

- Next meeting October 24
- Magazine deadline Nov. 21

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

2023 Rallies

The Ire of Man

Cootamundra Trial

The Analogue

The Tulip Run

Autumn Glory Tour

Tour d'Course

The Sheep Station

Alpine Classic

Turn the page to read about;

- John's Jabber
- 2024 Draft Event Calendar
- AGM Notice of Meeting
- 2024 Driver and Navigator Licencing
- Christmas Party Flyer
- 2023 Sheep Station Wrap
- Sheep Station Debrief
- Sheep Station Rally Results
- Sheep Station Photo Gallery
- A Little History Mystery
- John and Jeff do Alaska to Mexico
- Championship Point Score
- Conditional Registration Instructions
- CRC Event Calendar

Classic Rally Club Officers and Contacts 2021

Position: Name	email	Phone (please make calls before 9.00pm)
President: John Cooper	crc.pres@classicrallyclub.com.au	0414 246 157
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	0419 233 494
Treasurer: Peter Reed	crc.treas@classicrallyclub.com.au	0418 802 972
Membership: Glenn Evans	crc.mem@classicrallyclub.com.au	0414 453 663
Newsletter Editor: Chris McDonald	crc.editor@classicrallyclub.com.au	0419 255 032
Competition Secretary: Jon Mansell	crc.comp@classicrallyclub.com.au	0467 632 755
Championship Pointscorer: Mike Batten		0400 174 579
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	0403 037 137
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	
C.A.M.S. Scrutineers	email/location	Phone (please make calls before 9.00pm)
Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
John Henderson (Bronze)	Newport / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
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
Glen Innes (Bronze)	Figtree	0409 293 241
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774



John's Jabber

Hi everyone, here is your October Rally Directions magazine and Newsletter. I hope you are all well, and our thoughts are with those of you with any illness, in recovery, or caring for loved ones and maybe experiencing grief in any way.

Our competition year is now over with the running of the Club's last rally for the season last weekend, The Alpine Classic. We now only have this month's General Meeting this Tuesday the 24th, our Annual General Meeting on Tuesday the 28th November and the Club's annual Presentation of awards and combined Christmas party on Sunday the 3rd December. Hope to see as many of you come along, hopefully to all three but at least some of what's left.

If you missed last weekend's Alpine Classic you have missed one hell of a "blast from the past" rally. A return to Lithgow, Orange overnight, back to Lithgow finish. Excellent work from Alan and Lauren Walker, Lui and all the officials. Great roads, well thought out route, very well done instructions, TRE timing, average speed section, great weather and numbers of entries on the increase. Well done to all involved. Congratulations and thank you for your time and effort to pull off this huge task. Hopefully we will see some reports in this mag but due to the time of the event and magazine deadlines we may have to wait for all the wrap up next month. We are always looking for your photos and stories about your time on these rallies and events to go into the magazine. It would be nice to hear something from someone other than the winner's reports.

We now have it in writing from Motorsport Australia that they "can confirm that the requirement for speed licences will be removed for 2024. A speed licence will only be required if the event involves speed activity (such as motorkhana)". There will still be a few issues to sort out about fees, the wording of the new regulations and TREs etc. but we will need to wait to see what is reflected in the 2024 Motorsport Manual. This now means if your speed licence is

due and needs renewing in 2023, hold off (unless you need it for some other form of motorsport you may be involved with) as our events from next year will NOT require any licence from MA. There is no excuse not to step up into Tour from Social category or entering our rallies. This MA licence cost and requirement being one of your concerns highlighted in our survey earlier this year. So get all your friends and family, including yourself, back into enjoying our Club rallies, boosting our entry numbers back to where they used to be. Spread the word about how much fun you can have driving around our country roads. A few thankyou's go to MA CEO Eugene Arocca who personally took my call for help and consideration with our licence issues. I thought we wouldn't get very far with them listening to our small grassroots motorsport Club. He then followed it through with MA staff, Michael Melilli, zoom meetings with our Ross Warner and Jonathon Mansell. Tony South needs a small mention helping me with a chat in my ear, thanks all involved. Eugene is retiring and stepping down from his CEO position at the end of the year after 11 years in the job. We wish him well in any new endeavour he takes up and now we welcome the new CEO of Motorsport Australia, Mr Sunil Vohra. Congratulations on his appointment and we hope we will be able to continue our close association with MA.

Just a reminder that next month's November meeting is the Annual General Meeting and the election of your office bearers for 2024. If you are considering running for any positions as per the "**Clubs Objectives and Rules of the Classic Rally Club Incorporated**" adopted July 2017, replacing the old Club Constitution, you will find all the requirements for nominations in this document, which can be found on our official Club's website.

The last function for this year is the annual Championship Presentations and Christmas party, Sunday the 3rd December. It's early this year to try to not clash with your family Christmas celebrations. It's a chance for the Club to give something back to the members.

Next year the CRC will celebrate 30 years and 25 years running of the Alpine Classic Rally. I've put together a preliminary calendar for next year. Most dates are locked in but unfortunately things can

pop up causing the dates to change. Most other major events have been taken into account to try to eliminate date clashes. Other events will be added as they become a reality or I'm advised. This will hopefully be finalised by the AGM or at the latest published in full in the January 2024 magazine. hopefully this also helps with your 2024 plans.

The other day whilst getting ready to leave for the Alpine Classic I had a policeman knock on my door saying he was looking for a man with one eye. I told him he would find him quicker if he used two eyes and made it to Lithgow in time for dinner and Alpine registration Friday night.

--

Regards,

John Cooper

President

Please find the link below which will take you to the **CMC August Preserve**.

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

We'd appreciate if you would circulate this to your Club Members.

Regards,

Kay De Luca

CMC Treasurer

Editor of The Preserve



2024 DRAFT / PRELIMINARY CRC EVENTS CALENDAR

More Details and information of events will be posted in magazines to follow.

Additional events, rallies and socials are welcomed and invited to be submitted and can be included as found suitable.

CRC 30th Anniversary celebrations to be included when confirmation of function is established.

JANUARY

Tues 23 CRC General Informal Meeting, Hawaiian Shirt night

FEBRUARY

Sat 17th The Final Countdown Rally, Tony Norman CRC
Champ points

Tues 27th CRC General Meeting

MARCH

Tues 19th, Wed 20th, Thur 21st, Fri 22nd, Sat 23rd HRC Tour
of the Snowy, Dave Johnson

Tues 26th CRC General Meeting

APRIL

Sat 20th Sun 21st CRC Cootamundra Classic 900. Ian Gilholme
& Peter Parry CRC Champ points

Tues 23rd CRC General meeting

MAY

Fri 3rd, Sat 4th, Sun 5th (Date & commitment to be confirmed)
Autumn Glory Trial VIC Steuart Snooks, 2days CRC Champ
points.

Sun 19th AROCA Alfa Rally, Martin Lever CRC Champ
points

Tues 28th CRC General Meeting

JUNE

Sat 15th, Sun 16th Hidden Gems Social weekend tour and fun
run, Glenda Lawrence & Warren Herrick, Upper Hunter region

Tues 25th General Meeting

JULY

Tues 2nd Social Tour Lithgow Small Arms Factory and Lunch
run. John Cooper

Tues 23rd CRC General Meeting

Sun 28th Date free to run a rally, volunteers required CRC
Champ Points

AUGUST

Wed 14th Thur 15th Fri 16th Sat 17th Dates to be confirmed,
HRC Sunshine State Tour, Dave Johnson

Sun 25th CMC Shannons Display Day SMSP, CRC 30th Anni-
versary display.

Tues 27th CRC General Meeting

SEPTEMBER

Sun 15th (Date & commitment to be confirmed,) possi-
ble Sheep Station Rally Jon and Tina Mansell CRC Champ
Points

Tues 24th CRC General Meeting

OCTOBER

Sat 19th, Sun 29th CRC Alpine Classic Rally Alan & Lauren
Walker CRC Champ Points

Tues 22nd CRC General Meeting

NOVEMBER

Tues 26 CRC AGM Meeting

DECEMBER

Sun 1st Date to be confirmed CRC Presentations and
Christmas Party

No December General Meeting

NOTICE

IT IS TIME AGAIN FOR THE CLASSIC RALLY CLUB INC ANNUAL GENERAL MEETING

Date: Tuesday November 28, 2023 commencing at 7.45pm- prior to the usual monthly meeting.

Place:

Strathfield Golf club, 52 Weeroona Road, Strathfield. (the end of Weeroona Rd). Meals are available from 5pm.

Agenda:

1. To accept the minutes of the 2022 CRC AGM.
2. To receive the summary reports on the 2023 activities.
3. To elect the CRC committee positions of President, Secretary and Treasurer and Event Secretary for the period to the 2024 AGM (note the current committee is eligible for re-election and has indicated it is prepared to stand again for the next year).

ALSO:

If you are potentially interested in assisting with any roles for the club action-but won't be at the AGM to declare your interest, could you please contact the Secretary on 0419 233 494 so your interest can be noted at the meeting.

4. To set membership fees for 2024.
5. Any other business, in accordance with the Club rules.

Tony Kanak
Secretary CRC Inc.

2024 Driver & Navigator Licencing

John Cooper briefly mentioned the latest on licencing at the last club meeting and I am not sure if he will be mentioning it in his Jabber this month so I thought I'd better pass on what has been happening and our new licence status.

From 1st January 2024, no longer will Navigators or Drivers require a Motorsport Australia licence to enter any class of CRC rallies.

This applies to all Touring Events as long as no motorsport speed or skills event is included.

It's a fantastic step forward for our club and all entrants, competitors and events. This does not change or affect us being covered by the insurance coverage of the event permit in anyway.

I originally brought this up back in 2022 as AASA did not and do not require competition licences for Non-Speed on road events. Initially this was taken to our governing body by John Cooper, Ross Warner and myself with a zoom meeting consisting of Ross, Eugene Arocca, 2 x MA chief staff and myself. However I was the one who continued to chase this through with Motorsport Australia to its final status and received it as verbal last month and in writing just last week.

We honestly are re-writing the rules and regulations here and Motorsport Australia has also confirmed that it will be in the 2024 NTSR and that any club under MA will be able to benefit from our work on competition licences.

This news really is fantastic and I am pleased that from my 2022 position on this that we have been able to achieve our goal with licencing. This change of ruling by MA has far greater positive reaches for our club and sport than most realise and I hope as we move forward that CRC takes on what is required to continue to follow this through.

Yours in Motorsport

Jon Mansell



CHRISTMAS PARTY

CHRISTMAS LUNCH and PRESENTATION OF TROPHIES

WHEN— SUNDAY 3rd DECEMBER 2023 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, all partners welcome.

BYO DRINKS

RSVP to John Cooper 0414 246 157

or email johncoopclassic@gmail.com



2023 Sheep Station Wrap

There is so much additional work and logistics that go into a two day event. Tina and I cannot begin to explain how invaluable Lui's input as event secretary and our route checker/wrangler was. Over the weeks leading up to the event, there were some tweaks and adjustments that got us to the final layout of the event.

Like all our events, its based on having a fun weekend with great roads and scenery and lots of food for everyone. The navigation for this year's event was pretty straight forward with just a few tricks to keep Masters and apprentice navigators honest. We advised in the club magazine pre the event that careful map reading and plotting would be rewarded and we meant it.

To stay on top of things, each navigator needed to read the navigation section of the supplementary regulations, the advice to navigators and any other additional information that was added. This did catch a few out especially on Saturday afternoon but I can assure you that the navigation for the whole weekend worked if all the above was followed. Throughout the weekend there were several long runs with no questions etc so the drivers could have some fun and the Navigators hopefully got a break.

Day 1 started at the Robertson Pie Shop and



headed through Belmore Falls on the way to Kangaroo Valley. A route never previously used in CRC events. We then continued to Nowra where on the way we should have transversed Berry Mountain however a tree came down the night before so some stressful re routing was verbally given to crews to get them on their way. A quick fuel and toilet break in Nowra saw the crews head out along the Shoalhaven River towards Greenwell Point then south towards Callala Bay before joining the highway for a quick herringbone then off to Tomerong via Woollamia and then using Turpentine Rd it was a straight shot to lunch at the Nerriga Hotel.

The afternoon run was very basic looking at the map but it had a few tricks. West out of Nerriga and then head towards Windellama. At Sandy Pint, the route headed towards Tarago were the most difficult via of the event was placed.

(Navigational interlude)

The distance given for the Via was the same distance as a question for all crews. This was at a Road Junction. However, the Grid Reference was given further along the road at the next Road Junction. Now refer to the Supplementary Regulations,

7.2 C Where a distance is given for an instruction, this distance will take precedence over navigation on the map.

Thus making the previous Road Junction the correct Via and route.

So on to Tarago and to Collector using a newly tidied up section of unsealed road called Lucky's Pass. At Collector we had a crew reviver at the newly renovated Town Hall. The final run for the day went through Breadalbane, Parkesbourne and up through Pomeroy with a tricky instruction there.

(Navigational Interlude)

There were only 2 choices to get the

instructions and route correct so if you got the route wrong at this point, an unsealed road without a VRC would get you back on track

From Pomeroy West, it was a long run back to Goulburn detouring along Chainman's Lane and then north up through Norwood (One of my favorite routes) then back to Goulburn finishing in at the local Veterans Motorcycle Club rooms. These guys did a fantastic job catering our crew reviver at Collector, our in control and made our breakfast for us on day 2. Day 2 Started where day 1 finished off and we all enjoyed a fantastic breakfast etc.

Today's route took us back round through Norwood and up through Middle Arm. The run up through here is great with many long straights and great scenery so we let the drivers have some fun with no questions or boards until just before we ventured onto the unsealed.

To get the route correct up to the next Via, there was multiple OOB's to work with. I did this to simplify where the correct route was. **BUT**, you could easily miss a road and end up missing a PC and coming into the Via from the south instead of the east. We then went north up through Golspie where again the road and scenery is just amazing. The route then went down to Laggan and into Crookwell where we had another PC In a paragraph before the division route instructions called, Advice To Navigators, they were advised to draw in an unmapped road and given the grid references. They then continued through town and headed north again through Binda and on to Bigga for our morning tea which was supplied at the Town Hall by the super team from Bigga Public School. The drive up to Bigga is again lots of fun and scenic so we let the crews enjoy the drive.

After Bigga, we continued west over the mountains to Reids Flat then south through Taylors Flat and over to

Little Plains where we had crews do a slight detour of 2 sides of the triangle and then on to an XR near Boorowa. This again was a great drive. Getting close to the end now, from Boorowa the crews headed east to Rye Park then south where a tricky instruction that was given once again in the Advice To Navigators where they had to take the longer route and Travel Through GS67-15 some crews missed this and went the short route. It was then a straight shot from here to Dalton and again the Royal Dalton Hotel where we had all cars in by 2:15pm which was our estimated time. Everyone enjoyed some Pizza and a great time socialising and we managed to get everyone on the road early and headed home in sunshine.

I would like to thank all our officials for a fabulous job across the weekend as well as Lui for her massive input as event secretary and route checker and everyone that entered the event. Most of all I want to thank Tina for all her work and help behind the scenes.

Every event is a learning curve but all in all from the director's point of view it was a very good event which was shown in the emails and messages we received as well as the comments in the De-brief which we have included.

Yours in Motorsport

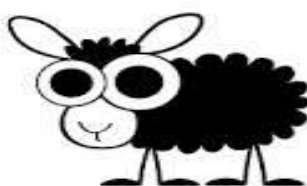
Jon Mansell



Presentation of the Tulip Run T shirts

2023 Sheep Station rally De-Brief

What Class did you enter?	Were you entered as:	Your thoughts on the Navigation	Choice of Route	Great Scenery	Choice of venues	Would you do another event like this?	Your additional comments
Masters	Driver	Fair	Too much unsealed	Yes	Good	Yes	Great event, thanks for your efforts.
Masters	Navigator	Challenging	Great Drive	Yes	Very Good	Yes	Thanks for running a good event. :)
Masters	Navigator	Easy	Great Drive	Yes	Good	Yes	My preference is for the navigation to have elements of comparing options A and B to work out the SMR, rather than finding the only realistic compliant mapped route due to OOBs. E.g is crossing a bridge then visiting a TJ shorter than going to a TJ then crossing a bridge? At the end of section 1 around Nowra, there wasn't an obvious toilet stop for everyone to visit (from what I recall, just fuel places). Not critical, but might have added to the social element, and stopped people pushing on to lunch.
Apprentice	Driver	Fair	Good mix of roads	Yes	Very Good	Yes	Hoping there will be another Rally Like this ????
Masters	Driver	Challenging	Too much unsealed	Yes	Good	Yes	The Driver Reviver is a good idea however should consider having it morning and afternoon if a full day of driving.
Masters	Navigator	Fair	Great Drive	Yes	Very Good	Yes	Fantastic choice of roads. Good format finishing at lunch on Sunday. Home at a reasonable time even from Dalton.
Social	Driver	Easy	Great Drive	Yes	Very Good	Yes	Unsealed roads were of a good standard but with the amount of dust when following other cars I am pleased that I didn't bring one of my more valuable classic cars. I will be interested to hear the thoughts of others regarding unsealed roads as that will influence the amount of unsealed roads we will use in next year's event on the Mid North Coast.
Tour	Driver	Fair	Great Drive	Yes	Very Good	Yes	1. The application of the time limit penalty at final control on Saturday was excessively bureaucratic. 2. The distances read under and over a lot.
Tour	Driver	Fair	Too much unsealed	Yes	Very Good	Yes	We wish to thank Jon, Tina, Lui & the team for a fabulous weekend and event. Much appreciated!!!
Masters	Driver	Challenging	Great Drive	Yes	Very Good	Yes	I am only interested in tours/rallies with gravel content, the more the better. Also I am now only entering multi day events.
Tour	Navigator	Fair	Great Drive	Yes	Good	Yes	Great to finish early afternoon - Sunday traffic into Sydney is always a problem and the early finish allowed a break and socialising as well as a bit less traffic.
Apprentice	Navigator	Fair	Great Drive	Yes	Very Good	Yes	Loved that there were designated sections where no Qs or VRCs so navigator could enjoy the drive. Appreciated timely finish time - as still a long drive home. Possibly slightly less Kms on day 1 (maybe knock off 50k)
Masters	Driver	Easy	Good mix of roads	Yes	Very Good	Yes	Probably best roads of any CRC event I've done. Great organisation. Great control officials. Start at Robertson at 8am maybe too far/too early for Sydney drivers considering amount of driving for the day, or extra accommodation costs. Personally, I feel Masters navigation needs a fundamental change from minimal instructions. This 'appears' to often needing a understanding of organiser's 'mind set', prior knowledge of roads, interpretation of instructions etc. To me, it should allow apprentices to easily move into this category, but simply involve a greater matrix of mapping skills, ensuring it contains a checklist of GR's, scale and distances, bearings, symbols, traces, herringbones, theoretical (not actual) average speeds, and time taken, contours.....(happy to talk to anyone that wants to listen) And maybe mapping not requiring navigators to need a magnifying glass eg 1:100,000 or just blowing up relevant sections of 1:250,000 maps. Again, best rally I've been involved in....Congrat's, Graham.
Social	Navigator	Easy	Good mix of roads	Yes	Very Good	Yes	Whilst the amount of dirt roads was okay I personally wouldn't have wanted any more than what we had. Very dusty. Thanks for a fabulous rally.
Tour	Driver	Easy	Great Drive	Yes	Good	Yes	Really good rally overall, 70km of dirt limited car choice options, overall a really fun drive, got to drive quickly (my choice) on many great driving roads that I would otherwise never find.
Apprentice	Navigator	Challenging	Good mix of roads	Yes	Very Good	No	Only reason for answer NO to last question is that I find it too difficult to read maps compared with when I was a lot younger
Social	Driver	Fair	Good mix of roads	Yes	Good	Yes	As it was our first event we were quite happy and enjoyed the experience. The socialising with others did feel a little disconnected but that's only fair as it's more about the driving experience than anything.
Apprentice	Driver	Fair	Great Drive	Yes	Very Good	Yes	One of the best rally's I have driven. Great and memorable roads. 10 out of 10 !!!



2023 Final Results Summary

Car	Driver	Navigator	Vehicle	Qs	VRCs	PCs	MCs	Grand Total	Place
-----	--------	-----------	---------	----	------	-----	-----	-------------	-------

Masters

1	Peter Jakrot	Valerie Jakrot	Porsche	0	0	0	60	60	=1
2	Andrew Inglis	Martin Leaver	BMW	0	0	0	60	60	=1
4	Graham Thompson	Mike Batten	Datsun	30	36	0	0	66	3
5	Graham Pettit	Phill Stead	Ford	0	24	0	60	84	4
3	John Cooper	Ross Warner	Ford	10	24	0	60	94	5
6	Mark Hoyle	Tanaz Hoyle	Mazda	45	63	0	60	168	6

Apprentices

7	Murray Baker	Nikki Baker	Porsche	30	12	30	60	132	1
8	Bruce Miller	Andrew Taurins	Ford	20	60	0	60	140	2
10	Edul Dhondy	Tony Best	Subaru	10	84	0	60	154	3
9	Michael Brandt	Andrzej Cieslak	Alfa	80	36	0	60	176	4

Tour

18	Michael Malgo	Geoff Hempsall	Audi	0	0	0	0	0	1
13	Warren Herrick	Glenda Lawrence	Toyota	15	0	0	0	15	=2
17	Merzi Mody	Kainaaz Variava	Subaru	15	0	0	0	15	=2
11	Dennis Oste	John Learson	Nissan	15	12	0	60	87	4
14	Jonathan Loosli	Simon Furber	Mercedes	20	12	0	60	92	=5
16	Alan Cummine	Jim Deves	Nissan	20	12	0	60	92	=5
12	Geoff Bott	Alex Davies	Jaguar	30	12	30	60	132	7
15	Sarah Priestly	Peter Robinson	Ford						DNS

Social Tour

19	Greg Yates	Karen Yates	Mercedes	15	0	0	60	75	
20	Aaren Yilmam	Ellie Yilmam	Audi	0	0	0	60	60	

Sheep Station 2023

Photos by Leonard Zech and Greg Yates



Sheep Station 2023

Photos by Greg Yates



A Little History Mystery...by Tony Kanak

As the advert from 1959 featuring a Holden car attests - English made Lodge brand spark plugs were being promoted here in Australia at this time. Also they were marketed in the USA- where they were aimed at the discerning motorist- who knew a better spark plug than the typical offerings on the market, would be, er... better. If you look closely you can see made in England on the spark plug's insulator in the ad.

Earlier- the story's beginnings are due to Oliver Joseph Lodge, born 1851- who invented electric spark ignition for the internal combustion engine. The system was known as the Lodge Igniter. Apparently it was expensive and heavy and suffered defeat in the marketplace due to the success and popularity of the Bosch magneto ignition, from around 1903-which in turn would be supplanted soon enough by battery and coil ignition- which is still in use today (in modified form).

Two of Oliver's sons founded Lodge Brothers in Birmingham in 1903 to make ignition system and electrical components for the internal combustion engines now being developed with fervour in many countries, and sold spark plugs of existing designs (which suffered from many deficiencies). Recognising talent when he saw it, a fellow in the form of HG Longford, of the Sphinx Sparking Plug Company offered to let Alec Lodge design new plugs, which then Sphinx would manufacture.

The result was a range of superior spark plugs which found favour for cars, motor cycles, marine engines and even gas engines- and which perhaps started the aura of the superiority of the Lodge designs and brand.

In 1913 Lodge Brothers joined together with the Mascot Company to create the Lodge Sparking Plug Company. Mascot had patented a gas tight joint for the internal surfaces of the spark(ing) plug in 1908 by the use of fused glass. Despite the name change,

the former Lodge Bros firm's ignition coils, distributors and electric light equipment for engine driven devices continued in production.

However in these times of already rapid change, the Great War began and under government direction the company would now focus on aero engine spark plugs- with apparently considerable success- as the later part of this story will show.

With peace returned in 1919 the company name was shortened to Lodge Plugs Ltd. Curious and inventive Alec Lodge worked on design improvements, a notable event being the development in 1935 of Sintox for production of the spark plug insulator that had the ideal and badly needed thermal, mechanical and electrical properties to improve spark plug operation and reliability. Today all spark plugs use some form of similar material, often based on aluminium oxide, but only Sintox was pink in colour! Alec Lodge died in 1938 and didn't see history repeating itself during World War 2 and the RAF and American military forces soon to be its biggest customers. Production was expanded over and over.

The pace of development of aero engines in particular created new challenges for spark plugs to cope with supercharging and the usage of high quantities of tetra ethyl lead, added to give the petrol enough octane rating to let the engines perform according to the designer's intent. Normal nickel electrodes, long a main stay of typical spark plugs were replaced by Lodge with more heat resistant platinum tipped electrodes- which many people would think was a much later innovation than the 1940s.

Easy to say, hard to do- how to attach the platinum tips permanently to the spark plug? No one else had done it, and it was a secret. Real world testing produced the "S" alloy which was an electrode material produced from platinum mixed with

thorium (mildly radioactive don't you know) by a powdered metallurgical process.

Arguably this development was the forerunner of some later exotic metal spark plug innovations/promotion for Yttrium alloys used by Bosch, and Iridium popularised by the NGK company.

After the war the other Lodge brother, Brodie, retired and the company was launched on the stock exchange. Now enters Smith Industries. Regular readers who recall part of the KLG plug story will know that during the 1950s Smiths already owned to KLG Spark Plug manufacturing capability. A classic way of dealing with your competition, if this is allowed, is to swallow it up. And so in the early 1960s, Smiths purchased Lodge Plugs Ltd. Both brands were made and sold until Smiths decided to exit the automotive component supply field- no doubt due the extensive demise of the UK car industry, compared to its golden days.

For a while from about 1982 the Lodge name lived on as the Italian produced Golden Lodge spark plugs. So now look at the other pic. This Lodge brand spark plug was purchased this year from a somewhat frozen in time country petrol station. It was found whilst searching for other things. On the black metal part of the body of the plug you should be able to see Made In Australia. According to UK specialist spark plug dealers and any published catalogues and conversion charts I have been able to find the part identifier LFE20 DOES NOT EXIST for Lodge plugs. The English Lodge conventions for marking plug characteristics were completely different.

Yet the part number is the clue. Just as KLG spark plugs were, for a time made in Australia during the "Smith's era"- it appears so were Lodge branded plugs. At least this could have been the case from some time after the 1959 advert and probably not after the second half of the 1970s. FE20 is a KLG number denoting 14mm thread, $\frac{3}{4}$ inch reach. This is a hot heat range (20). I can't use it in anything I work on. This hottest end of the heat range scale is probably why there was an unopened box of ten...

For the Aussie Lodge version, just add an L, as a prefix. The KLG part identifier "code" was arguably quite well known to service station staff and home mechanics in this era, more so than the Lodge UK plug identification system, so it made sense. As for the content of the Australian Lodge box, it would probably function exactly the same as the corresponding plug in the KLG box, though the Lodge box asserts you are getting the world famous quality spark plug...

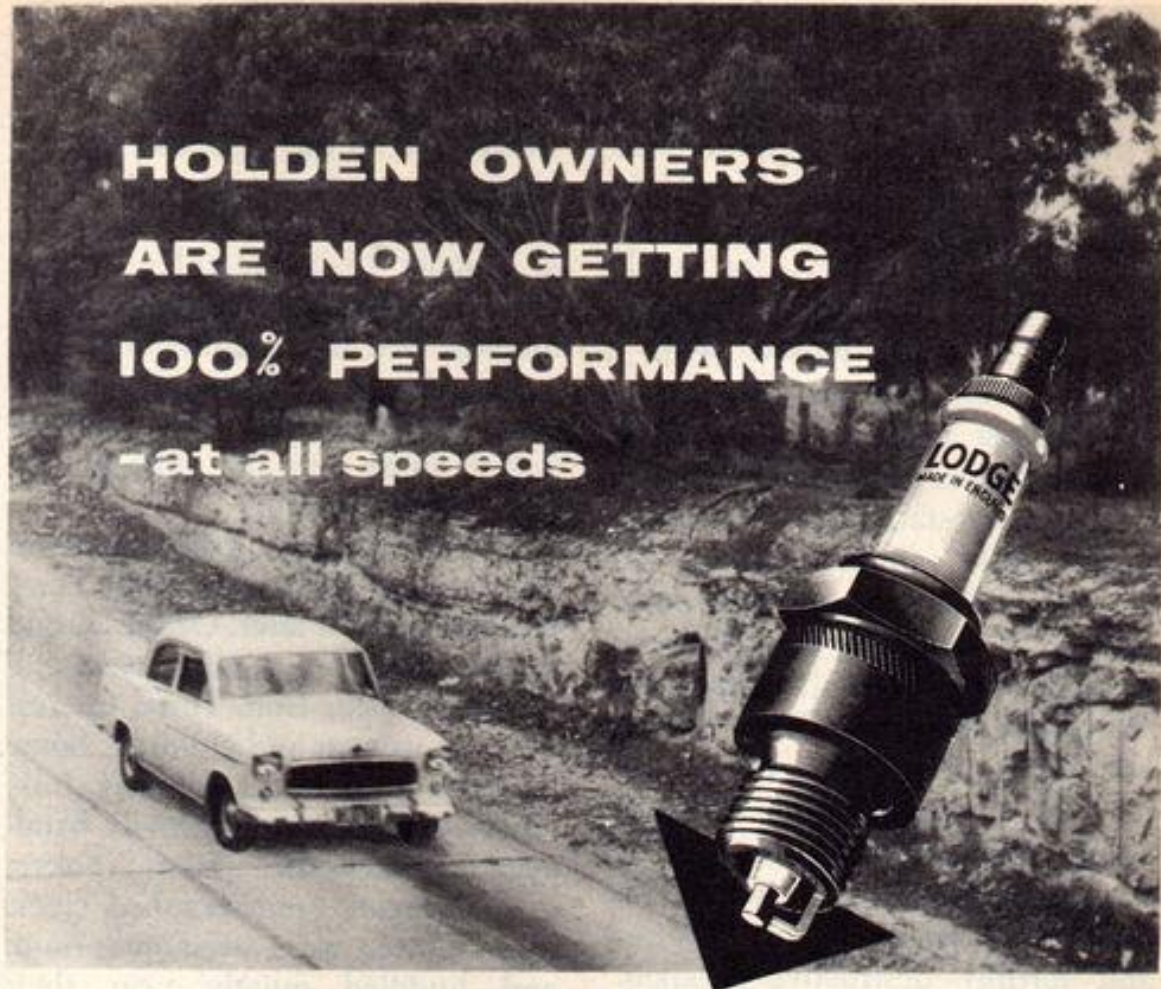
NOW BACK TO THE AERO ENGINE SPARK PLUGS- which proved their worth in both world wars.

In 1947 at Bonneville in Utah USA, Englishman John Cobb returned after the enforced hiatus and reset his land speed record from its 1938 level of 353mph to 394mph. The record is the average of two runs in opposite directions within one hour. On one leg Cobb ran 403 with 385 on the other leg. This record, for wheel-driven cars would not be broken until 1964/5 by Donald Campbell and then the Summers Brothers- but even then- only by a small amount....

Cobb's car- the Napier Railton was completed in 1935, mostly by Reid Railton. The engines? The Railton always ran with two supercharged Napier Lion W12 aero engines from 1917. Total horsepower in 1947, was about 2700. The spark plugs, why Lodge, of course!



**HOLDEN OWNERS
ARE NOW GETTING
100% PERFORMANCE
- at all speeds**



designed for Holdens

HOT TIP spark plugs make the difference

Some spark plugs are designed for high speeds, others for low speeds—HOT TIPS bring out full engine performance at **all** speeds.

AT LOW SPEEDS — the protruding HOT TIP gets hot faster and burns away fouling deposits caused by idling and "traffic-jam" driving. HOT TIPS stay cleaner, give greater fuel economy and keep engine efficiency at its peak.

AT HIGH SPEEDS — increased gas flow cools the longer tip and prevents overheating. Gives you full performance and prevents power-robbing pre-ignition at highway speeds and during acceleration.

LODGE

BY APPOINTMENT TO
HER MAJESTY QUEEN ELIZABETH II
SUPPLIERS OF SPARKING PLUGS
LODGE PLUGS LIMITED



HOT TIPS FOR HOLDENS

cost no more than ordinary spark plugs

The ALMEX (or John and Jeff do Alaska to Mexico)

This could be a long story but I'll keep it short. Jeff and I have done two rallies across America, enjoyed them thoroughly and a few years ago decided to do another. We entered ERA's 4th Trans-America rally, scheduled for 2023. Shipping costs to the US being crazy, I'd even bought a car for it, a 1974 Mercedes 450 SLC and had it delivered to Colorado for me just as COVID struck. So it sat outside a garage workshop in the snow and the summer for a couple of years. The rats got in and ate the upholstery, wiring and anything else that took their fancy. I sold it for scrap and moved on.

Then ERA cancelled the Trans-Am, probably because of COVID-related pressures. Jeff came across another American event run by Rally the Globe, a club run by several good people we knew from other rallies. This event was the Alaska to Mexico – from Anchorage, AK to Cabo San Lucas, BCS at the bottom of the Baja peninsula - and luckily someone pulled out. More fool them and we grabbed their place.

Meantime I'd been thinking about a replacement for the 450 SLC and had contacted Kevin Kemper, who runs Sierra Classic Sportscar in Meadow Vista, CA to see if he knew anybody with a classic rally car for sale. I knew Kevin from some Mercedes related conversations and he was a decent bloke. No, he didn't know of anything for sale but... he had an MGB-GT race car that he wanted to turn into this sort of rally car. A few emails and calls later and the deal was struck. We'd pay for a lot of the bits and could borrow the car for a couple of months. What could go wrong?

So in early August, Jeff and I turned up at Meadow Vista, CA and met the MG.



We, Kevin and his two mechanics needed to do a few things to it, mainly electrical, and a couple of days later were on our way to Anchorage, AK. We took the long way there, going via Alberta to avoid the wildfires that were devastating large parts of British Columbia. We took the drive up pretty easily since we wanted to be sure the car was OK. We found two problems: water leaks hit the electrics under the dash – where all the fuses and relays lived. Occasionally this meant the fuel pumps didn't work. It was a recurring problem that we never solved although we made a workaround by wiring the pumps direct to the battery through a switch and fuse.

The other problem was that the rear was low, putting the 16 gallon tank uncomfortably close to the ground. Our short-term solution was to buy a sheet of checkerplate aluminium, bend and bash it to shape and stick it to the tank as protection which we did at Fort St John, BC. A couple of days later we attached it more securely. Word to the wise: If you buy adhesive, check the label to see if it is supposed to set firmly. For some reason ours didn't and the "more securely" meant bolting steel strapping under it.

Eventually we got to the Sheraton at Anchorage on 24 August, by now fairly convinced the little car would make it to Cabo San Lucas, Mexico. That night we had dinner at a nearby Mexican restaurant and met Ali and Ean Lewin who ended up winning the post-war category. The next afternoon we caught up with Kevin and his wife Christine who'd come up to Anchorage to see us off and do some repairs to the car. A rear axle seal was leaking so Kevin replaced it. Also the electronic speedo sensor had failed early on (from bashing on the uni joint it was supposed to read) and that was replaced also. It failed again the next day, but fortunately I'd ordered a couple of GPS speedos from eBay which had arrived in time. One was a HUD unit which made reading the speedo while doing regularities much easier.

The hotel undercover parking lot had turned into a rally garage for a couple of days where people did last minute repairs and caught up with old friends.



On 28 August the event started with us leaving from the Sheraton to Palmer, AK and the nearby Alaska Park Raceway. We had an inauspicious start as we failed to take the correct route. That was our first penalty: 60 seconds. The next day we lost 7 seconds on our first regularity and had a flat tyre just before we crossed out of Alaska into Yukon in Canada. Not good, but things started to get a lot better.

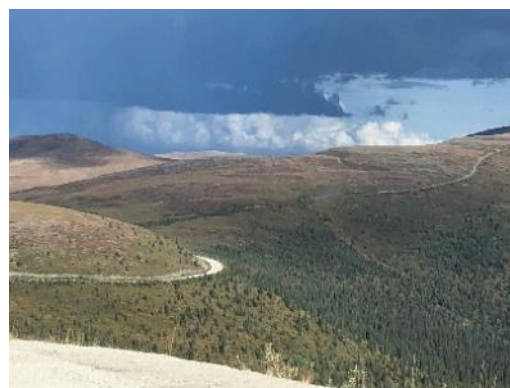
To explain what a regularity is, it's a section of the route where you have to drive at a defined speed (or sequence of speeds) to end up at an unknown

control point where your accuracy is measured. In CRC terms it's like an Average Speed section on the Alpine but a little harder. On this event, the roads were invariably unsealed and narrow, varying from deep sand to very rocky and hilly and usually had turns off the road, not just a straight road. Navigation was vital, as was knowing where you should be on the clock. The timing is to the second. The best crews will often be spot on and rarely more than 3 seconds early or late.

Most of the time we managed that. Our methodology was for me to navigate by having the route tulips in front of me, so driving with one eye on the tulips, one on the Terratrip distances, one on the speedo and of course watching the road. Jeff meanwhile would be calling every 200 metres how many seconds ahead or behind I was of the speed I was supposed to be doing, watching his copy of the route chart and keeping an eye on any navigation features to confirm if the Terratrip calibration agreed with the route chart. Easy, right?

Most of the regularities were self-start, which meant you had to know rally time to the second. We'd check our clocks each morning. Also, the Terratrip calibration is obviously critical. It did vary a little – depending on exactly where the zero car went on the road, tyre pressures etc - which is why checking at navigation points was important.

After the border crossing in Yukon – which is only open for three months of the year because of weather - we drove the Top of the World Highway to a little ferry across the Yukon River to Dawson City.



A most spectacular drive on the top of the mountains where it seemed you could see for ever. Mostly unsealed, we were glad to dodge the storms that we saw in the distance. Dawson City is a time capsule of weatherboard buildings straight from the 19th century and a saloon called Diamond Tooth Gerties! It was easy to imagine gunslingers walking its unsealed streets.

I can't write about all we saw and did, but here are some of the highlights:

Seeing so much of the local wildlife up close: black bears, herds of bison, moose, deer, mosquitoes.

Lakes: northern America has more beautiful lakes and rivers than you could believe. Even out in some of the deserts, you'd come across huge lakes.



Racing along the highway chasing the three 1927 4 ½ litre Bentleys that were on the rally. They were hard to keep up with. These cars sell for millions of dollars, yet here they were beating themselves up on pretty bad roads and racing in the company of a MGB!

The comradeship of working to keep the old cars going. Sharing tools and parts with people who were only 2 seconds ahead of you, knowing your help would keep them going. Attrition was an issue: 33 cars made it to Cabo out of the 48 that were in Anchorage. One at Anchorage, a Sunbeam Tiger, didn't even make it out of the start.



The wonderful locals just everywhere. Poverty stricken locals in Mexico cheering us on as we drove past. The bloke parked next to us early on who lent us a drill and drills so we could fit strapping under the fuel tank. And especially the spring repair shop in Kamloops, BC which stayed open until nearly 9pm removing and re-arc-ing our poor tired rear springs so we could actually keep going. And then followed the rally on Facebook.

The backroads that we went on. We Knew that many parts of Alaska, Yukon and the Baja peninsula would be wild, barren and uninhabited, but we went to so many places in the US that normal people just don't go. Often on good roads and more often not. Sometimes you just dreamt for a length of bitumen and then you were disappointed. More bad roads.



The will to keep on keeping on: one chap blew up his Escort gearbox early on. He flew home to the other side of America, picked up his Ford Bronco that he'd bought new in

1969 and drove it 2000 miles non-stop back to rejoin the rally. His navigator pulled out, so he spent the first couple of days back on the rally alone, navigating with the route instructions sitting on an Esky next to him. On the regularities, he just winged it – and didn't do too badly.

The deserts. Some spectacular, like in Utah and some just endless, as down the Baja peninsula. All just amazing.



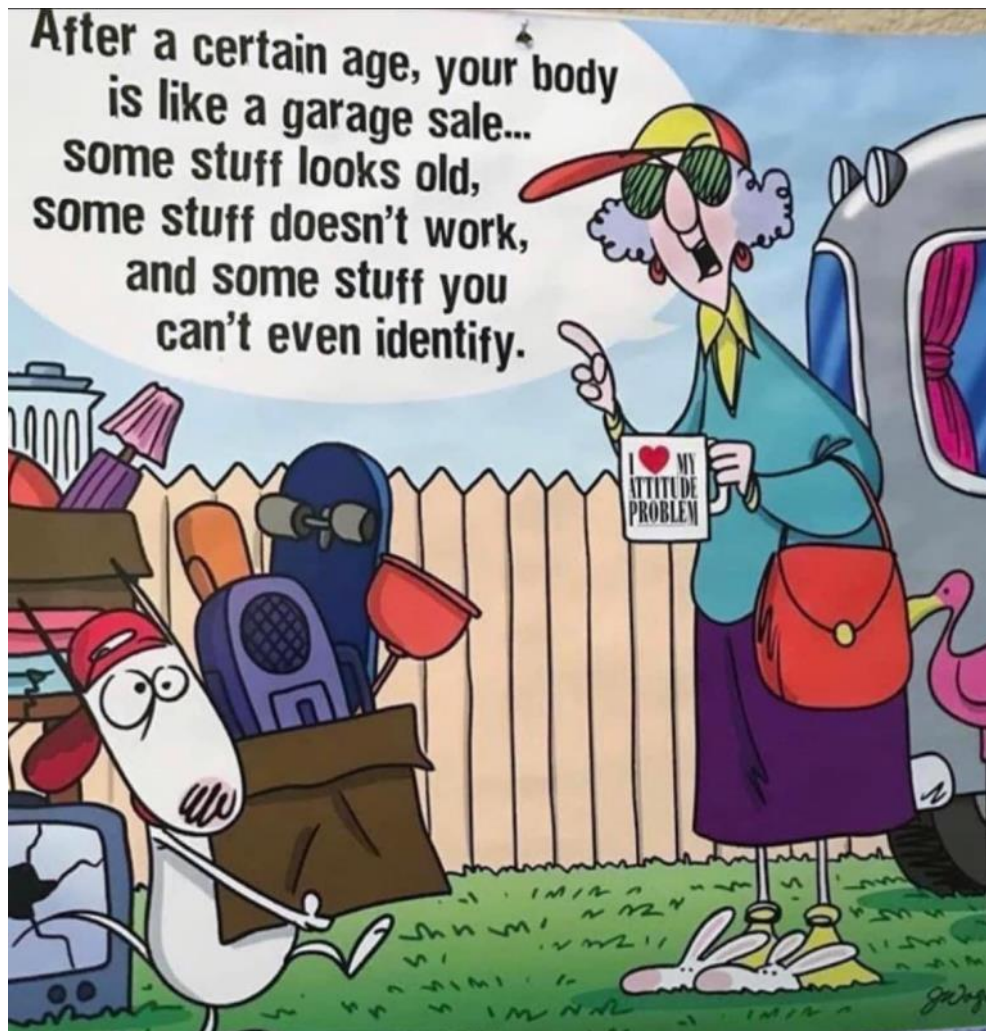
The so-called rest days. Roughly once a week, we'd get a free day. Everybody always spent some time working on the car, but

sometimes enjoying the local sights or just getting a haircut.

So there it is. 30 days on the rally, 2 months overall driving the MG from Meadow Vista to Anchorage to Cabo San Lucas and back to Meadow Vista. 20,000kms in 2 months. We got an award for 1st in our class and 8th overall in post-war. Not too bad.



Would I want to do it again? OK, I'm a masochist.



Conditional Registration of Historic Vehicles

For all enquiries regarding club plates please contact

Ron Cooper CRC Club Plates Registrar
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.

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	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic	Best 8 Days	
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Andrew Inglis	36	34	20	40m	14.5	19.5	39		171.5	1
John Cooper	36	40	16	38	18.5		32		164.5	2
Robert Panetta	32	36	18	36	18.5	16	32		156.5	3
Graham Pettit	38					19.5	34		91.5	4
Tony Wise			19		18.5	16			53.5	5
Peter Reed				34	18.5				52.5	6
Mark Hoyle					14.5		30		44.5	7
Edul Dhondy	40m	38m				18m			40	8
Peter Jakrot							39		39	9
Graham Thompson							36		36	10
David Batten	34								34	11
Dave Shaw					14.5	17			31.5	12
Rob Mifsud			17						17	13
Bob Morey					14.5m				14.5	14

Geoff Bott's points for Round 5 listed in Apprentice

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Martin Leaver	36	34	20	40m	14.5	19.5	39		171.5	1
Ross Warner	36	40		38	18.5	18m	32		166.5	2
Mike Batten	34	32	17	34	18.5		36		155.5	3
Alan Walker	40m	38m	19		18.5	18			95.5	4
Phill Stead	38					19.5	34		91.5	5
John Henderson			18	36	18.5	16			88.5	6
Tanaz Hoyle					14.5		30		44.5	7
Valerie Jakrot							39		39	8
Raymond Arthurs					14.5	17			31.5	9
Teresa Morey					14.5m				14.5	10
Carol Both					12				12	11

CRC CHAMPIONSHIP POINT SCORE— Continued

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Michael Brandt	30		14		13	13	24m		94	1
Bruce Miller	26		15			14	28		83	2
Jon Mansell		30			13	11	26		80	3
Murray Baker	24				14.5		30		68.5	4
Geoff Bott				30	7		8		45	5
Carol Both	28m								28	6
Joyce Lawrence				28					28	6
Tony Norman			13			15m			28	6
Graham Thompson		26m		26m					26	9
Alan Cummine					12m		11m		17.5	10
Alan Watson			13m						13	11

Justin Bedingfield's points for Round 5 listed in Apprentice

Edul Dhondy's points for Round 7 listed in Tour

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Glenn Evans	28m	30		30	11	15m	22		122	1
Andrew Taurins	26		15		14.5m	14	28		97.5	2
Nikki Baker	24				14.5		30		68.5	3
Andrzej Cieslak	30				13		24m		67	4
Susan Genner		28m		28					56	5
Tina Mansell					13	11	26		50	6
Marina Thiveos			14			13			27	7
Winton Brocklebank		26m		26m					26	8
Pam Watson			13m						13	9

Glenn Evans entered Round 3 as a driver in Tour

Jim Deves' points for Round 5 listed in Tour

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Warren Herrick	18m		7	14		8	17		64	1
Dennis Oste	20				5		14		39	2
Michael Malgo			8.5m		9.5		20m		29.5	3
Tina Mansell	6			16					22	4
Dominic Votano				20m					20	5
Geoff Boyd		20							20	5
Doug Barbour				18					18	7
Justin Bedingfield	16m		6m		9.5m	6m			17.5	8
Merzi Mody							17m		17	9
Edul Dhondy			8.5m		7m		16m		16.5	10
Jon Dickson				16					16	11
Geoff Hempsall	8m					8			16	11
Gerald Lee				12m					12	13
Sergio Cariolato	12m								12	13
Jonathan Loosli							11m		11	15
Glenn Evans			10						10	16
Sarah Priestly						10m			10	16
John Croft					8				8	18
Richard Nineham					6m				6	19
Tony South					4				4	20
Ron Cooper					3				3	21
Lachlan Watkins						3			3	21

Edul Dhondy entered Rounds 1 & 2 in Masters

Geoff Bott's points for Round 7 listed in Apprentice

Alan Cummine's points for Round 7 listed in Apprentice

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Glenda Lawrence	18m		7	14		8	17		64	1
John Learson	20				5		14		39	2
Jim Deves		20			12m		11m		37.5	3
Geoff Hemsall			8.5m		9.5		20m		29.5	4
Tanya Votano				20m					20	5
Xanthea Boardman				18					18	6
Kainaaz Variava							17m		17	7
Isla Murdoch	16m		6m			6m			16	8
Michael Malgo	8m					8			16	8
Simone Dhondy			8.5m		7m				15.5	10
Cate Lee				12m					12	11
Irene Cariolato	12m								12	11
Jennifer Navin			10						10	13
Peter Robinson						10m			10	13
Annette Croft					8				8	15
Alex Davies							8		8	15
Sue Nineman					6m				6	17
Jonathon Mansell	6								6	17
Jim Barrett					3	3			6	17
Ted Norman					4				4	20

Jonathon Mansell's points for Round 2 listed in Apprentice Drivers

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	Round 8		
	The Ire of Man TT	Coot-amundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor										
Tanaz Hoyle					14.5		30		44.5	1
Isla Murdoch	16m		6m			6m			16	2
Simone Dhondy			8.5m		7m				15.5	3
Alex Davies							8		8	4
Lachlan Watkins						3			3	5

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
January		
Tuesday 24th		Club Meeting (Hawaiian shirt night!)
February		
Saturday 18th	The Ire of Man TT - (NA) Martin Leaver	
Sunday 19th	The Ire of Man TT - (NA) Martin Leaver	
Tuesday 28th		Club Meeting
March		
Saturday 18th	The Cootamundra Trial - (NA) HRC	
Sunday 19th	The Cootamundra Trial - (NA) HRC	
Tuesday 28th		Club Meeting
April		
Saturday 15th	Name TBC (NA) - Tony Norman	
Wednesday 26th		Club Meeting
May		
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
June		
Sunday 18th	Tour d'Course (NA) - Alan Walker	
Tuesday 27th		Club Meeting
July		
Tuesday 25th		Club Meeting
August		
Tuesday 22nd		Club Meeting
Friday 25th	Bathurst Tour 2023 - Mike Batten	<i>Non CRC Championship day</i>
Saturday 26th	Bathurst Tour 2023 - Mike Batten	<i>Non CRC Championship day</i>
September		
Saturday 16th	The Sheep Station (NA) - Jon Mansell	
Sunday 17th	The Sheep Station (NA) - Jon Mansell	
Tuesday 26th		Club Meeting
October		
Saturday 14th	Alpine Classic (TRE) - Alan Walker	
Sunday 15th	Alpine Classic (TRE) - Alan Walker	
Tuesday 24th		Club Meeting
November		
Tuesday 28th		Club Meeting– AGM
December		
Sunday 3rd		Club Christmas Party