

- Next meeting August 22
- Magazine deadline Sept. 20
- Next Event  
—Sheep Station Rally

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

## VALE BOB WILLIAMS



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## Classic Rally Club Officers and Contacts 2021

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Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot (Bronze)	Willoughby	0419 983 247
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## John's Jabber

It's August and time for your monthly dose of Rally Directions, bringing you all the good and bad happenings since the last edition and taking us into what's coming up, as well

as hopefully all the members' contributions and photos. Very sad news this month. We have lost two of our friends from many a classic rally, Bob Williams and Gordon Lennox, two great men and I also know of one of our very active current members who has also been affected with the loss of a family member. Our sincere condolences go out to all, family and friends. As our age demographic increases year by year we have come to accept that age and illness will eventually play a part in the loss of our members, their family and our friends, but it doesn't prepare you for the shock, sorrow and sadness that we feel when advised of the news when someone passes. Unfortunately, I have had to find the words to let you know when I'm told the sad news. That's the not so pleasant duty of being the President of this great bunch of people associated with the Classic Rally Club. I was honoured to attend the funeral of Bob Williams the other week and represent the CRC. Bob was farewelled with beautiful tributes from his family, his brother and sister, his three children and not sure how many, but there were quite a few loving grandchildren. I have included a Vale for Bob elsewhere in this mag and with time restraints will have one for Gordon next month. Please look after yourself, take care with your

health, stay safe as I don't want to spend my retirement saying goodbye.

The good news, we are back to pre Covid end of year Championship Presentation Awards (it seems like we only just had them) and our annual Christmas Party. Something to give back to our members with a Free lunch, back to Castlereagh Hall. Get in early before all the other Christmas parties and put this date for priority in your Calendar. SUNDAY 11th DECEMBER, no excuses this year, all welcome. This is the date the members voted on at a previous general meeting. They voted unanimously to have it before Christmas, putting pressure on myself to have the trophies engraved very soon after the Alpine Classic. Please no protests at this year's Alpine so the results can be tallied, finalised and sent to Mike asap so he can finalise the Championship scores and then pressure to be put on the engraver.

We have the Sheep Station Rally coming up next, Sunday, September 18th, get your entry in to enjoy a great day out in the country driving your classic or modern. This is the last event before the Alpine Classic at the end of the year. This month's meeting should see the presentation of trophies for the last Sheep Station Rally and trophies for the Alfa Club's Tour d' Course Rally will also be presented. If you were a winner, get along to collect your award, nothing worse than us having to take them home and get them to you some other time.

Last weekend was the CMC Shannon's Sydney Classic display of almost 2000 cars at Sydney Motorsport Raceway. It's certainly getting huge, so big you need to be pretty fit to get around to see

them all. Our club had a pretty good location this year, just in the entrance to area B and next to the Alfa Club. We had 10 cars on display, promoting the CRC, 4 of the cars are doing the Perth to Sydney Marathon run later in Oct/Nov this year. Laurie Mason had his Vauxhall Ventura there, car 40 which competed and finished the 1968 Marathon. This year's Perth to Sydney event has 75 cars entered. It will follow, as much as possible, the original '68 route that is still able to be used and will finish at Warwick Farm William Inglis complex on Sunday the 6th November. Brian Madigan will be officiating for our Club, directing, marshalling and parking up the cars as they arrive at the last finish control. It will be a great display of cars that have just finished the 5800 kilometres across Australia and some very weary crews. Why not come along and get up close to the cars by helping Brian out for a few hours in the afternoon, either let me or Brian know if you can come along. Do you know way back when I was in high school, I had a cross eyed teacher, he had no idea on how to control his pupils.

A few weeks ago, the HRC, (Historic Rally Club) had their Tour to Tamworth run. Starting and finishing

in Maitland via Tamworth for the overnight stopover and dinner gathering, they used mostly unsealed roads, old rally roads from the past and taking in some fantastic scenery. Around 24 cars took part with about 17 of them using it as a shake down for the Perth to Sydney event. A very casual and social weekend of motoring on some great roads, if that's what you like. I know the CRC people don't like unsealed roads and don't have a vehicle that they could use, especially their good classic. But if you have an SUV, 4x4 or family commuter they would be more than welcome and capable to join in on the next one.

I'll finish this month with a belief of mine that the people in Dubai wouldn't understand the humour in the Flintstones, but I know for a fact the people in Abu Dhabi Do.

That's all I've got, stay safe, healthy, have a laugh and will catch you at the August meeting, the Sheep Station rally or somewhere on a rally road, cheers everyone.

**John Cooper**

**President**



HRC Tamworth



# CMC Shannons Sydney Classic





# VALE BOB WILLIAMS

We have lost another wonderful man, an original CRC member and very active in the Classic car rallies from the early 90's, punting his huge, big black MKIV Jaguar, his favourite of his car collection, around many country roads. Bob was a true gentleman, down to earth good guy, a devoted family man, who unfortunately suffered a stroke the week before the Repco Mountain Rally Reunion back in May this year. I had spoken to Bob a few times by phone just before the reunion and he was so looking forward to bringing the MKIV along to put it on display and catch up with so many mates from past years. Bob was too unwell to come along so he sent his regards and in his place son Phillip, daughter Elizabeth, her husband Mike and grandson Matthew, who drove Bob's Jaguar, complete with green P plates attached to the bumper bars, so not to disappoint by not having it for the car show of original Mountain Rally cars. Phil was wearing Bob's beloved Red Mountain rally jacket, which was also fittingly placed on his coffin at his funeral. The jacket just covering the All Blacks Rugby jersey.

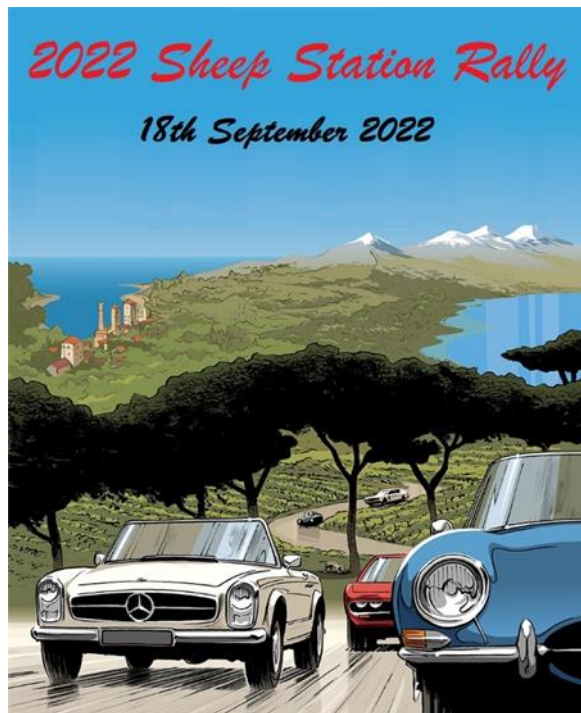
Bob never recovered from his stroke and finally succumbed on the 26th of July, aged 82. He was born in New Zealand and came to Australia as a 10 year old, making his way through school and work and finally ending up running his own civil engineering business. His passion for cars includes an E Type Jaguar at home in the garage, a few Peugeots, the 203 that he did the 2003 Round Australia rerun, with so many other CRC crews, his MKIV Jag, the Borgward Isabella that was restored by another passed CRC member Gary Phillips, good friend and loyal navigator to Bob. Both the Jag and Isabella were displayed at the front door of the Chapel saying their farewells. Phillip also navigated in some of our Alpine rallies as well, making a great father and son team.

His effect on our members, even though he hasn't be so active with the club in his later years is shown in some of the comments of his passing notice on the Club's Facebook page, such things like, " What a character, fond memories, a wonderful genuine bloke with a lovely family, great bloke, top gentleman, nice guy, an absolute gem of a man," and a reply from his son Phillip saying that he had a real love for the Classic Rally Club, with Phil recently messaging me saying that he and Mathew

will be joining back up with the CRC and getting out on some of our runs in one or two of Bob's classics.

Our sincere condolences go out to his family, his wife Mary, his children, numerous grandchildren, family and friends, REST IN PEACE OLD MATE.





## *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***





# CHRISTMAS PARTY

**CHRISTMAS LUNCH and PRESENTATION OF TROPHIES**

**WHEN— SUNDAY 11th DECEMBER 2022 FROM 12 NOON**

**WHERE—CASTLEREAGH HALL, CASTLEREAGH ROAD CASTLEREAGH**

**Back buy popular demand this December.**

**SAVE THE DATE... Further details to follow**

CRC members free (small charge for non-members)

**BYO DRINKS**

RSVP to John Cooper 0414 246 157

or email [westco5@bigpond.net.au](mailto:westco5@bigpond.net.au)







## INVITATION

54 years after the running of the legendary 1968 London to Sydney Marathon an event has been organised that retraces much of the original route across Australia – the 2022 Perth-Sydney Marathon

**What a great opportunity to organise one of your clubs runs to finish at the venue, look at the Marathon cars, mingle with the crews & join in the celebrations**

Approximately 75 cars are in the Marathon & will have driven nearly 6,000km across some of Australia's best & most challenging gravel & bitumen rally roads not to mention travelling through outback cattle stations, the Flinders Ranges & Victorian & NSW Alpine Mountain roads & tracks

Some of the original historic cars entered in the Marathon include:  
Hillman Hunter - the sister car of the winning Hunter driven by Andrew Cowan

Ford Falcon XT GT – driven by Harry Firth to 8<sup>th</sup> place

Austin 1800 – driven by Tony Fall to 24<sup>th</sup> place

Volvo 144S – driven by Gerry Lister to 13<sup>th</sup> place

Holden Monaro HK GTS – driven by Barry Ferguson to 12<sup>th</sup> place

Meet several of the original crew members, including Gerry Lister, Max Winkless, Barry Ferguson, Dave Johnson, Bob Holden & John Vipond

DATE: Sunday 6<sup>TH</sup> November

VENUE: William Inglis Hotel  
155 Governor Macquarie Drive, Warwick farm

TIME: Marathon cars scheduled to arrive from 2pm

FOOD: from 2.00 – 5.30pm a food bar will be on site for you to purchase food & beverages

Please let us know if your Club will be attending & approximately how many cars / members we could expect to attend

Website: [www.perthtosydney-marathon.com.au](http://www.perthtosydney-marathon.com.au)

Facebook: <https://m.facebook.com/LondonSydneyMarathon/>

## Classic cars, motorcycles and classic tools.

Back in the early history era of the Classic Rally Club, it wasn't uncommon for the cars on the events to date from the late 1940s through to the 1970s. Indeed prestigious events were won by teams in early Holdens, Morgans and the entry lists included many other cars that are seldom seen today, such as VW beetles, various BMC models, etc.

The reasons for the drop off in older cars are not really clear, and while we have had fintail Mercedes Benz and fin equipped Studebakers make an appearance at recent events- in the main the cars seen nowadays at CRC events are no longer from this earlier period, but are nevertheless thirty years old or more. This subject of "Where are the older cars we used to see" is worthy of more analysis and discussion, but it is not directly the subject of this article...

No, the subject is tools for classic vehicles. Now I absolutely don't profess to be an expert on the minutiae of the history of 20<sup>th</sup> century hand tools that have automotive application. Rather I drifted into this sphere of study by way of collecting suitable period tools for replacement or augmentation of tools that might have been originally supplied with classic vehicles. Over time and changes of ownership these tools tend to get lost and for concourse type entries to have everything present and correct, such as when it was in the new car showroom, is a big deal. A late friend of mine had a hobby business supplying correct tool kits to Holdens (pre Commodore)- so there is interest out there.

Sometimes the task is simple- such as a 1970s Jensen Interceptor sold decades after it was made, now with no tools present, apart from the jack. It wasn't too much trouble to come up with a reasonable approximation from swap meets and the like (and a big hello to the Taralga Tractor event) of English tools, the spanners being the Superslim brand. I'll not admit to how little I paid for these, but when researching this subject on the net and via eBay I discovered that for collectors and traders there is money in old tools- though not all of them.

Now for the Jensen it was relatively easy, as a post Whitworth/BSF spanner era model. Earlier English

cars might need Whitworth, perhaps BA for ignition/ instruments/lamps, and SAE for the mixture of hardware on some models. This can get complicated and require some research.

Tool kits from scratch for 1950s to 1970s English motor cycles can be challenge too. Often the open end spanners were shorter types to fit the space available and some quirky tool kit components may take some concentration to find a substitute. Often over the years there was some variation too, so I'll leave it to the pedants to pick fault with the period correct(ish) tool kits I've been able to assemble. Fix the machine is the primary objective for the tools carried, followed by looks generally correct (such as no chrome plated shiny spanners in the 1950s).

Now for English Ford cars there are plenty of enFord branded spanners around- there were so many made! I also found a GMH branded ½ and 9/16 inch open end spanner which was apparently supplied with new Holdens but only up until 1952. It was unused against a tight nut or bolt, and cost me one dollar, earlier this year. It was made by Eclipse for GMH.

However a Bedford brand open end spanner I bought has nothing to do with the GM Truck making enterprise in the UK. It is merely an English tool brand for a company from Bedford. In the 1950s there were still many individual UK tool companies and I have accumulated some items of each, some in Whitworth/BSF sizes. I have some from Gordon, Garrington, Bedford and others.

With respect to continental cars I claim substantial ignorance, though I have refilled older Porsche tool kits with suitable made in West Germany "black' spanners of Dowidat/ Gedore/ Elora/Flag/Stahlwille or other branded spanners, to restore a full set in matching brand.

Perhaps though, the real mother lode for collectable tool prospectors is amongst those from the USA. A website called alloy artifacts could keep you occupied for hours if you have trove of older American made tools. As one example I bought a full set of US made Herbrand trade-marked open end spanners for five dollars, which is worth more like \$200 USD- according to eBay. Some Blue Point Supreme spanners were also bought at a bargain price. If you are lucky some finds may be grubby but



are otherwise in fine functional condition and can augment or improve on your existing tool box/rack at prices much less than modern equivalents.

Regarding the metallurgy the usage of chrome vanadium and other advanced high strength alloys for quality tools began in earnest soon after world war 1. Tools from the second world war era often have a less "de-luxe" appearance and may be marked "war finish". I have picked up a few of these too, as rather oddball shaped ring spanners made to access something special? They are still generally useful, and I find using period tools may even add to the satisfaction of doing the job on the classic vehicles that I service. I used a beaut old 7/8 AF spanner to attend to a wheel alignment on a 50 year old victim recently, the karma was good and the driver says it steers better than ever...

Lastly I should mention Australian made tools- and there were plenty of these. The Sidchrome story is well known and numerous Sidchrome tools turn up at swap meets and the like, and can be good value but beware the worn-out scenario with any used tools. It may be bad luck but I've yet to spot a Sidchrome ring or open ended spanner in the more common AF sizes that isn't well-worn. Some 12 point ring spanners are virtually unusable- I assume

they worked hard for decades.

Also in the older Australian tool arena are tools from Dufor (Duly and Hansford) who made automotive forgings such as suspension and steering parts, engine valves and other items until the company was absorbed by the giant US based TRW corporation in the late 1960s. Other companies made tools originally/mainly for bicycles, and I was surprised to discover that the relatively modern pub in Burwood that I frequented when I worked nearby in the 1990s (on Parramatta Rd) had once been the location of blacksmithing operation that had turned into a tool making enterprise. As another example, the Lithgow Small Arms factory also made tools under a variety of names.

So there may be gold in that tool box of grandad's, or your fathers or neighbours. If not abused good tools are capable of very long good service. Maybe you don't need the modern impressive looking shiny tool assortment, but only a selection of the sizes you need for the jobs you tackle. This article has only scratched the surface of this subject- maybe we should have tool exchange corner at the Classic Rally Club?

Tony Kanak



From smallest to largest- a random selection of my "finds".

1. 7/16 x 1/2 inch West German open end spanner, unbranded but usual DIN black finish- appears unused. 1970s. (My 1974 Norton factory tool kit has an identical one).
2. British Garrington ring spanner, unusual 1/2 x 11/16 inch sizes. War finish. 1940s
3. Australian Dufor open ended spanner, chrome vanadium 5/8 x 3/4 inch- appears unused. Parkerised finish? 1950s/60s?
4. British Superslim open end spanner 7/8 x 15/16 inch- parkerised finish. 1950s/60s.
5. A ring/open end combination spanner from the German VBW Company, made after 1990, satin chrome- appears unused.

Total cost of these 5 items? Around \$10...

# End of an Era?

Do you realise you are living through the end of an era? All our lives we have had the benefit of the remarkable development of Internal Combustion Engines (ICE) using fossil fuels. We've gone from single cylinder putt putts at the beginning of the last century to V16s or even more cylinders, rotaries and who knows what else. Well, it's all coming to an end. The chances of successful alternative fuels are extremely slim. Almost all manufacturers will be abandoning ICE and converting to electrical vehicles (EVs).

When you think about it, we humans have criminally wasted the stores of fossil fuels in the blink of an eye. It took millions of years to create it and only 150 years to use up the readily accessible supplies. As I recall, motor cars are responsible for only 9% of fossil fuel consumption in Australia, the bulk of consumption is via industry and power generation. But cars seem to be the items that are attracting the greatest attention.

Make the most of your current 6s, V8's and V12's, we will never see the likes of them again. No manufacturer will be wasting money developing new engines or current ICE powerplants except for small high efficiency units for hybrids and that will be for a very limited time. Sure - there will be survivors for a limited period and, in particular, within motor sport. Nothing electrical will ever generate the excitement that a big noisy roaring engine does. If you want to know what electric car racing is like, just mute your TV and see how you go. It's a dead loss. Even more ridiculous is the concept of robotic cars with no drivers at all – what are these guys thinking?

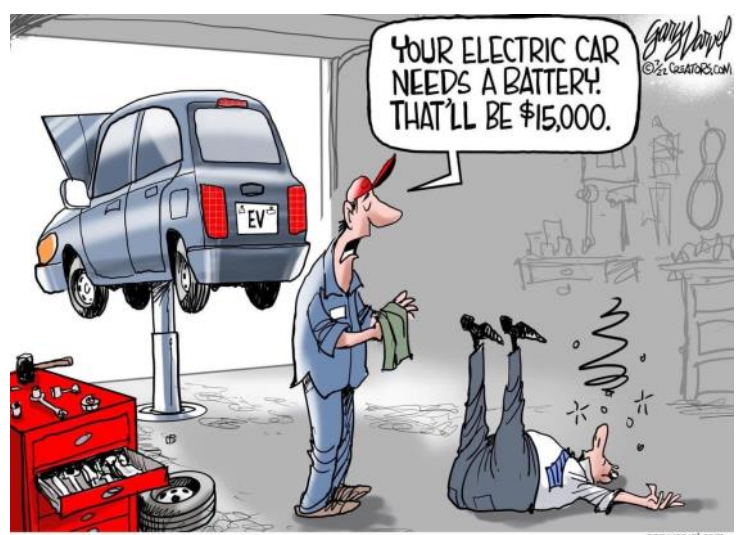
However, don't think you will be seeing too many electric cars cluttering up our roads in the next few years. Our current ICE fleet is about 15 million cars. Australia currently buys about 1 million vehicles a year, even under the current limited vehicle supply issues we are experiencing. Of those, only 20,000 are EV's. Unless we get a huge increase in sales

annually, it will take 750 years to replace the existing ICE cars at the current sales rate. Even if we stop selling ICE cars today and buy only EV's, it will still take 15 years to replace the existing fleet. As manufacturers will be restricted to producing EV's by roughly 2035, we are still going to see huge numbers of ICE cars in the meantime being produced. The catch is that you have to pay at least \$30,000 more to buy the equivalent EV and good luck if you want to tow or travel anywhere outside of a power grid.

So, let's assume there will be a massive increase in ICE car production to satisfy the demand. Where is the infrastructure to charge all these vehicles up? Imagine living in the city in an apartment block and parking on the street. Are you going to dangle a charging cord out of your window to your shiny new EV? Alternatively, is the body corporate going to spring a six-figure sum to upgrade the garage that was never designed to have charging points built into it? I don't see too many plans by governments to allow for this. In fact, some state governments are discouraging the purchase of EVs by imposing a road tax on them, whereas in other parts of the world, they are being subsidised.

To my way of thinking, it's all a complete shambles.

**Geoff Bott**





# Conditional Registration of Historic Vehicles

For all enquiries regarding club plates please contact

Ron Cooper CRC Club Plates Registrar  
[rondcooper1275@gmail.com](mailto:rondcooper1275@gmail.com) Mobile 0403 037 137

49 Wongawilli Rd Wongawilli NSW 2530

The scheme is designed to allow historic vehicles (more than 30 years old) to be registered under conditional registration which provides limited usage of the vehicle and also provides Compulsory Third Party insurance cover both at a very reduced cost. The Classic Rally Club is very grateful to the RMS and the relevant Minister for the scheme which allows the preservation of historic vehicles for road use without incurring the cost of full registration and insurance. The scheme works very well so long as it is not abused; it is not intended for day to day driving such as driving to work, going shopping, commuting to the railway station or driving the kids to school. The introduction of the 60 day log book trial allows members to enjoy 60 days use of the car for driving sake. The Classic Rally Club will not tolerate any abuse of the scheme by club members.

Types of Conditional Registration available to CRC members

1. Historic Vehicle Registration H Plates (HVS )60 day log book which allows 60 days per year use plus club events This an accord between the RMS and individual car clubs
2. An annual signature and club stamp required to ensure you are a financial member of the CRC RMS Form for HVS 1259
3. Classic Vehicle Registration (CVS) similar to above but with modification allowed provided they are certified by and engineer's report. This is an accord between RMS and the CMC /ACMC An annual club RMS form for CVS 1835
4. Rally Registration for outright rally cars, note this is the only way cars with full roll cages can be registered in NSW.

**When your renewal with the RMS falls due, they will send you a new Historic Vehicle Declaration form. You MUST have that form signed by the Club Plate Registrar, so allow enough time for this to be done before your registration falls due.**

**Procedure for renewing at the RMS:**

- **Get a pink slip. (The preferred option) You need to send a copy of the pink slip to me.**
- **A return stamped address envelope would be appreciated.**
- **Fill in the Historical Vehicle Declaration and mail to me. Email copies not permitted by RMS. Alternatively you can complete the writeable PDF on the RMS web site and that can be emailed to me but it needs to be posted back.**
- **Club Plates Registrar will complete Section 4. and sign**
- **Take or post your Conditional Registration renewal and pink slip to RMS or Services NSW for processing.**

**Don't forget that all movements of your car, other than those set out in the constitution, must be logged with the Club Plates Registrar or logged in your logbook if your car is on the 60 day scheme to ensure your CTP insurance is valid. To log in vehicles not on the 60 day scheme contact me on mobile 0403 037 137 or email [rondcooper1275@gmail.com](mailto:rondcooper1275@gmail.com).**

**Club Rules in addition to RMS Conditions**

The scheme is designed for Classic Rally Club members who will be active in club events not just to provide cheap registration as per the overview of the scheme.

The club reserves the right to withdraw eligibility to those who do not participate in club activities.

Members should be financial members for 12 months prior to applying for club plates.

Members with club plates must comply with all RMS conditions and club rules and directions from club officials.

The club reserves the right to accept or reject any cars and to withdraw acceptance to the Historic and Classic Plate schemes.

In addition to the RMS costs the Classic Rally Club charges members on the HVP scheme \$25 per year and require them to sign a document annually requiring members to agree to the conditions of the scheme and to provide information on the insurance of their vehicles.

## 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
<b>Competitor</b>							
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
<b>Competitor</b>							
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>Competitor</b>						<b>Points to date</b>	<b>Position to date</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>Competitor</b>						<b>Points to date</b>	<b>Position to date</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 Thomp-		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		
Competitor						Points to date	Position to date
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

<b>Tour 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>Competitor</b>						<b>Points to date</b>	<b>Position to date</b>
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		
<b>Competitor</b>						<b>Points to date</b>	<b>Position to date</b>
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