required to leave the meeting to allow for the Committee meeting to be held.

Mick Tuckey

President

**MINUTES OF THE GENERAL MEETING OF BATHURST LIGHT CAR CLUB
HELD ON WEDNESDAY 30 AUGUST 2017, COMMENCING AT 7:30PM**

ATTENDANCE: As per attendance book.

APOLOGIES: Gwyn Mulholland, Helen Mulholland, John Windsor, Tim Burt, Kathy Hanrahan, Tony Hanrahan.

CONFIRMATION OF MINUTES OF MEETING 26 JULY 2017

MOVED: John Markwick SECONDED: David Catt

MATTERS ARISING FROM MINUTES

Nil

CORRESPONDENCE

Correspondence detailed by Secretary.

MOVED Bob Lundie-Jenkins SECONDED: David Robinson

TREASURERS REPORT

Treasurer detailed items in report.

MOVED: Scott Sims SECONDED: Bob Lundie-Jenkins

STATE EXECUTIVE REPORT

In absence of Helen Mulholland, Donna Sims read report provided by Council.

QUARRY REPORT

In the absence of John Windsor, Scott Sims reported on last Khanacross – good event – 10 runs. Bob Lundie-Jenkins advised that he had struggled to find a Clerk of Course, however, Robert Wells had volunteered. David Robinson advised that he would fill in if Robert was not available.

GENERAL BUSINESS

Possibility of members wanting to have Historic Registration with Club having to officiate

Due to difficulty finding officials for events it was suggested that anyone wanting to have historic rego with the Club should need to participate as an official for at least one Club event. An official letter advising of this could be sent out with registration renewals.

Last Visual Navigation Trial for Year

David Robinson advised that Tony Hanrahan is running the last visual navigation trial for the year this Sunday.

Proposed Fun Event for next year

Scott Sims advised that there is a draft of the 2018 Calendar of Events for anyone interested in making comment/suggestions. Scott suggested that the proposed August Hillclimb be run in conjunction with a Khanacross (2 day event). Both events would still individually score towards Club Championship points but to also run a separate combined "King of the Mountain" trophy with an overall winner for the weekend who is successful in both events.

Rally Tyres at Khanacross

David Catt stated that it was a good decision to allow rally tyres to be run in the modified class at the last Khanacross, and he thanked the Committee for making this decision.

Club President, Mick Tuckey suspended the meeting. Mick then challenged David's motive for continuing to raise issues such as this in relation to Khanacross and rules. Mick stated that there will not be rally tyres on 4WD vehicles competing at Khanacross this year and no further discussion would be entered into on this matter. Mick then reconvened the meeting.

Scott Sims gave an explanation of why the scrutineer on the day made the decision to allow rally tyres in modified class.

MOVED: Trevor Seaman

SECONDED: Scott Sims

Material for Blower

Bob Lundie-Jenkins asked for material for the upcoming edition of the Blower.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 8:25 PM

Mick Tuckey
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.

BLCC 2017 CALENDAR

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	NSWRRRC	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	10-12	Targa High Country	T/A	Australian
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.

CAR CLUB CAR BADGE INTEREST SURVEY

Reaction to this post last month was a little mixed so we have decided to run the offer for one more month. If you are interested in the Club producing a Bathurst Light Car Club Car Badge if they were available then we need to hear from you. Badges will need to be ordered quickly and a minimum quantity will be required to obtain the \$45 price.

The badge will be approximately 75mm x 80mm in a substantial metal with Club details in enamel on the front and the badge will be designed to be mounted.

Before we proceed with the idea we need to determine **YOUR** interest in the idea. Please get back to the Editor of this Blower with your details.



We will let you know what next in a future Blower.

2017/2018 SWAP MEET CALENDAR

OCTOBER	8	Maitland Swap meet 2017 at Maitland Showground
OCTOBER	14	Parkes Antique Motor Club's Swap Meet+ CWCC Show N Shine
OCTOBER	15	Twin City Swap Meet 2017 at Jindera Sports Ground
OCTOBER	15	Warragamba Damfest Swap Production Ave, Warragamba
OCTOBER	15	Maitland Swap at Maitland Showground
OCTOBER	15	Corowa Swap at Corowa Golf Club
OCTOBER	15	Galong Swap at Galong Oval
OCTOBER	15	Illawarra Swap Meet at Albion Park Airport
OCTOBER	12	Gulgong Swap meet 2017 at Gulgong Showground
OCTOBER	22	Crookwell at Crookwell Showground
OCTOBER	22	Portland Swap Meet at Kramer Park Lime St, Portland 2847
OCTOBER	22	Kiama Car Spectacular at Kiama Showground
OCTOBER	22	Canberra at Exhibition Park
OCTOBER	22	Crookwell Rotary Club Swap meet 2017 at Crookwell Showground
NOVEMBER	12	Gulgong Swap meet 2017 at Gulgong Showground
NOVEMBER	12	6th Annual Culcairn Swap Meet and Show & Shine
NOVEMBER	25	25 /26 Queanbeyan Swap at Queanbeyan Showground

BATHURST *Towing*

Our Juniors in Action - August Esses Hillclimb

By Mick Tuckey



Harrison Field and Mick Tuckey

The Club's recent Esses Hillclimb saw the talent and driving skills of two of our Juniors moving from dirt to bitumen and making their mark at the same time.

Both Harrison Field and Izak Berrisford had success in their respective classes in the event which is to be commended with no incidents and times improving as the

day went on - congratulations.

It was my intention to have WIN or PRIME on site at the Quarry to present the trophies however the Football Finals got in the way.

The photos reflect two very proud young men being presented with their trophies with big futures ahead for each of them I have no doubt. There were some very proud parents on site on the day as well with smiles all round.



Izak Berrisford and Mick Tuckey

Future Requirements for Members using Historic Type Registration Scheme

The subject of Members joining the club simply/solely to utilise our access to the various Historic Type Registration Schemes without contributing to the Club, either as a competitor in some form or volunteering as an official to assist with the various events throughout the calendar year, was highlighted and spoken about at a recent General Meeting.

As a consequence, the Club Committee, at its last meeting on 13th September, also discussed the issue and took the decision to require those existing members to take steps to meet those requirements to retain the privilege afforded through the scheme.

Accordingly, with effect from the date of this notice (23/9/2017), members using the scheme will now be required to volunteer (without being chased up) to assist at 1 event (Competition) as an official or as a competitor in one Club event each year, to be eligible for continued access to privileges of the Scheme through BLCC. This will mean that by the end of 2018, the above requirements will need to be met for continued use of scheme beyond 31st December 2018. At this point (i.e. end of 2017) it might see some members who are not wishing to assist choose to move to another club – that is regretted however it must be a two way street.

It may be the case where the Club has a small number of members living outside/beyond a 100 km radius who will find it difficult to comply – accordingly in those instances, and those only, will need to be assessed individually with discretion for approval not to comply with the Committee where fitting.

New membership applications/inquiries will be vetted to include acknowledgement of this requirement. It is not considered too much to ask members to contribute to the Club in return for benefits afforded to them.

Mick Tuckey
President



2017 TARGA WEST

Story Peter Crich and Pics Targa West

Competing in Targa West 2017 for Adam and Peter Crich was not the only challenge. How about co-ordinating everything for a competitive assault on one



of the toughest rally's in the country, 4000 kilometres away from the start line? Lucky he had a team of experts behind him, most from the Bathurst Light Car Club.

Adam was the first to float the idea when he was posted from Darwin to Perth with the Australian Defence Forces last year. Apart from not competing in an event together since the

Eden NSW Rally in 2010, we didn't have a vehicle that would be considered competitive.

For our previous Targa's, namely Tasmania and East Coast Targa in 2005, our vehicle was a very reliable Toyota MR2 thanks to Mathew Windsor and Ron Moore. For Targa West, we felt a boost in horsepower was required so we looked at the Mitsubishi Evolution vehicles. Our first choice was an Evo 3 but the vehicle soon became a liability with a series of motor problems.



On July 10th, Adam sourced an Evo 6 in

Perth with a re-built engine that had less than 200klm on the clock, Targa West

commenced on 10th August 2017, plenty of time you could say. The vehicle was actually a tarmac track car which had to be re-equipped to comply with the Supplementary Regulations for Targa.

The refit included a kill switch, terratrip with wheel probe, terraphone, fitted rally safe kit, uhf radio, new harnesses for both driver and navigator, additional rims, tyres, second fuel pump and dash switches and isolators, the navigator foot rest along with bonnet pins. As the event had a maximum speed limit of 200kph, a gps speed sender was installed from Hummingbird with a relay to sound alarm and light at 196kph, as all rule violations carried significant time penalties.

Of immediate concern was the vehicle transfer for both Western Australian Rally Registration and the Cams Log book. In Western Australia, the rally registration



could only be done at a designated Road and Traffic Centre with an appointment and this was 80km from where the vehicle was garaged. This took two visits and caused considerable duress.

The Cams log book transfer and update

could not have been easier. A call to Cams head office in Melbourne had all documents updated and endorsed in record time so that Adam could attend scrutineering for local vehicles held two weeks before the event. The Perth mechanic that had looked after the car Tony Flood, was a God send in more ways than one. He suggested that as the Evo6 was an older car, we may run into problems with roll cage rule interpretation with the Targa West Scrutineers. Armed with this information we contacted Cams Melbourne to ensure the vehicle was compliant and CAMS Technical Services provided an email indicating compliance.

This was indeed something all motorsport competitors should be aware of. At scrutineering the Chief Scrutineer questioned the vehicle's compliance and we

produced a copy of the compliance email from Cams Technical which saved a lot of time.

With time running very short, the car still didn't have a design for our sponsor Spar Supermarkets Australia. A big thank you to Trevor and James Keene for the Spar design on the car and James's attention to detail certainly was not lost on the crowds who flocked to the display centres to view the cars pre-race start. 4 signs of Perth transformed the design onto the Evo perfectly.



The Crich Rally Team were united on the Monday 7th August to complete final checks before vehicles were parked in parc femme at the Perth Hyatt on Wednesday evening 9th August 2017.

This included the fitting of competition brake pads ordered by Tony and a check on tyres ordered from Perth Motorsport a sponsor of the event.

As Targa West has two night stages and the Evo was only equipped with factory lights, a quick call to Ron Moore sent us to a sale in a suburb local to Adam's digs for lights. Unfortunately, they didn't fit and despite another call to Ron for an answer, we had to go with the biggest light bar that we could adapt to the bonnet. Should have checked the Supplementary Regulations earlier you might say as we unfortunately kept out driving the light beam on both stages.



It had been raining in Perth for over a week and Wednesday 9th August was no exception. With the

Evo booked for tyres and a slight raising of the vehicle by 20mm all round, it was taken by trailer to Kalamunda. While the work was being completed at Perth



Motorsport, we took our only opportunity to look at the stages in the Kalamunda area or the Perth Hills District.

We drove two stages but had little time to do any

further reconnaissance as the storm had picked up and time was exhausted. For us, the rally was going to be a blind event consisting of 36 stages, the Targa West event roadbook with tulips would have to do.

Perth Rally Sport fitted tyres and adjusted suspension height as per recommendations from our mechanic Tony Flood, who did a great job on the car, given that he is a Subaru man having worked for Subaru when Possum Bourne was at his peak. Tony is also a mate of our own Rod Jones who has also had much input into preparing all our rally cars.

Wednesday 9th August had arrived and we drove to the Perth Hyatt in the city and place the car in parc ferme. While looking forward to the event we had to put our expectations into context. For us the event was totally new as we had little or no local knowledge of the stages. Neither of us had



previously driven the car other than freeway runs and had no knowledge regarding its handling, braking or performance, and the weather forecast was for heavy rain for the entire event.

Thursday 10th August, after being breath tested we headed for the Event Briefing. This was essential and it was disappointing the projector equipment was having a bad day. We were also advised there was no halda check and that gps points could be located from google for Perth and surrounds. Many attempts

were made to do this on transport but we could not get it exact.



First stage after the ceremonial start in Forest Place Perth, we were off to Wanneroo for special stages at Barbagallo

Raceway. We placed 15th outright and were pleased to get stage 1 out of the way. The second stage was another modification of the racetrack. On a wet track, we got tyre pressures wrong and spun on a high speed corner off the main straight. While there was no damage, the spin relegated us to 24th outright.

Next were the night stages at Malaga and while they were only approximately 9km, each had over 70 calls with a call on average every 150 metres with the shortest 70metres and longest 270 metres. Given the torrential rain during these stages, they were extremely demanding and our lack of light power did not help matters. At the end of day one we were 21st outright.



Day two saw the event move to Whiteman Park for some more special stages on the raceway. These were very short,

approximately 3.5km, and many of the other competitors indicated that this was a track where they often raced. The conditions were still very slippery and we

were pleased to be heading to the longer stages at Kalamunda (Perth Hills) and the first time a stage was over 10klm.



The roadbook contained many cautions that we had not encountered before. Before leaving for Perth I had spoken to BLCC President Mick Tuckey regarding chicanes (physical), virtual chicanes, stop and go and designated

speed areas. Mick had spoken from his experience with rally safe and virtual chicanes, however, the physical boards did not line up with the rally safe and at times the signal was lost.

Kalamunda East SS8 was 14.66klm in length and was our first taste of speed restrictions with a 1.4klm x 60kph zone quickly followed by a .8klm x 60Kph zone. It was extremely difficult to maintain the vehicle at 60kph over these distances with some competitors indicating they used cruise control but still struggled. The stop and goes, of which there were at least 3, meant the vehicle

had to decelerate to 60kph as per rally safe in a designated strip of road. Physical chicanes are self explanatory but virtual chicanes had you decelerate within a 200m strip of road to 60kph and then accelerate at the end of the strip.



Mick Tuckey said that in New Zealand the physical boards were not aligned with rally safe and this was certainly the case in Targa West. At the end of day two, almost the entire field had incurred time penalties as a result of this difference

including three for Jim Richards. Thankfully one entrants "in car" footage showed the difference between rally safe and physical boards and all chicane penalties were consequently withdrawn.



The only penalty to remain was for Jim Richards in his 2017 Porsche which was for exceeding 200kph for more than a second. Given all the chicanes this was a good effort. Our best was in the 190's but we never got to see the alarm light come on.

SS9 was a zig zag up a narrow bitumen road to the top of a mount where the turns are close to zero according to pace notes and if you get it wrong, it's a three-point turn. Our second run saw us 8 seconds off the lead car of Majors in his 4wd Porsche who went on to record his seventh Targa West win. This run saw us 1 second slower than Jim Richards which was very pleasing.

The second and third Kalamunda stages gave us more car time and we finished the day with a top 10 on the tarmac at Whiteman Park with our overall position 19th.

Day three included the longer stages of Toodyay, Maryville and Bullsbrook and was our best day of the rally with consistent times



in and around the top 10. We felt we were getting better as we took 4 stages from Jim Richards. At the end of day three, we were 14th outright, 30seconds ahead of 15th which was also an Evo 6.

Day Four was a showcase affair with the final stages run in and around Langely Park in Perth City. The day started at Malaga, where the night stages had been



run on the first night. The rain was still everybody's friend but we were confident of maintaining our 14th position. The first stage did not start well as the heavens opened

halfway through our run and we spun giving up valuable time to our fast finishing Evo 6 mate.

In the second run, we finished even with our fellow Evo 6 but the third run was a disaster. The car was powered through the kill switch but the steering column was still locked with the ignition key. A check of the boot prior to our last run unfortunately did not see the key returned to the ignition as we were finalising docs in between showers.

Rally Safe gave us our "30 second" call and we moved to the starting line. First call was 210m TL at T and we were off. 1st 2nd 3rd then o crap the steering wheel was locked and worse still the key was not in the ignition and officials were



scattering. The good news was that our time was faster than our rain affected first stage, the bad news was that our Evo 6 mate had cut our lead to one second.



Off to Langely Park in Perth City for the final showdown. After two runs, the last stage had us even with the winner taking 14th outright. The good news in our last stage was we finished with a second fastest outright on our run which finished in rain. The bad

news was that our Evo6 mate had a dry run and was quickest in the final stage and nailed us by 2 seconds.

Many thanks are in order to Mat Windsor for his support to the Crich Rally Team in making this happen along with other BLCC members Ron Moore, Mick Tuckey and Rod Jones.

The event does not have a central service and so involved hundreds of kilometres of travel for our service crew. Our service crew included Anne-Marie Crich,



Melissa Crich along with Adam and Melissa's three boys Cooper, Mason and Noah, who handled the weather, many traffic hazards, road blocks and were always at our service when required. In our early rally days Adam had a sticker on our car that read "Sponsored by Dad" but this one should have been "sponsored by Mum".

The final Thank You is to our Sponsor Spar Supermarkets Australia whose support made this endeavour possible. From the pics you will see why the car was nicknamed by other competitors the "Spar Car".

THE HARE AND THE TORTOISE

By the Editor

The 5th round of the AMSAG Pipe King Southern Cross Rally Series was run through the forests around Orange on Saturday 15th September as the John Giddings Memorial Rally.

Congratulations to Bathurst Light Car Club member Ron Moore and son Lachlan, who proved the value of good preparation and constant application when they took out the weekends event in the Evo 6. Ron was



Ron and Lachlan Moore Pic AMSAG

not the fastest on all stages but posted consistently solid times to give him the event after 11 competitive stages.

Phil Pluck (WRX) pushed Moore all day with his best stages coming at the latter end of the Rally and in the finish, the difference between the two contenders was 1:48:19 for Moore and 1:48:31 for Pluck, you simply can't get much closer,

can you? Chris Jaques (Evo9) came in third with a time of 1:51:10.



Ian Plenderleith Pic Roy Meuronen

The weather forecast for the Central West included the chance of snow to add to the challenges event director Peter Crich had set to test the 32 entrants over almost 180 competitive kilometres of rallying. But it was

predominantly mechanical problems that decimated the field with more than half the entrants failing to complete all 11 stages of the Rally.

AMSAG Open Category leader Ian Plenderleith (Evo3-BLCC) was out after just one stage leaving the field wide open for the chasers. Sydney driver Tim Joass (Evo2) was another of the fancied runners out after mechanical gremlins forced them out of contention.

The most spectacular retirement of the day went to the David Hill and Mick Tuckey Escort RS1800 which rolled three times resting on the driver's side door. Both crew were able to exit the car via the empty windscreen space and no physical injuries were sustained, although I have no doubt the same could not be said of someone's bank balance.

Taree stalwart Peter Neal (WRX) was running 2nd in the series after a string of consistent results and as a consequence of the retirement of Ian Plenderleith, the gap in the series leader board has narrowed significantly ahead of the final round at John's River in November. The event also saw BLCC members Toby Ivanovic, making his rallying debut in a Subaru Liberty, and David Catt in the Navigator's role, but unfortunately, they also bowed out after the fourth stage.



David Hill and Mick Tuckey Photo Mick Tuckey

The Ladies class was set for a showdown as series co-leaders Amanda Williams (Mazda GTX) and Kim Day (Celica) went head to head but again, the mechanical gremlins hit Williams after just two stages leaving Day to score a 15th place. Tara McIlroy (Mazda GTX) and Jo Price (WRX) made up a strong and competitive field, however, McIlroy was not able to get beyond the first stage.

AMSAG always has a few unique cars competing and the Orange Rally saw a Dazda, BMW 2002, Triumph Stag and Plymouth PE on show, all add variety and interest to the sport.

TARGA FLORIO®

AUSTRALIAN TRIBUTE 2017

THE TARGA FLORIO AUSTRALIAN TRIBUTE WILL SHOWCASE ALL VICTORIA HAS TO OFFER OVER 5 EXCITING DAYS.

The event will commence in Melbourne with scrutineering, before moving to Geelong for the official start. From the foreshore of Geelong, the Targa will



visit some of the most iconic regions across Victoria including, Bellarine Peninsula, Great Ocean Road, Mornington Peninsula, Yarra Valley and Dandenong Ranges before finishing back in Melbourne.

2017 will celebrate the 101 Anniversary of the Targa Florio and the first time the event has left Italy, an amazing

attraction for Australia and all car enthusiasts. To celebrate the occasion there will be 101 Ferrari's participating and 150 classic cars.

29 November - 3 December 2017

THE TARGA FLORIO

First run in 1906, the Targa Florio has grown to become one of the great names in motor sport. It has been held every year on the roads of Italy until 1940, before commencing to run again in 1947. Run in one of the most



enchancing Italian regions, Sicily, the race has always started and finished in Palermo, after an overall route of 600-700 kilometres.

Before Formula 1 racing, the Targa Florio was the most difficult and challenging race for cars on earth, attracting the great racing car drivers and the most important

international car makers, such as Alfa Romeo, Ferrari, Bugatti, Lancia, Maserati, BMW, Mercedes and Porsche. For over 80 years it has stood as a symbol of passion for cars, luxury, and elegance.

Today, the Targa Florio is not just the world's most ancient road race, but a tribute to classic cars and beautiful scenery. It is both a race and historical tribute for the legendary cars that participated in the original race and now also includes, the ever-popular Ferrari Tribute.

The Targa Florio is an event that brings together the beauty of classic cars and the fascination of the great races to a passionate audience from across the globe.

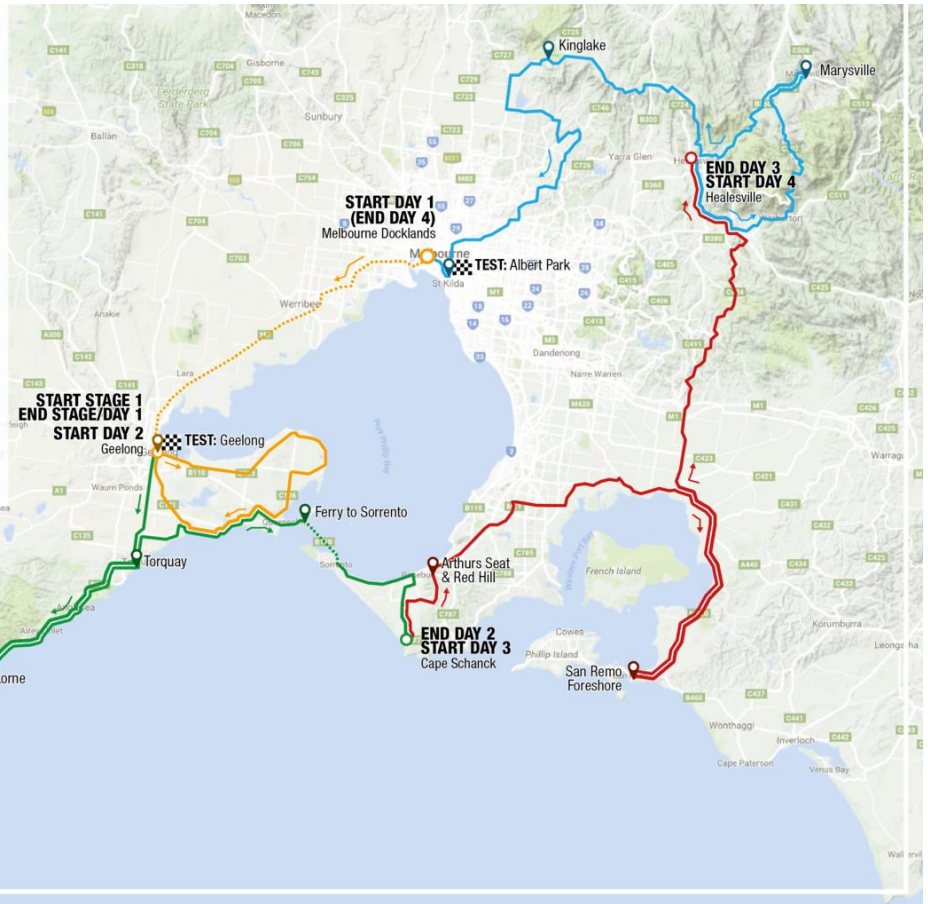




TARGA FLORIO AUSTRALIAN TRIBUTE

Course and Itinerary
29 November - 3 December, 2017

- Day 1 Stage: Geelong - Geelong
- Day 2 Stage: Geelong - Cape Schanck
- Day 3 Stage: Cape Schanck - Healesville
- Day 4 Stage: Healesville - Melbourne
- Transfer (non-stage section)
- Points of interest / scheduled breaks
- Location of regularity test



KHANACROSS

October 22nd

“The Quarry”

College Road
Bathurst

MOTORKHANA

November 12th

“The Quarry”

College Road
Bathurst

SPEED WEEKEND

November 25TH & 26th

Supersprint and Mountain Straight Hillclimb

MOUNT PANORAMA CIRCUIT

OFFICIALS REQUIRED