

- Next meeting April 27
- Magazine deadline April 20

*The official Organ of the Classic Rally Club Inc.
(Affiliated with Motorsport Australia)*



Gerry Crown OAM 17/5/1932—14/3/2021

Turn the page to read about;

- John's Jabber
- Rally Director's email trail
- Shoalhaven Shuffle
- The Jakrots Dust off the Cobwebs
- A Big Guy Production—Jon Mansell
- Fred's Trip to Sydney
- Notice Board
- Many Hands Motorsport racing again
- Having a Go in TSD!
- Vale Ron Taylor
- DJH results
- CRC Championship pointscore

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John's Jabber

Well, G'day, hello and welcome to another monthly edition of Rally Directions. We are off and running having our first rally run and won for the year after such a long break and looking forward to our second event at the end of this month.

It is with such sad regret that one of our CRC Rally Legends, Gerry Crown passed away early Sunday morning the 14th March, from a very aggressive brain cancer. He had been battling treatment from late last year and being the tough, almost bullet proof old bugger that he was, we all assumed he would still be rallying way into the future. He fought with optimism right to the end believing he would still be overseas next year to take on the Peking to Paris Marathon once again. He passed peacefully in his sleep. Gerry was well known amongst us all and attended with his wife Lyn, many of our meetings and Christmas Presentations which he very much enjoyed. He always



looked forward to catching up with the Classic rally Club members and friends. Gerry was just short of his 90th birthday and was still preparing to take on more projects and rallies with Matt Bryson, and to attempt his 4th victory in the P2P. His achievements in personal life, with family and friends, in business and rallies here in Australia and all round the world are second to none. It's mind boggling to most of us to fit so much in especially in his later years. Gerry was known all around the world for his rally achievements and has put Australia, Matt Bryson, the Aussie EH Holden and Leyland P76 on notice to everyone around the globe. He will be remembered always by many; the CRC and the world's rally fraternity have suffered a massive

loss. Rest in Peace Gerry Crown O.A.M 17/5/32 – 14/3/2021. Matt Bryson had posted an emotional tribute to his great friend and rally partner in the early hours soon after Gerry had passed, it is included elsewhere in this mag.



Our February meeting was well attended and back to some sort of normality after our now annual Hawaiian themed January meeting. It was great to have all together the Sydney escapees with us on the same night, Dave Johnson recently moved to Port Stevens way, Peter and Sharyn McAlpine just moved to Port Macquarie area, Tim McGrath moved to far north coast, winner of the furthest travelled to get to the meeting, just pipping Greg and Karen Yates, Tony Kanak, Jon and Tina, Mal Sinfield from Goulburn and the Southern Highlands and the South Coast mob, Life



Member Lui's first meeting at our new venue. So good to have our members make the effort to travel to get to our general meetings. Gerald and Cate Lee have just moved lock stock and barrel to McLaren Vale in South Australia. They certainly could win the furthest travelled if they get back for a meeting, would love to have them back as a guest speakers on SA wineries sometime. (sorry if I have left anyone out) A good rollup for Feb as a lot wanted to check Mal's maps for the correct route that we should of all followed on the recent Dave Johnson Historic Rally. Dave attended, one of our CRC Rally Legends and I persuaded him into a freestyle questionnaire about numerous things from his vast rally exploits from the past, the good old days as we keep saying. His talk about his rallies with and alongside an Australian icon Gelignite Jack Murray were quite entertaining and humorous with stories from early Ampol and Mobilgas around Australia Trials from the 50's and 60's, his three Southern Cross Rally victories with Barry Ferguson in a VW and GTR Torana and Andrew Cowen in an Austin 1800. His many stories kept us all intrigued and could have gone on for



hours. Most of what I was able to get out of him on the night was stuff most of us had not heard before, very entertaining to the meeting. Trophies for the Dave Johnson Historic will be presented at the March meeting as will the trophies for last year's Buckett List rally that never got presented due to Covid. If you are a recipient of any of these awards please get along to receive your trophy.

Many thanks to Mal Sinfield, Arthur Evans, The Historic Rally Club and all the efficient Officials who helped run the Dave Johnson Historic Rally in February. A great field of cars, a very different way of putting on the rally to what we are used to due to Corona virus but fully compliant with the Covid regulations imposed on the organisers by Motorsport

Australia and NSW Health. It wasn't that hard for us to comply and was accepted by all who attended. There was many positive feedbacks at the meeting from those that participated, especially from the Social and Tour categories, who thoroughly enjoyed their drive though the Southern highlands. It was super testing for the Apprentices and especially the Masters, no excuses, it was tough, challenging and long for us out of practice crews and at times became frustrating. But that's the challenge! So much to get through in the day, which made plotting and staying in front of our allotted times difficult. Better time management by us is needed I think. Once the dust settled and upon reflection, we still had a great outing trying to conquer the set route and find all the correct roads. Mal makes no excuse for it being a tough event, just like the good old days and we all applaud him for his efforts and just hope he finds it in himself to challenge us all again sometime in the future. I have included some emails elsewhere in this magazine from Mal and other Rally Directors to show some of the issues and pressures a Director can endure. The trouble with our Classic Rally Club events, for the navigational side, for both Masters and Apprentices, is we are running out of capable and willing Rally Directors and Clerk of Course people with enough knowledge and experience to set navigation instructions. This rally club was formed on navigation rallies when we only had one category.

(Continued on page 5)

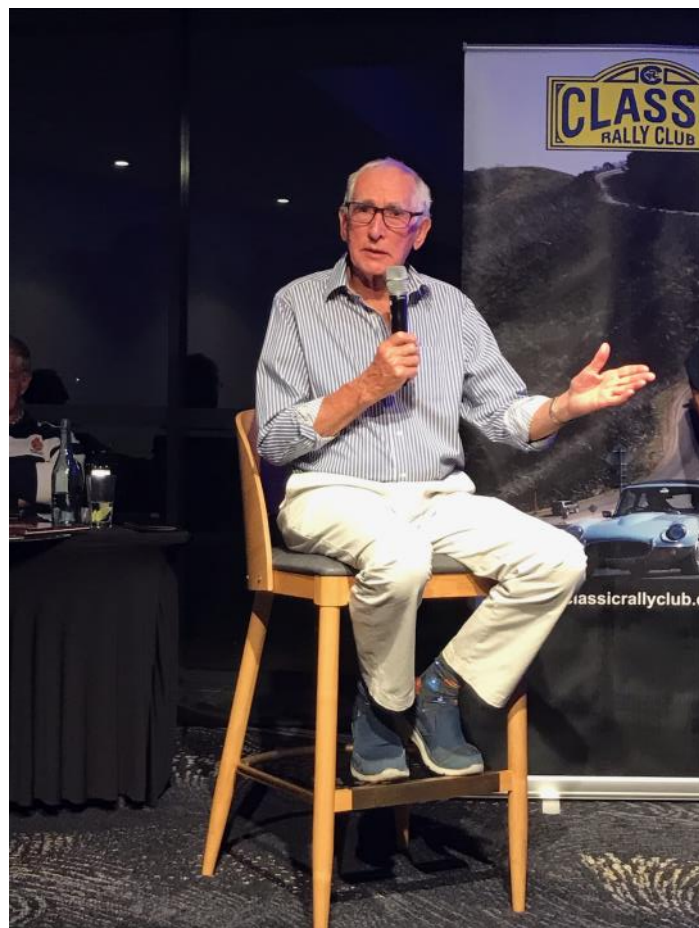
There is a huge amount of time to be given up, effort, accuracy and organisation that goes into setting the navigation component, with maps and instructions complying with all the rally codes and supp regs, approvals, scoring and explanations and interpretations even long after the event is finished. It is sad that the usual burnout or discouragement of these scarce and needed people means that their numbers are getting thinner each year.

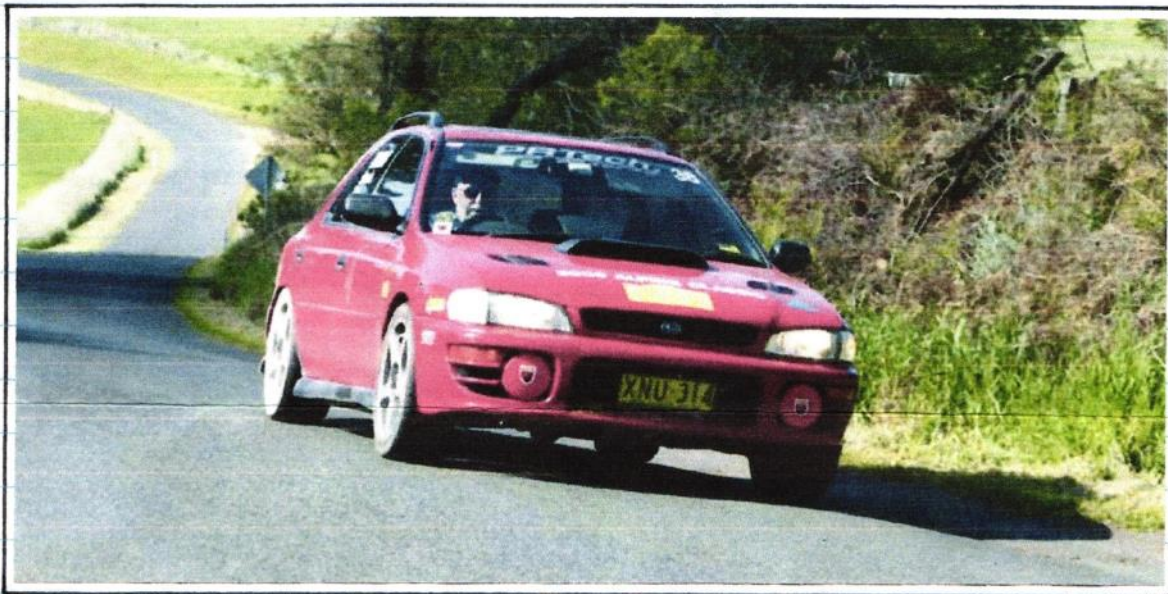
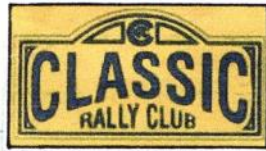
March FFFF was a very low-keyed affair at Strathfield with low numbers. Those that attended still enjoyed the company, a great meal and a few drinks. There will be no April FFFF due to Easter Good Friday, so hope to see more along for Friday the 7th May. Come along and have a social night out with fellow CRC people and bring your friends along. Hope to see you there.

By the time you get this Magazine and attend the March Meeting at Strathfield Golf Club, you will be ready for the Shoalhaven Shuffle Rally, starting near Albion Park and finishing in the Nowra area on Saturday the 17th of March. Let's see lots of reports in our April Magazine and don't forget the photos. After that our next rally will be the Sheep Station Rally on the 16th of May run by Jonathon and Tina Mansell. Start preparing and get you early bird entry in. Again, by the time you are reading this we had organised a surprise 90th birthday lunch down at Wisemans Ferry for one of our Rally Legends, John Bryson. I will have a full report with photos next month on John's party/ luncheon.

I finish off this month still saddened by the passing of Gerry Crown. To Lyn, his wife, his three daughters and his many Grandchildren, as well as his very close friends, especially the Bryson Family, the Classic Rally Club send lots of love and thoughts to you all. Such a wonderful man, our respect for his achievements, we will remember Gerry always.

JOHN COOPER





THE SHOALHAVEN SHUFFLE - SATURDAY 27th MARCH.

3rd time lucky - but I'm not counting my chickens just yet!

- The Event will start at the public carpark adjacent to the HUNGRY JACK'S outlet at Yallah, approx. 90 mins south of Sydney and accessed off the PRINCES HIGHWAY. The finish will be in the South Nowra area - details T.B.C.
- Supplementary Regulations, Entry Form and other Event documents can be found on the CRC website - classicroallyclub.com.au - from about mid-February.
- Upon receipt of your Entry Form and Fee payment you will receive an email confirmation followed by the issue of Event documents by mail to the Competitors address on the Entry Form. Please ensure you provide the best mailing address. The mailed documents will include the following:
 1. Entry Confirmation - this will show your selected Event Category and your allocated Car No. Please read carefully the Pre-Event Registration details to ensure you meet the dates for submitting the various Event documents.
 2. Self-Assessment Vehicle Safety Check form, which will need to be completed and returned to the Event Secretary - crc@leyton.com.au
- **NOTE: Entries close 21st March - don't miss out.**
- Any queries should be addressed to the Event Director - details below.
TONY NORMAN 0402 759 811 normansoz@optusnet.com.au

STOP PRESS

Entries close on Sunday (21st March)

NOTICE BOARD



Vale - Gerry Crown O.A.M. 17/05/1932-14/03/2021

It is with the heaviest of hearts I write this post, my great friend and rally partner died peacefully in his sleep at 1.15am this morning.

Not one to do things by halves, "in for a penny in for a pound" as Gerry would say, he finally succumbed to a very intensive fight with the most aggressive type of brain cancer there is. A shock to us all.

Never one to give up, he was still planning our assault on the 2022 Peking to Paris & thinking of ways we could improve our efforts especially as he would be 90 by then. Gerry was a successful business man, family man & rally driver.

Gerry started rallying in the 60's & had endless stories about "real rallies" & adventures like being towed by Gelnite Jack Murray. He was successful enough to become a factory driver for Renault, driving their R8 Gordini's to multiple successes.

In the 1970's he concentrated on business & took up rallycross with a supercharged escort which he thoroughly enjoyed.

In 1985 he entered the Wynns Safari (Australia's safari/Dakar) a very tough event where out of 283 starters less than 80 finished. Gerry was one of the few finishers & won the "seniors " award - yes in back 1985 they thought he was an old man!

He then took another break from motorsport to concentrate on business & charity work.

In 1995 he read in an English paper about an amazing event being run in 1997 by Phillip Young & instantly called my dad to see if he was interested- the fact it was 3am in Australia & he woke the whole house up never worried him.

This started his voyage into modern classic endurance rallying something he would call a "significant part of his life"

Strictly business in the car he knew how to flick the fun switch as soon as he got out & something that sticks with most of us is his infectious laugh usually heard in a bar straight after a long day in the car, or booming across a Mongolian campsite.

Gerry lived the fullest life you could hope for surrounded by friends and family & constantly planning & working towards another big rally or project.

He held it flat till the end!

We are all better for knowing this great man & the world is a lesser place without him.

Posted by Matt Bryson



BREAKING NEWS.

A report has come in that past editor, Teditor (Ted Norman) has had a spill off his motorbike out west and required hospital stay, being transferred back to Sydney, we will hopefully have a more detailed report next month, maybe some pictures of the bike, maybe it might be time to put the training wheels back on , what does Paul Morton think? We all which Teddy a speedy recovery and get back into something safe , like a red Ford Escort with a roll bar.

DAVE JOHNSON HISTORIC RALLY

Rally directors' email trail provided by John Cooper

Comments by Mal Sinfield

Good evening all, the 2021 DJH has been run and won, was it a hard event, well it wasn't going to be easy, even our course checker admitted it was going to be a challenge, but that is what the Historic Rally Club represents how hard it was in days gone by, now both David Johnson and myself were frowned upon for Our/My previous event for setting average speeds too high and the selection of the roads used, we were even accused of using roads in other event directors areas, Hello this is NSW isn't it.

Well when it was decided to run another Historic Rally Club Navigation Assembly we or should I say I chose the NSW Southern Highlands an area that has been used a lot in the past, I wanted to put everyone out of their comfort zone by doing things differently, not using A4 or A3 maps that everyone is used to, not using 100K or 250K maps or local maps Gregorys or UBD but something that crews were not used too, was it uncomfortable (YES) but the smart ones knew how to fold the maps to use to their advantage, by trimming the map so to speak, things that Arthur and David and Mike and Phill and myself did in days gone by but the newer type crews NO it was out of their comfort zones and that is what the HRC is about, being different using gravel roads, old alignments being different, one of our old alignments was not found by 1 single crew that made us feel good while some didn't abide by the instructions or read the map correctly, we used maps that were available to anyone from the governments website, we modified them to scale so everything worked how it should have, we even supplied laminated backed roamers, other directors take note, cardboard ones should never be used especially for the newcomers.

The reason I have addressed this to all of you is that you are all people who organize these types of events, now its only a few weeks since ours was run but you probably wouldn't do another because Arthur and myself are Bastards , but im the nice bloke Arthur is the Bastard, what type of event would you prefer I or we ran if the club was given that opportunity, something that you all like so there can be 64 equal winners.

Why did only 1 crew complete division A in the allotted time, cause everyone had to read the Supp Regs, know the 2020 version of the NTC and also know how the penalties worked, in the last few weeks ive

had people asking why they were penalized these points, its because they don't either read or know the rules, im sorry but that's the truth.

If I ever get the opportunity to do another one of these types of events it will not be close to Sydney, would you people agree or disagree to maybe a night stage or 2 and gravel, Jonathons tour used more gravel than ALL of our event but we the HRC were told the CRC people don't like gravel roads yet the BFC was so successful, Arthur Evans in the past has run his Night Owl events would you people even consider something like that but again its out of your comfort zone, I and we set a demanding event was it too demanding is the question because from this side a lot of crews don't want me running this style of event again, yeh im thick skinned but keep your comments to me personally don't write things on roadcards where everyone can see, this event was more popular for the Tour and Social crews than the trial crews we had I think 16 in the tour and 17 in the social tour, why was this !!! I don't want to take the honours but I did promote this time and time again on our HRC Facebook group , people my age group who rallied in the 80s even entered cause of the vibe I used so maybe set the next one for these crews and bugger you trial people, what is the question, only you people can answer that, I wont be doing another next year as I have a life also, who knows whatever happens after that .

On behalf of all OUR team

Regards Mal Sinfield

Comments by Alan Walker

I have directed this letter to Mal and the DJH team but have decided to make it open to all recipients.

Please note it is my personal opinion, I do appreciate different views and please by all means have your own opinions - but please try to always push the positive forward , rather than tear down others efforts.

To Mal and the entire DJH team,

(Continued on page 9)

It truly saddens me to have all your efforts criticised in this manner, I will admit I have only briefly spoken to Rob when the results were posted so not sure of who or what has been said.

In my opinion i thought - although it was a tough event and there was a lot to do, it was a challenging in a rewarding way. It is a different style of event and i appreciate that we could include in the CRC championship. Having varied events throughout the year really makes it a worthwhile and entertaining championship if that is what interests you.

It also allows the eventual winner to be considered the best 'all-rounder', achieving the best results at the various disciplines across our rallies.

Your event this time round was also a very nice way to take my mind off some issues i had - as my father had only passed away on the 29th Jan. On Robs request, he thought it would be a great idea to get out and fill my head with other thoughts for a bit of relief. And i can say you guys certainly soaked up my full attention. Thank you.

It is a great shame that it is becoming more common place to criticise rather than take all the positives and encourage with positive feedback.

I can only hope that once the 'tour d course' rolls around that it will be a more 'modern traditional' event that some of the critics should be abated. But i'm sorry to say - i doubt it.

I can only support you and the team by saying that over-all it was another challenging but enjoyable event. Were parts tougher ?, could we have worked it out faster and not been so late ? even the dirt we were on was pretty reasonable so all in all happy to take how the director sees it.

I can understand your choice to stand back in the coming year, and with preparations for our event underway can see in the future that we really do need a pool of directors that would be available to run a single event once every two years - much less stress and i think the extra time may enhance the quality of each event. but it does mean twice as many directors !!! not an easy task as it stands already.

Mal , i was also very glad that we could catch up after the event at the club. Having a chat with you about how we went and our thoughts was a great way to finish the day.

All i can say is thank you for all of your efforts, past - present and hopefully again sometime in the future.

Yours Sincerely,

Alan Walker

Comments by Ross Warner

Hi Alan,

Great points, and as usual well written.

Again, I'm really sorry for your loss. I'm not sure that I will be as composed when I have to face that eventuality.

In respect to the treatment of directors subsequent to events, I must say that my personal experience was not always the best. Being "booed" was probably not the highlight of my Alpine experience. I have seen other directors criticised and unfortunately I have sometimes been critical myself.

I think that directors tend to remember the criticisms and negatives more than the positive feedback. Certainly true in my case, I'm not sure why. Some discussion about various aspects of an event may be offered with the best intentions, however because the event directors nerves are often frayed by the end of the day / weekend, this discussions may not be well received. This can feel particularly hurtful when someone has put in a huge effort over a long period of time. I must say that the consumption of red wine by some competitors probably doesn't help them promote their grievances in a sensitive way.

Then, of course, we have the point chasers. Win at all costs. Multiple emails after the event etc. This certainly doesn't help the situation. The attention to detail required of an event director to set a challenging but yet enjoyable event while minimising / avoiding such action is certainly beyond my capabilities.

I am certainly not blameless and I cringe looking back at some of my past actions. Both as a director and a competitor (whatever you do, don't change the legend!).

(Continued on page 10)

I have tried to take a new view of my conduct and attitude in future (although I did find that difficult at some points during the recent DJC). My shortcomings and lack of experience with some aspects of that event manifested in frustration, but this is not the director's / team's fault. It has made me seriously consider competing in the Apprentice category in future. I feel that I might enjoy events a little more. I'll probably decide this half way through the next event..... My criteria is if I use the "F" word more than 4 times when describing the instructions to John during the morning, I will ask for Apprentice instructions at lunch. Problem is, John and I are shit at counting questions, so probably can't count to 5.

My new rules for myself are, not to talk to the director about the event until after scoring is completed, regardless of possible changes to the outcome. Send an email shortly after the event thanking the director and their team for a great event and all their hard work, and if I'm lucky enough to receive a trophy, make sure it is recycled appropriately. If we keep burning our directors we won't have events.

I would love to see an annual "Director's Forum" where we could for example discuss and agree in principal what various clauses from the NTC should be interpreted and what that might mean during an event. Share experiences like, "don't change the legend..." etc. etc.

Just some ideas that we could discuss.

Thank You.

Regards Ross.

Ross Warner

Ex Director

Comments by Martin Leaver

Thanks Ross, Alan, and my condolences to Alan.

I agree with your views. Having had my own misunderstanding with Jon over the last Sheep Station, I understand Ross' position quite well re generally not saying much and just being thankful.

I did reply directly to Mal on most of his questions, which I'll summarise as:

Tour and social crews help make the events financially viable, so we should welcome them. I don't have enough knowledge to know if smooth dirt is an issue for a significant number of crews, but the Alpine entries suggest not really.

For Mal's event, don't dismiss that we are out of practice, and what this may have done to contribute to a few of the errors.

From my own perspective, I would have saved a lot of time if there was less searching for map features, rather than having a grid reference for singular features. Andrew and I found everything eventually, but I don't enjoy the 'needle in a haystack' search as time ticks away.

I've no experience with navigating at night, but I did note that I've had one car written off during the BFC 2016, so I'd be wary of encouraging classic cars to run at twilight or complete darkness. Back in the day, the rally cars were current, so could easily be fixed or replaced, and had the current day safety expectations.

Cheers,

Martin

p.s I think Ross encouraged me to modify the legend in regard to distance markers...

(Continued on page 11)

Comments by Jon Mansell

Hi All,

Condolences to Alan for your loss. We only get one Dad.

I have read all comments so far and honestly I agree with you all. I remember Martins and my clash of emails, it was all very serious stuff at the time but now I look at it and shake my head wondering why I took it so personally. I learnt a lot from the last sheep station rally and I appreciate all the hard work that goes into all of our events by everyone.

I am once again shocked at the treatment that Mal has been handed out post rally. He copped it after his first event a few years back. Any questions etc I had for Mal, I kept to personal messages etc but in general, Tina and I had a great day. He had an army of officials on hand and yes it was challenging to say the least and I hated those bloody maps Haaaahahaha. I was less than happy on the day as I was disappointed in my performance behind the roamer and pencil and Mal certainly took us out of our comfort zone but what is wrong with that?

I enjoyed not having to answer questions in apprentice several other aspects of Mal's Rally. Did I mention that the maps were bigger than the bonnet of Tina's Corolla? My only complaint is that I feel all rally directors should have a lunch of some sort included and a driver reviver in the afternoon section for crews to have a break and refresh themselves.

We need rally directors like Mal and the rest of us as we all have different ways of making a rally challenging and fun. Mals style of setting a rally is vastly different to mine and to all of us. If all rallies were done from the same set of rules or criteria etc it would be as boring as navigating around Woollies car park in Bourke on a Sunday afternoon. I hope that Mal does decide to continue with a 2022 rally. He'll probably make the maps so small that you cant find them Haaaahahaha.

Unsealed sections do not bother me and as the Sydney suburbs spread we need to move further out with our

rallies. Prime examples are The Northern Road and surrounding areas and did anyone notice the new areas and roads going in around Bundanoon? Out the back of Marulan is forging ahead also and valuable roads are being gobbled up. Moving into more rural areas means that we will encounter more unsealed roads as directors try to link tar sections etc. In the last Sheep Station Tina and I were complimented on our choice of unsealed roads. I feel that a growing amount of unsealed roads is to be expected in the next few years until some regional areas catch up with their road works.

Night sections..... Bring them on. I can stuff those up just as well as the day sections and I can probably find more excuses why. Mal, Day/Night Rally for 2022! I would love to set a rally starting at 4am and finishing at lunch time. Night sections would need a reduced average speed due to errant wild life and lack of panoramic vision.

I don't have any experience with modifying map legends but I do hope that it doesn't give Tony Norman any ideas!

Cheers

Jon Mansell

Dave Johnson Historic Rally

(The Jakrots Dust Off The Cobwebs)

After a twelve month pandemic-induced hiatus we had nearly forgotten what to do. Peter was hesitant about attending this rally as with all the Coronavirus restrictions in place, the event could turn out to be cold and impersonal. Fortunately he was wrong as it didn't take long, after cautiously greeting familiar faces in the carpark, to be back with friends, laughing, listening to Ross' potato peeler joke, and looking forward to an enjoyable day. We followed this up by attending the club meeting on the Tuesday after at the Strathfield Golf Club.

This rally will long be remembered not only for Mal Sinfield's great rally setting skills, and Dave Johnson's ever present smiling face, but also for the enormous maps he supplied! Can Ross top this? The Morey's had the right idea, bringing a ute with a deck large enough to spread the maps out on. Outside of the difficulty of folding the maps in the car, we loved the large maps and were very pleased not to have to use a magnifying glass to spot finer details. We also loved the supplied roamers and these will become a part of our rally toolkit in the future.

Speaking of big, did anyone else notice that Dominic is fading away? Must be missing Denistone Sports Club! Eating at Strathfield Golf Club should help him as the menu is pretty meagre and CRC members are considered second class citizens (we do not get steak, like the other VIPs, but that's an entirely different story).

Back to the rally, we were challenged with juggling the instructions, shortest map route or not, don't use a minor road in this grid square, watch out for gates and keep looking out for road realignments, made for a fun(?) and challenging day. You always feel better on a rally when you can see other cars around and on this rally we rarely felt too lonely. Early on we regularly spotted Andrew and Martin, swapping to Phil and Richard, and later Ross and John!

We went down a long dirt road (no P boards within one kilometre in this rally) and came to a big tree fallen across the road, with the road blocked and very wet, we decided it wasn't worth the risk proceeding. We learnt at the lunch stop that there was a Z board further on! Ah well.

We stopped at the Colo Vale fire station to map and must not have been paying attention because there was a Z board in that location. We then headed into lunch and in true COVID-safe fashion this was a little different to the usual rallies. We did not get the usual lunch fare provided by a local school or CWA group. Instead we had to bring our own. Lunch was lovely as the sun was shining and we had a picnic in the grass. This time we had brought a second picnic basket with food and enjoyed it immensely, until it was time to collect the next instructions and Val decided the bonnet was of appropriate size to spread out the

enormous maps.

Martin was walking around saying "I've been here for ages", Alan was trying to pick Mal's head for clues for the afternoon division. Bob Morey wanted to know the correct way into lunch (they had cut-n-run) so they could start the afternoon off correctly. I went mad at Peter when he was too busy socialising to help me plot.

Later that afternoon when we arrived at the Bundanoon control, we noticed several other cars in the shade, mapping the next section. We went into control, even though there was no M board to be seen, got our instructions and joined the others in the shade. Soon after, they all left and the only car other than us, was the sweep. They were pacing, and pacing. We thought we'd better get moving and if we made any mistakes, there was no going back to correct as sweep was on our tail. It didn't go so well from here on and we had to cut-n-run to final control. At the club meeting on the following Tuesday, Mal Sinfield was apologetic when he said we'd finished last. We told him that it didn't matter as it was a great rally, and we had a good time.

Our congratulations go to the winners Jon and Bang-On Mansell, Mike Batten and Peter Reed and Robb and Starr Mifsud. Also great appreciation to all the officials who risked their lives in this pandemic, so that we all could have a jolly good drive in the countryside.

Peter & Valerie Jakrot

Car 10, Porsche 944



Dave Johnson Historic Rally,

A Big Guy production.

Tina and I had an absolute ball and we did really enjoy the day. We had our ups and downs but we were happy and laughing most of the day as we rallied on. This event was well put together and an immense amount of work had gone into the planning, setting up and the running of the day. All the officials were just great and always smiling and helpful. I hope that Mal, the HRC members and all the officials who worked so hard on the day do not take my report negatively, it's just my account of the day and my emotions and thoughts as the day went on.

This rally was always going to be a challenge for me. Relinquishing the **Man Zone** of steering wheel, pedals and gear shift to Tina and to sit in the left seat is a big step for any driver. Pens, pencils, rulers, lipstick and hand cream are no substitute for the thrill of steering swiftly along country lanes..... Well, that's kinda true, but navigating does have its rewards. I always say that local knowledge is not always an advantage and it can bring you undone, although I said that wasn't going to happen today.

Tina allowed me to drive to Mittagong RSL (BONUS) where she did the driver bit of getting coffees etc. while I looked after sign-in, checked through our rally pack containing – An A4 map, wrist bands, official paperwork, car number, some additional navigation toys and 3 disgustingly large, no **HUGE** maps that resembled massive kids play mats.

I had my temperature taken by a radar gun and luckily not only was I under the limit, but I didn't get booked for speeding or drink navigating. After that, I had a few minutes to spare, so cleaned the windows then grabbed our route instructions when the window opened at 7:50am. Maps spread on the bonnet held down by a hot coffee, I plotted the first section..... This navigation bit is just too easy!

I then folded the maps and we rolled up to M1. As Tony Norman handed us our road card suddenly I realized we had no question sheet for the morning. Panic set in for a moment but Tony assured me that

we wouldn't be answering questions in the morning division.

Phew, one less thing to worry about.... This navigating gig is getting easier! (remember it's my first day navigating in a rally)

Feeling super confident and armed with my instructions on the clip board, my neatly folded map, a 2B pencil, a rubber (No not a condom), a hi-lighter and my trusty roamer we headed out of Mittagong RSL and off we went.

Section 1 was pretty easy with help from our 'local knowledge' from growing up and living on the Southern Highlands for a big part of life. As we went on we waved to Garth and Paul with the radar gun and checked on some realignments only to find that Mal hadn't used them. We picked up a 'Z' board on a road that I knew ended at some one's front door and we were going well. The guy was still in his pajamas when he came to the front door to see why all these cars were in his driveway and threw his enameled coffee mug after us missing the car by inches as I scored the 'Z' (Good Job Mal). A re-plot on the go as per the '**Z Thesaurus**' instruction and we motored on. I still made one or two minor mistakes and missed a board or two or more.

As we got to the start of section 2, I was out with the maps over hanging over each side of the bonnet searching for the next Via. Holy crap! Everything is a Via with no instructions in between. This navigating just got confusing and It was Tina who casually advised me that the 6 via's marked RW were actually our abbreviation for Railway and PO was a bloody Post office. For crying out loud!

Did I say that Tina use to do the navigating?

I had already marked the OOB's so we knew where we couldn't go and section 2 was finally taking shape. Up around the PO Via I made a road error and we had a 5 min back track to rectify the problem and we were back on track doing OK-ish.

(Continued on page 14)

Did I say something about local knowledge? Well as I always say, in rallying it usually works against you and this rally was no different. Missed an alignment that I knew was there and then got sucked in by a dummy board on what wasn't a road I had plotted but I saw it ahead and.... Dummy.

More penalties but onward to the end of section 2 where we saw Martin and Andrew going the other direction. OMG re-check my route again.

The tone was set for the day as I worked with maps measuring over a metre² and trying to refold them on the move without blinding Tina was impossible. We made lots of stops with maps draped over the bonnet and windscreen. Tina was finding the drive and the roads fun and was all smiles so I was happy about that. (Happy Wife, Happy Life as they say)

I struggled working out which instructions were in order and which weren't. Another issue for me was that Mal The cunning sod had used private access lanes, roads that were on the map that I knew didn't exist or were dead ends and private farm lanes that I knew weren't real roads. Did I say local knowledge can bring you undone? Yep Missed all these Z's because I was so smart and knew the local area.

In and out of the car, reading, re-reading, re-plotting etc etc all take time and by mid-morning we were averaging a brisk 34kph and I'm advising Tina that we will be late into lunch and that meant more penalties. I was also concerned that we weren't seeing other cars as usual. This had me double checking my calculations.

We stopped in at Moss Vale Sports Ground for a luxury stop and I plotted through to lunch. This took a while with the HRC & Sinfield rally double speech and mixed up Vias but at least we could just drive through now. Feeling a bit frustrated by this stage, bloody maps, bloody instructions, running so late, bloody Mal and we were so far behind everyone and that's why we weren't seeing other competitors. Tina was still enjoying the drive and we were still laughing at silly things we saw along the way and admiring the scenery so it all wasn't too bad. (but don't tell Mal)

Through to Kangaloon past an Auction that had people and cars all over the road and all Tina wanted to know

was: What are they Auctioning and can we go see? NO! was the tort answer.

Turn left at the old church at Kirkham Road and up to the end of section.

A 'Z' board? Ok now I have seen it all, or have I? Quick check of the '**Z bible by Mal**' and the good gospel advised us to proceed to a Passage Control in Moseby Hill Rd. Hi Carol and team, they were happy and bright and told us we were only the 3rd car through as well as asking how we were doing. I sort of laughed, bloody maps! Not a fan! And said we were not having a good day so far.

I must say that their bright happy manner lifted my slumped mood. Carol stamped our card and marked 13 boards missed out of 35 so far... OMG, What The...? We signed for additional instructions got a yummiie snake lolly (best part of the morning so far) and we were off.

Quick check of the instructions and I replotted the course into Lunch at Avoca.

(Stupid me had Tina drive at 40kph average to the end) Shut up Mal! But I still can't work out the relevance of 40kph in the instructions.

We signed in only a few minutes after control had closed but not as late as we thought we would be. We were surprised to see only a handful of cars there and realized that we were like Carol said, ahead of most of the field. We jumped out of the car to grab some lunch..... What Lunch? Apparently in the Supp Regs we were told bring your own. I had read the Regs twice but did not pay attention to that section as I was more interested in the navigational sections and penalties etc.

Luckily, we had food in the car but decided to just grab a quick coffee as we were advised that we had less than 20min to pick up our division 2 instructions and head off or we would receive another penalty. We sat and had our coffee and chatted with Murray & Nikki Baker who were experiencing the same difficulties that we were so I didn't feel too bad for not doing so well.

We picked up our Division 2 doc's and Brian told us that Lui (official point scorer) had said we weren't

(Continued on page 15)

doing too bad. More maps draped over the bonnet and windscreen as I plotted the start of our afternoon while Tina grabbed a quick bite from the esky. Loops, big loops, bigger than Beyonce's earrings and a few double backs was in store for the afternoon run. I decided near enough was good enough for the afternoon and I picked the vias and just drew the shortest route between them ignoring the difficult to understand and out of sequence parts. As we approached Exeter for the first time, we decided to have a luxury stop and grab a sandwich at the general store and recheck the route. It was time well spent as I wasn't confident with my end of section point.

We rallied on through '**Whare Tua**', a National Lampoons route marker, past the sale yards, got out the colouring pencils and drew in a road without plotting the points 'cos I knew where it was!

Doing 100 in a 100 zone, we crested a hill where a car was stopped coming out of a driveway. As we passed we realised the car was the '**Zero Car**' and was parked across and concealing a passage control with Garth and Paul on duty. We got the passage control but we did miss the ribbon on the gate and the 'Z' board behind it because the '**Zero Car**' was parked there concealing everything. Not Happy Jann! (Or Mal) but apparently we should have asked if there was a 'Z' board. Really? Sorry Mal I don't get the logic of that bit... lol

Quick chat with Garth & Paul who are two of the nicest guys you will meet in rallying or anywhere for that matter. I signed for some additional info and we zoomed off feeling a little confident of the rest of the route. Got the 'Z' Board on Oldbury Road, got the loop back through Moss Vale and the run through the mapped gates and onto Rockley Road through to Exeter etc and loop back round to Exeter again and the back way into Bundanoon, into the 'No through Road' where the cars behind weren't game to follow us. Lol they missed it. Then back up through Grice Avenue passing Nikki and Murray going the other way. Why is everyone going the other way?

We then went back round through town where we

waved to the Morey's who were having coffee at the Primula then over the bridge I had to draw into the map, once again no measurements needed as I knew it was there 'Local knowledge' finally working for me. This makes me wonder the actual date of mapping as that bridge was there in the early 1900's. We got the one question of the day and on to a passage control at the end of section, average speed so far 42kph.

Got our card stamped, 3 missed boards I think. (not bad) and more lollies as I signed for advice that the final control would be open until 6pm. Awesome! We just might squeak this in.

Then into the parking area to plot to the end. Martin & Andrew were there and we were soon joined by Nikki & Murray. All of us with maps draped over bonnets like big tapestry tablecloths. After several minutes we started talking and the only thing we all agreed on was the church Via and off we all set on our different routes. I was confident we had it right and I was not going to deviate from this course. Tina was having an absolute great day driving and was big smiles and we were still chatting and laughing. It then suddenly struck me, that Mal had plotted the best and most interesting use of the Highland's roads that I have rallied on. (But Don't tell Mal)

Loop Bundanoon, back across the bridge I drew in earlier, on to Exeter, Sutton Forrest via a dirt detour to pass the church, cross a pipeline, 3 railway crossings, thumbs up so far it's going well. Onto the motorway at Berrima (Missed a 'Z', Dummy) exit at Welby. Change of maps and one map went half out the window. We both had a good laugh at me flailing to get the map back inside the car.

Onto Wombeyan Caves Road, then a side road for 3 sides of the box, cross over to Greenhill's Road, down a road we had to draw in, 'Local Knowledge' again on my side and OMG Andrew and Martin were looming in the mirror albeit on a different route to us. Round through Berrima, down Oxley's Hill, over the railway crossing in Bowral and there we lost Andrew and Martin there.... What The? We're almost done. Maybe they went for a Tosca.

(Continued on page 16)

Feeling confident that we had nailed the afternoon we slipped down the back road to Mittagong where we came across Carol and crew again for a quick chat, stamp of the card, 2 missed boards or 3 (Not Bad) signed for new instructions and new route into Final Control well after 5pm.

Still not confident that we had done all that well we adjourned to the nearby establishment and enjoyed a drink with Garth & Paul again and reflected on the day. A quick whinge, a few laughs and it was time to go. On the way down to congratulate the big guy for a great day, we met up with Brian again for a quick chat. A quick chat with J'Coop and we caught up with **'The Mal'** to congratulate him for a great day that really put most of us out of our comfort zone.

On the way home Tina let me drive again. We were really happy with the day regardless of where we finished and we headed home for an early night.

I am so proud of Tina in her first competitive drive. She didn't put a foot or wheel wrong all day and followed instructions when I advised her, every time. It was her longest drive ever clocking up just over 9 hours of seat time for the day.

As a competitor, it was a brilliant day, a very well planned and executed rally, all the officials were so good to us and everyone all day and it was a stunning drive. Yes I complained and wasn't happy about the maps etc, but I also appreciate all the work and effort Mal and his team put in so that all of us in the cars could have fun.

As rally directors, Tina & I know how much hard work went into this and I am in awe of what Mal did and how well all his team and officials worked on the day. We all owe them a big thank you and round of applause.

I can appreciate that all rally directors do it differently and that is one part of what makes each rally unique and exciting.

Was it hard? YES. Was it tough going? YES. Was I out of my comfort and skill zone? Hell Yes. Did I complain during the day? OMG you better believe it! But once I was out of the car and relaxed with a drink and some great company in the club, I knew it had been a great

day and a steep learning curve.

Looking back on the day from sign on to the final M control, it was 20 minutes of boredom followed by 9 1/2 hours of sheer terror.

I am glad for the challenges Mal put us through and I am glad that we didn't give up all day.

I hope that Mal decides to host another rally in 2022 and beyond this as we need his style of rally to help us as competitors lift our game and get use to yet another way of plotting and also as rally directors to step out of the box and learn from his vast experience.

Tony Normans Rally is next, so stay tuned for my whinge on that one too.... Baaaaahahahahaha

Oh, and what happened to the Massive Maps?

Well, I did manage to save the one that almost jumped out the window and we made a 3 man tent, a new hard cover for my Ute and a bean bag and with the small bit that was left over we made a garden shed with sliding door and then lined the draws in the kitchen.

Thanks for reading,

Regards

Jon Mansell

Sheep Station Rally

Sydney	114
Campbelltown	62
Picton	47
Mittagong	3

If you think the Tourists had it easy on the DJH, see if you can work out one of their questions on the run.

Fred's trip to Sydney

Use the distances on the green board to arrive at the answers to the questions posed in the story. The only roads to be considered will be a single road from the green board through Mittagong to Sydney with Picton and Campbelltown both located off that road by 5 km and 3 km respectively.

Story

Fred lives opposite the sign. Fred starts out one day to visit his cousin Charlie in Campbelltown, then his Granma in Sydney and then to call in on Aunt Polly in Picton, before returning home for dinner. He sets off and meets with Charlie as planned. He is exactly half way between Charlie and Granma when Charlie rings and tells Fred he has left his wallet there. Fred needs his wallet but the extra distance will make him too late at the end of the day, so he will change his plans.

Question 1: How far has Fred travelled from his start to this point?

He decides he will change his plans for returning home, so arranges to stay with Granma overnight. As Charlie is going out for a few hours, he will have to pick up his wallet later in the day. Accordingly, he turns around and heads for Aunt Polly's, where he arrives safely.

Question 2: How far has Fred travelled since the turnabout point where Charlie rang him?

After a good chinwag with Aunt Polly, Fred heads off back to Charlie's and after picking up his wallet, proceeds to Granma's.

Question 3: How far has Fred travelled from Aunt Polly's to Granma's?

Question 4: How far would Fred have travelled if he had made the trip exactly as planned

Answer given at the end of the magazine

Many Hands Motorsport racing again

After a 2020 full of cancelled and rescheduled events Many Hands Motorsport was excited to load up the Alfa Romeo and head south to complete in the delayed Targa High Country based at the Mount Buller Ski Resort in central Victoria. The event, conducted over three days in early February sees teams enjoying some of the best roads in Victoria, particularly the 50km plus stage from Jamison to Eildon and the challenging 18km hill climb up the Mount Buller access road.



At the completion of Day One, which saw the team take on just two stages, down and back up Mount Buller, in what can only be described as treacherous weather conditions they were pleased to find themselves in first place in their category of 'TSD' or regularity. TSD requires teams to complete stages at a given average speed, which ultimately translates – after you do the maths – into a precise time to cross the finish line with points being lost for arriving too soon or too late. This makes each stage a challenging balance between speed and accuracy requiring both Steve and Heather to contribute to the overall success of the team.

The weather on Day Two of the competition was greatly improved with cars heading towards King Valley to complete six stages throughout the day. The team had a mixed day dropping a few points here and there until it all went badly on the last stage of the day, the hill climb back up to the top of Mount Buller, when the team got the balance wrong and did not go

fast enough in the early stages of the run to enable a strong finish dropping a significant amount of points and falling to fourth place, essentially putting themselves out of contention.

Day Three was a great day over great roads and the team maintained its fourth place finishing with a strong and enjoyable run through the streets of Mansfield.

Overall we were disappointed not to have finished higher in the standings but it was just great to be back in the car and racing after the void of racing in 2020. The team is now looking forward to heading to Adelaide for the Adelaide Rally in March where the team will step up a category. It will be a great challenge and we are looking forward to it.



You can follow the team on Facebook at <https://www.facebook.com/manyhandsmotorsport>

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Having a Go in TSD!

I have a suspicion that many race cars never see an auto electrician. The wiring in the engine bay of Shane Navin's then newly-acquired red 1979 Mazda RX-7 looked dodgy. The professional appraisal by Shane's son, Ash – who is an auto electrician – was uncomplimentary. Even though Ash spent a weekend before its first event tidying up connections of the “twist and tape” variety and removing extraneous wires, a succession of electrical idiosyncrasies later manifested themselves.

A complete rewire of the car was put on the “To Do” list very early on. Ash was booked to do most of the work during his Christmas holidays and on weekends, once Shane had removed most of the impediments to access, such as the doors, race seats and dashboard. There were eight weeks before the rescheduled Targa High Country in February for the job to be completed.



About three weeks before THC, Shane told me that they could not be sure that the work would be completed in time for a proper shakedown. We agreed that the rewire should not be rushed. “How do you feel about doing TSD in the Golf?” Shane asked me. (“TSD” stand for Time, Speed and Distance ie Targa's regularity category). The alternative was to forfeit his deposits for the event and the accommodation at Mount Buller. I agreed to give it a go.

This was to be a “come as you are” effort. Jen's Golf R would be on road tyres, and the only modifications would be to take the feed for the Monit rally meter from the ABS and to stick the aerial for the Rallysafe monitoring system to the roof. The use of a road car is

possible because TSD does not require even a half cage, as do the other categories which are limited to a maximum speed of 130 km/h. No cage meant nowhere to anchor race harnesses. The lack of race harnesses meant that our HANS devices (the Frontal Head Restraints which limit a helmet's forward movement, and require the shoulder harnesses to hold them down) could not be used. While the cage and HANS can be inconvenient, we realised how much we take for granted the sense of security they provide.

TSD requires that competitors achieve an average speed specified for each stage. One penalty point is accrued for each 0.1 km/h your average speed varies from that specified (either over or under). That worked out to plus or minus only 0.3 seconds for several short stages, and 0.2 seconds for the Mansfield town stage. TSD competitors are limited to a maximum speed of 130 km/h and a minimum speed of 30 km/h. This is monitored via Rallysafe and time penalties of at least 30 seconds are imposed for each breach. On the plus side, TSD competitors are not required to slow down in Speed Reduction Zones (SRZs).

Targa Australia uses SRZs to slow vehicles down on some fast sections of stages. An SRZ is a marked 400 metre stretch of road in which a car must spend a minimum of 20 seconds. Rallysafe counts down the 20 seconds once you enter the zone, and displays green when you have complied. A 30 second time penalty is incurred if you exit the zone before Rallysafe clears you to do so, or if you slow below 30 km/h in the zone. I recalled how finely Shane was able to judge our exits, without ever losing any points. I figured that Shane would be able to finesse the timing of crossing the finish time control point if I counted us in. My aim was to get us to one kilometre from the finish with about a minute to go, so that we would have to average only 60 km/h for the final stretch.

With the exceptions of the initial shakedown stage and the Mansfield town stage, the required average

(Continued on page 21)

speeds, in dry conditions, varied from 81 to 91 km/h. While these do not seem too challenging, we knew, from years of talking to friends who competed in TSD, that it is very easy to fall behind the required pace and very difficult to recover once you have done so. I realised that we simply did not have enough information to try to predict our pace and to set target times at various points throughout each stage. Our approach would be to go as hard as we could from the start; hopefully, to get ahead of the required pace; then to figure out when we needed to slow down to cross the finish on time.

I thought about how many opportunities I would have to mess up the “figure out” bit, trying to match the distance on the Monit to a time on my stopwatch, calculating the distance and time to go and where we were in relation to the required average speed. I decided instead to use a countdown timer, set to the calculated time for the stage at the start control, and to set the stage distance on the Monit at the start and have it counting down, rather than up. I created a set of average speed tables which I thought would suit our needs.

The evening before our departure for Mount Buller, there was none of our usual ritual of tying the race car down on the trailer and loading the Touareg (tow car) with parts and tools. It felt very strange departing Shane’s place without the trailer and race car in tow.

When we lined up to start the first stage - down Mount Buller in pouring rain – without the security of race seats, harnesses, HANS and roll cage - I felt positively naked. I reminded myself that the Golf’s road tyres should provide much better grip in the wet than cold race tyres. This year, the stage down the mountain (Mirimbah) started near the Mount Buller resort and had increased in length from less than 7 km to nearly 16 km. The additional nine km from the top of the mountain was a constant succession of tight corners which would be challenging in the wet, even though we had to average only 60 km/h. We had agreed that Shane didn’t need to buy pace notes for the event, as we were “only” doing TSD and considered ourselves familiar enough with the course to manage only with the road book. We set off with

gusto and I concentrated on warning Shane of the few tight corners listed in the road book. By the time I diverted my attention to the time to go, we were well ahead of where we needed to be. We had to travel the last several kilometres at 45 km/h. A lot of verbal reinforcement was needed to keep the speed down! The Driver was not happy. We passed the finish time control about 1.6 seconds late. We lost only one point but, clearly, I needed to lift my game.

What I failed to realise during the event, but was evident watching the in-car video afterward, was how difficult it was for Shane to maintain a precise speed while negotiating bends when he had to take his eyes off the road to look at the speedometer. In the race cars, Shane has had a Hummingbird GPS speed display mounted above the instrument panel. Having that accurate speed display near eye level enables him to maintain a given speed while keeping his eyes on the road. Being given different speeds to maintain (stated with varying degrees of confidence) also did not help.



Lining up for the start on Day 1

Day 1 consisted of only two stages. The required average speed of 60 km/h for Mirimbah for TSD reflected its status as a shakedown stage. For the run back up Mount Buller, however, TSD was required to average 75 km/h - in the wet. This was far more challenging but we reached 1 km from the finish with a minute to go. I told Shane to sit on 60km/h, utterly failing to appreciate the time we would lose traversing two hairpins and another tight turn in that final kilometre. We were past the second hairpin before I realised that we had to cover the last 400 metres, including bends and the last corner, at about 90 km/h. This proved to be impossible in the rain, and we

(Continued on page 22)

missed our target time by seven seconds, losing another six points.

At the end of Day 1, we were fourth; three points behind Steve and Heather Brumby and one point behind both Emond and Jones, in a Volvo 850R wagon, and Hoven and Davies, in a 2018 Alpine A110. Steve and Heather's usual rivals were absent, so we expected that they would hold onto their lead.

The weather that evening did not bode well for Day 2. There was thunder, lightning, heavy rain and howling wind. The first thing I did the next morning was to go outside to assess the conditions. The rain must have stopped early enough for the wind to dry everything out, because the road was bone dry. Happy days!



Day 2 commenced with another run down the mountain. This time, we had to average 80 km/h. We passed the finish time control as our timer reached zero. During our transport to Targa Stage 4, I received an SMS from Lui MacLennan, the official timekeeper. "Wow! You nailed TS3!"

The six Day 2 stages between Mansfield and Whitfield, and back again, are fast and open, climbing a mountain between the two towns. We cleaned TS4 but could not repeat that accuracy on the subsequent five stages, losing between one and three points on each. Nevertheless, Lui had texted that we were equal first at lunch time.

The final stage of the day was Mount Buller. We were required to average 88 km/h. Shane and I agreed on target times for our arrival at the first of the two final hairpins and going into the left turn at the Mount Buller clock tower, just short of the finish. The long run up the mountain in the dry, however, revealed the

limitations of the Golf's road tyres. Despite Shane's best efforts, we gradually slipped from being comfortably in front of the clock to only a few seconds in front of it as we reached one kilometre to go. This was not enough; we crossed the finish about five seconds late and lost another six points. We finished the day in second place: five points behind the Volvo and one point in front of the Alpine. Steve and Heather had lost a lot of points on the Mount Buller stage and had dropped well behind us.

Day 3 commenced with another run down Mirimbah, followed by a long transport to Jamieson for the marathon 49 km Jamieson stage. This has tended to be our nemesis stage, and so it proved again. It comprises 22 km of constant slow and medium speed corners; about 5 km of straights and fast sweepers; then back to mostly slow corners with the occasional short straight. We slowly fell behind the pace as the stage progressed. I was reluctant to push Shane harder, as the tyres again seemed to be struggling. We finished 48 seconds late, losing us 19 points. At lunch, the Volvo was 21 points ahead and the Alpine had passed us, to be seven points ahead. We remained hopeful of catching the Alpine.

The second stage after lunch was Eildon; mostly, the reverse of Jamieson but only 40 km in length. Shane decided that he would leave the transmission in Sport mode, rather than shifting between the Golf's seven gears himself. He had been reflecting on Jamieson and wanted to see whether he could lift our pace when spared having to think about which hand had to operate the required paddle when the steering wheel wasn't near the straight ahead position.

Whether being freed of shifting gears made the difference or not, Shane had the Golf flying from the outset. We were comfortably ahead of time and even briefly caught the Volvo, which had started 30 seconds before us. With our experience on Jamieson in mind, I kept us ahead of time until close to the end of the stage. With 500 metres to go, I had Shane doing 40 km/h to nail the finish. So I thought, until the yellow board, indicating 200 metres to go, appeared as we traversed a bend. There were expressions of

(Continued on page 23)

unhappiness from both sides of the car. Shane slowed to 30 km/h but it was too late: we passed the time control 16 seconds early. Instead of 40.10 km, however, the Monit told us that we had covered only



39.94 km, 160 metres short. I assured Shane that 40.10 km was the distance to the finish time control stated in the road book and the recce notes. I worried that our careful calibration of the Monit was out, but we had not noticed any discrepancy prior to this, but we had been so far behind time on Jamison – the only other long stage – that I hadn't been looking at the Monit as we crossed the line. I remain suspicious that an adjustment of the co-ordinates for the start control (previously 350 metres off the road) did not extend the stage length for 2021 by the advised 150 metres. Regardless of the reason, the fact was that we lost points and our close competitors did not.

We were determined to finish on a high note. While TSD did not have to slow down for the SRZ in the

Mansfield stage, we were somewhat concerned that we were required to negotiate the tight streets of the town some five seconds faster than we had managed to do in either the RX-7 or the Porsche. Fortunately, I had thought to time our progress through the last two corners to the finish when we had recce'd it. There would be very little opportunity to save time on those two very short straights, so we set ourselves a target time to go at four corners from the finish. If we were on pace, great, but we agreed not to risk damaging the Golf. We ended up losing only a single point.

We finished in third place, 12 points behind Hoven and Davies in the Alpine, who had closed to finish only two points behind Emond and Jones in the Volvo.

Shane and I found TSD challenging, and rewarding when we got it right. For a road car with absolutely no preparation for competition, the Golf R performed magnificently. Any lesser car would not have been competitive. We started every stage going flat out. On Mount Buller, Jamieson and some other stages, we went flat out until very close to the end. At the risk of being branded a spoilsport, I question whether the lack of at least a half roll cage, race harnesses and HANS/Frontal Head Restraints for TSD can continue to be justified.

I feel sure that we could improve in TSD, with this experience under our belts, but I am looking forward to returning to going all out in full competition.

Glenn Evans



VALE RON TAYLOR

Unfortunately we have lost another truly unique man to multiple myeloma cancer, 76-year-old Ron Taylor. Ron passed away peacefully at home with his family on the 20th February, after many years of treatment, until there was nothing left to help him beat or overcome his disease. Ron was farewelled in a private ceremony. Ron was a long standing member of the MG Car Club, was Vice President for many years and the Pre-War Registrar for a very long time. He shared his vast knowledge to others with open workshops, sharing his tips, helping to pass on his knowledge and skills. He was regarded as an acclaimed worldwide restorer of many pre-war MG cars, turning his hobby and passion into a business and winning numerous State and National concourse awards for his and his customers' cars. Unfortunately, Ron was told to get his affairs in order just before last Christmas, which led to him selling off all his beloved restored cars.

Our Classic Rally Club members will remember Ron for all his brilliant photos he would take of our cars on all the MG Spring Rallies we contested. Every year when you re-entered you were given some great enlarged shots of you and your car from the previous year. He passed on his love of photography to his grandson, Lachlan, who was always somewhere on the rally route with his Pop, either flying his drone or taking photos. One of my last memories of this was on the last MG Spring rally when Ron and Lachlan were set up on a single lane old wooden bridge with their drone and cameras ready to snap the cars approaching and going across the bridge. When Ross and I entered the bridge from the wrong direction, big navigational error, they both hastily adjusted everything to get us in frame for the photos.

I have known Ron from back in the 80's in the MG Club. He was always the thorough gentleman, always put his hand up to help, a great bloke to know. When I was Clerk of Course setting the early MG Spring Rallies back in the 90's and we introduced the first Tour category to our rallies, Ron and Lindy were amongst the first Tour competitors in our Classic Rallies.

I had rung and spoken to Ron just before Christmas after I found out about his cancer progressing rapidly. He had a very strong attitude and was looking forward to spending his Christmas with his family, which he

achieved. The sad loss of another one to Cancer. You can usually tell a lot about someone by the songs they choose for his funeral, starting with Frank Sinatra My Way, to I Get Around, the Beach Boys, You Sexy Thing, Hot Chocolate, to Born to be Wild, Steppenwolf, shows a determined strong man, with a sense of humour and a love of life.

My sincere personal condolences to his wife Lindy and all his family members and friends go along also from the Classic Rally Club fraternity that knew him. A sad loss to both the MG Car Club and the Classic Rally Club.

Rest in Peace Ron Taylor

17 January 1945----- 20th February 2021.

JOHN COOPER



FOR SALE

Alfa Romeo 105 GT Veloce 1973



Car has been with the present owner since December 2003 and is in excellent condition. The strong 2 litre engine has been maintained by an Alfa Romeo specialist and serviced regularly.

Records from the last 20 years document the maintenance and repairs carried out including reconditioned head, suspension refurbishment, shock absorbers and universal joints.

Extensive rust restoration and body respray has also been done with photographic record of repairs available.

Car has been used mainly in navigation rallies with the Classic Rally Club of NSW and is ideally suited for this activity. Car is fitted with a Terra Trip.

Potential purchasers are welcome to Inspect all records.

Price: \$80,000 or near offer.

Contact: **Gerry Both**

Mob 0408 741 448

geraldboth@bigpond.com



2021 DAVE JOHNSON HISTORIC FINAL RESULTS

Car No	Driver	Navigator	Car	Division A						Division B					Total	Final Place
				M	VRC/Z	Q	Radar	Div A Total	Div A Place	M	P	VRC/Z	Q	Div B Total		
Apprentices																
5	Bang-On Mansell	Jonathan Mansell	1984 Corolla	60	300	0	0	360	=1	0	0	100	0	100	460	1
1	Murray Baker	Nikki Baker	1990 Porsche	60	300	0	0	360	=1	0	25	475	25	525	885	2
4	Michael Brandt	Marina Thiveos	2009 Alfa Mito	60	325	0	0	385	3	60	25	475	25	585	970	3
2	Bob Morey	Teresa Morey	2006 Rodeo	60	370	0	0	430	4							DNF
Masters																
6	Peter Reed	Mike Batten	2018 BMW	0	150	0	0	150	1	0	0	125	0	125	275	1
14	Rob Panetta	Alan Walker	1972 Alfa 105	60	175	0	0	235	2	0	0	225	0	225	460	2
8	John Cooper	Ross Warner	1971 Escort	60	200	0	0	260	3	0	25	250	0	275	535	=3
11	Dominic Votano	Mike Stephenson	1991 Cressida	60	250	0	0	310	5	0	25	200	0	225	535	=3
7	Graham Pettit	Phil Stead	1989 Astina	60	225	0	0	285	4		25	300	25	350	635	5
10	Peter Jakrot	Valerie Jakrot	1986 Porsche	60	300	0	0	360	6	0	25	325	25	375	735	6
13	David Shaw	Ray Arthurs	1993 Pulsar	60	350	0	0	410	8	0	25	325	0	350	760	7
9	Alan Watson	Pam Watson	2012 Mini	60	325	0	0	385	7	0	0	400	25	425	810	8
12	Andrew Inglis	Martin Leaver	1988 BMW	80	550	0	0	630	9	0	25	200	0	225	855	9



2021 DAVE JOHNSON HISTORIC FINAL RESULTS

Car No	Driver	Navigator	Car	Division A						Division B					Total	Final Place
				M	VRC/Z	Q	Radar	Div A Total	Div A Place	M	P	VRC/Z	Q	Div B Total		
Tour																
18	Rob Mifsud	Starr Mifsud	1989 Porsche	0	0	22	0	22	1	0	0	0	11	11	33	1
21	Michael Malgo	Geoff Hemsall	1967 E-Type	0	25	0	0	25	3	60	0	25	11	96	121	2
23	Sarah Priestley	Peter Robinson	2013 Alfa	0	0	66	0	66	4	60	0	0	22	82	148	3
20	Cameron Hallam	Chris Hallam	1990 BMW	0	0	22	0	22	2	60	0	25	44	129	151	4
17	Tatiana Bonch	Gleb Bonch	2003 Pathfinder	60	0	33	0	93	8	60	0	0	0	60	153	5
24	Andrew Taurins	Bruce Miller	1980 Mercedes	60	0	44	0	104	9	60	0	0	11	71	175	=6
31	Shane Navin	Jen Navin	1989 Porsche	60	0	44	0	104	10	60	0	0	11	71	175	=6
19	Warren Herrick	Glenda Lawrence	1984 Celi-ca	0	25	55	2	82	6	60	0	25	11	96	178	8
25	Kevin Payne	Tom Payne	1973 Alfa 105	0	0	66	0	66	5	60	0	25	33	118	184	9
16	Greg Newton	Liz Newton	1989 Mercedes	0	50	66	0	116	12	60	0	0	22	82	198	10
27	Allan Cummine	Jim Deves	2013 Focus	60	0	22	0	82	7	60	0	50	11	121	203	11
22	Rob Clare	Ron Cooper	1961 Jaguar MkII	60	25	44	7	136	13	60	0	0	11	71	207	12
26	John Croft	Annette Croft	1968 MG B	60	0	55	0	115	11	60	0	25	11	96	211	13
28	John Dickson	Mark Oughton	1982 Alfa GTV	60	25	77	0	162	14	60	0	0	33	93	255	14
29	Steve Blair	Kerrie Eather	2000 Falcon	20	100	99	0	219	15	60	0	0	22	82	301	15
30	Alan Chilcott	Michelle Chilcott	2007 Skyline	60	100	143	0	303	16	60	0	25	66	151	454	16
15	Marijke Limberiou	James Limberiou	1983 Mercedes	60	25	330	0	415	17	60	0	0	110	170	585	17
3	Jeremy Loosli	Jonathan Loosli	1965 Mercedes	60	725	0	0	785	18	0	0	25	0	25	810	18



2021 DAVE JOHNSON HISTORIC FINAL RESULTS

Car No	Driver	Navigator	Car	Division A						Division B					Total	Final Place
				M	VRC/Z	Q	Radar	Div A Total	Div A Place	M	P	VRC/Z	Q	Div B Total		
Social Tour																
33	Dennis Oste	Anthony Oste	1990 Sky-line	0	25	55	5	85	3	0	0	0	11	11	96	
36	Greg Yates	Karen Yates	1986 Mercedes	0	0	44	0	44	1	60	0	0	0	60	104	
34	Merzi Dhondy	Edul Dondhy	2005 WRX	0	0	77	0	77	2	60	0	25	11	96	173	
48	Toby Oste	Helen Oste	1997 BMW	60	0	44	9	113	6	60	0	0	11	71	184	
43	Tony Murmylo	Karina Dunajeski	2006 BMW	60	0	66	0	126	7	60	0	0	22	82	208	
40	Min Dong	Melissa Spratt	2014 WRX	60	25	44	0	129	8	60	0	0	33	93	222	
32	Phill Lloyd	Neryl Lloyd	1990 Porsche	60	0	44	0	104	=4	60	0	25	55	140	244	
45	Deb Blumenfeld	Ian Bray	2020 Tiguan	60	25	77	0	162	10	60	0	25	0	85	247	
35	Strait Mairs	Leon Smith	1983 Mercedes	60	0	44	0	104	=4	120	0	25	11	156	260	
37	Yuhan Reporter	Peruzan Reporter	2018 Audi S3	60	25	66	0	151	9	60	0	0	50	110	261	
38	Brian Doyle	Paul Doyle	1987 Mercedes	60	50	55	0	165	11	60	0	50	33	143	308	
46	Ray Fahey	Neil Blaney	1959 AH Sprite	60	25	242	0	327	14							
41	Ian Peard	Michele Wiese	1980 TR8	60	75	110	0	245	12							
42	Keith Smith	Juliet Richardson	1960 AH Sprite	60	100	154	0	314	13							
39	Robert Ratcliffe	Angela Ratcliffe	1964 A Healey													
47	Gordon Messenger	Penny Teri	2007 Prado													
44	Trent Eather	Amy Hughes	Pulsar													

CRC CHAMPIONSHIP POINT SCORE

Masters Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	2020 Buck-ett List Tour	2021 Dave Johnson Historic	Shoalhaven Shuffle	Sheep Sta-tion Rally	Tour d'Course		
	2 day	1 day	1 day	1 day	1 day	Points to date	Position to date
Competitor							
Peter Reed	36	20m				56	1
Peter Jakrot	38	15				53	2
Robert Panetta	32	19				51	3
John Cooper	32	17.5				49.5	4
Andrew Inglis	32	12				44	5
Graham Pettit	28	16				44	5
Lauren Walker	40m					40	7
Tony Wise	33					33	8
Gerry Both	33					33	8
Jennifer Navin	26m					26	10
Dominic Votano		17.5				17.5	11
David Shaw		14m				14	12
Alan Watson		13m				13	13

Masters Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	2020 Buck-ett List Tour	2021 Dave Johnson Historic	Shoalhaven Shuffle	Sheep Sta-tion Rally	Tour d'Course		
	2 day	1 day	1 day	1 day	1 day	Points to date	Position to date
Competitor							
Alan Walker	40m	19				59	1
Mike Batten	36	20m				56	2
Valerie Jakrot	38	15				53	3
Carol Both	33	16				49	4
Lui MacLennan	33	16				49	4
Martin Leaver	36	12				48	6
Phill Stead	28	16				44	7
Shane Navin	26m					26	8
Ross Warner		17.5				17.5	9
Mike Stephenson		17.5				17.5	9
Raymond Arthurs		14m				14	11
Pam Watson	0	13m				13	12

CRC CHAMPIONSHIP POINT SCORE— Continued

Apprentices Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	2020 Buck- ett List Tour	2021 Dave Johnson Historic	Shoalhaven Shuffle	Sheep Sta- tion Rally	Tour d'Course		
	2 day	1 day	1 day	1 day	1 day	Points to date	Position to date
Competitor							
Murray Baker	30	14				44	1
Mark Hoyle	26m					26	2
Michael Brandt	24m	13m				25	3
Dennis Oste	22					22	4
Bang-On Mansell		15				15	5
Donna Wilkinson	0						
Bob Morey		0					

Apprentices Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	2020 Buck- ett List Tour	2021 Dave Johnson Historic	Shoalhaven Shuffle	Sheep Sta- tion Rally	Tour d'Course		
	2 day	1 day	1 day	1 day	1 day	Points to date	Position to date
Competitor							
Nikki Baker	30	14				44	1
Tanaz Dhondy	26m					26	2
John Learson	22					22	3
Glenn Evans	22					22	3
Jon Mansell		15				15	5
Marina Thiveos		13m				13	6
Scott Wilkinson	0						

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	2020 Buck- ett List Tour	2021 Dave Johnson Historic	Shoalhaven Shuffle	Sheep Sta- tion Rally	Tour d'Course		
	2 day	1 day	1 day	1 day	1 day		
Competitor						Points to date	Position to date
Andrew Taurins	19	4.5				23.5	1
Tatiana Bonch-Osm..	19m	6m				19	2
Greg Yates	16					16	3
Warren Herrick	9	3				12	4
Rob Mifsud		10				10	5
Sarah Priestly		8m				8	6
John Croft	6	1				7	7
Cameron Hallam		7				7	7
Shane Navin		4.5				4.5	9
Scott Warner	4					4	10
Jon Dickson	2	1				3	11
Simon Furber	2m					2	12
Richard Nineham	2					2	12
Ted Norman	2m					2	12
Kevin Payne		2				2	12
Rob Clare		1				1	16
Alan Chilcott		1				1	16
Alan Cummine		1m				1	16
Jeremy Loosli		1				1	16

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	2020 Buck- ett List Tour	2021 Dave Johnson Historic	Shoalhaven Shuffle	Sheep Sta- tion Rally	Tour d'Course		
	2 day	1 day	1 day	1 day	1 day		
Competitor						Points to date	Position to date
Bruce Miller	19	4.5				23.5	1
Gleb Bonch-Osm..	19m	6m				19	2
Karen Yates	16					16	3
Michael Birks	14					14	4
Glenda Lawrence	9	3				12	5
Starr Mifsud		10				10	6
Peter Robinson		8m				8	7
Annette Croft	6	1				7	8
Chris Hallam		7				7	8
Jen Navin		4.5				4.5	10
Jenni Warner	4					4	11
Jonathan Loosi	2m					2	12
Henri Hendriksen	2					2	12
Tom Payne		2				2	12
Jim Deeves		1m				1	15
Ron Cooper		1				1	15
Michelle Chilcott		1m				1	15
Jonathon Loosli		1				1	15

22/2/21

2021 CRC Events Calendar.

CRC meetings are usually held at the Strathfield Golf Club, 52 Weeroona Rd, Strathfield at 8.00pm sharp.

Date/s	Event - CC indicates CRC championship event	Note	Contact
26-1-21	Unofficial CRC Meeting	Strathfield GC	
5-2-21	F.F.F.F.	Strathfield GC	
<u>21-2-21</u>	<u>Dave Johnson Historic (HRC) CC</u>	Navigational Assembly	Mal Sinfield - 0405 803 222
23-2-21	CRC Meeting	Strathfield GC	
5-3-21	F.F.F.F.	Strathfield GC	
23-3-21	CRC Meeting	Strathfield GC	
<u>27-3-21</u>	<u>Shoalhaven Shuffle CC</u>	Navigational Assembly	Tony Norman— 0402 759 811
2-4-21	F.F.F.F.	Strathfield GC	
27-4-21	C.R.C. Meeting	Strathfield GC	
7-5-21	F.F.F.F.	Strathfield GC	
16-5-21	<u>Sheep Station Rally CC</u>	Navigational Assembly	Jon Mansell - 0467 632 735
25-5-21	C.R.C. Meeting	Strathfield GC	
4-6-21	F.F.F.F.	Strathfield GC	
22-6-21	C.R.C. Meeting	Strathfield GC	
20-6-21	Tour d' Course (AROCA) CC	Navigational Assembly	Alan Walker - 0432 511 709
2-7-21	F.F.F.F.	Strathfield GC	
27-7-21	C.R.C. Meeting	Strathfield GC	
6-8-21	F.F.F.F.	Strathfield GC	
24-8-21	C.R.C. Meeting	Strathfield GC	
3-9-21	F.F.F.F.	Strathfield GC	
28-9-21	C.R.C. Meeting	Strathfield GC	
1-10-21	F.F.F.F.	Strathfield GC	
26-10-21	C.R.C. Meeting	Strathfield GC	
5-11-21	F.F.F.F.	Strathfield GC	
23-11-21	CRC Annual General Meeting	Strathfield GC	
27-11-21	28-11-21 <u>Alpine Classic CC</u>	TRE.	Phillip Stead - 0412 805 122 Graham Pettit - 0403 308 752 Alan Walker - 0432 511 709
TBC	CRC Annual Presentation and Christmas Party.	TBC	John Cooper

1/2/21

2021 Alternate Events Calendar.

The following events may be of interest to some members—it is not a complete list

Date/s		Event	Note	Event Details/Contact
	5-2-21	Targa High Country		Tarmac event
	13-2-21	Mt Baw Baw Sprint		Tarmac event
7-3-21	14-3-21	Classic Outback Trial	Parks/Orange/ Bathurst	Gravel event
24-3-21	27-3-21	Adelaide Targa rally		Tarmac event
19-4-21	24-4-21	Targa Tasmania	Tasmania	Tarmac event
1-5-21	2-5-21	60 Years Mini Downunder	Rosehill Gardens	Mini Car Club
15-7-21	17-7-21	Black Stump Rally	North Coast	HRC
?	?-8-21	Shannons Eastern Creek Display	SMSP	CMC
28-10-21	7-11-21	Perth to Sydney Marathon Rerun		Laurie Mason
2-12-21	5-12-21	Alpine Rally of East Gippsland	Victoria	HRA

Answers to Fred's Trip

Q1 – 91

Q2 – 48

Q3 – 83

Q4 – 244

Thanks to John Cooper, Peter Jakrot, Jon Mansell, Steve Brumby, Mal Sinfield, Glenn Evans