

- Next meeting July 26
- Magazine deadline August 16

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



## TOUR d'OURSE 2022 BRIEFING.....

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

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## John's Jabber

G'Day everyone that is taking the time to have a read of our Club's monthly Magazine/ Newsletter, trying to keep you informed, entertained and up to date with what's going on and reliving some of the past. I've been a bit slow on things these past few weeks, being very restricted with recovering from my right shoulder reconstruction, being constrained with wearing a tight sling 24/7, making life a little uncomfortable and challenging. I'm only able to use my not so dominant left hand and worst of all being grounded at home not being allowed or able to drive any of my cars. I was able to attend last month's General Meeting thanks to a lift with Geoff Bott, conducting it on my own with the apology absence of our Secretary and Treasurer. May I extend my apology if I became off track a little due to my mind wandering from not long out of hospital and brought on by the prescription of some strong opioid pain killing drugs. I did get to laugh a lot. On the mend now but a long rehabilitation lies ahead, for the shoulder that is, not the drugs. Look forward to catching up with you all at this month's July meeting at Strathfield. Did I say it's a pain trying to type this with one finger left handed, so it may miss a few things and be short on content.

At the last meeting I put it to the members present that this year's usual presentation function early in December may be an issue with getting final championship point scores confirmed before having a presentation day. I have some concerns about our normal end of year presentation day and Christmas party function in as much that I will be away from 9th October till 7th November getting to and from Perth as Clerk of Course with the Perth to Sydney Marathon Rerun of the 1968 London to Sydney, as will a lot of other CRC members involved, including Phil Stead, who is part organisers of this year's Alpine Classic Rally, with Alan Walker and crew left behind to finalise everything. They will have last minute paperwork, entries, scrutineering/pre registrations, approvals etc, etc. The Alpine is listed and is locked into the 19th/20th November and if we were to have our normal first week in

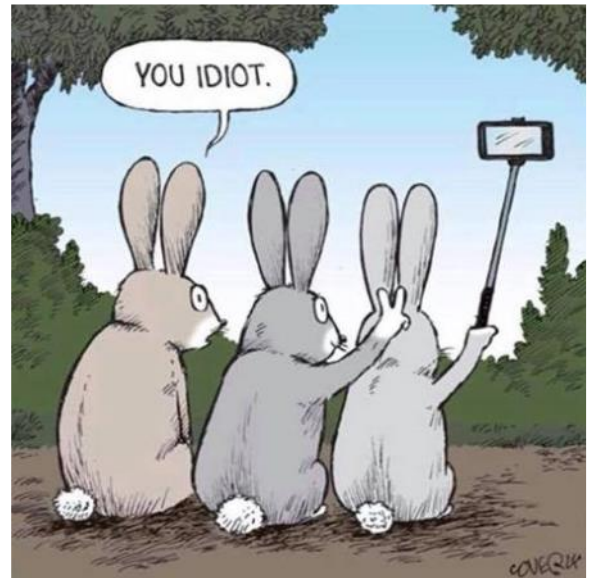
December presentation day it only leaves two weeks to do provisional results and final results, point scores tabled, checked and confirmed and trophies to be engraved all in the busiest time for the end of year for any trophy business. This would be an unrealistic exercise.

I need to book a hall and caterers now to lock them in and decide on a suitable date to be able to achieve all of this. The only suitable date would have to be Sunday the 10th Dec. to fit in the late Alpine results etc and engraving. It's a tight turnaround but not impossible. The following weekend would be too close to Christmas with everyone having other commitments. I put it to the members in attendance at the June meeting if this was a suitable date. There was a very overwhelming majority approval to push ahead and use the 10th as opposed to my other suggestion to hold it over to say the last weekend in January 2023 combining it with a Sunday General Meeting /Social picnic day.

So, with that in mind, to help with the pressure this puts on my organisational skills, all those winners of the new shields and perpetual trophies we only just got to hand out, I will need to get them all back before or at the August meeting to allow time for me to get them to the engravers before I go away. We have decided to have the shields include all the past winners back to the start of each championship, a big task. I've started telling everyone about the benefits of eating dried grapes, it's all about raisin awareness.

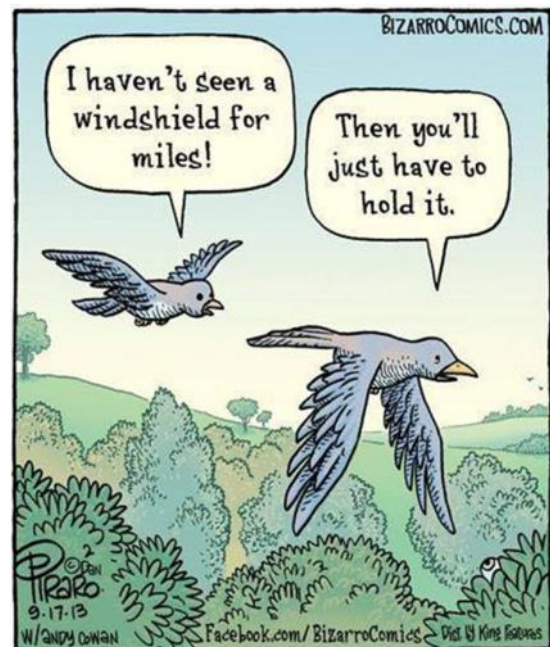
CMC Shannons display day is coming up on August, Sunday 14<sup>th</sup>. If you would like to display your classic rally car along with 1500+ others on our allotted stand, please let me know ASAP as I will need to arrange to get you your entry ticket. Jonathon Mansell is arranging a Social Run for Sunday 31st July, starting from Goulburn with a run down to Canberra for lunch. Give Jon a call on 0467632755 to let him know you are coming. It should be a good day out, hopefully meeting up with some of the Canberra members. Unfortunately, the Historic Rally Club has their Tamworth Tour on that same weekend where I will be partaking with a few other CRC people, using it as a shake down and meeting with other

Perth to Sydney entrants. Speaking of Perth to Sydney Marathon, if you want an adventure and have an interest in the 1968 original Marathon and would like to have a never to be repeated experience to drive over most of the route that rally took, there are a few spots open to enter and come along. Get in before the mining companies dig up all the outback WA roads. Talk to me about more information or visit the new web site. I will be looking for some CRC volunteers to act as marshalling officials on Sunday 6th November at the finish to welcome the finishers at Warwick Farm. Brian Maddigan and I will be coordinating it. As well we welcome CRC members to display their rally cars there along with numerous other car clubs.



Our next rally is the Sheep Station, always a great, well organised event, Sunday 18th September. Entries to Jonathon. Unfortunately, Dominic Votano's mid week social /coffee lunch run needed to be postponed due to the floods and road conditions and I believe Dom will let us know the new date shortly. Looking forward to that as well. With all the talk about the new Elvis movie just out, I have an idea. Would anyone like to invest some money in me to open a chain of Elvis Steak houses that I would call Love Meat Tender?

John Cooper  
PRESIDENT



**I got myself a seniors' GPS. Not only does it tell me how to get to my destination, it also tells me why I wanted to go there**

# EDITORIAL

I joined the club in 2003 and starting in the Masters category. As has been mentioned before there were many two day rallies and some one day rallies, an event about every four to six weeks. The rallies were run by a variety of car clubs and individuals with the CRC generally only running one event – The Alpine Classic Rally.

As we are all aware there has been a major change in both the number and style of rallies over the years where now the CRC sets and runs most of the rallies. The number of crews doing either the Masters or the Apprentices categories has declined while the numbers doing the Tour and the Social has increased.

Reading the comments in Rally Directions and listening to comments at recent club meetings discussing many aspects including, definitions of a classic car, whether the rallies too hard, whether we include modern cars in the championship etc. These issues can continue to be discussed but I don't think they address the critical issues.

I believe the main problems are:

- A) finding rally directors that have the skills and knowledge to set rallies where “clean sheeting” is a dirty word and,
- B) the decreasing number of crews that are prepared to meet the challenges of mapping and achieving the elusive “clean sheet.”

To encourage crews to move up to the mapping categories I would like to suggest we run a number of “Non Competitive Rallies”. The concept of a non competitive rally is to run the rally and score it. Only the scores are published not any places and no trophies awarded (same as the current Social category).

The rallies would be greatly simplified and run as a single category with a mixture of route instructions with simple mapping techniques (small herringbones, easy map traces, out of bounds etc.). The idea will be to have as many clean sheets as possible to enable crews to learn the art. The rally could be run for a full day with easy mapping in the morning and maybe a slight increase the difficulty after lunch. A sealed, route chart for each section can be provided with suitable penalties for opening the sealed envelope. We could reuse rallies from the past and simplify them. I would suggest 3 or 4 sections both before and after lunch.

I believe this would encourage new rally directors as they can start by setting a more simple rally and then progress from there. This would also encourage Tour crews to try their hand at mapping where they can succeed and encouraging them to try mapping in the official rallies.

By having the rallies non competitive we may not need MA permits etc (subject to further investigation) further simplifying the set up. These rallies can then be promoted through the other car clubs and former rally participants potentially increasing “try it out” participation.

These rallies should not interfere with our current championship rallies but enhance the classic rally experience and hopefully encourage crews to step up the higher levels.

Chris McDonald



## **Social Run**

***Goulburn to Canberra.***

***Sunday 31st July 2022.***

Starting from Goulburn at the Grit Café - 5/1-3 Sowerby St, Goulburn. (Parking available in the adjacent McDonalds Car Park)

Tea or coffee and whatever you like to go with it is available.

Entry is free and the proposed departure will be around 9:45am for a 2 hour scenic drive on all sealed roads to our nation's capital and a social lunch at Kingston Foreshore.

Super simple route instructions with a few things to look out for along the way.

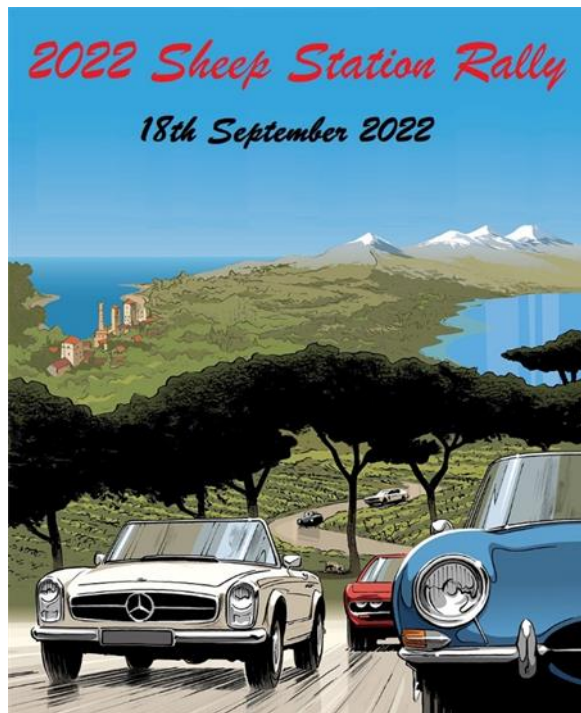
Lunch and refreshments etc at personal expense.

Hoping you can join us to celebrate our sport and our club.

Please let me know if you are coming so I can advise venues of numbers.

Thanks in advance

***Jon & Tina Mansell***



## *Welcome to the 2022 Sheep Station Rally.*

*This year's event will be held on Sunday 18<sup>th</sup> September and hopefully it will be glorious 'SUNSHINE' for the event.*

*This year's Sheep Station Rally will be starting in Goulburn at a new scenic venue where a light breakfast and refreshments will be available. After some driving and navigational nightmares, Lunch will again be in sleepy hollow of Dalton (prepare to be surprised). The afternoon run will have competitors make their way to the Taralga hotel for a social get together and some light food and refreshments.*

*Throughout the day there will be a few previously travelled roads however once again we will be travelling along many exciting new roads and passing through an amazing number of new areas, towns and localities and as usual, there will be some interesting innovations and inclusion to this year's event. All this makes this year's rally another Sheep Station not to be missed.*

*Navigation will be across 4 classes: Social, Tour, Apprentice and Masters.*

*Masters and Apprentice will have multiple types of straight forward navigation throughout the day.*

*Tour will have route charted instructions as per our usual Sheep Station style with some additional short and very easy map plotting in division 1 and division 2.*

*Social will have our usual route charted instructions throughout the day.*

*This year's event may be the final instalment of the Sheep Station Rally as we are considering stepping away from the challenges of setting and running the Sheep Station and other rallies. So, please make sure you attend this fantastic event in September.*

**Regards**

***Jon & Tina Mansell***

# AROCA Tour d' Course 2022

Event report by Alan Walker

Firstly, let us thank all of you, the entrants, that support the AROCA Tour d' Course each and every year.

**It is your continuing support and enthusiasm that makes the event a fun and enjoyable one.**

At just our second time out as event directors, both Lauren and I are very happy with the level of attendance we managed to get to the 2022 Tour d' Course. Numbers have been down a little at events this year so far. So with a field of 40 entries (9 of those in the Masters), it was great to see entrants at all levels, enjoy what we had put together. We certainly thank you all, for making the effort in coming along, and by all accounts it looks like you certainly enjoyed the day.

We would like to make a special note about all of the officials, as without their experience and help the event simply couldn't run. It is certainly worth naming those, that volunteered to make the event an enjoyable one.

We had Lui MacLennan and Carol Both on check in / rally packs, the issue of instructions at the start, followed by Carol acting as sweep for the event and Lui assisting with scoring.

Paul Morton and Garth Taylor, as manned passage controls, appearing twice in Division 1 and again at the middle stage of Division 2.

Tony Norman, as a photographer at Douglas Park Bridge in Div 1, and used as an observer in Div 2.

Glenn and Joyce Innis coming up, to do the lunch control, at this years' new lunch venue, Links House, located in Burradoo (just south of Bowral).

Tony Wise, who again put together the lunch venue at Links House, and acted as our overall 'public relations' officer, if you will.

And lastly but certainly not least – the team of Lauren and Alan Walker – who are now each bronze level accredited officials at both Event Command and Event Administration.

We were able to put together the event, but again it simply doesn't run without help – so thank you.

## The Event

The lollies!

Well you might as well start with the important things first.

Again dealing with any issues with certain 'contact restrictions'. This year we took extra precautions to bring you a lolly pack. This time out we included them inside the rally pack – we do hope you still had a few left before leaving the car-park in the morning! Also, if you're a driver and didn't see any lollies or chocolates until you arrived at Passage 2 – well I think you need to take that up with your navigator.

We too love snakes, along with musk sticks, and had to get them back **asap!**

The next most important aspect, is of course the lunch.

This year we chose to use a 'new' venue, used by the Club before for such an event. Tony Wise was on the case, and found a nice boutique hotel / conference centre – that could accommodate us.

On offer were two beautiful winter-worthy meals and crusty bread. Just the thing to warm your tummy after a nice but cool sunny morning drive. Tony reported that everyone managed to enjoy a nice warm meal along with a well overdue catch up with some other competitors we haven't seen for a while.



Oh yeah, I suppose we should talk about that driving bit too.

We started at the 'Southern Gateway Centre' (Bulli lookout), on a very brisk but clear June morning. All



the entrants gathered inside to do final registration and prepare for the day ahead. Masters/Apprentices had a bag with five A3 map pages that covered the day, and all crews had their precious lollies in hand.

First car away was just past 9am, with all others close in tow. Picton Rd had you on your way to Wilton, before arriving at passage 1. With a happy greeting from Paul and Garth and a question to answer you were on your way.

The event then traversed the Nepean River at Douglas Pk Bridge and a quick snap from the photographer. As you climbed back up the other side traveling under the over-hanging rock face above, the course took a large and general anti-clockwise direction passing through Menangle, Cawdor, then acquiring a rusty Aston (Masters/Apprentice question) all before Theresa Park. Followed by a direction trick for some at Orangeville then onto The Oaks.

The Oaks was used to separate the Tour from the 'map readers' by having two different routes. So with Tour going right and Masters/Apprentices going left should have had a few thinking. Keeping the map readers honest and not garnering too much help from the Tour.

Oakdale was the next destination, and a preference issue here had a few crews choosing 'the most correct as determined by the rules' route here.

They do say 'you should try and learn something from everything you do!', and this was to be one of those times for me (see technical detail at end if interested).

The next portion was a gentle traverse down through the west side of Lakesland, touching Thirlmere then south bound along Wilson Drive heading toward Mittagong.

Most won't recall the Suburb names but all should remember the fun counting questions that began here – for ALL crews.

Eagle eyes were to spot and count how many 60 and 80 speed limit signs from here. With only three 60's but a total of thirteen 80's to catch your eye before lunch.

At Braemar, you would have been met by Paul and Garth again at passage 2, this time you may have even been lucky to get another choccy, a quick treat

before lunch. The Old Hume Hwy was used to get across to Aylmerton for the very easy run into lunch. A sit down affair with a warm winter meal and bread – at the charming Links House, Burradoo.

After a well-earned lunch Glen and Joyce had you on your way for the afternoon division.

With many a head scratching occurring, and a few choice words to be had about a stick chart (herringbone) to be found before crossing the railway line at Bowral Stn. **I do apologise**, it really wasn't meant to be a trick or hard for that matter, just a way to get you through the 'back' of Bowral without much fuss.

Anyway we'll leave that there and continue on.....

An anti-clockwise direction to find a 'Coolaroo' ('Skippy when it's cold' question) got you away from lunch, and out among the wineries north-west of Bowral – a quick loop and then a nice cruise tracking down to Berrima and then onto Berrima Junction. No petty-coats here just a few railway crossings and a cement works.

This area is where it was found that the Masters/Apprentices crews could certainly have chosen a shorter route other than that I intended. Another one of those learning experiences on my part and no harm done as these crews didn't have a board (VRC) or a question in this area. VIA 1 was found on the Illawarra Hwy at Nowra Rd.

From here most of the afternoon had the navigator looking for certain type of road junctions and avoiding their out of bounds.....the correct route took crews down Walkers Road then, north toward Glenquarry and Tony Normans' watchful eye.....

The canopy and tree-lined road of Kangaloon Rd, acting like a scenic tunnel of sorts to leading them to Robinson. No time for a pie today as teams still had several 'junctions' to use before the end. A short section of Hwy before south to find Wildes Meadow. This area was noticeably hit hard by previous storms with many very large trees downed and cut-up along the roadside. It was here – in the set-up car, we encountered a wombat meandering across the road to find a more suitable place to rest for the day.

The final manned passage- the third of the day, for Paul and Garth (working them hard - we managed to get our monies worth out of these two officials

this time, super job guys) confirmed you had successfully found the desired route. An autograph from Paul himself, gave you all you needed to close in on the final part of the day.

Using Sheepwash and Nowra Rd, over to Exeter with a few questions having Tour counting how many dashes we had given them to fill-in, before a simple deviation west of Exeter to travel on Cornwall Rd, and maybe trip up a few tour with "Elverleigh". Past the smoke bellowing chimney tempting a warm cosy retreat at the winery of St Maur, and a simple straight run for the Tour to the finish.

Well, a nice relaxing time sitting at a red light waiting for the roadwork to allow you through - before the end. And, it is this point the Tour entrants were happy to have but just a couple of kilometres to go, and time to reflect on how well they had handled the task at hand and enjoyed the lunch, the drive and day out in general.

The Masters/Apprentices however, should have known there could well be a sting in the tail, deducing they had a few extra kilometres to travel before a well-earned thirst quencher. Yet another section where the Tour had a different route to travel. An out-of-bounds should have had these crews finding the unsealed 'Village' road to the right and noting the VRC board, posted less than 800m from where they were stopped. Probably too busy chatting with road workers, growing their beards or even having their cars getting steamed up at the situation. The desire to finish too great for some.

The engines finally falling silent at the Sutton Forest Inn, with roadcards in hand and an official to find, the rally was now complete.

The smiles and compliments across the board, and the usual 'what about this section' chats being heard and noted. The positive response from all attendees had justified our take on what we thought the event could be. The results showing, that with evermore experience and hopefully only a little adjustment - next time should again be even better.

It is here I will say, that I'd like to thank the Apprentices especially - for their determination, as this time around, I will admit that not enough clear

hints were given and these crews did a great job at instructions that were harder than they should have been for them. Does this mean a few could be ready for Masters??

The simple rules of  
'telling the Tour where to go – and not get them lost',  
'tell the Apprentices where to go – and let them find it on the map'  
'give the Masters the maps a couple of clues....and tell them where to go, before they tell you!'

Being on this 'side of the maps' if you will, allows you to see a rally from an entirely different perspective. Seeing what worked, what didn't and sometimes left to wonder just how did they come up with that ..... and you didn't, but best of all, you always manage to learn something for next time.

We do hope you enjoyed the event, as we are certainly looking forward to putting a few more ideas together for the next one. It was again, a most rewarding experience to run the event and made all the better for you to enjoy a social and fun day out.

If you enjoyed this style of event by all means take a look at the Classic Rally Club website for future events and we hope to see you again next time.

Thanks again,

Lauren and Alan Walker

**These points are for the MASTERS/APPRENTICES categories or general insomniacs.**

1. Out of bounds RE: national highway numbers.

This was an OOB that existed from the point of issue in Division 1 for the remainder of the event (as per OOB clause in the National Touring code).

Yes, it was used twice and maybe considered by some as a double jeopardy situation, as the same mistake could be made twice. However the second instance (nearest M4) could have been considered and investigated by crews due to the remaining distance in the division between VIA 2 and M4.

Further discussion of this was had and it was pointed out that I hadn't placed boards on the 'wrong' road. This would have conclusively made it

apparent where the crew traveled. (i.e. not taken the correct route and missed the board = lesser penalty than OOB)

However, I have decided that the OOB stand in this instance, only because both areas where this rule applied were on sections of unsealed road. Thereby also giving crews the knowledge that on an unsealed road there would be a VRC within the first kilometre. Taking this into consideration, I would logically suggest that to have taken the 'correct' route twice and missed both boards would be unlikely (i.e. you used the OOB road.).

2. VRC in Buxton 'HC' was found to be missing by the sweep, and on reviewing the roadcards, and the times taken of entry into Passage 2 – it was concluded that the board was removed before all cars could have passed it. So this board has been neutralized.

3. Shorter mapped route possible (MASTERS *only*) - to 'cross RW lines four times' in Div 2. It has been found that a shorter mapped route was certainly possible at this part of the route. But as there were no boards or questions in this part of the route, and all crews did get the next question correct before VIA 1. It is thought to be a solvable issue by the crews, and we do apologise for any delay issue caused at the time.

4. Road choice around OAKDALE. There were two possible routes, and an OOBs within the DIV 1 instructions was to make it possible to choose based on this. But as the OOB was given on a lower priority map, it then shouldn't be considered for a higher priority map. This interpretation causes the 'correct' route to change to the more northern road (heading further west first).

It was considered that the more correct route is this 'northern' road where you would have encountered VRC V2, as several crews did choose this route, it has been scored to reflect this choice.

It is important to note, even with this, that scoring for the final positions did not change.

\*\* one of those learning instances for me - mentioned in report \*\*

5. The Oaks. Merlin St and Silverdale Rd.

As you had to use 'Merlin St' some noted, that it could be considered that the section of Merlin you were to use was hard to determine as 'Merlin' on the map.

On closer inspection, we have decided - a conclusion could have been sort that indeed the first section of road was in fact Merlin, and not a continuation of the (primary) road, Silverdale, turning into John St, nor was it the beginning of Danella St, as the junction between Merlin and Danella does show a TJ from Danella St (slight but there).

6. Cryptic questions - A rusty Aston and a Coolaroo! Almost every team managed both answers and the response was quite good. They were used to inject a bit of humour, not to trick. We certainly wouldn't want to overplay this type of question, but it was a little bit more fun than another creek or bridge!

Thank you all, always glad to hear you enjoyed the day and look forward to catching up again soon – on another Classic Rally.

As always, we are more than happy to hear from you, just as we noted any thoughts at the end of the event. If you would like any more questions answered, by all means just drop us a reply.

Cheers,

Lauren and Alan Walker



**NOTE: These containers no longer available at Coles**

# LETTERS TO THE EDITOR

The last 'Rally Directions' (RD #06 2022) had good, albeit a bit depressing, articles by Tony Kanak and Ross Warner. I share Tony's concern about the ecological soundness of EVs. Most of the available 'information' that I can find is emotive, unbalanced or unsupported. That doesn't encourage me to buy an EV either. But it doesn't seem to matter. Most global car manufacturers and governments are well behind them. Maybe even ours after the recent federal election. I'm interested to see that several companies, including Cummins, have advanced hydrogen fuelled engine prototypes. What happens in an accident might be fun: remember the Hindenburg?

Australia seems to be an outlier. The only country with a lower per capita ownership of EVs is Japan. Part of our low take up is presumably driven by reactionary government attitude in the past decade, part is range anxiety, even though few of us drive beyond the normal EV range and could rent an ICE vehicle if we wanted to. Other countries seem to have overcome these problems. Maybe we're just a very, very conservative bunch.

Ross' article hits the heart of our club. Why are we here? Obviously it's moved on from when I joined back in the 1990s and we did navigation rallies. Two thirds of us (well 2/3 of those who bother to turn up at events) don't want to look at the maps. Why are we so different from the Brits or Europeans despite a lot of us sharing that cultural heritage? Apart from clubs that set navigation rallies, there are actually several businesses in Britain and Europe (ERA-HERO, Rally the Globe, Bespoke Rallies etc) who presumably make money out of organising rallies with significant navigation components.

Some of their events are long and have the appeal of an adventure component like Peking to Paris, but many are quite short and on home territory. And they are pretty well supported despite entry fees that, even on a per day basis, make our fees look an absolute bargain. Maybe the puzzle loving Brits and Europeans stayed home and the others were either sent or emigrated here.... And yes, they generally do them in what we'd really think of as classic cars.

Go to an entry list for one of the events ERA or Rally the Globe runs and you won't find a WRX.

I think we made a rod for our own back by aligning our definition of a classic car with what some government department deemed worthy of historic plates. I was part of that decision and it seemed like a good idea at the time. Oh, the old streakers excuse! One possibility would be to define Classic as a car with carburettors: a definition I'd be comfortable with but one which mightn't be overly popular. If I was to be part of such a decision now, I'd suggest a car without a GPS: at least that's in line with our classic rallying idea.

But I think we stray from the point. We're the Classic Rally Club. We do rallies in the classic style, not just rallies in classic cars. Or do we? If we're only getting at most a couple of dozen entries in the 'classic rally' part of an event, out of a club membership of 400, then something is seriously wrong.

Ross asked how do we attract younger members. I sure don't know: one year Lui and I spoke at the MX5 club and we got half a dozen entries to that year's Alpine in MX5s. All young people. How many returned next year? Zip. We didn't follow up to ask why. In hindsight we should have.

Here's a thought: to attract younger members they have to know we exist. And of course they don't know we exist because (no back patting here) since Lui and I ran the Alpine, nobody from the CRC that I'm aware of has ever gone and talked at another car club about our events. That makes the problem a club organisation problem. Some youngsters hear about us from enthusiastic club members - all power to them - but we need more than that. One bugbear of mine is that we have a private Facebook page. If we want outsiders to see us, why keep them banned from what we do and talk about? And Facebook? How many 30yos are on Facebook? It's old folk like us and commercial interests who are on Facebook. Get us onto a social media platform that younger people are on. Whatever that is.

And we need an appealing product. It obviously isn't classic rally navigation. We can't even convince 90% of our existing members to do it.

John Henderson

## **A digression but the fix is in. Or why the electric battery car is where the market is headed.—Andrew Inglis**

Tony's article (Secretary's Stuff RD #06 June 2022) prodded me to think a further exploration of the questions he raised are required. This is not a rebuttal but rather approaching them from a different angle.

Engineering wise - nothing is better for performance of cars than a petrol tank and a petrol engine ie bang for weight - literally (high energy density)! But Climate change and emissions reductions require that the world is decarbonised and stop using fossil fuels etc. For many years many car companies have pursued fuel cell and hydrogen alternatives and have been unable to bring these to market at a cost competitive point.

In the last decade Tesla has changed the argument and demonstrated you can bring an electric battery car to market that is desirable and last year sold over 1 million cars (Basically from 2 plants Fremont (USA) and Shanghai (China). Tesla is starting to take significant market share from major car manufacturers and contrary to the nay sayers just can't make enough cars to satisfy demand. Tesla Shanghai is being upgraded to produce more, with Giga Berlin and Austin coming on stream this year and Tesla is projected to be able to produce 2 million plus cars (including their batteries and drivetrains) by end of next year. Tesla has several issues it needs to overcome - which battery production is one and now has a confusing range of formats 1860 (original cells jointly produced with Panasonic and still used for Model S - about the size of an A battery 18mm diameter, 60 mm tall), 2170 (21 mm diameter and 70 mm tall) used for Long Range model 3 and Y and the new 4680 (of D cell size - 46 mm diameter and 80mm tall) which is having production ramp issues and starting to come on-line at Austin. For time being Giga Berlin will remain 2170 format. The delay of the 4680 batteries has delayed production of the new Roadster, Cybertruck and Semi which requires these batteries and have far more dense energy requirements that they provide.

The Chinese are now about to bring to Western markets many more electric vehicles and new company names like BYD, NIO and XPENG - very similar to Tesla's and the Koreans - so consider them in your next purchase. Also, some lesser known names like Geely (ie Volvo/Polestar). BYD is also probably the largest manufacturer of Lithium Iron Phosphate batteries (LiFePO) - these are the cheapest to produce of the different lithium chemistries, but have longest cycle life, lowest energy density, and lower recharge rates. Tesla have been using LiFePo (from CATL) batteries in their short range cheaper vehicles (any which aren't called long Range or Performance) as haven't been able to make enough of their own battery packs - generally about 60Kwh compared to Tesla 2170 battery packs at about 75kwh (of Longe Range and Performance).

I think the BYD Atto 3 (similar to a small SUV Mazda CX-5 or 3? nice looking) is about \$47K drive away (only has a 50kwh battery - so a short range) and is about the cheapest electric vehicle aside from MG ZS EV. Note - Warren Buffet (Berkshire Hathaway) invested into BYD some time ago - 2008 for a then 232 million - now worth 5.9 Billion USD

In the US you have Ford with their Mach-E Mustang and F150-Lightening which while where toe in water exercises, have been in sell out demand and long waiting lists and big dealer markups now. The Mach-e mustang is already selling at about 30 thousand units a year and production is still ramping, the traditional mustang has declining sales - last year only 61,000 units (not really comparable for obvious reasons).

The Koreans (Hyundai and Kia) have a two in the water exercise with EV6 and Ioniq 5 which have also sold out - far outstripping supply and again big dealer markups.

So where am I going with this - The large car companies have realized that come 2030 nearly all new car sales will be battery electric. Regulators will increasingly penalise petrol and diesel cars.

Electric cars have increasing sales, fossil fuel cars decreasing sales - so if you want to maintain or grow market share you need to move to electric - so if you can't beat them join them.

In my opinion - Come 2035 the entire new vehicle transport market aside from aviation and shipping will be battery electric. Shipping will potentially move to hydrogen as ships are mass and volume tolerant - the compromise of large storage volume for Hydrogen tanks is not an issue (potentially in ammonia solution as avoids the brittle metal fatigue issue of liquid hydrogen storage). Batteries won't work in shipping as nowhere to recharge with 2 weeks at sea between ports and constant drain of energy 24/7 over that period. Trains on the other hand will be able to use batteries and can just add a battery car behind an existing diesel electric locomotive and just replace battery cars when changing drivers (sort like the old coal cars behind the stream locos!)

Planes don't yet have a way forward but at only 1.9% of climate pollution not a burning issue - but industry will continue to work on it - biofuels if nothing else - feasible on small scale required for aviation but not the general transport sector.

I will note that battery electric vehicles are very poor range tow vehicles, so again potentially biofuel as a short term solution with long term - much bigger cheaper battery packs - probably extra battery and engines in the tow trailers as well to extend range and efficiency (all wheel drive less drag).

Trucks pretty much the same issue - awaiting the bigger cheaper battery packs (which are coming).

So that is a shit load of batteries and is the main production constraint. Just about every man and their dog has announced new battery factories - but most are not starting production till about 2025. Only Tesla and the Chinese have spent big money on Giga battery factories (and spending even more on bigger ones). In fact, one of the big learning lessons of major car companies is that the supply chain won't have these available unless big investments are made. Ford and GM have made big announcements, as have the EU. The Korean chemical companies are right to go and the Japanese battery companies like Panasonic have been working with Tesla for some time, so once Toyota and others come on board, we shall see the ramp.

Toyota and Volkswagen make about 10 million cars each year with FORD, GM, Hyundai/Kia about 8 million each. The last few years the market is distorted with production running at about 79 million total when demand is placed at about 94 million. Supply shortages have meant companies preferring making premium cars over economy cars due to those parts shortages as make more profit on those cars with limited parts. Eg European conventional car makers (esp German) hard hit with shortage of wiring (Harnesses) that came from Ukraine.

Toyota and the Koreans have been slow to adopt electric battery cars as thought fuel cell/Hydrogen technologies would be more competitive but have failed to realize early promise - or just not let willing to go all in and make the mass production investment to bring costs down (lacking government subsidisation) but more likely couldn't find the right technology mix that able mass production benefits ie one thing to make something work in the lab - another to work out how to mass manufacture something cheaply. When I say slow - they are not making a million electric cars a year.

Toyota and other industry companies also thought it could get solid state batteries in production and it seems to be one of those technologies always 5 years away from mass production, as are Lithium Sulphur batteries.

So over the next decade will shall see probably a trillion investment dollars go into battery production. What is even worse is while the normal car manufacturers (European, US and Japanese) are learning how to make electric cars in volume - the new player (Chinese) will be taking them on - taking big market share from them. This will parallel the Japanese coming into the world car market in the 70's and 80's. The big advantage the Chinese have is they have the next 3 years of existing batteries and electric cars (existing BYD, NIO and XPENG) current and future models before the serious ramp by existing companies can start, as their battery production doesn't start until 2025. Volkswagen is the only company trying hard to make the transition currently.

So the beachhead has been established and with market share now at threat and politics demanding change, every car company is now with the

program or will be no future. That is not to say that they are not exceptions eg Ferrari, but gone are the days when Enzo determined who got one and wasn't a matter of money.

So that is the background. What about the issues Tony raised.

1. Range issues - yes agree, planning required till hits the cross over point (more electric cars than fossil)- Fortune favours the prepared If you know something will be in short supply then plan ahead - any long weekend the queues at petrol stations are long - ie all bets are off on finding a vacant charger on a Sunday night anywhere near the snow fields on a snow weekend. But this is not an issue with everyday driving when most people will just re-charge at home at night or at work during the day (possible way of employers to get people back in office?). Transitionally if most families have two cars and one is electric used mostly for the small runs around the city and charged at home and the other (fossil) when for trips at weekend into the country if going to remote locations. As more electric cars are on the road - so will more chargers will be built - but yes will be a problematic time - I see a business where you can book a truck to come and charge you on demand if needed - will be pricey... people will start to ask if their weekend accommodation has chargers etc. Potentially they will book restaurants that have super chargers while you have lunch or dinner. Frankly car ownership is possibly on the decline with ride share services coming to the fore for during the week and rental (more classic car rental?) for the weekend trips - the future will be different. What will be interesting in 2040 (not our problem, well hopefully I will still be kicking then but 2050 probably not) is how to get fuel for your classic car.... when there are no more petrol stations and all petrol cars and at least 10 years old. We could have boutique petrol distillers like the gin/coffee people today....

2. Heavy (and expensive) - all cars are getting heavier - mostly as a result of stronger safety cells and the whole SUV/Truck thing. Granted batteries cars are on average 200kgs heavier than normal car. My Focus RS is 1550 kgs wasn't happy about paying for the extra weight at rego. Electric car subsidies are a fleeting anomaly. So why so expensive - basically a large electric battery costs somewhere between \$10,000 to \$25,000 – that's a

lot more than an empty petrol tank..... after 2025 expect that to half and over time maybe a quarter - but when Tesla first started it was like \$100,000!!!!

3. Performance - Yeah baby! I know - fun police and will get even worse - any car with a modern ecu - you can already download the last 5 to 7 seconds of a car history - which Police already download in the event of a major accident as part of crash investigation. This is a car issue not an electric car issue. If politicians or road safety think limiting car acceleration is a good idea then it doesn't matter or electric or not - computers are already in cars. Frankly would prefer self driving cars for the most part (esp city driving) except track days and quiet windy country roads in the middle of nowhere (which sums up half of Australia - just not the coast part!)

4. Three parts - Life cycle environment - I assume recycling here, effects of electricity supply and paying for road use. On electrical supply - there will be supply issues as we migrate from fossil to renewable for the main energy supply. This is a complicated issue - old fossil suppliers manipulating the market for best advantage - closing some assets early get a better return on others - effectively corporate extortion. Similarly, while we are one of the largest gas suppliers in the world we pay international market rates domestically while some of our clients pay way less.... basically, sadly let down by our politicians and experts. We lack small Australian energy companies with a local tech base - basically controlled by multinationals - no easy solutions and a brave politician that tries. Don't even get me started on the water market!

On environmental effects - not sure what you are getting at - but I like the German legislation that anyone who makes something must accept it back for free and recycle it at the end. Only way to ensure made sustainably.

On supply side of more chargers - yes definitely more material cost - but trivial in scheme of things. You didn't pay for petrol station pumps, Tesla initially set up a supercharging network and didn't charge their clients (back before they had over a million of them!!!!). BP (yes the fossil company) has already said that it makes more money (better return on same investment amount) from supercharging at petrol stations than it does from selling petrol and will invest in more - so do

you get the feeling we a paying enough for supercharging? I will point out that most Superchargers you pay more for how fast you are charging than the total charge!!!  
Government revenue - it's the Government and we are all going to pay for less service ..... fair cop it's the way of the world but yes we can gripe about it!

5. Home use of Car electrical battery - ie Vehicle to Home or Grid (V2H). Currently I don't think any electrical grid supplier in Australia allows this. But if you install an isolator (ie your home is isolated from grid - this is so people working on grid aren't electrocuted - ie not on grid) then you can power your home from a battery (be it car or otherwise eg Tesla Powerwall - which by the way requires an isolator to be fitted to power home in the event of a blackout, so it can power it). Interestingly a Tesla Powerwall of about 13kWh costs about \$14k - a Tesla car with a 60kWh battery costs \$64K - average home consumption is about 30kwh a day - so would last a few days. The Ford F150 lightning has a 98kWh battery or a monster 131kWh battery option and has been shown charging 5 electrical cars at once overnight - can deliver 9.6KW of power! Like most things it is about management - but wouldn't it be cool to get more from your electric car investment by using the battery in car to avoid high toll electric (peak) charges ie 4pm to 9pm usually twice as much as the 9pm to 7am (off peak charge) - so charge the car battery at off peak rates and use the energy at peak times. There is a whole concept about using batteries as virtual power stations (feeding back in during peak times) and charging at off peak times - unfortunately the power companies take most of the profit for themselves - like car lease companies... Tesla may get into this big time. Currently doing a 25,000 home trial with SA government (with Tesla Powerwalls). Strangely enough one thing Tesla cars don't do is V2H. One of the cars with smallest battery does - Nissan Leaf - go figure! See Ford Intelligent Backup Power video <https://www.youtube.com/watch?v=oc3sQ2UcTlg> also <https://www.youtube.com/watch?v=yE1nqPvrlWA> and my fav - Don't Buy A Tesla Powerwall, Buy A Truck! <https://www.youtube.com/watch?v=ATAFloXTEe8>

6. Yep.... except I don't think Hydrogen has a future except for shipping transport fuel. Fuel cells are still very expensive and storage of hydrogen requires a lot of energy expenditure to compress it, then have

metal embrittlement problem and as so atomically small (smallest) leaks like you can't believe, also only green way is electrolysis which is expensive as well. Now that doesn't mean you can't use surplus renewable energy to generate and store hydrogen and oxygen for use in green steel and shipping and other industrial processes - everything has a place!

Unfortunately, one of the consequences of our modern world is that you have to think a lot more, especially integration of different technologies - rarely is something plug and play as advertised. I think it is why we get grumpy with old age! Don't get me started on home automation. We seem to have come full circle - once elders instructed their children, now children instruct their elders on how to use a phone or computer - I came from an age when you brought a piece of modern geewiz equipment (a transistor radio) it came with a circuit diagram so you had confidence that you might be able to fix it.... now no circuit diagram and if you try to google (search for) the company's support page you get a broken link..... at least we have home delivery of wine - so some things have improved - my home brew was terrible!

Regards Andrew - as they used to say - your mileage may vary!





# TOUR d'COURSE IN PHOTOS

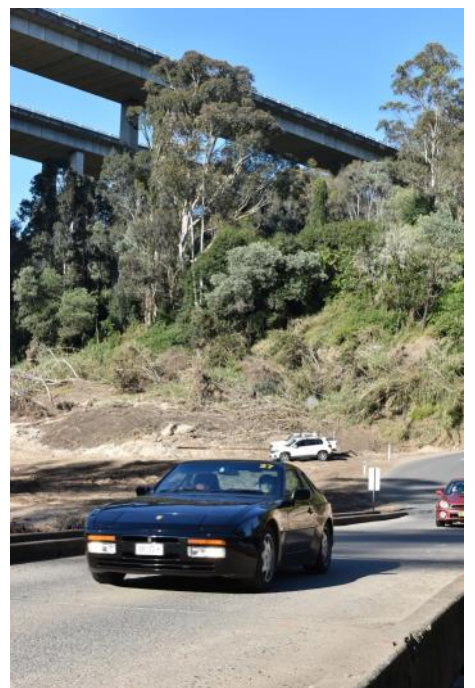
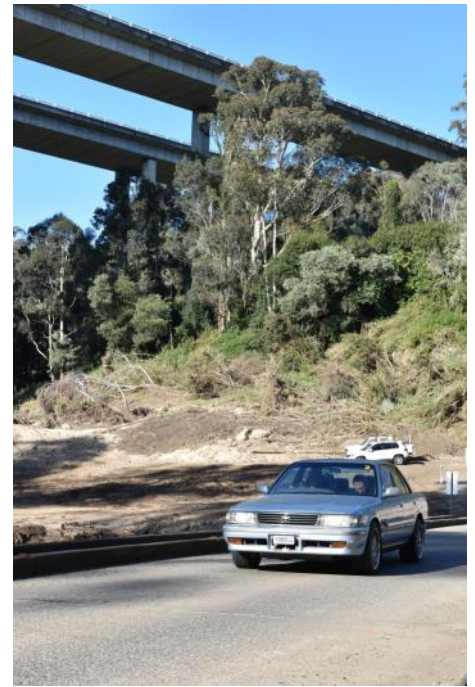
## At the Start

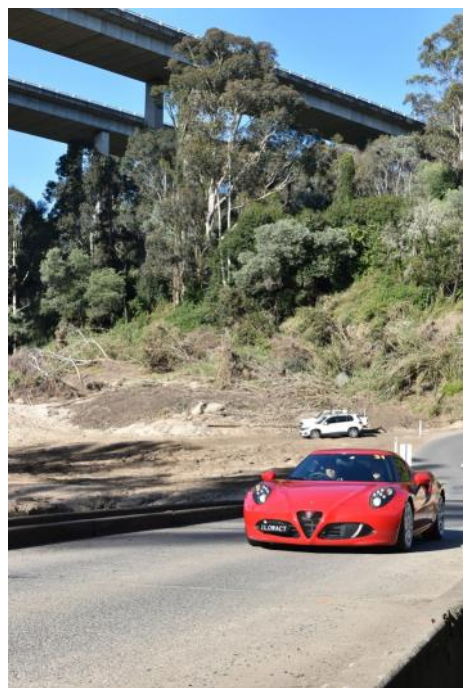
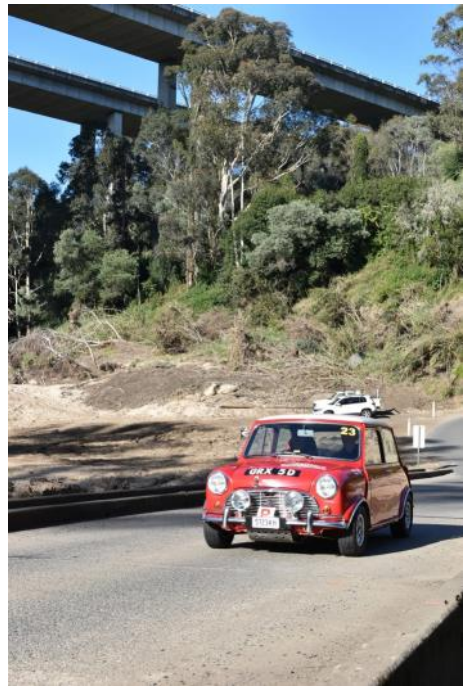


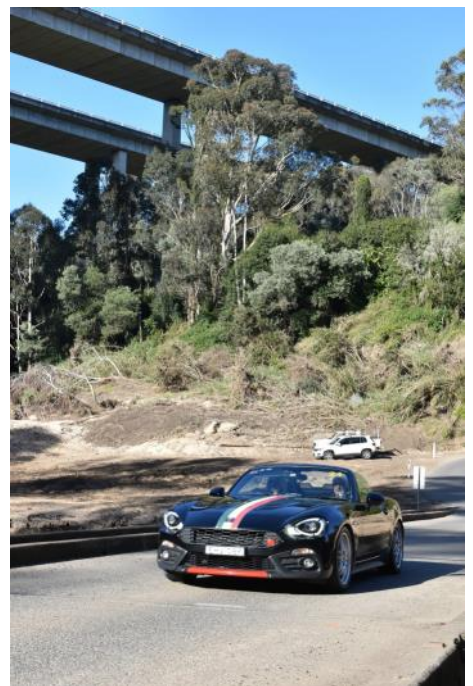
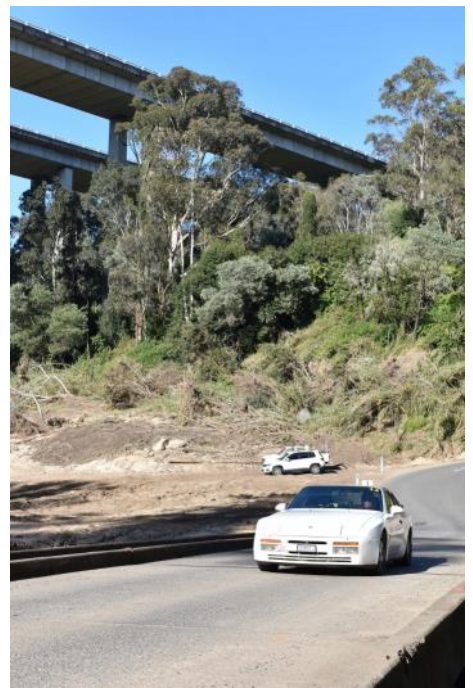
## At Lunch



On the Road ..... Next page







# THE WONDIAIAH 2022 PRESENTATION



**2nd Masters : Driver Steuart Snooks  
Navigator Mike Batten  
(Accepted by Mike Batten)**



**3rd Masters : Driver Graham Pettit  
Navigator Phillip Stead  
(Accepted by Phillip Stead)**



**1st Apprentices : Driver Murray Baker  
Navigator Nikki Baker**



**2nd Tour : Driver Chris McDonald  
Navigator Paul Baker  
(Accepted by Chris McDonald)**



**Glenn Evans receiving his  
Sportsmanship Award replica**

Motorsport Australia Affiliated  
C.S.C.A. Foundation Member



Established 1958  
Incorporated in NSW

## MORGAN OWNERS' CLUB OF AUSTRALIA

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### Morgan Owners' Club Supersprint Gardner Circuit, Sydney Motor Sport Park Saturday 13 AUGUST 2022

Dear Competitor,

You are invited to enter the Morgan Supersprint 2022.

**Entry is via Motorsport Australia Event Entry** which is accessed via the member portal here on the Motorsport Australia website [www.motorsport.org.au](http://www.motorsport.org.au). Entries will be accepted as per Supp Regs Item 11. Please provide ALL information to confirm your vehicle class and lap times to help place you in the appropriate running group. If you do not have a time for the Gardner Circuit, please provide lap times for other Sydney Motor Sport Park circuits or Wakefield Park.

#### Requirements for COVID-19.

The event will be run according to Motorsport Australia "Return to Race" Strategy.

- All attendees are expected to exercise physical distancing and hygiene practices as per current community health standards.
- Motorsport Australia licences will be checked online. For confirmation of club membership, entrants need to email an image of their membership card to the event secretary on acceptance of entry.
- There will be no on-circuit routine vehicle scrutiny. Each driver is required to perform their own self-scrutiny of vehicle and apparel and submit completed, signed 'Motorsport Australia Self-Scrutiny Checklist' and 'Statement of Vehicle Compliance' forms by email to [choy-lin@mpsconsult.com](mailto:choy-lin@mpsconsult.com) when entering event. The forms can be downloaded from motorsport event entry at the time of entering the event
- An electronic drivers briefing document will be issued to each entrant prior to the event. Further information will be given by the Clerk of Course on the day according to Covid protocol.

#### You will receive two emails to confirm your entry:

- The first will be on acceptance of your entry.
- In the week prior to the supersprint, you will receive a second email with details of your entry i.e. confirmation of your competition number, vehicle class, run group, Drivers Briefing notes and any last minute information. Please check your spam folder if you have not received this.

As per previous Morgan Supersprints, the garages at SMSP are not available on the day. Carports are on a first come basis.

Event information can be found at <https://www.morganownersclub.org.au/motorsport/supersprint-information/>

Regards,  
Choy-Lin Williams  
Event Secretary, [choy-lin@mpsconsult.com](mailto:choy-lin@mpsconsult.com) 02 45677247

# NOTICE BOARD



## Electric vehicle regulations released

Motorsport Australia has published new regulations, specific to electric vehicles. The regulations, which can be viewed at, <https://www.motorsport.org.au/regulations/manual/electric-vehicle-appendix>

outline various technical and safety requirements for competitors, officials and event organisers.

A separate FAQ document has also been prepared, which can be viewed here.

Motorsport Australia will also host information sessions for officials and event organisers to cover off key details and answer any questions about the new regulations.

Motorsport Australia Director of Motorsport Michael Smith said the regulations were an important step in allowing more electric vehicles to compete in the sport across the country.

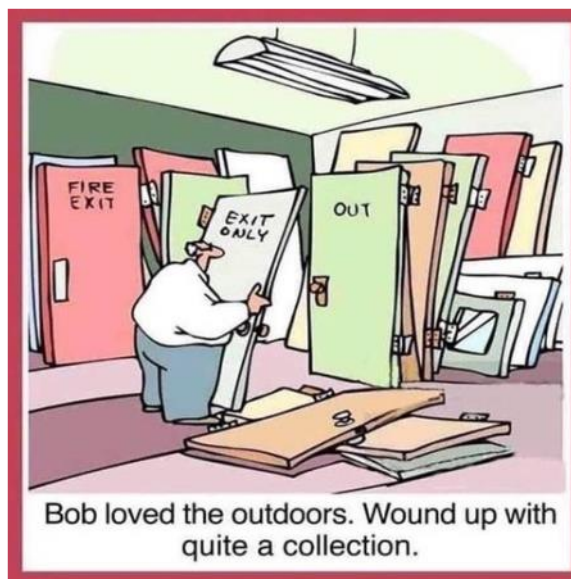
“Whether it be international, national or grassroots events, there is a clear indication from manufacturers that electric vehicles are going to be a big part of our future, both in every day driving and in turn, we will see more electric vehicles in motorsport,” Smith said.

“Motorsport Australia is well aware of the importance of being ready to welcome those electric vehicles which present different safety and technical requirements to the traditional internal combustion engine.

“These regulations are a starting point for those wishing to have electric vehicles be part of their event and highlight specific requirements for competitors, officials and event organisers.

“This is just a small step on the journey and from the Board down we are committed to ensuring we focus on making sure our sport is sustainable, safe and keeping up with current trends.

“We also know that traditional petrol engines have a future in our sport and will continue to be part of our events for many years to come.”



Thanks to John Cooper, John Henderson, Andrew Inglis, Tony Kanak, Allan Walker

## CRC CHAMPIONSHIP POINT SCORE

<b>Masters Drivers</b>							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Andrew Inglis	20	40	19			<b>79</b>	<b>1</b>
John Cooper	15	36	17			<b>68</b>	<b>2</b>
Robert Panetta	17	30	13			<b>60</b>	<b>3</b>
David Shaw	16	32				<b>48</b>	<b>4</b>
Peter Jakrot		34	14			<b>48</b>	<b>4</b>
Dominic Votano	18		20			<b>38</b>	<b>6</b>
Peter Reed	19		18			<b>37</b>	<b>7</b>
Graham Pettit	0	36				<b>36</b>	<b>8</b>
Bob Morey			16m			<b>16</b>	<b>9</b>
Chris Hallam			15m			<b>15</b>	<b>10</b>
Alan Watson			0				

<b>Masters Navigators</b>							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Martin Leaver	20	40	19			<b>79</b>	<b>1</b>
Mike Batten	19	38	18			<b>75</b>	<b>2</b>
Ross Warner	15	36	17			<b>68</b>	<b>3</b>
Alan Walker	17	30	18			<b>65</b>	<b>4</b>
Phill Stead	0	36	15m			<b>51</b>	<b>5</b>
Raymond Arthurs	16	32				<b>48</b>	<b>6</b>
Valerie Jakrot		34	14			<b>48</b>	<b>7</b>
Mike Stephenson	18		20			<b>38</b>	<b>8</b>
Teresa Morey			16m			<b>16</b>	<b>9</b>
Glenn Evans			13			<b>13</b>	<b>10</b>
Pam Watson			0				



## CRC CHAMPIONSHIP POINT SCORE— Continued

<b>Apprentice Drivers</b>							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							
Tina Mansell	15m	26	15			<b>56</b>	<b>1</b>
Murray Baker	14	30	0			<b>44</b>	<b>2</b>
Peter Thompson		28				<b>28</b>	<b>3</b>
Michael Brandt		24m	14m			<b>26</b>	<b>4</b>
Bruce Miller	12		13			<b>25</b>	<b>5</b>
Mark Hoyle	13		10			<b>23</b>	<b>6</b>
Peter Parry	11					<b>11</b>	<b>7</b>
Mark Hoyle entered Round 3 in Tour							
Edul Dhondy's points for Round 2 listed in Tour							

<b>Apprentice Navigators</b>							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							
Jon Mansell	15m	26	15			<b>56</b>	<b>1</b>
Nikki Baker	14	30	0			<b>44</b>	<b>2</b>
Tony Norman	13	20m	11			<b>44</b>	<b>2</b>
David Booth		28				<b>28</b>	<b>4</b>
Marina Thiveos		24m	14m			<b>26</b>	<b>5</b>
Andrew Taurins	12	0	13			<b>25</b>	<b>6</b>
Tanaz Dhondy	13		10			<b>23</b>	<b>7</b>
Graham Thompson		22m				<b>22</b>	<b>8</b>
Ian Gilholme	11					<b>11</b>	<b>9</b>

## CRC CHAMPIONSHIP POINT SCORE— Continued

<b>Tour Drivers</b>							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							
Chris McDonald	10m	18m	5.5m			<b>19</b>	<b>1</b>
Rob Mifsud		16				<b>16</b>	<b>2</b>
Edul Dhondy	7m	10m	7.5m			<b>14.5</b>	<b>3</b>
Alan Heritage		12				<b>12</b>	<b>4</b>
Sarah Priestly		4m	7.5m			<b>9.5</b>	<b>5</b>
Tony South			9			<b>9</b>	<b>6</b>
Glenda Lawrence	9					<b>9</b>	<b>6</b>
Justin Bedingfield		8m	4m			<b>8</b>	<b>8</b>
Michael Malgo	8m					<b>8</b>	<b>8</b>
Sergio Cariolato		6m				<b>6</b>	<b>10</b>
Geoff Bott			5.5			<b>5.5</b>	<b>11</b>
Lachlan Watkins			3			<b>3</b>	<b>12</b>
Bruce Smith		2				<b>2</b>	<b>13</b>
Anthony Quist		2				<b>2</b>	<b>13</b>
John Croft	0						

## CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Starr Mifsud		16				<b>16</b>	<b>1</b>
Roger Wood	10m		5.5m			<b>15.5</b>	<b>2</b>
Simone Dhondy	7m		7.5m			<b>14.5</b>	<b>3</b>
Peter Robinson		4m	7.5m			<b>9.5</b>	<b>4</b>
Ted Norman			9			<b>9</b>	<b>5</b>
Warren Herrick	9					<b>9</b>	<b>5</b>
Isla Murdoch		8m	4m			<b>8</b>	<b>7</b>
Geoff Hempsall	8m					<b>8</b>	<b>7</b>
David Wigley		2	5.5			<b>7.5</b>	<b>9</b>
Irene Cariolato		6m				<b>6</b>	<b>10</b>
Jim Barrett			3			<b>3</b>	<b>11</b>
Alan Ongley		2				<b>2</b>	<b>12</b>
Annette Croft	0						
Tanaz Dhondy's points for Round 3 listed in Apprentices							

## CRC CHAMPIONSHIP POINT SCORE— Continued

<b>Future Stars in a Rally Car</b>							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Tanaz Dhondy	13		10			<b>23</b>	<b>1</b>
Simone Dhondy	7m		7.5m			<b>14.5</b>	<b>2</b>
Isla Murdoch		8m	4m			<b>8</b>	<b>3</b>
Lachlan Watkins			3			<b>3</b>	<b>4</b>
<b>Please let Mike Batten know if he has missed any other young competitors (under 30 years of age)</b>							

# CRC Event Calendar 2022

Updated 11/11/2021

Date	Day	CRC Championship Events	Other events / notes
12/02/2022	Saturday	<b>The Twilight Zone (NA) Tony Norman</b>	Targa High Country (11 - 13 Feb , from Website)
13/02/2022	Sunday		Targa High Country (11 - 13 Feb , from Website)
19/02/2022	Saturday		Tour of the North. (Thursday to Saturday)
22/02/2022	Tuesday		Club Meeting
4/03/2022	Friday		FFFF
5/03/2022	Saturday		Minis Downunder
19/03/2022	Saturday	<b>Southern Cross Classic (NA) - Jon / Tina Mansell</b>	
20/03/2022	Sunday	<b>Southern Cross Classic (NA) - Jon / Tina Mansell</b>	
22/03/2022	Tuesday		Club Meeting
26/03/2022	Saturday		Classic Outback Trial
27/03/2022	Sunday		Classic Outback Trial
1/04/2022	Friday		FFFF
2/04/2022	Saturday		Classic Outback Trial
3/04/2022	Sunday		Classic Outback Trial
9/04/2022	Saturday		Mt Baw Baw Sprints (8 - 10 April , from Website)
10/04/2022	Sunday		Mt Baw Baw Sprints (8 - 10 April , from Website)
26/04/2022	Tuesday		Club Meeting
30/04/2022	Saturday		Targa Tasmania (26th April to 3rd May - from website)
1/05/2022	Sunday		Targa Tasmania (26th April to 3rd May - from website)
6/05/2022	Friday		FFFF
14/05/2022	Saturday	<b>The Wondaiah (NA) - John Cooper / Ross Warner</b>	
15/05/2022	Sunday	<b>The Wondaiah (NA) - John Cooper / Ross Warner</b>	
21/05/2022	Saturday		Repcos Mountain Rally Reunion
24/05/2022	Tuesday		Club Meeting
28/05/2022	Saturday		Snowy River Sprints (28 - 29 May , from Website)
29/05/2022	Sunday		Snowy River Sprints (28 - 29 May , from Website)
3/06/2022	Friday		FFFF
19/06/2022	Sunday	<b>Tour d'Corse (NA) - Alan Walker</b>	
28/06/2022	Tuesday		Club Meeting
1/07/2022	Friday		FFFF
26/07/2022	Tuesday		Club Meeting
5/08/2022	Friday		FFFF
20/08/2022	Saturday		Rylstone Classic (Not confirmed)
21/08/2022	Sunday		Rylstone Classic (Not confirmed)
23/08/2022	Tuesday		Club Meeting
2/09/2022	Friday		FFFF
3/09/2022	Saturday		Targa Great Barrier Reef from website
4/09/2022	Sunday		Targa Great Barrier Reef from website
18/09/2022	Sunday	<b>Sheepstation Rally (NA) - Jon / Tina Mansell</b>	
27/09/2022	Tuesday		Club Meeting
7/10/2022	Friday		FFFF
25/10/2022	Tuesday		Club Meeting
29/10/2022	Saturday		Perth to Sydney Marathon
30/10/2022	Sunday		Perth to Sydney Marathon
4/11/2022	Friday		FFFF
5/11/2022	Saturday		Bathurst 1000 (From website) and Perth to Sydney Marathon
6/11/2022	Sunday		Bathurst 1000 (From website) and Perth to Sydney Marathon
19/11/2022	Saturday	<b>Alpine Classic (TRE) - Phillip Stead / Alan Walker</b>	
20/11/2022	Sunday	<b>Alpine Classic (TRE) - Phillip Stead / Alan Walker</b>	
22/11/2022	Tuesday		Club Meeting- AGM
2/12/2022	Friday		FFFF