

NEWSWHEEL

THE OFFICIAL JOURNAL OF THE LIGHT CAR CLUB OF TASMANIA

August 2006

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Board of Management

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NUMBER ONE IN MOTORSPORT

The opinions expressed in this Newsletter are not necessarily those of The Light Car Club of Tasmania, its Board of Management, its Members nor the editor of this Newsletter.

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Editorial

2006 Country Club Tasmania Mountain Circuit Challenge

The Club is pleased to announce that the Mountain Circuit Challenge has received the support of Country Club Tasmania as the principal sponsor. We thank Gerald Theron for his assistance with this package. The event will be based at Country Club Tasmania, with a 'Meet and Greet' function there on Friday evening after documentation, and a Trophy Presentation Dinner there on Monday night.

The course for the event has been finalised and there are a couple of surprises there to keep everyone happy. The Entry Fee is \$595 for entries received before 1st September, and \$695 for entries received from then until close of entries on 10th October.

Supplementary Regulations and Entry Forms are available on the Website www.lcct.org.au/mcc.htm or by mail if you require, please ask us for some.

August and September Club Days

Entries are open for our 27th August Club Day at Symmons Plains and 17th September Club Day at Baskerville. Supplementary Regulations and Entry Forms are included with this Newsweek.

Club Meetings

The Club has a new venue for monthly meetings. We now meet at the Olde Tudor Motor Inn, still at 7.30 pm on the 3rd Tuesday of each month. This months meeting is on Tuesday the 15th, see you there.

BTB



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**Age 7, no wheel drive.
23 years later he's got all wheel
drive. Time to work out who this
aspiring racing driver is.**

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2006 Club Calendar

| Date | Event | Venue |
|------------------------|---|----------------|
| 27 August | Club Day | Symmons Plains |
| 17 September | Club Day | Baskerville |
| 22 October | Club Day | Symmons Plains |
| 4-6 November | Country Club Tasmania Mountain Circuit Challenge | North |
| 25 November (Saturday) | Twilight Club Day | Symmons Plains |
| 10 December | Hillclimb | Legerwood Lane |

May Club Day Photos



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BATHURST 1991 TOP 10 CONTENDERS

GLENN SETON (Victoria)
Peter Jackson Racing Ford Sierra RS500.
Born 5.5.65.
Best Bathurst result: 2nd, 1987.

GREGG HANSFORD (Queensland)
Peter Jackson Racing Ford Sierra RS500.
Born 8.4.52.
Best Bathurst result: 3rd, 1984.

PETER BROCK (Victoria)
Mobil Holden Commodore.
Born 26.2.45.
Best Bathurst result: 1st
1972-75-78-79-80-82-83-84-87.

DICK JOHNSON (Queensland)
Shell Ford Sierra RS500.
Born 26.4.45.
Best Bathurst result: 1st 1981-89.

JIM RICHARDS (Victoria)
Nissan GTR.
Born 2.9.47.
Best Bathurst result: 1st 1978-79-80.

TONY LONGHURST (Queensland)
Benson & Hedges BMW M3.
Born 1.10.57.
Best Bathurst result: 1st 1988.

COLIN BOND (N.S.W.)
Caltex Ford Sierra RS500.
Born 24.2.42.
Best Bathurst result: 1st 1969.

WIN PERCY (GB)
Holden Racing Team Commodore.
Born 28.9.43.
Best Bathurst result: 1st 1990.

ALAN JONES (Queensland)
Benson & Hedges BMW M3.
Born 2.11.46.
Best Bathurst result: 3rd 1988.

JOHN BOWE (Tasmania)
Shell Ford Sierra RS500.
Born 16.4.54.
Best Bathurst result: 1st 1989.

BATHURST QUIZ

- 1 How many times has Peter Brock won Bathurst?
- 2 Allan Moffat first won Bathurst in 1970. What car did he drive?
- 3 What year did Dick Johnson hit the rock?
- 4 Who won pole position at Bathurst in 1990?
- 5 What year was the first Group A race at Bathurst?
- 6 Who won the first Bathurst race in 1963?
- 7 What year did Kevin Bartlett's Camaro blow a tyre and roll?
- 8 Tony Longhurst won Bathurst in 1988. Who was his team-mate?
- 9 What is the name of the longest straight at Bathurst?
- 10 Name the two BMW drivers who went into the sand pit at Hell Corner at the same time in the 1985 race.

ANSWERS

1. Nine. 2. Ford Falcon GTHO Phase II. 3. 1980. 4. Klaus Niedzwiedz. 5. 1985. 6. Bob Jane and Harry Firth. 7. 1982. 8. Tomas Mezera. 9. Conrod Straight. 10. Jim Richards and George Fury.



BATHURST FAST FACTS



Remember When...
1991

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A FAST LAP OF BATHURST WITH GLENN SETON

"Bathurst is the biggest race on the Australian touring car circuit, and the track is the most exciting in the country. There are a lot of variations on the 6.2km layout, and it's a good test for drivers and cars. The track is a combination of long straights where horsepower is important, a couple of slow corners which are hard on gearboxes, and the drive across the top of the mountain puts a lot of stress on machinery.

"A flying lap of Bathurst in my Ford Sierra begins when I go past the start-finish line on pit straight in third gear. I quickly change up to fourth, and then it's back to second for Hell Corner, a tight left-hander. Here I take a wide entry to make the corner as straight as possible and then drift out wide on the exit.

"Now it's the long haul up Mountain Straight (1.1km). The turbo on my car gets very hot heading up toward the mountain. I change through the gears up to sixth and reach 260km/h. As I go over the crest, the car gets light, and can actually move across the track if it's windy. Then it's hard on the brakes and back to fourth for the right-hander at the end of the straight.

"From here I head toward The Cutting, a tight left-hander. It's hard on the brakes and back to second, and on the exit you have to watch the curbs because if you touch them it can unsettle the car. This takes me along to Reid Park, the most exciting part of the circuit. It's a blind corner. I change up to fourth, and then fifth. The car dips down for the left-hander.

"McPhillamy Park is next. It's another blind corner. You start turning in as you hit the top of the crest. Judgement is critical here. Now you're braking lightly and heading toward Skyline. The judgement of speed down to The Esses is important. It's easy to go too quick, and there are curbs to unsettle the car.

"Now it's hard on the brakes for the approach to The Dipper. It's back a gear for the entry. You have to be careful not to cut across the corner too early because the car will bottom out. From here it's along to Forest Elbow, yet another blind corner.

"You drop back to second under brakes for Forest Elbow. It's a left-hander that takes you onto Conrod Straight (1.9km). The exit out of Forest Elbow is important for your speed down the straight. This is the fastest part of the circuit. When I go over the first hump the rear wheels lift off the ground and the engine slightly over-revs. I get up to 290km/h in sixth gear.

"At the end of the straight is Caltex Chase, which starts with a right-hand kink. The car floats along and then it's hard on the brakes for the following left-hander, a second-gear corner. After that I change up to third and then fourth as I go under the bridge.

"I stay in fourth gear for the run down to Murray's Corner, a tight left-hander which takes me back onto pit straight. I take the corner in second gear at 80km/h, change up to third, and then go past the start-finish line to complete my flying lap. In qualifying for the 1990 race, my best lap time was 2 minutes 15.77 seconds."

GLENN SETON



GREGG HANSFORD



PM 2842

Remember When...
1991