

- Next meeting March 28
- Magazine deadline April 18

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

## CONGRATULATIONS



### Masters Winners of the Ire of Man TT

Driver — Edul Dhondy      Navigator — Alan Walker

### STOP PRESS—Updated information for the Analogue Rally inside

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## John's Jabber

Hi everyone, here's your March Jabber. I hope you are all keeping well, a big shout out to a few club members whose family loved one are doing it a bit tough at the moment, wishing you all the best on your recovery road ahead, and to those going through

some illness and bad health, hang in there and hopefully get well soon. It was reported that John Travolta was hospitalised for suspected Covid but the Doctors soon confirmed that it was only Saturday Night Fever and that they assured everyone that he is Staying Alive. Apparently, he had Chills that were Multiplying.

I've just returned from the Historic Rally Club's Cootamundra Trial and thoroughly enjoyed the weekend's run, competing in the Masters' category. Ross handled the challenging navigation pretty well allowing me to have a great drive on some great country sealed and unsealed roads. Congratulations and a big thank you to the HRC for putting it on (it was part of our Club Championship) and to Ian Gilmore and Peter Parry, both from Victoria, who up until Covid, have travelled up to participate in nearly all our Club's rallies. They have always wanted to give back and organise a rally for either the CRC or the HRC and run it around the Cootamundra area as that is their usual overnight stop off point when travelling up to compete. They have always considered the area most suitable to hold an event. A lot of effort by both Malcolm Sinfield and Arthur Evans to set the routes, catering for all likes, full navigation, both Masters and Apprentices, route charted Tour, a Social Tour using both unsealed and sealed roads and a Social Tour fully on sealed roads. Ian was ably assisted by his daughter Elizabeth manning all the start and finish controls and helped out with keeping the scores. Many thanks to Mike Batten and all the other volunteers and officials. We should have results shortly and they will be in next month's magazine.

Thank you to everyone that took the time to complete our Club's simple questionnaire. We have

now received over 110 returns which is helping us get a better picture of what your thoughts are towards making our Club stronger going forward and to be able to give you more events to your liking. We have collected some very valuable information and will be using it with our negotiations with Motorsport governing bodies to see if we can improve on what our club does, that is, mainly conducting Classic style navigational rallies. Stay tuned, we are working on it. Many thanks to Jonathon Mansell who has certainly been putting in a mighty effort running with this for us.

Next month's General April meeting falls on ANZAC Day, so we have decided to move it straight after to Wednesday 26th. This month's March meeting is Tuesday the 28th, why not come along. It's a very relaxed informal style meeting and a great social gathering to have a meal and a drink. Tony Norman is running The Analogue Run, a one day rally on SATURDAY the 15 April and then we have the Autumn Leaves Glory Tour rounding off for now with May 21st for The Tulip Run. More detail on rallies for the second half of the year to be detailed soon. All details are in the magazine and on the web site. The Ire of Man TT run in February will have all their trophies presented at the end of year Presentation Day which at this stage should be held the first or second weekend in December.

Short Jabber this month, see you at the March Meeting,

Cheers JOHN COOPER

Good Afternoon Everyone,

Attached is the link to the **CMC February Preserve**.

<https://www.councilofmotorclubs.org.au/images/preserve/February-2023.pdf>

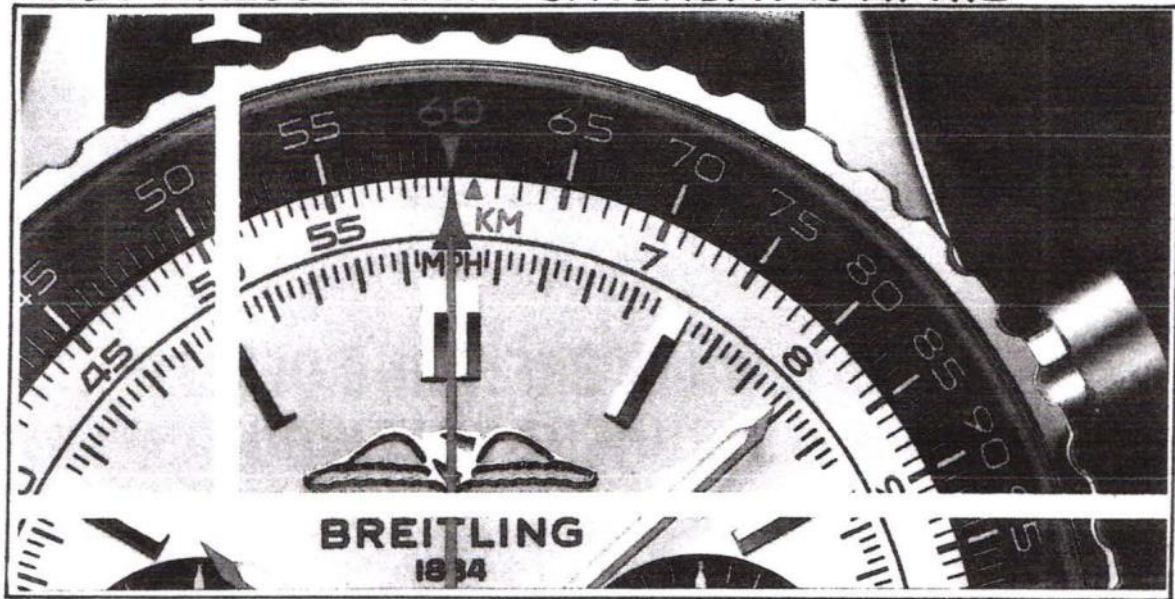
As well, I'd like to remind everyone about the **CMC 60th Anniversary Lunch**. Numbers are growing and looks like we'll have a great crowd at Wenty Leagues to celebrate this great anniversary of the CMC. **BOOKINGS CLOSE 10TH FEBRUARY 2023.**

When making payments please make sure to give your Club Code AND whether it's a payment for Shannons Classic or for the 60th Lunch. Your Treasurer is doing a lot of mind reading at the moment trying to work out what the payments are for!!!

And I've been told that some of you are sending SSC Applications directly to Tony O'Donnell - wrong - please send them to me first so that I can match payments with Application Forms. Then I send them to Tony for his records at a later date.

Kay De Luca OAM  
CMC Treasurer

## THE ANALOGUE RUN - SATURDAY 15 APRIL

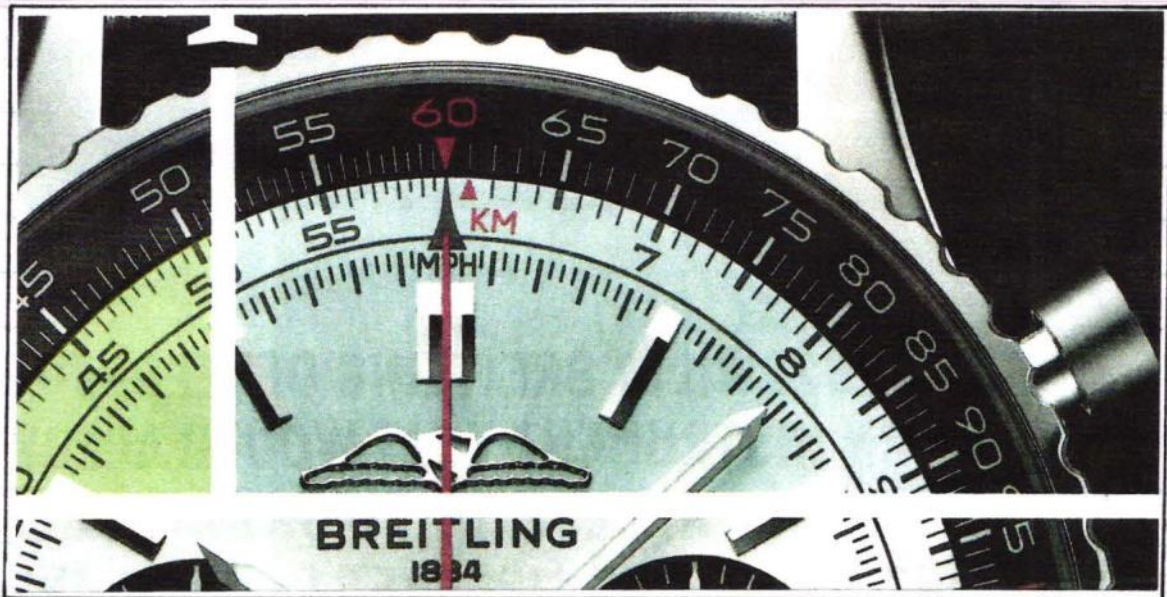


### EVENT UP-DATE as of SUNDAY 19 MARCH - PLEASE READ CAREFULLY.

- EVENT DOCUMENTS ARE ON THE CLASSIC RALLY CLUB WEBSITE FOR DOWNLOADING.
- WHEN ENTRIES ARE RECEIVED, BY E-MAIL OR POST, I WILL CONTACT THE LISTED COMPETITOR WITHIN A COUPLE OF DAYS TO ADVISE YOUR COMPETITION No. AND CONFIRM YOUR ENTRY CATEGORY.
- I HAVE RECENTLY BEEN EXPERIENCING INTERNET CONNECTION ISSUES. IF YOU HAVE E-MAILED YOUR ENTRY FORM AND YOU DO NOT GET MY FOLLOW-UP PHONE CALL PLEASE CONTACT ME ON **0402 759 811** OR ON MY HOME No. **02 4293 1574** AND I WILL TAKE DOWN YOUR ENTRY DETAILS. I WILL THEN INCLUDE YOU ON THE EVENT ENTRY LIST. **PLEASE NOTE** THAT YOU WILL BE REQUIRED TO BRING A HARD COPY OF YOUR ENTRY FORM TO REGISTRATION.
- THE MITTAGONG RSL CLUB HAVE ADVISED THAT THERE ARE LIMITED STAFF IN THE CLUB COFFEE SHOP EARLY ON SATURDAY MORNINGS. IF YOU PLAN TO GRAB BREAKFAST YOU SHOULD ARRIVE EARLY FOR REGISTRATION. ALTERNATIVELY YOU COULD VISIT MACCAS JUST 5 MINUTES WALK AWAY!
- DUE TO CURRENT RENOVATIONS THE CLUB DINING AREA HAS LIMITED SEATING FOR EVENING MEALS. BOOK EARLY OR GO HUNGRY. THE DINING ROOM OPENS AT 5.00 PM. CONTACT THE CLUB ON 02 4872 6700.

TONY NORMAN - EVENT DIRECTOR. MOBILE No. 0402 759 811.

P.S. PLEASE HELP MY STRESS LEVEL BY PUTTING YOUR ENTRY IN EARLY.



## THE ANALOGUE RUN - SATURDAY 15 APRIL

- THIS EVENT WILL START AND FINISH AT THE MITTAGONG RSL CLUB AND WILL USE WELL-TRAVELLED ROADS IN THE SOUTHERN HIGHLANDS.
- WITH THE INCREASED NUMBER OF 2 DAY EVENTS PLANNED IN 2023 THIS WILL BE A BUDGET AFFAIR. THE ENTRY FEE PER CREW WILL BE \$80.00 BUT THIS WILL NOT INCLUDE LUNCH. THE MID-DIVISION BREAK WILL BE AT THE SUTTON FOREST SERVICES ON THE HUME HIGHWAY WHERE THERE ARE A NUMBER OF FOOD OUTLETS.
- FURTHER DETAILS WILL BE INCLUDED IN THE FEBRUARY EDITION OF THE CLUB MAGAZINE BUT IT WOULD BE APPRECIATED IF YOU CAN ADD THE DATE IN YOUR ANALOGUE DIARY!

A HAPPY NEW YEAR TO ALL CRC MEMBERS

TONY NORMAN - EVENT DIRECTOR MOBILE NO. 0402 759 811.

## THE ANALOGUE RUN - SATURDAY 15th APRIL 2023

As advised in the Event Flyer in the January edition of Rally Directions, you will find additional Event details below:

1. Motorsport Australia now require Event Organisers to have an EY safety plan if full electric or electric/petrol hybrid vehicles are entered in a Competition event. Since this, and possible future events, will not have a safety plan in place the CRC has determined that such vehicles will not be permitted to enter our upcoming Events. Should this change in the future owners of these vehicles will once again be welcomed.

2. Instructions will be supplied for the usual 3 Competition Categories and for the Social Run.

For this Event I will make available Apprentice Navigation Instructions to any Social Run entrants who would like to give navigation a try without the need to hold an MA Competition Licence. Instructions will be available for both DIVISION's but should you find things too difficult during the morning run I will have TOUR Instructions available for the afternoon at the Lunch stop. Although not in a Competition Category I will score all ROAD CARD's so that Social Run crews can see how they got on.

Please consider giving this a try. I will contact all Social Run crews before the Event so that I know how many copies of the relevant Instructions I need to print off.

3. The closing date for entries will be Sunday 9th April - also Easter Sunday! With this in mind, if you are planning to post your Entry Form to the Event Director you should use an A.P. Express envelope and have it in mail by Monday 3rd April at the latest! There will be no postal deliveries to my home between Thursday 6th and Tuesday 11th April. Be warned!

4. Supp Regs and Entry Form should be on the CRC website about the 11th March.

TONY NORMAN - 0402 759 811 normansoz@optusnet.com.au

# Lies, Damn Lies and Satellite Navigation

Martin Lever

The Ire of Man has been run and won for the first time. Having run many tours with the Alfa Romeo club in the last eight years, I was pretty confident I knew how to put on a good event in terms of roads and with luck, finding nice places to eat for a large group.

For the Masters and Apprentices, and for the driving I enjoy, I think the Sapphire Coast area has the best roads in NSW for our events. There are enough roads to create navigational complexity, not too much traffic, a variety of road conditions with great scenery, and I was able to find enough civilisation to provide suitable meals and questions on the side of the road. There are some areas around Batlow and Tumut that are good, but there aren't quite as many roads to choose from, and the dining and accommodations options for large groups are scarce. (Also, having just finished the Cootamundra Trial, there are lots of dirt road options in area, for those interested).

For the Tour, I decided to introduce some optional map reading. Optional, in that crews could drive the entire route using a route chart, but to answer some of the questions, the crews needed to know where they were. This took a few forms, including plotting question locations, measuring the distance from mapped intersections to determine which grid square they were currently in, and recording the distance when passing mapped features. Some navigators had much more of an idea of how to work these out than others. The old

I put in a couple of slightly cryptic questions, such as "what is 2200 in Bombala" at the distance of a Bombala sign that says Population 1500 Elevation 700. The sign is so old, I had thought the population might actually be about 2200 now, but it seems the town is slowly shrinking, with 1372 in the 2021 census.

What increased the difficulty for the Tour crews were some unintentional errors in the instructions, such as incorrect distances for some questions. A few crews still managed to find the answers, so coping with my errors turned out to be a good differentiator.

The errors came from a more rushed preparation than ideal, which was compounded by getting varying distances during the various reconnaissance drives. Along the Monaro Highway, the Monit G-200 I have, and the Mike Stepheson-modified Carrvas trip meter Andrew has give very similar results, but on winding roads, with tree cover, the Carrvas meter recorded longer distances. There was more than 1 % variation over the Myrtle Mountain Road for example. Using the car trip meter as well would indicate the Carrvas is more accurate, even though I noticed two instances where it lost the GPS signal briefly, while the Monit didn't. I ended up spending rather more time than I would have liked, revisiting the route to get another set of distances and then working out from all the data, what distances to use.

I managed to get the distances for the turns about right in the end, but not all the questions. There was one bizarre comedy of errors, where I'd initially identified a question on the lookout of Mount Gladstone, which the Cooma Car Club sometimes uses for hill climb events. I ended up with too many questions and deleted the questions about the distance to Melbourne (400 km) from all divisions. The answer was on a large metal circle showing the heading and distance from the lookout, sitting on a stone plinth. I'd forgotten I'd removed it and mentioned the question in the crew briefing. Most of the Masters and Apprentices missed the shortest mapped route through Cooma, so the final question didn't come up on distance for

them. So some of them were still looking for the question on the lookout. Except someone had taken the disc off the plinth.

I'm looking at doing another event in the same area in early 2025. With more time to plan it, there may be fewer errors next time. If you like great roads, this is certainly an event to keep in mind. I have a few more roads to explore, and a few route ideas to check out over the next twelve months. The aim will be to again have the finish north enough and early enough that people in Sydney can get home in daylight, and it will be an easier drive than crossing the Blue Mountains after an Alpine Classic.



**Friday Night**



**Trans Capri?**



**Saturday Night**



**John Cooper and Ross Warner  
doing a loop in Nimmitabel**



## The Ire of Man TT Results

Number	Driver	Navigator	Category	Car	Total	Placing
1	John Cooper	Ross Warner	Masters	Escort	280	3rd
2	David Batten	Mike Batten	Masters	Datsun	445	4th
3	Edul Dhondy	Alan Walker	Masters	WRX	215	1st
4	Graham Pettit	Phill Stead	Masters	Swift	270	2nd
11	Murray Baker	Nikki Baker	Apprentices	944	860	4th
12	Bruce Miller	Andrew Taurins	Apprentices	Capri	815	3rd
14	Michael Brandt	Andrzej Cieslak	Apprentices	M3	440	1 <sup>st</sup>
15	Carol Both	Glenn Evans	Apprentices	Forester	475	2nd
13	Tina Mansell	Jonathan Mansell	Tour from Div 2	Corolla	770	8 <sup>th</sup>
21	Justin Bedingfield	Isla Murdoch	Tour	Audi	260	3 <sup>rd</sup>
22	Sergio Cariolato	Irene Cariolato	Tour	C63S	285	5 <sup>th</sup>
23	Dennis Oste	John Learson	Tour	Skyline	215	1 <sup>st</sup>
24	Geoff Hemsall	Michael Malgo	Tour	330Ci	325	7 <sup>th</sup>
25	Chris Holland	Leeza Holland	Tour	Mark 2	300	6 <sup>th</sup>
26	Warren Herrick	Glenda Lawrence	Tour	Celica	245	2 <sup>nd</sup>
27	John Boss	Lynn Boss	Tour	XJS	260	4 <sup>th</sup>
31	Strat Mairs	Eddy Furlong	Soc Tour	SEC	235	-
32	Toby Oste	Helen Oste	Soc Tour	135i	195	-
33	Steve Davis	Rochelle Prattley	Soc Tour	Liberty	170	-
34	Steve Annabel	Jayne Annabel	Soc Tour	RAV4	465	-
35	Karen Yates	Greg Yates	Soc Tour	ML500	330	-
48	Wayne Brighton	Joyce Williams	Soc Tour	Mini	215	-

# Merimbula Mumbo

A report on the 2023 Ire of Man TT by Alan Walker

Out of the blocks like a bull at a gate. The 2023 CRC championship started off with the Ire of Man TT.

Martin Leaver again fronts up to direct his second event, His first being the ' Buckett list ' based around the mid north coast – with an overnight in Forster. This time he indulges us with a wonderful two dayer full of some of the most scenic roads in south east of NSW.

The Ire of Man TT began in the leafy and very green outer suburbs of Canberra. We gathered in what I believe is a secondary school and waited for more crews to arrive. It was a warm crisp morning with the sun well up without a breath of wind in the air. However waiting in the carpark did soon bring the familiar sounds of various cars on their arrival. Jaguars burble in, Mercedes tend to arrive in a formal manner and the Nissans have that impatient snarl that sounds like they just can't wait to get going. A mix of older and modern was on show, with some of the latter only chosen with the forecast set to be a warm one. If you had the choice of a/c most find it hard to turn down....

It was fantastic to see the wide smiles of a few we hadn't seen for a while and the friendly catch ups involved the xmas and new year follow ups. One very famous local graced us with his presence, the one and only Bob Morey ! Was fantastic for a catch up but all too brief, awesome to see him out and about and wishing us all well – can't wait to see him out there on the road again soon.

The call all out for briefing was made and the herd meandered down through the school, so the rabble could joke amongst themselves till the Director took charge of the meeting. Martin showed us the familiar VRCs and just like the safety checks on a flight the event is underway.

The most unusual difference this time round was

that we were given the first two legs to plot before the briefing, so with that in mind and a clear idea where we were going ( well where we thought we would be going .. ) I had a little time to check over a few apprentices shoulders who were nearby, and see how they were getting on.

As is almost standard at the beginning of these events, Mike Batton and the trusty Datto slid out of the carpark first. With our road card in hand, we too set off making our way out to the Monaro Hwy and heading south, planning to complete a sizable loop through Burra.

This being the first event teaming up with Edul Dhondy and his WRX, it was good to see both sides of the car working together very well straight off the bat. Needless to say it was to be a slight learning curve for Edul, as it was his first attempt at Masters, having only competed at the Apprentice level just the once before with Tony Norman on the Wondaiah. I'll let you look up how that one went. So interesting it would be to see what thoughts a regular Tour driver had on seeing what is involved in the mysterious world of navigating at the highest level.

Heading to Burra, had me trying to teach the nuances of Z board placement amongst several roads close together. Well good news we managed to find our first one and we deemed it to be a 'correct' find, not a bad way to start we must say, not far ahead was the first passage. Again thank you to those that volunteer to assist in these roles, as it is always a most welcomed sight to see them. A 'Well done' inked on the road card and "you're the first masters through" had us wondering where and how many z boards was Mike finding ?

Down the Monaro and a few ' average speed ' maths calculations to be performed to garner several answers to the next few questions. This

over that , divide this, times by that etc. All this maths business had us miss the obvious shorter road and passage into Cooma. We then finished up the leg at the Gladstone lookout – time to search for the answer to an unknown question. As it turns out the question wasn't used, and the answer had been stolen anyway ! But a good excuse to stretch the legs and take a quick rest stop none the less.

The next challenge was to traverse seven crossroads and adhere to another couple of instructions in the process. At this point we were in two minds which was correct but pressed on to see if we could come up with the answer to the next question. After kilometres of tall golden wispy grass, a letterbox came into view 'KENO' emblazoned on the side and just what we needed for the answer. The next 50 odd kilometres had us looping around south of Lake Eucumbene whilst between Lake Jindabyne and Berridale. This time round we found the passage manned by the Youngs, John and Helen parked up in a shady spot to beat the heat waiting for us. A smile and a good job on being first Masters through.

Southward bound from Berridale and heading to Dalgety, for a pub counter meal at the Dalgety Inn.

A fantastic country pub, serving a nice steak sandwich with chips topped off with the conversations filled with ' what did you do there ? ' and ' what were your thoughts on that ? ' .

The afternoon brought some great touring roads, in areas we just haven't been lucky enough to have explored in a CRC event before. Tall grass filled the paddocks, gently blown about as we drove by, following the black snaking road as it made it and our way through the undulating hills. The hilltops dotted with wind turbines, slowly revolving in the breeze higher up as the burbling rumble of the WRX blasted us along the River Way, to reunite us with the Monaro once more. The road found us on our way to Bombala, where another mistake of ours crept in, having not followed a direction of entry ! We are still wondering just how much a Grecian urn really costs ? ( a slightly trivial question we missed,

with the answer being Costalotta ). Needless to say we also didn't see any platypus around even though we were deep in platypus country. We did however enjoy the welcomed sight of the Maddigans, both Michelle and Brian working hard to keep us all in check and on our way.

Bombala – Cathcart – Wyndham lead us to then use Myrtle Mountain Road, this twisty section carving its way through the regrowth of the tall timbers devastated from the east coast bushfires just a few years ago. Passing Ryan Swamp a right / left in a northward direction up to Kanoona, to make sure we entered a TJ ( T junction ) from the correct direction. A passage control to visit, claiming our spoils of lollies as a reward from the Youngs again, not knowing this was to be the last passage for the day. With the expected loop cut short by a Z board on a dirt road. This left us with a relative cruisy trip down the hill heading for Merimbula.

Saturday night dinner was hosted at Club Sapphire, with a small but quality selection of meals to choose from. Our private dining room was full of chatter about the day's challenges and was only to be broken for the round of applause given to Martin as he entered the room. Needless to say even with the navigators honing the finer points of their own mistakes and the interpretations of the written instruction – you certainly couldn't have missed the general smiles and enthusiasm within the room about how good the roads and scenery were and it was only day 1.

A beautiful sunrise broke over the glassy waters of the inlet of Merimbula, as many caught up for breakfast at a nearby café. Pambula golf club was chosen as the start location for Sunday morning. We made sure we were first to arrive, to make sure we had time to reset for the coming day of rallying. With instructions in hand and the pencil running hot plotting away what lay ahead, we decided to try every trick we could. Edul started up the rex and moved us up to be first car away – we'll give anything a go to put Mr Batten off his game !

Martin happily handed us our road card and away

we went, a southern loop to Nethercote had the morning sun flickering upon the map as we snaked our way through the forest. The climb into the state forest heading toward Wyndam had us surrounded by the early morning sounds of the bird calls in the forest. Needless to say the sound of the induction noise as the engine sucked in volumes of cool mountain air, with the rasp from the exhaust wasn't too bad either.

Mid-morning had us scratching our heads for the area around Candello. Our thoughts at odds with the way the instructions were written, so a roadside replot was in order. Only to find several tour cars heading towards us down the road, not ideal ..... a resolution was found – not perfect to every rule \* in the book, but only solution available. A clockwise loop to the east of Candello had us passing through a manned passage twice, the Youngs again announcing our arrival as the first masters through. With that reassuring news, our heading changed and Northwest was where we were bound now.

\*As it turned out Martin had left off ' then' on one line of the instruction, meaning the interpretation changed and had the masters trying a few 'creative' ideas to try and make the instruction work. We did all manage to get there in the end.

A short section of unsealed road being used to get teams to Mogilla Road. 'Shortest mapped' had us creeping around in Bemboka, with a VRC in sight we double checked our plot and resisted noting that one and made our way on a small back road. The board ending up being for tour use only. The next challenge came calling within the town of Nimmitabel, an anticlockwise loop this time returned us to the main road. A passage helmed by Martin this time, with the watchful eye of Robert Panetta, sitting this one out to assess Martin for his Clerk of Course qualification.

The final section of the rally was an easy trip up to Cooma with a route chart in to the finish at the Cooma car club. Road card in, smiles all round, and

a handshake bring a close to another great event.

Overall a great event, venturing into some unused territory, giving us some incredible touring roads and scenery to enjoy. So if you missed it – you missed out !

The good news is, rumour has it, that the 'Ire' may well return in early 2025. A fantastic bi –annual event in the making ? Would be a welcomed addition to the calendar.

So don't sit back, get out there and enjoy what our club and events have to offer.

Thank you to Martin Leaver, and all of the officials – a stella event by all.

A few minor issues with a couple of instructions, and a little too much info given - had some tour crews confused, but as Martin's second event as Director with a sizable gap ( years ) due to ' The Rona ' – overall it goes down as a winner. Any future events should be well worth considering as he is only going to get better !

### **The Cooma Car Club**

We finished at the Cooma car club with a wonderful lunch put on out of their very own kitchen within the club rooms. This club has one of the best facilities around and well worth a visit.

The cars, workshop, memorabilia, the 50s diner and best of all the friendly members, some of which were even out on some controls for us, makes this a must do.

# Scenes from the "Ire"

by Alan Walker



# History of Notable Roads

an occasional series

**This time the Brenner Pass which is at the border of Austria and Italy.**

OK, to tell the truth this article was prepared just to accompany the pic of a magazine cover. This image is from a historic exhibition seen at the Brenner Pass recently during some family travels, and it does have an almost accidental automotive content relevant to classic vehicle fans.

The Brenner Pass is part of a route through this territory that is the border of modern day Italy and Austria which is known to have existed since the second century of the modern era. Since the 12<sup>th</sup> century the pass was controlled by the Counts of Tyrol, within the Holy Roman Empire. It was on the orders of Habsburg Empress Maria Theresa, in 1777 - that a proper carriage road was laid out over the pass.

Wars in 1859 and again in 1866 saw the Austrians lose control of the extensive territories of Venetia and Lombardy, south of the Brenner, which had been known as the South Tyrol. After World War 1 the shrinkage of territory held by the Austrians continued again and the Austrians now had no territory south of the Brenner.

Today the Brenner Pass carriage road of the Habsburg era is a four lane motorway in Austria and a four lane Autostrada in Italy, and it is an important trans-national route with considerable traffic. The removal of the former Border controls in 1997 now allow traffic to traverse the Brenner Pass without needing to stop, after Austria joined the EU in 1995, and signed the Schengen Treaty of 1992.

Now the image is from a time in August 1939 when the Austrians and the Germans and the Italians were all together as the powers in the Rome-Berlin Axis, and the Hitler youth and the Young Fascists of Italy met at a rally at the Brenner pass, with the

pomp and ceremony of such a politically significant event much in evidence. But the ad on the bottom of the page of this magazine cover is about promotion of Champion spark plugs!

In approximate translation the ad advises that you should help your engine and fit the newest and best spark plug- Champion.

World War 2 which was to begin shortly would mean the new and best Champion spark plugs were going to get much harder to buy in this part of the world quite soon....

That would mainly be because it was only in 1937 that the Champion Company established their first spark plug production facility outside North America, in the UK, at Feltham in Middlesex.

Perhaps ironically, The French born Albert Champion, who gave his name to the Champion spark plug business which he founded in the USA in 1905 with the advantageous use of French sourced clays for the ceramic insulators, didn't live long enough to see the Champion spark plugs become the world's best-selling spark plugs, and to later sink to near oblivion as a brand.

This was because in the short time since the establishment of the enterprise that bore his name, (and perhaps linked with financial details and investor squabbles connected with the opening of a second factory in Toledo Ohio), Mr Champion had lost control of the company he had founded soon after it began, to a group led by the two Stranahan brothers. However as he clearly was a spark plug expert in the early automotive age, soon in 1908 he was encouraged by Albert Durant to join what would become the burgeoning General Motors empire, initially at Buick, and to start a new business in Flint Michigan to make spark plugs and ignition parts. The new company and eventual GM

division was named after his initials, AC, and later AC Delco.

Albert Champion died in Paris in 1927 after celebrating the success of Lindbergh's trans-Atlantic flight, which used "his" AC spark plugs. Note that various accounts of the activities of the life of Albert Champion DO differ in some details- but that doesn't impact on the larger story here, of the Brenner Pass. However the Axis would soon have the ability to get spark plugs from the AC factory which opened in France in 1927...

Tony Kanak

**L'ILLUSTRAZIONE**  
**ITALIANA**

**N. 32**  
Anno LXVI

**LIRE 4**  
Estero L. 6

ESCE OGNI DOMENICA

6 AGOSTO 1939-XVII

ABBONAMENTO POSTALE

L'Asse che del popolo italiano e del popolo germanico ha fatto un solo granitico blocco vuole saldi i "legami" tra le due Nazioni anche nell'avvenire. Qui vediamo il reparto della G. I. L. che parteciperà al Campo "Hitler", mentre al Brennero s'incontra con le formazioni della Gioventù Hitleriana.

IL VOSTRO MOTORE  
**ALT**  
VUOLE NUOVE

**CHAMPION**  
*la candela migliore*

1939 Treffen von Italienischen Jungfaschisten und Hitlerjugend an der Brennergrenze.  
1939 Incontro della Gioventù Fascista Italiana e la Gioventù Hitleriana al confine del Brennero.

# 2023 NSW 6Hour Regularity Relay

Your club and members are invited to the **2023 NSW 6Hour Regularity Relay, to be held on Sat 29th to Sun 30th April, at Sydney Motorsport Park, on the Gardner (GP Circuit)**

Entries are now open, and all the information about the event can be accessed at our website, [www.nswrrc.com.au/nsw6hour](http://www.nswrrc.com.au/nsw6hour)

Some information about the event below. We find it's a great event for car clubs as members work together in a team for the ultimate victory.

## **What is a Regularity Relay Event?**

The 6 Hour is designed as a grassroots motorsport event, catering for club level competition. Each team consists of a team manager, assistant manager, several pit crew and 3-6 drivers who nominate a lap time after Saturday practise.

A driver gains points for consistently lapping at their nominated time. The team with the best combined point score wins the event.

They can enter their road registered daily vehicle or their race car. The point scoring system allows every team an equal opportunity to win.

## **2022 Event**

We had 33 teams participate in the event, with 187 drivers (with each driver there is usually a support crew of up to 3-4 people over the 2 days.)

This event is growing in popularity each year and attracts teams from as far afield as South Australia and Victoria.

## **Looking forward to the 2023 event**

Early enquiries support our thoughts that the 2023 event will be bigger and better than ever. Teams from previous years are keen to run in the event again and solid enquiries from new teams.

The event has found to pull club members closer together, working as a team, and gives everyone lots of track time (around 12 hours over the weekend), and makes it really good value for money.

## **Regularity - An Exciting format**

Regularity is so important for grass roots motorsport, as it allows those without the budget for expensive competition vehicles.

It's the closest form of motorsport to door-to-door racing that you can compete in without a full racing licence.

Competitors often use regularity events as a steppingstone for full race competition. Regularity events can be driven in a full competition race car, a relatively low budget race car, or even the driver's daily use vehicle. This broad range of acceptable vehicle ensures that interest in regularity events is growing each year.

If you have any questions, please get in touch.

Regards,

NSW 6Hour Committee  
[6hour@nswrrc.com.au](mailto:6hour@nswrrc.com.au)



Some of the Peter Goers collection  
supplied by Thommo "They all drive"



24<sup>th</sup> January 2023



John Cooper (President)  
Classic Rally Club

Giddy John,

I've been asked by a couple of your members to formally invite the 'club' as such and its members to an event I am conducting later this year.

The Great Eastern Endurance Trial takes in localities including the Sunshine Coast / Darling Downs / Queensland's Granite Belt before following the Great Diving Range and the New England region in New South Wales. A brief glimpse of the coastal regions surrounding Coffs Harbour / Port Macquarie will take effect before the Hunter region leads into a finish under the Sydney Harbour Bridge and a 3-hour harbour cruise to bring the event to an official close.

The route chosen is dominated by 'B' roads and dirt gravel sections which cover a large majority of the events focus. The route is not provided to damage or cause unsafe condition to the vehicles entered, nor is it to provide any form of fatigue to those entered. It is however provided as a challenge and adventure through the variations seen on the eastern seaboard.

Accommodation and inclusions can be found on the attached documents along with a T&C's document which outlines what this event provides. It is the first of 3 lead up events to the planned 50<sup>th</sup> Anniversary Repco Reliability RE trial that is planned for August 2029.

Attached are details on that, plus other lead up events that I would hope introduce many to *driving the country and seeing the land* whilst the support from an event management side plus the social aspect providing a positive influence.

I hereby invite all members of your club to the event and hope consideration is bought to their attention.

I am always available to discuss details on any of the events we manage and how I can provide a suitable event that continues the legacy of endurance trials in Australia / New Zealand.

Yours

A handwritten signature in black ink, appearing to read 'T. Martin'.

Todd Martin – Event Director  
MCE - Australia





# The Great EASTERN Endurance Trial

September 1st - 10th  
**2023**



Taking in Australia's eastern seaboard The Great Eastern of 2023 provides an on again off again ounce of road trails encompassing the Great Dividing Range.

With Day One being a Prologue return to the Sunshine Coast it's a mixture of forestry and steep mountainous peaks with a couple of lookouts. Heading south west through the Darling Downs Millmerran may surprise some with its outlook whereas Queensland's coldest region of the apple belt will bring on a cold snap. Stanthorpe is the start location on morning (four) with the university township of Armidale providing solace. The route continues with it touching some of the original Repco 1979 trial locations before arriving to the first of a two-night stopover in a mystery location.

This will allow crews to maintain their vehicles or simply relax during the rest day.

From there it's a continued trek south west keeping the route on path with the Great Divide. Glimpses of the Pacific will become less frequent as event heads west then a tricky final day into Sydney finishing under the Harbour Bridge with a Sydney Harbour Cruise and informal presentation.



As with all of the lead up trials to 2029 the ability to utilise some of the routes used in 1979 will take those entered into a 'look back' as to what was available to those wanting the adventure as it was. This event provides a great base of dirt, gravel with forestry and some openness, combined with a great deal of unique by roads (all gazetted) but with a pure focus on linking you to a safe overnight destination. The percentage of dirt across the event is around 65 / 70%.

**There is provision for those that are only available to enter the event over (4) days.**

Your event will start as per the event outlines; however your final finishing day will be Monday 4<sup>th</sup> September in Armidale. .  
All aspects up until that point will be available to you (including Monday evenings Accommodation) as part of your event entry.  
An obvious reduction in entry fee's applies.

**Inclusions :**

- >Merchandise Packs to include event T-shirts (2) / Polos (2) / Jacket (2)
- >Event vehicle signage to include Windscreen Banner / Door Number decals (2) / Rear event decal (1)
- >Event Route Mapping
- >Welcome Function onsite Sunshine Coast Thursday August 31<sup>st</sup>
- >Accommodation Sunshine Coast Thursday August 31<sup>st</sup>
- >Accommodation Sunshine Coast Friday September 1<sup>st</sup>
- >Function Millmerran Saturday September 2<sup>nd</sup>
- >Accommodation Stanthorpe Sunday September 3<sup>rd</sup>
- >Accommodation Armidale Monday September 4<sup>th</sup>
- Accommodation Mystery Location Tuesday September 5<sup>th</sup>
- Accommodation Mystery Location Wednesday September 6<sup>th</sup>
- Finishers Medallion

Sydney Harbour Cruise Sunday September 10<sup>th</sup> to include presentation drinks / food platters

**Accommodation Sydney Sunday September 10<sup>th</sup> (including secure vehicle accommodation)**

*\*Details on preferred accommodation in locations where the event doesn't provide accommodation available on request.*

The entry fee for the 2023 event with ALL inclusions noted above totals **\$4250** inclusive of GST. The fee excluding items listed in **RED** is **\$3150** inclusive of GST.

The entry fee for those doing ONLY the (4) days of the event totals **\$2300** inclusive of GST. The fee excluding items listed in **RED** is **\$1500** inclusive of GST.

**This is per entry based on (2) people (1) vehicle.**

Support Crew and Support Vehicle entry fee totals \$3698 inclusive of GST. Entry fee's for support excluding items listed in **RED** is **\$2778** inclusive of GST.

This is based on (2) people (1) vehicle.

There is no availability for Support crew/vehicle for those doing the (4 day) element of the event.

>4 Day entrants receive inclusions noted.

There is an Entry Form available that outlines details on entrants, their entry and personal details required.

If known to event organisers entrants that have previously entered are not required to fill out the entry form.

A full Terms & Conditions document is available and should be attached in this email.



## HALDAS AND PARTS FOR SALE

I have listed below all the gear we have accumulated over the last 30 years.

Jocelyn Vettoretti Lambda Motor Company  
 2/21 Priestley Street Mittagong NSW 2575  
 Phone: 02 4871.1900  
 Mobile: 0414.636 303  
[lambda@lambdamotors.com.au](mailto:lambda@lambdamotors.com.au)

- |  |  |
|--|--|
| <p>1. Twinmaster. Alloy case no. 38361<br/>           Cat. No. TWM1 Gears 140 &amp; 55 \$2950.00</p> <p>2. Twinmaster. Plastic case no 54005<br/>           Cat no. TWM2 Gears 141/55 \$2450.00</p> <p>2a Twinmaster . Plastic case. No. 65018<br/>           Gears 141/55 TWM2 \$2450.00</p> <p>3. Speed pilot. Sports Special Serial No. 40724<br/>           Has been converted to kms.<br/>           Special gearbox \$1350.00<br/>           Double T-piece.</p> <p>4. Tripmaster Serial No. 73194 Plastic case<br/>           Checked and service Gears 141/55 \$1450.00</p> <p>5. 2 T-pce V11N 8.1 sh \$75.00 each<br/>           1 V20N 8.1 new \$75.00<br/>           1 V651 8.1 missing bits \$50.00</p> <p>6. 1 Full set of gears 118-150 (33) @ \$25 \$825.00<br/>           1 Set of gears – missing 140<br/>           20 misc. gears</p> <p>7. Assorted cables:<br/>           1 x 119 cm<br/>           1 x 121.5 cm<br/>           1 x 60 cm \$35.00each<br/>           1 X Inner cable 121 cm \$20.00<br/>           1 x Inner cable 95 cm \$20.00<br/>           1 Cable extension 15.5 cm - new \$45.00<br/>           2 Cable extension 17 cm – sh \$35.00</p> | <p>8. Misc. fittings &amp; gears From \$15.00<br/>           Gearbox and connector drive<br/>           V20N 8.1 new \$155.00<br/>           Gearbox V11N 8.1 + clip - SH<br/>           1 100 mm connector \$155.00<br/>           Japanese gearbox T-piece &amp; cable \$215.00<br/>           Gearbox V651 8.1 parts</p> <p>9. Cable clips new 1 \$25.00<br/>           Cable clips SH 3 \$20.00 each</p> <p>10. 2 Angle boxes<br/>           1 3.4 ratio sh 1 4.0 \$50.00 each</p> <p>11. Instructions for Twin/Trip/Speed Pilot</p> <p>10. Small parts box of misc.bits with screw driver</p> |
|--|--|

# 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

### Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	Tour d'Course	The Sheep Station	Alpine Classic	<b>Best 5 Days</b>	
	2 day	2 day	1 day	2 day	1 day	2 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>									
Edul Dhondy	40m							<b>40</b>	<b>1</b>
Graham Pettit	38							<b>38</b>	<b>2</b>
Andrew Inglis	36							<b>36</b>	<b>3</b>
John Cooper	36							<b>36</b>	<b>3</b>
David Batten	34							<b>34</b>	<b>5</b>
Robert Panetta	32							<b>32</b>	<b>6</b>

### Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	2 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>									
Alan Walker	40m							<b>40</b>	<b>1</b>
Phill Stead	38							<b>38</b>	<b>2</b>
Martin Leaver	36							<b>36</b>	<b>3</b>
Ross Warner	36							<b>36</b>	<b>3</b>
Mike Batten	34							<b>34</b>	<b>5</b>

## CRC CHAMPIONSHIP POINT SCORE— Continued

### Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Michael Brandt	30							30	1
Carol Both	28m							28	2
Bruce Miller	26							26	3
Murray Baker	24							24	4

### Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Andrzej Cieslak	30							30	1
Glenn Evans	28m							28	2
Andrew Taurins	26							26	3
Nikki Baker	24							24	4



## CRC CHAMPIONSHIP POINT SCORE— Continued

### Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	2 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							Cancelled		
Dennis Oste	20							<b>20</b>	<b>1</b>
Warren Herrick	18m							<b>18</b>	<b>2</b>
Justin Bedingfield	16m							<b>16</b>	<b>3</b>
Sergio Cariolato	12m							<b>12</b>	<b>4</b>
Geoff Hemsall	8m							<b>8</b>	<b>5</b>
Tina Mansell	6							<b>6</b>	<b>6</b>

### Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	2 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>									
John Learson	20							<b>20</b>	<b>1</b>
Glenda Lawrence	18m							<b>18</b>	<b>2</b>
Isla Murdoch	16m							<b>16</b>	<b>3</b>
Irene Cariolato	12m							<b>12</b>	<b>4</b>
Michael Malgo	8m							<b>8</b>	<b>5</b>
Jonathon Mansell	6							<b>6</b>	<b>6</b>

## CRC CHAMPIONSHIP POINT SCORE— Continued

### Future Stars in a Rally Car

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	2 day	2 day		
<b>Competitor</b>								<b>Points to date</b>	<b>Position to date</b>
Isla Murdoch	16m							<b>16</b>	<b>1</b>
Please let Mike Batten know if he has missed any other young competitors (under 30 years of age)									

## CRC Event Calendar 2023

Day	CRC Championship Events	Other events / notes
<b>January</b>		
Tuesday 24th		Club Meeting (Hawaiian shirt night!)
<b>February</b>		
Saturday 18th	The Ire of Man TT - (NA) Martin Leaver	
Sunday 19th	The Ire of Man TT - (NA) Martin Leaver	
Tuesday 28th		Club Meeting
<b>March</b>		
Saturday 18th	The Cootamundra Trial - (NA) HRC	
Sunday 19th	The Cootamundra Trial - (NA) HRC	
Tuesday 28th		Club Meeting
<b>April</b>		
Saturday 15th	Name TBC (NA) - Tony Norman	
Wednesday 26th		Club Meeting
<b>May</b>		
Friday 5th	Autumn Glory Tour of North Eastern Victoria	<i>Non CRC Championship day</i>
Saturday 6th	Autumn Glory Tour of North Eastern Victoria	
Sunday 7th	Autumn Glory Tour of North Eastern Victoria	
Sunday 21st	The Tulip Run - (NA) Jon Mansell	
Tuesday 23rd		Club Meeting
<b>June</b>		
Sunday 18th	Tour d'Course (NA) - Alan Walker	
Tuesday 27th		Club Meeting
<b>July</b>		
Tuesday 25th		Club Meeting
<b>August</b>		
Tuesday 22nd		Club Meeting
<b>September</b>		
Saturday 16th	The Sheep Station (NA) - Jon Mansell	
Sunday 17th	The Sheep Station (NA) - Jon Mansell	
Tuesday 26th		Club Meeting
<b>October</b>		
Saturday 28th	Alpine Classic (TRE) - Alan Walker	
Sunday 29th	Alpine Classic (TRE) - Alan Walker	
Tuesday 24th		Club Meeting
<b>November</b>		
Tuesday 28th		Club Meeting- AGM
<b>December</b>		
		Club Christmas Party - (Date TBA)