



The
Ballarat Light Car Club
Since 1949



The Bulletin



Winter Classic -Nathan Cann & Steve Mann Outright winning crew in their Porsche.



BLCC MOTORSPORT COMPLEX RELOCATION — New Home required
How Far would you travel??

In This Issue

- ◆ Daryl Tunbridge - HELP Required !!!
- ◆ Winter Classic
- ◆ AX Rnd 4
- ◆ Fuel Efficiency, Food & Fun Tour
- ◆ Club Plate Changes
- ◆ Classifieds

MEMBERSHIP REPORT

with Michele Bayley

Welcome to New Members

- Peter Laurie
- Lee Bennett
- Michael Bond

Club Driving Instructors

John Bourke	Richard Gay
Mick Goossens	Les Liston
Darren Everett	Damian Faulkner
Ben Fawcett Keith	Keith McElroy
Wayne Drew	Gary Harrowfield
Engels Leoncini	Ben McKee
Russell McKenzie	Ben Davis
Rob Prosser	Barney Haddon
Peter Elis	Darren Wythe
Steve Richards	Mark Fawcett
Chris Hall	Mark Hunter
Greg Pitt	Sharon Pitt
Rod Hall	Kat Meyer
Stacey Noonan	Ian Brain
Paul Gladman	Paul Hocking

Non Committee Positions

CH Plates & AX Series — Chris Hall

Phone 5342 4397

Hill Climb Panel— Barney Haddon

Phone: 5335 5112 Mobile: 0437 167 790

MK Series — Wanted

2014-15 COMMITTEE POSITIONS



Arron Secombe - President/VCRS/VCAS

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Les Noonan - Vice President/Key Holder/Dep Hill Climb

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Nigel Stevens - Treasurer/Junior Development

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Mobile: 0408 519 868



Rod Hall - Secretary/ Relocation Chair/ VCAS

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Ash Mabbitt - Motorsport Complex/VCAS

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Mobile: 0402 362 006



Dave Stewart - Club Plates Chair/Club Compliance

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Sean Payne - VCRS / Junior Development

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2014 CALENDER EVENTS

Date	Event	Venue	Organising Club	Series	Director
September					
20th	Spring 200		FFCC	CTC	John Roberts
October					
4th	Pyrenees Rush		CCRMIT	CTC	
5th	AX Rd 1 & Training Day	BLCC Motorsport Complex	BLCC	AX Rd 1	
19th	Autocross Rd 3 Rescheduled with Come and Try	BLCC Motorsport Complex	BLCC	AX Rd 3	
25th	Daryl Tunbridge Memorial		BLCC	NOT CTC	Arron Secombe
November					
1st - 2nd	COGS Carnival MK, KX & AX	BLCC Motorsport Complex	BLCC	Stand alone event	Damian F
7th - 9th	Car Display @ Showgrounds	Showgrounds	BLCC		
16th	Khanacross Rd 3	BLCC Motorsport Complex	BLCC	KX Rd 3	
22nd	Winton Sprints	Winton Motor Raceway	Benalla Auto Club	CDC 8	
29th	Blue Rock Stages		PAC	CTC Reserve	
30th	Fuel Economy Run	Start & Finish in Ballarat	BLCC		Keith McElroy
December					
7th	Geordie Fawcett Memorial Autocross	BLCC Motorsport Complex	BLCC		SANTA

2014 BLCC Daryl Tunbridge Novice Trial—HELP!!!!

We will be requiring up to 80 helpers to make the event successful. Please contact Arron or myself if you are able to assist, To save us having to call all members could you please sms me on 0400099361 with your name and number of persons that will be assisting you so I can add to list.

Website info
<http://blcc.net.au>



NEWS IN BRIEF

2014 BLCC Daryl Tunbridge Novice Trial—HELP!!!!

We will be requiring up to 80+ helpers to make this event successful. Please contact Arron or myself if you are able to assist, To save us having to call all members could you please sms me on 0400099361 with your name and number of persons that will be assisting you so I can add to list.

Co - Driver Training Course

Rhianon & Alex Gelsomino (Ken Block navigator?) will be in Victoria in December and are offering to run Co Driver training. Cost would be \$99 per person and would need minimum of 10 to run. Contact Arron if interested

Maryoborough Toyota Pyrenees Rush

Help Needed!!!

Rare Spares Loyalty Program

10% Discount (store purchases) BLCC registered under program with all purchases accruing points that accumulated.

<https://www.rarespares.net.au/loyalty/default.aspx>

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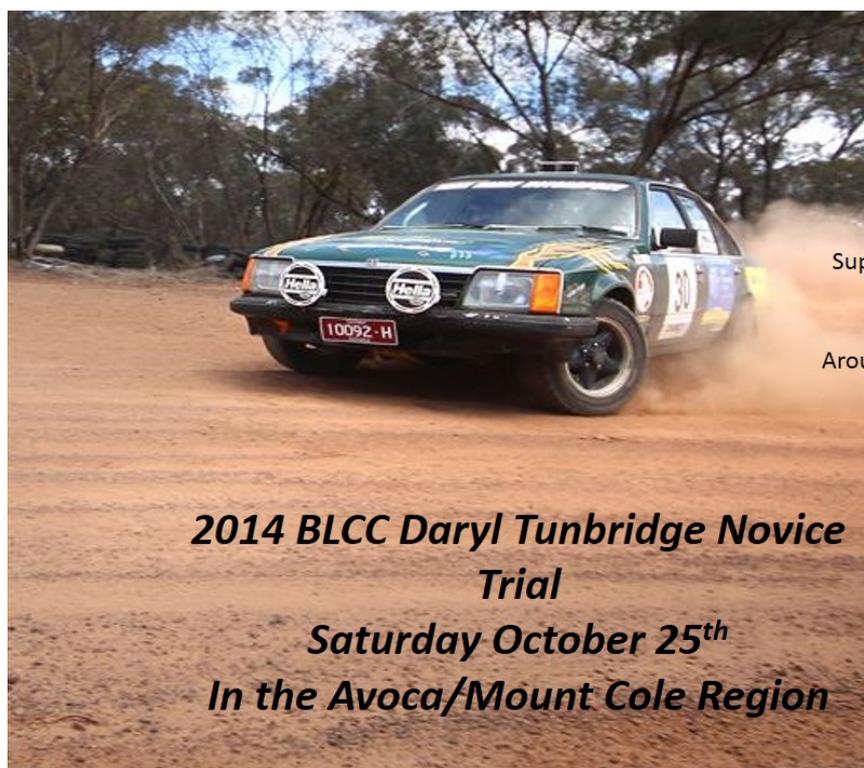
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Around 300 kms in total with some of the best
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**2014 BLCC Daryl Tunbridge Novice
Trial**
Saturday October 25th
In the Avoca/Mount Cole Region



PRESIDENT'S REPORT

Is it just me or is life just going so quick these days? Where does the time go?

The BLCC have been quiet busy in the last month with heaps of events and other going on's.

On the last weekend of August the club promoted and ran the 16th Shannons Winter Classic TRE, we were blessed by the gods on the weekend with the weather, the event was great fun with a great mix of driving tests and tour (except that bloody stick chart). I don't think people realize how much work goes into this event. Paper work, man power etc. . . . The event was a bit of a family affair in the directing team with Samara (Bennett) Dunne directing the event, Clare Bennett as the Event Sec come whatever was required, the road directors Wayne, Nathan and Michael Saunders. The test director Robbie Prosser coordinating with the test directors, George Davidson as course checker, Roy Parkinson as steward and Darren Wythe as chief scrutineer. As you can see the directing team is around 10 people, then you have test directors, officials etc. The event takes a lot of resources, and the return we are getting is pretty small with 13 entries in the whole event and 2 in the test only. Has the event ran its course? Do we need to re-vamp the event or look at something new? I would like to personally thank on behalf of the committee and club members the Directing team, officials, events locations and sponsors of the event.

Recently it was brought to the attention of the committee that someone decided it would be a great idea to place a marker in the middle of the Autocross track at the bottom corner coming off the back straight. It was a level peg for the future works on our site for the Western Employment Zone. It's a sign of times ahead and our complex, I have contacted the council in regards to this and still awaiting a return call. I find this to be quiet rude of the person or people responsible for placing the peg in this area and not advising us of their intention to do so. Not to discount how dangerous this is with juniors racing on the weekend and a major OH&S issue it could have caused. When I have spoken with people at the council they have always advised that we have 5-7 years at the complex, but we are on a month to month contract and could be told to pack up at any stage. So I have been investigating asking a few sources in regards to the placement of the pegs and have been advised that this is a sigh that in the next 6-8 months we may be looking for a new home. The contracts are now looked in for the services of a road constructor and two round a bouts will be constructed by end of Feb. So where

from here? The committee are committed to finding a new home for the complex, but as you could imagine on a shoe string budget and trying to find a home that fits requirement including budget is a bit like looking for a needle in a haystack, so please keep your eyes out for any suitable land and let a committee member know if you find anything.

The other weekend we had round 1? 3? 4? Of the autocross series, numbers were a little down for a CDC but neither the less the event went ahead and seen a new track created, with works going on at the bottom of the track for the 4x4 track. Darren Wythe and Rod Hall created a new track, the course laid out was great to drive, and presented a few challenges for all, with grip etc. A big thank you to Darren Whyte, Rod Hall, Michele Bayley, Steve Ezzy, Ash Mabbitt, Steve Fisher and Noel Peers for running the day with 6 runs and everything ran super smooth.

We have a few busy months ahead with Autocrosses, Khanacrosses and Cogs Carnival. But our next major event is the 2014 Daryl Tunbridge Novice Trial ran in the Avoca/ Mount Cole area, the event is shaping up well with Ash Mabbitt and George Davidson working on the route, and Chris Stevens working on gaining as many Officials for the event, we require around 80 Officials as the area has a lot of accesses into the forest, the route has a bit of everything in it to challenge both driver and navigator, but won't get you lost. As the director I am putting a shout out to all members to either enter or official , we will accept all grade entries with only novice crew eligible for outrights. So please mark the 25th of October in your calendar for the event. Sup regs are out and if you ever wanted to have a crack at rallying this is your event as requirements and outlay are a lot less for a novice trial.

This month's meeting will be a normal meeting as we have had to move Mark and Clare's vision meeting out to next month due to events etc.

See You at the Club

Arron Harry Secombe
President 2012-2015



EDITOR'S REPORT

with Chris Stevens

Welcome to my second newsletter, the Daryl Tunbridge is coming around very quickly and we need you help. This is a great opportunity for Club plate holders to participate in Club activity so please let know by email or sms.

I am looking for content for future editions if you could please forward all content to blcceditor@blcc.net.au and include photos if possible.

To reduce the time and costs required in delivering the newsletter, we encourage all members to take up the option of having the newsletter delivered electronically. The email version is presented in full colour and reduces impact on the environmental. Please advise Michele when you wish to receive the electronic version.

This is a newsletter for the members of our club and as such requires input from all. I am open to and encourage any ideas and/or suggestions.

Chris Stevens

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Please see the table below for the Annual Fee for Advertising

Size	Annual Fee (\$)	Month Fee (\$)
Full Page	220.00	22.00
Half Page	143.00	14.30
Third Page	119.00	11.90
Quarter page	99.00	9.90
Sixth Page	89.80	8.90
Eighth page	79	7.90

Member Small adverts of the Buy, swap & Sell type will continue to be Free

Website info
<http://blcc.net.au>



FOUR WHEEL DRIVE NEWS

Garry Doyle

This past month has seen several new members join the club and we've begun the work of creating a calendar and getting our procedures written. There are a number of things we must do to meet the requirements of Four Wheel Drive Victoria, but things are progressing well.

Cape York Season

Two of our members have been or are on their way to Cape York. Geoff Odgers has made it to the top in his GQ Patrol. Geoff met up with his son in Cairns and the two of them made the Cape. The Healey's have also been heading toward



Cape York in their Prado leaving their van at Cairns. It's a great trip to the Cape. This time of the year though it's a bit like Bourke Street at peak time. One of the first river crossings – Nolan Brook – has already seen 35 vehicles being drowned this year alone. The reason is that people don't walk the crossings first and the water's deep. My daughter was there this year and the way she described some of the ego trippers, trying the most difficult things and coming off second best is just amazing. There's more bitumen on the trip, but lots of corrugations and the Telegraph Track is still a challenge.



Track Watch and Vandalism



One of our favourite places to visit is the historic area of Grant, just above Dargo in the High Country. We were there last Easter for the first night of our Wonnangatta trip. That night was wet, but there was a toilet and tables and chairs to sit at. Well since then and as reported in Four Wheel Drive Victoria's magazine – Track Watch – the place has been trashed. The toilet has wall panels ripped off, the tables and chairs have been chain-sawn and the wood used for fires. The fires were lit all over the place and not in the appropriate fire-places. Also there was broken glass everywhere.

Now this historic site has incredible significance and in the main most people travel there and are in awe at what happened over 160 years ago. But there are a few ratbags who believe they can do what they like and spoil it for everyone. Fortunately there are a number of 4WD clubs who pitch in and help look after the environment and this is our aim as well. Parks Victoria have planned to rebuild the facilities at Grant, but it's a cost they can't afford.

Recovery safety



Two weekends ago some of our club members were out on a drive and happened to be involved in a recovery. Fortunately they were observers but this recovery could have gone terribly wrong. A Nissan Navara with a canopy on the back was recovering a Toyota Landcruiser 75 series. As far as I'm concerned, that's the right way things should happen, the Nissan recovering the Toyota. The recovery was straightforward and was a single snatch strap only scenario.

The Toyota has a factory tie down and tow hook which is welded to the front of the chassis rail. This is a closed loop so to attach a strap you must use a shackle. The Nissan had the strap attached appropriately to the tow bar and the strap was anchored via the shackle to the front of the Toyota.



FOUR WHEEL DRIVE NEWS - Cont

To make it easier to see, the rear of the Navara was left open (tail gate down and canopy window up).

I'm not sure how many attempts were made, however you'll see from the photos all didn't go well. The hook on the Toyota broke the weld and the hook, shackle and strap proceeded with some force through the canopy window, the rear Navara window and smashed the windscreen – from the inside. The strap and metal fittings ended up on the centre console between the two occupants. The driver received quite an injury to his hand but it missed seriously hurting both of them. You can see from the photos, it was a very close call.



The Daryl Tunbridge Rally

This is going to be a big event for the four-wheel drive members. We've organised for Four Wheel Drive Victoria to provide training for us in Track Classification. What this training will do is give us skills to correctly classify many tracks through our forests. Parks Victoria want this work done so they can determine how to sign tracks for safety. Also, there's now a move to create more Iconic Tracks throughout our forests and the basis for these trips is to understand the track classification. Our aim will be to classify tracks in forests around Ballarat so we can potentially have developed an Iconic trip in our area.

This training will take place in the forest in the Mt Cole area. We'll set up camp on Saturday at Ditchfields Picnic and Camping area which is close to Mt Cole. There'll be a theory session during the afternoon and that evening, we'll be in a great position to support the running of the rally.

The plan is we'll do road closures and controls in the Mt Cole area. We'll camp overnight then conduct the practical aspects of the training on Sunday.

Already we have 15 people booked in for the training and the rally support, so it's a great effort first up. Thanks to those who have given me their names.

Night Drive

We have a number of trips planned as well as a night drive in October. This is on the night we normally have our business meeting. We'll meet at the clubrooms ready to leave at 7:30pm. The drive will take us to the Mt Mercer area and back. If you don't have a 4WD then don't worry, I'm sure there will be plenty of spare seats. Last time we did this trip we saw plenty of wildlife including bird life. Also it was extremely wet and muddy, so be prepared for that.

Garry Doyle



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BLCC MOTORSPORT COMPLEX RELOCATION



Folks you may or may not know but some of us on your beloved committee along with others have been looking for a suitable site to relocate our motorsport complex to. This has been occurring in earnest for some time and is really becoming important. Why we need to do this is out of our control and I figure best if we just get on with it. Now I as the newly appointed chair of the relocation sub- committee would like to seek your advice.

Big question is **HOW** far from the centre of Ballarat can we cast our net to find a suitable property.

15km/20km/25km/30km etc.

Please let me know as we don't want to go through the rigmarole of procurement of such a property to find that people won't travel to events because they are too far away.

In order to find a suitable location and have sufficient buffer for noise etc around the site we need a considerably larger site than the one we currently use at the airport where we are under the Airport's noise envelope. Planes make a lot more noise than our cars do. We currently use 40 acres or 16 hectares at the airport. You may think this is noise concern is nonsense but can assure you that I have had vendors not willing to entertain selling to us because we are a car club.

If anyone knows of land around 300-350 acres in entirety or 40 to 100 acres nestled up alongside some state forest or similar as a buffer that is currently available or to become available in the future I would love to hear from you. As you can probably imagine land parcels of the above sizes are not very prevalent immediately around Ballarat without going a fair way out of town. We are still 100% involved in the Regional Motorsport Facility (RMSF) that the council is pulling together but are firmly of the opinion that we will need something before that can come to fruition as presented by Keith McElroy at our recent AGM (That is unless someone has a spare \$150 Million in their back pocket which is the estimated cost of the RMSF).

Put it to us please how far you will travel to Autocrosses, Khanacrosses & Motorkhana's please.

Rod Hall

Chair BLCC Motorsport Complex Relocation Sub Committee
2014-2015

2014 BLCC Daryl Tunbridge Novice Trial Avoca – Mount Cole Region



Welcome to the inaugural 2014 Daryl Tunbridge Novice Trial hosted by the Ballarat Light Car Club Inc. It has been quite some time since the Tunbridge has been run, the event has been a VRC, VCRS, and Robson Cup and now this year it will be a novice trial. Ballarat Light Car Club are inviting you to sample some of the best roads in the Avoca and Mount Cole State Forests. The event has been designed to ease the new competitor into rallying. The event is compact, has easy navigation on supplied maps and most of all fun to drive. With a total distance of 140+kms competitive, 30 min service time in remote area. Entry is \$180.00 per crew , starts and finishes at Avoca RSL. Fully closed roads.



WINTER CLASSIC

Samara Bennett

The Winter Classic has been run and won again for another year. This year we had a format change, with a Touring Road Event instead of a separate Trial and Tour. Wednesday night was scrutiny night and we were treated to a BBQ put on by Tom at Carline Mufflers while the serious business of scrutineering was undertaken.



The weekend started off on Friday night at the Showgrounds, with our public showcase event (after having to remove the clown cars but thankfully no elephants from the course!). Transport Tyres provided a great Pantech for viewing and Daryl Milesi from Fulton Hogan came to the rescue with a traffic management plan to appease the C of B at the 11th hour. Competitors had 4 runs at the driving test under lights with the weather being much more favourable than last year.



The event and lovely weather continued on Saturday morning. The competitors had two quick blasts around the perennial favourite Victoria Park. Tim Ogden continued his quest to convert the silver falcon to black by replacing the panels one at a time. We have noticed Tim!

The mornings touring sent the field to Haddon, Scarsdale, a quick squirt down the Old Glenelg Highway stage, then Devils Kitchen, Linton and lunch at the Crown Hotel in Buninyong. A quick drink for the cars, lunch and off to the SRO and FU! Sorry Federation Uni. It was very tight track at SRO and a slalom at the Uni.

The afternoon tour saw a loop out to the east of Ballarat in search of "Land Crabs" then back to Bus Park and FMP to finish the day.



The Saturday night dinner was all about how fast we were, "Bloody Stick Charts" and all the awesome driving tests. John and Shirley Blanchard were our special guests, then off to bed early for a good sleep (or reliving the day's events) before doing it all again on Sunday.



As dawn broke, and the bleary eyed competitors wandered aimlessly in the car park, waiting for their chariots to arrive, the Winter Classic committee were hard at it preparing briefings, organising officials and scoffing breakfast as fast as they could.

To get the blood pumping early, the traffic school was called into action. A couple of quick laps and off to the north east of Ballarat. We had the annual drive through Pootilla, and eventually to Creswick, madly counting railway lines on the way. Morning tea in Creswick saw the field regroup and after wolfing down some chocolate muffins (whipped up by Clare) and wander off generally north west of Creswick.



The event finished with test at the Bus Park, with the obligatory handbrake turn around the 4WD that had been left parked on the course, (I think we scared it away) FMP and back to the traffic school.

I want to thank the organising committee and everyone that was involved in the event. (Refer to Facebook for all the mentions).



WINTER CLASSIC—Cont



I do however, wish to make special mention to the Sanders family who did a brilliant job putting together all the touring road sections and Rob Prosser for co-ordinating the officials and all the test venues. Also, Mick Goossens who did a phenomenal job with one of the most difficult tasks, the scoring.



I cannot forget to mention Clare Bennett. This event would just not run without her tireless effort organising over 30 permissions, requesting driving test venues, organising sponsorship and the other million things that need to be organised to get the event up and running. I can't express my gratitude enough. She even took care of all the in house catering pretty much single handed.



Congratulations to Nathan Cann & Steve Mann our Outright winning crew and Post Classic class winners in the Porsche. Nathan Cann also took out the Drivers trophy.



Mark Bennett & Vince McDonald were the TRE winners. Our other class winners were Michael Pratt & Dale Moore (Classic), Arron Secombe & Kylie Campbell (4WD & AWD), Tim Ogden, Tim Whitehouse & Ben Ogden (Open). (see results for full details)

Thanks to all our sponsors

Please support them as they support the car club.



TEAM POSITIONS

No.	Crew	Car	Team	Competitor Position	Total Team Time	Team Position
1st						
2	David Stewart/Ben Stewart	Nissan Bluebird 1985	Team P J	8	11	
5	Mark Bennett/Vince McDonald	Nissan EXA 1983	Team P J	1	11	1st
8	Tim Odgen/Tim Whitehouse	Ford Falcon 1999	Team P J	2	11	
2nd						
1	Sean Payne/Gavin Porthouse	Subaru WRX 1999	Team Harry	6	15	
6	Arron Secombe/Kylie Campbell	Subaru WRX 1998	Team Harry	3	15	2nd
9	Stuart Hocking/Lawrie Hocking	Fiat 1974	Team Harry	6	15	
3rd						
3	Richard Jeffreys/Warren Thompson	Datsun 120Y 1977	Crusing Classics	10	23	
7	Michael Pratt/Dale More	Holden Torana 1978	Crusing Classics	3	23	3rd
11	Leon Pegg/Paul Deakin	Holden Gemini 1979	Crusing Classics	10	23	

Official Results produced on 5/9/2014 by Mick Goossens Lic. No.: 9908668 Ph: 0407 395 399 Email: mgoossens@sctelco.net.au

Drivers Trophy

No.	Crew	Car	Total time	Position
4	Nathan Cann/Steve Mann	Porsche 1985	836.35	1
1	Sean Payne/Gavin Porthouse	Subaru WRX 1999	879.71	2
7	Michael Pratt/Dale More	Holden Torana 1978	901.55	3
8	Tim Odgen/Tim Whitehouse	Ford Falcon 1999	931.57	4
6	Arron Secombe/Kylie Campbell	Subaru WRX 1998	935.19	5
11	Leon Pegg/Paul Deakin	Holden Gemini 1979	935.93	6
2	David Stewart/Ben Stewart	Nissan Bluebird 1985	937.80	7
5	Mark Bennett/Vince McDonald	Nissan EXA 1983	944.14	8
3	Richard Jeffreys/Warren Thompson	Datsun 120Y 1977	1020.76	9
9	Stuart Hocking/Lawrie Hocking	Fiat 1974	1069.85	10
177	Garry Poole/Makarla Poole	Holden FX 1951	1202.79	11

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CLASS POSITIONS

No.	Crew	Car	Class	Driver	Navigator	Points	Rank	Kms	position
Four Wheel Drive & All Wheel Drive									
6	Arron Secombe/Kylie Campbell	Subaru WRX 1998	ALL/4WD	5	4	9	3	103	
1	Sean Payne/Gavin Porthouse	Subaru WRX 1999	ALL/4WD	2	8	10	6	99	
Classic									
7	Michael Pratt/Dale More	Holden Torana 1978	CLASSIC	3	5	8	2	75	
11	Leon Pegg/Paul Deakin	Holden Gemini 1979	CLASSIC	6	3	9	3	76	
177	Garry Poole/Makarla Poole	Holden FX 1951	CLASSIC	11	8	19	9	38799	
9	Stuart Hocking/Lawrie Hocking	Fiat 1974	CLASSIC	10	10	20	10	53	
3	Richard Jeffreys/Warren Thompson	Datsun 120Y 1977	CLASSIC	9	11	20	10	-71308	
Open									
8	Tim Odgen/Tim Whitehouse	Ford Falcon 1999	OPEN	4	6	10	6	60	
Post Classic									
4	Nathan Cann/Steve Mann	Porsche 1985	POST CLASSIC	1	1	2	1	75	
5	Mark Bennett/Vince McDonald	Nissan EXA 1983	POST CLASSIC	8	1	9	3	24	
2	David Stewart/Ben Stewart	Nissan Bluebird 1985	POST CLASSIC	7	6	13	8	135	

Official Results produced on 5/9/2014 by Mick Goossens Lic. No.: 9908668 Ph: 0407 395 399 Email: mgoossens@sctelco.net.au



Club Plates

Dave Stewart

Howdy Folks. The Winter Classic has been and gone, Sandown 500 did like wise and now we all stand around and scratch our heads wondering what's next.

I have had a few inquiries regarding Club Permit access and who is doing what with regards to members who want to get a vehicle Club Permitted. To cut a long story short, Chris HALL, retains all signature sign offs and all inquiries regarding getting a vehicle into or onto the system, at this stage still go through him. Please keep in mind that any vehicle that you are wanting permitted, must comply with all of the normal roadworthy requirements of a standard Street Registered Motor Vehicles, and be maintained in that condition.

On a very serious note, I have friends in places that have touched base with me in regard to the use of CP vehicles. In the last couple of weeks, at least one CP vehicle from another club, was pulled over by a man in blue and when asked to produce the vehicle entry log book, happily obliged, with the appropriate entry for that day. However, when questioned about numerous specific days where no entry had been logged, the vehicle driver adamantly stated he hadn't entered those dates because the vehicle had not been used. Constable Plod, then produced a police log of times, dates, places, locations etc, that the vehicle had been observed by police (and sometimes more than one officer), it became obvious that this owner had been

fudging the log book. His log book has been confiscated as evidence (hence the vehicle can no longer be used regardless because it now doesn't have a log book) and on inspection, the officer noted that all entries were in pencil and previous entries had been rubbed out and superseded with a new one. He is now facing multiple charges of unregistered vehicle, falsifying documents, possibly attempting to pervert the course of justice, etc., etc..

I am led to believe that an application will be made to the court in due course for the forfeiture of the plates issued to the vehicle. If found guilty, the ramifications to the CP scheme may be huge. The ramifications to the vehicle driver/owner may also be substantial.

I would also expect that in due course this will get back to Vic Roads and who knows what is going to happen, not only to the vehicle owner, but the club that issued them, and possibly every other CP club. I will keep my ear to the ground and inform you all of any further developments.

One persons stupidity and abuse of a privilege has now placed all CP applications at serious risk.

When and if your vehicle is used, please ensure you make a legitimate entry and use biro/pen. No doubt that the Victoria Police will now internally publicise this incident for all members to be aware of when a CP vehicle is seen/observed.

Until next time, Regards David STEWART.

Central Automotive Repair & Servicing
(formerly - John King Automotive)

5331 6666

Peter Kandavnieks

128 Skipton St
Ballarat Vic 3350

PO Box 64R
Redan Vic 3350

ABN 64 190 284 281
Fax: 03 5333 4822



Victoria's Club Permit Scheme

Proposed changes to requirements

Administrative requirements

Since club permits moved to a log-book use scheme in 2011, the popularity of the Club Permit Scheme (CPS) has increased greatly. The increase has led to some concerns that current requirements for club vehicles have not kept pace with the use of the vehicles. Accordingly, VicRoads has, in collaboration with representatives of vehicle clubs, developed revised vehicle inspection and administration requirements applying to vehicles entering the CPS, and modified vehicles.

Photographs

- Clubs are to maintain dated photographs (either hard-copy or electronic) of vehicles for admission or re-admission to the scheme. Photographs are to illustrate front/rear/sides/engine bay/driving position, including modifications and identifiers such as engine and chassis numbers to the extent possible.

Club Permit Applications and Renewals

- Club Permit applications and renewals must be signed by a club designated CPS officer holder as notified to VicRoads.
- It is also a requirement that a permit holder must advise the club of any modifications carried out on the vehicle that require certification and provide the club with certification as necessary.
- Clubs are to indicate on the application for a new permit or renewal of a permit, if a vehicle has been modified outside the owner certified modifications allowable by VSI 33 - *Guidelines for Modifications to Vehicles Operated under Victoria's Club Permit Scheme* (copy attached) and that appropriate certification was sighted.

Vehicle inspection requirements

Certificate of Roadworthiness (post 1930 vehicles)

- New club permit applications for vehicles manufactured from 1931 (other than street rods) must be accompanied by a current Certificate of Roadworthiness.

Vehicle Safety Inspection (pre 1931 vehicles)

- A vehicle safety inspection must be conducted for vehicles manufactured prior to 1931 when they are seeking entry to the CPS. Clubs can develop their own safety requirements and processes.
A *Vehicle Safety Inspection Checklist* has been developed (copy attached) and can be used as a guide.
- For vehicles built before 1931, the person nominated to VicRoads by a club as the club's authorised officer must sign the 'safety' declaration included in the *Club Permit Application form*.

Vehicle Modifications

The current requirements for club permit vehicles (other than street rods) allow some modifications based on the guidelines contained in VicRoads' *Vehicle Standards Information sheet No 8 (VSI 8) – Guide to Modifications for Motor Vehicles*.

It is recognised that there are era-specific modifications that are not listed in VSI 8 but are acceptable for club permit vehicles without an engineer's certification. The requirements regarding modifications to vehicles (other than street rods) are now provided in VSI 33.

VSI 33 will apply to all light vehicles (other than street rods) to be accepted on the CPS.

VSI 33 details specific requirements based on age category (e.g. up to and including 1948; from 1949 to 1968; from 1969 and 25 years old). It covers the more common modifications for club permit vehicles and provides further clarification to existing guidelines in relation to engines (replacement and modified), transmission and final drive, bodywork, brakes, and fuel systems.

Vehicle Assessment Signatory Scheme (VASS) Approved Certificates

Modifications that exceed the owner certified limits stipulated in VSI 33, which also reference owner self-certified modifications allowed in VSI 8, will require certification by a VicRoads Vehicle Assessment Signatory Scheme (VASS) signatory.

Identification of CPS modified vehicles (other than street rods)

- A new 'plate category' is proposed for modified CPS vehicles.
- Vehicles which have been modified beyond the owner certified modifications in VSI 33 will be issued a club permit number plate with 5 numerical characters followed by the alpha character M to indicate that the vehicle is modified and that such modification/s have been certified by a VASS signatory.

Guidelines for modifications to vehicles operated under Victoria's Club Permit Scheme

33

For further information please write to the Manager Vehicle Safety and Compliance 60 Denmark Street Kew 3101

1. Purpose

The purpose of these guidelines is to ensure the ongoing safety of vehicles operated under Victoria's Club Permit Scheme (CPS) (as established by Chapter 3, Part 3.4 of the *Road Safety (Vehicles) Regulations 2009*), that have been modified from the condition they were in when originally built. These guidelines set out modifications that are permitted without third party certification, the circumstances under which they may be carried out and any limitations to which they may be subject.

2. Scope

These guidelines apply to all light four-wheeled motor vehicles operated under, or applying to be operated under CPS except street rods*.

Only the more common modifications are addressed. Where indicated, and in the case of modifications not included in these guidelines, the requirements of VSI 8 – *Guide to Modifications for Motor Vehicles*, will apply to club permit vehicles.

*A street rod means a vehicle that has been modified for safe road use and that:

- (a) has a body and frame that were built before 1949; or
- (b) is a replica of a vehicle the body and frame of which were built before 1949.

A street rod can be distinguished from other pre-1949 modified vehicles by virtue of it:

- looking like a traditional Hot Rod style of vehicle;
- having been built in accordance with the *National Guidelines for the Construction and Modification of Street Rods in Australia* as published on the Department of Infrastructure and Regional Development's web site; or
- having been authorised by the Australian Street Rod Federation.

3. Vehicle age categories

For the purposes of these guidelines club permit vehicles are divided into three categories based on their date of manufacture:

- built before 1949
- built after 1948 and before 1969
- built after 1968.

Note: A vehicle model that is first released for public sale before 1949 that continues unchanged in production beyond 1948 would be considered a pre-1949 model irrespective of when the vehicle was actually built.

However this "carry over" principle does not apply in a like manner in the case of pre-1969 vehicles because the Australian Design Rule (ADR) system introduced on 1 January 1969 required all vehicles manufactured after 1968 to be certified to all applicable ADRs irrespective of whether they were a continuing model. (*Road Safety (Vehicles) Regulations 2009*, Schedule 2, Clause 19 and 20 refer to application of ADRs.)

4. General requirements

For a modification to be acceptable the vehicle must continue to comply with the applicable standards for registration (Victoria's Standards for Registration are set out in Schedule 2 of the *Road Safety (Vehicles) Regulations 2009*). Further, the modification must not adversely affect the vehicle's structural integrity or its handling characteristics for safe use on the road.

The modifications set out below may be considered approved modifications provided they have been carried out in accordance with the specified guidelines. Modifications not mentioned, or not otherwise addressed by VSI 8, or that exceed any stipulated limits will require certification by a Vehicle Assessment Signatory Scheme (VASS) Signatory. For the purpose of certifying modifications to club permit vehicles manufactured before 1969, Signatories will be able to avail themselves of simplified assessment criteria.

Where a modification involves fabrication or welding all such work must be carried out in a professional manner. Any structural welding must be carried out by a competent person and be carried out with correct joint design with proper consideration given to parent metal type and gauge and to the selection of the welding process.

It's back! - Sunday 30th Nov. 2014

Fuel Efficiency, Food & Fun Tour



- How well can you drive for fuel economy?
- Do you want to cruise with friends and family?
- Do you want to discover new eating spots?
- Do you want to show your H plate car to friends? (*This year the age bonus has been lifted to 1.5% per year of age. Bring out your classics!!*)

When and where?

Come to the BP servo on the corner of Sturt and Gillies streets, in time to fuel up to the max ready for a 9 AM start. Family and friends are welcome (a \$5 fee from each vehicle will cover a special one-day membership of the club for not-yet-BLCC people and go towards the cost of the CAMS permit).

Then what?

You will get maps and easy route instructions (in km, and miles for older cars). If you would prefer to avoid the simple navigation, you can choose to "follow the leader" in a convoy led by the event organisers.

We will travel via the weighbridge at Mars on the Ring Road to weigh your car (with crew on board), then cruise varied and scenic roads and back lanes (all sealed). At the end of the event, your car will be refuelled under supervision of an official and fuel use recorded.

Eating

We will stop at good spots for morning, lunch and afternoon breaks. The lunch break is pre-organised at a restaurant which is setting aside a space and a menu especially for us.

There will be a 2 course meal available for a very reasonable price. We will make a menu choice at the event start and then ring through so the food will be close to ready on arrival.

To confirm these arrangements, I will need to know total numbers fairly closely by the weekend prior to the event. Please tell me **on club night Frid, 30 October** or **ring me by Frid 21 November, 5330 1717 or 0407 324 732.**

There are other food outlets for those who do not wish to join us at this excellent restaurant.

Calculations:

Distance: total about 280 km (about 170 miles) for the whole event.

Fuel economy = distance / fuel used

Fuel economy score (adjusted): fuel economy * weight (kilograms) / 1000 (kilograms)

Car age adjustment: If car is 25 years old or more, a bonus of 1.5% per year is awarded (eg 25 yr old gets a bonus of 37.5%, 40 yrs old gets a bonus of 60%.

Fuel adjustment: Dedicated LPG cars get a bonus of 30%, diesel or hybrid cars get a penalty of 30%

Certificate: After the last car returns, all drivers will get a certificate recording their fuel economy; their adjusted fuel score and their position in the field based on these scores.

Although the event is not officially a competition, the odd bottle of wine may change hands for some of you.

Please come and join us on what promises to be a very pleasant social occasion. Take this opportunity to invite your friends and others to come and be part of the event. Make use of the generous offer by the club to make a Special One Day Membership, within the \$5 car cost, available to all who wish to be part of the action. See you all a bit before 9 AM, Sunday November 30th at the BP servo.

Keith McElroy

Fuel Efficiency Tour organiser



Winton Motor Raceway BP Midland/Pedders No Bull Winton Rnd 4 and BLCC Driver Championship



A total of 7 BLCC drivers compete at Winton on a lovely sunny day but with a slippery unpredictable track !

Photo 1st in class B (Richard Gay) 2nd class B (Chris Hall)

Fastest Standing lap & flying lap combined for results on the day.

- 1/ Greg Pitt Lancer Evo 1.39.03 / 1.43.76 = 3.22.79
4th in class STT
- 2/ Richard Gay Dato 1600 1.41.81 / 1.45.75 = 3.27.56 1st in Class B
- 3/ Chris Hall Dato 260Z 1.44.33 / 1.48.71 = 3.33.04
2nd in class B
- 4/ Rossco Stapleton 200SX 1.46.41 / 1.53.04 = 3.39.46 19th in class T
- 5/ John Bourke EH Holden 1.49.21 / 1.55.06 = 3.44.28 5th in class A
- 6/ Tim Whiteside Supra 1.52.37 / 1.58.80 = 3.51.18 25th in class T
- 7/ Sharron Pitt Honda 1.52.99 / 2.01.66 = 3.54.66
4th in Ladies class

Next & final round of the series & CDC is for Sat 22nd November.



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Get TROLLA to Rally Vic



What happens when you combine two car crazy guys, an old corolla and a big rally?

Meet driver **James Rooke** and navigator **Seb Vella**. Two car crazy guys with nothing better to do than to decide to run in the Classics at the Vic Rally round of the Australian Rally Championship.

Someone said they couldn't do it – so now it's their mission!

Now this may seem simple enough. We have the three key parts, a car, a driver and a navigator. Though there is so much more needed in order to get to Rally Vic.



Photos thanks to Craig O'Brien, Grant Salter and Steph Vella

This is where you can help. Via sponsorship we hope to raise enough money to reach our goal. The Trola is a blank canvas with room for plenty of sponsors. As the ARC is a televised event, the Trola might even be seen on TV!

We have plenty of space for names - at \$50 for a small name on the car and \$100 for larger names (font size, not name length) If you have a business logo or graphic you want seen on the car inquire for more details.

Find us on [facebook.com/GetTrollaToRallyVic](https://www.facebook.com/GetTrollaToRallyVic) or email jamesrooke91@gmail.com

If you'd like to help us get to Rally Vic, any help is appreciated.

Thank you for your support. Team Trola



AUTOCROSS SERIES Rnd 4



BLCC AUTOCROSS SERIES ROUND 4

Outright Results

14/09/2014



No	Name	Car	Cl	Run 1	Hats	Run 2	Hats	Run 3	Hats	Run 4	Hats	Run 5	Hats	Run 6	Hats	Total	OR	Class
18	Shane Ratcliffe	Subaru WRX STI	F1	64.155	0	60.133	0	59.6	0	58.737	0	60.541	0	58.636	0	237.106	1	1
20	Greg Brad Pitt	Familia	F2	64.337	0	60.797	0	58.879	0	60.394	0	59.212	0	59.545	0	238.03	2	1
10	Paul DONK Hocking	Pulsar or Ute	C	65.956	1	62.524	0	61.324	0	59.972	0	61.145	0	61.494	0	243.935	3	1
21	Richard Gay	Datsun 180B	H	66.465	0	61.367	0	61.792	0	60.703	0	62.005	0	61.034	0	244.896	4	1
15	Steve Smith	Buggy	I	63.951	0	63.506	0	61.631	0	60.542	0	62.066	0	61.597	0	245.836	5	1
25	Reg Johnson	Galant	I	64.079	1	62.674	0	60.888	0	61.5	0	70.631	1	61.301	0	246.363	6	2
1	Damian Quirk	Pulsar	C	69.265	0	64.292	0	62.659	0	60.553	0	61.898	0	61.947	0	247.057	7	2
19	Aron Secombe	Subaru WRX	F2	64.087	0	63.146	0	61.953	0	62.678	0	60.729	0	61.957	0	247.317	8	2
27	Chris Clark	Buggy	I	66.195	0	64.827	0	60.906	0	62.009	0	62.792	0	62.252	0	247.959	9	3
14	Gareth Clark	Buggy	I	66.867	0	62.551	0	62.95	0	61.671	0	62.134	0	62.873	0	249.229	10	4
12	Darren Hetherington	Sigma	D	66.504	0	63.085	0	63.231	0	62.691	0	62.809	0	63.495	0	251.816	11	1
17	Les Noonan	Mazda	F1	65.551	0	72.741	0	63.695	0	61.798	0	62.854	0	63.725	0	252.072	12	2
13	Daniel Kierce	Datsun 1600	D	65.981	0	63.767	0	75.32	0	62.812	0	63.047	0	63.136	0	252.762	13	2
9	Sam Quick	Gemini Panelvan	C	79.671	2	76.247	0	64.765	0	64.546	0	62.42	0	64.545	0	256.276	14	3
23	Rod Hall	Gemini	I	68.197	0	66.136	0	63.922	0	64.115	0	65.487	0	64.244	0	257.768	15	5
30	Sharon Angelina Pitt	Familia	L	67.884	0	65.85	0	64.089	0	64.299	0	64.48	0	65.013	0	257.881	16	1
16	Warren Thompson	Datsun 120Y	D	67.243	0	64.85	0	69.553	0	65.036	0	64.563	0	67.803	0	261.692	17	3
5	Wayne Sanders	Supra	B	71.841	0	68.386	0	66.447	0	64.805	0	65.935	0	64.549	0	261.736	18	1
26	Michael Bond	Subaru Liberty	F1	68.659	0	67.235	0	66.559	0	66.676	0	64.962	0	64.282	0	262.479	19	3
29	Nathan Stevens	Excel	J3	70.116	0	68.144	0	67.011	0	64.523	0	66.739	0	65.813	0	264.086	20	1
22	Marc Salter	Toyota Corolla	H	69.727	0	69.264	0	66.642	0	65.286	0	66.824	0	66.316	0	265.068	21	2
2	Darren Watkins	Corolla	A	69.53	0	68.92	0	66.847	0	65.832	0	65.796	0	67.4	1	267.395	22	1
7	Richard Jeffreys	Datsun 120Y	D	74.331	0	71.883	0	68.858	0	65.797	0	66.504	0	66.545	0	267.704	23	4
24	Mick Goossens	Subaru RX 3.8	I	69.979	0	68.025	0	66.592	0	65.726	0	67.905	0	64.913	1	268.248	24	6
11	Evan Dekker	Toyota Sprinter	D	76.322	0	67.136	0	72.276	0	64.943	0	69.578	2	66.79	0	271.145	25	5
4	Robert Dekker	Nissan Silvia	B	70.886	0	69.833	0	67.591	0	68.256	0	67.918	0	67.294	1	273.598	26	2
6	Henk Dekker	Toyota Sprinter	C	73.407	0	71.106	0	69.489	1	69.96	0	67.626	0	68.562	0	277.254	27	4
3	Geoff McCarthy	Commodore	B	72.542	0	75.044	0	69.145	0	70.649	0	66.359	0	67.14	1	278.293	28	3
8	Andrew Bayley	Corolla	C	76.201	0	74.058	0	71.339	0	70.407	0	69.875	0	67.974	0	279.595	29	5
28	Chloe Wythe	Toyota Corolla	J2	82.604	0	78.021	0	74.932	0	74.444	0	78.281	1	93.235	2	310.001	30	1



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at Rob Roy Hill Climb



5th October, 2014
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Entry details at the Rob Roy menu at

www.mgcc.com.au



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CLASSIFIEDS

For Sale - Rod Hall

- Fender Squire Stratocaster Electric Guitar Beginners Kit comprising Guitar, 10W practice amp, guitar stand, lead & soft gig bag. Near brand new condition. \$180 ono
- Bell R1 Full Face Helmet. Brand New in Box. Surplus to requirements. Fits large head 61 cm (holds lotsa brains). \$330 RRP. \$275 ono.
- Gregory's GQ Patrol / Ford Maverick Manual \$25
- Common Wood

Sean Payne

- One slightly used WRX gearbox slightly noisy

POA



Illustration by Kyle McQueen

Looking for items to put in For Sale section, don't forget one man's junk is another's treasure.

Please email blcceditor@blcc.net.au with items and photos

\$70.00 per cubic mtr

\$200.00 for 3 mtr



Proud supporters and sponsors of the Ballarat Light Car Club 2014.

Andrew McMaster, club member and principal in our Ballarat office, has been involved with the club's accounting and GST matters for over 20 years.

If you need any assistance with your business, taxation, insurance or financial affairs please contact Andrew.

Andrew McMaster

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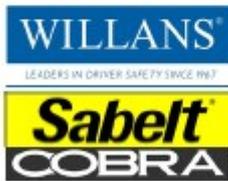
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BLCC CLUB SUPPORTER



Ballarat Light Car Club

Incorporated (Certificate of Incorporation Number A20023019V)

P.O.Box 400 Ballarat Victoria 3355

Application for Membership

Applicant's Contacts Details

Surname	Given Names	Title
<input type="text"/>	<input type="text"/>	Mr Mrs Ms Miss
Address	Town / Suburb	Postcode
<input type="text"/>	<input type="text"/>	<input type="text"/>
Home Phone	Business Phone	Mobile
<input type="text"/>	<input type="text"/>	<input type="text"/>
Email Address	DOB	
<input type="text"/>	<input type="text"/>	

Membership Application Type

Category	Nomination	Annual Fee	Membership Description
Ordinary	\$25.00	\$90.00	an ordinary member will be a person who must be 18 years or older.
Family*	\$25.00	\$120.00	shall be open to two parents or guardians and all of their own children or to whom they are officially a guardian.
Assoc Mbr	Nil	\$	shall be open to the spouse or defacto partner of an Ordinary Member
Assoc Family	Nil	\$83.00	open to two non-competing parents of a Junior Competing Member.
Assoc Parent	Nil	\$58.00	shall be open to the parent / guardian of a Junior Competing Member.
Assoc Cpl	Nil	\$50.00	shall be open to two non-competing adults.

*Please note :- Family Membership includes - 2 Adults and their children under 18 or an older child who holds a concession card (sighted) or is a full time student. Parent & adult child combinations will not be eligible

Applicant's Membership Details

My application fee of \$ for Membership is attached

Occupation / Employer

Name of Partner	Associate Member
<input type="text"/>	Yes No

Children's names (please include date of birth)

1. <input type="text"/>	2. <input type="text"/>	3. <input type="text"/>
-------------------------	-------------------------	-------------------------

Your competition vehicles

Signed _____ Date _____

Please fill in all details and attach appropriate fees when submitting this form

We, the undersigned, being members of the Ballarat Light Car Club, wish to recommend the above application for membership. The above named candidate is personally known to us and we believe him/her to be a suitable person to be elected a member of the Ballarat Light Car Club.

Proposer _____ Signature _____ Nbr _____

Seconder _____ Signature _____ Nbr _____

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Welcome Pack	<input type="checkbox"/>
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Entered	<input type="checkbox"/>
Completed	<input type="checkbox"/>

NEXT MEETING FRIDAY 26th SEPTEMBER

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