

# PRESIDENTS PAGE

JANUARY/FEBRUARY 2012

Welcome to 2012!!!!!!

I hope everyone had a relaxing Christmas and New Year, that you ate too much, drank too much and were spoilt rotten by Santa.

2012 is shaping up to be another year of hot competition throughout all the motorsport disciplines. However our first event of the year is not one for us to compete in, it is the CAMS Come and Try Day on 28<sup>th</sup> January to be held at Eastern Creek. This is a good opportunity to plug our club to the public and hopefully pick up a few new members (like we did last year). If you are able to help, even for part of the day, check the CAMS and TCC websites for more info or contact Andrew Crowley to put your name down.

Hopefully everyone has set a New Year's Resolution - be it win a series trophy, an event trophy or even finish an event. [Ed: Obtain or upgrade official's licence perhaps?] None of these give up chocolate or cut back on drinking resolutions that we know will fall through by Valentine's Day. My New Year's Resolution is to finally finish building my Lancer and come and have some sideways fun instead of looking at it in pieces, on stands, rusting at the bottom of my driveway.

I look forward to seeing you all soon.

Stay Safe.

Matt Rath



### December Meeting:

	<b>Supper:</b> Joy Hood		<b>Raffle:</b> Rod Mackay
--	----------------------------	--	------------------------------

# EDITOR'S REPORT

Hi All,

Welcome to the Jan / Feb 2012 edition of Piston Slap.

A big thank you to Dominic and all of his helpers (those who brought along plates of food and those who helped set up) to make our December Christmas meeting a fabulous and tasty event! There were four tables full of lots of food and there were



hardly any leftovers! The Christmas raffle was great and it was very funny when Richo won back the Christmas pudding that he donated.

*Left: Photos of some of the food available, this was before the party pies and sausage rolls etc were brought out!*

Some of you have already heard, but for those of you who haven't, Andrew and I have bought another house. We will be moving out to St Clair in the coming months and the settlement happens around the time of our State Motorkhana (25<sup>th</sup> March). Andrew and I will therefore not be in attendance at this event but we have been trying to arrange other major officials to get this event running. I hope that others in the club can then help in other officiating areas including timekeeping and being traffic marshals etc. Dave Masing is the Director so if you are able to help, please see him at the next meeting or contact him on 0414 744 470.

The Come & Try Day is rapidly approaching and I would like to thank Andrew and Batty for doing so much of the behind the scenes work with CAMS and Eastern Creek. Further information about the Come & Try Day is included later in the magazine.

Remember... You only get out of it what you put in...

Nicole Crowley.

## *Congratulations Gareth & Amy*



On behalf of Thornleigh Car Club, I would like to congratulate member Gareth White on marrying his beautiful bride Amy Read.

It was a beautiful day, beautiful wedding and a beautiful reception.

Even proud father, Howard White was getting into the spirit by borrowing granddaughter and flower girl Chelsea's headpiece. Sorry Howard, I do think it looked better on Chelsea!

To Gareth & Amy, may you both find happiness, love and laughter in all you do and we hope to see you back out at a motorsport event soon!



## CLUB CAPTAIN'S REPORT

Welcome back club motorsport fans, I was hoping we could have the first magazine of the year to you with plenty of warning before the CAMS Come and Try Day on 28<sup>th</sup> January but it's heading out to you roughly a week late. Nicole and I have recently bought a house with more room for the dingoes, car collection and (one day) children, so we have been a bit side-tracked of late. I also work a second job now on weekends (see above purchase) so we have less time for car club work and to top it off my computer died, my mobile phone started playing up and the dingoes tried to escape the backyard (again) right in the middle of formulating the 2012 Calendar and magazine. Fun times – NOT !!!!!

The good news is that after a lot of caffeine, a loan of Dad's laptop and even more sleep deprivation than usual, I now have a Draft TCC Calendar up and running (see elsewhere in the magazine - February and March are locked in), a Draft Interclub Challenge Calendar (only Rounds 1 and 4 are set in concrete so far), and even better than that – I have an organising team for our State Motorkhana on the 25<sup>th</sup> of March. Thankyou to David Masing, Belinda Doyle, Brett Manewell, John Crowley and Phil Coffey for sharing the load so Nicole and I can concentrate on moving house in March. If all goes well, we'll be back on deck for Wakefield Park in May.

The first competition event of the year is the C.L.Rudd Motorkhana at Ansell Park on Sunday the 5<sup>th</sup> of February, also Round 1 of the 2012 Interclub Challenge. HDCC pipped us at the post in 2011 with a great performance at the Hampton Khanacross in December, so let's get out there this year and see if we can win it back!

A bad day rallying is better than a good day at work,

Andrew Crowley.

### COMING EVENTS – POINTSCORE

#### **Sunday 5<sup>th</sup> February                      HDCC C.L.Rudd Motorkhana – Ansell Park (Interclub Round 1)**

Venue:                      Ansell Park - Percival Street, Richmond.  
Time:                        8:00am Scrutineering, 9:45am Briefing, 10:00am Start.  
Entries:                    \$50 Adults, \$20 Juniors.

Supp regs not available at the time of writing but keep an eye on [www.hdcc.com.au](http://www.hdcc.com.au) as they won't be far off. This event is always popular and is once again the first round of the Interclub Challenge to start the year. Please note passengers are allowed but no rally tyres on driven wheels. BBQ lunch and drinks for sale on the day from the HDCC Caravan of Love.

Please note, you will need to have renewed your TCC membership before this event, as the first club meeting is after this date. Call Geoff Horler on 0408 118 087 to help sort this out.

#### **Thursday 9<sup>th</sup> February                      TCC Monthly Meeting**

8pm at Thornleigh Community Centre. Money for Presentation Night can be collected here.

#### **Friday 17<sup>th</sup> February                      TCC Presentation Night – Muirfield Golf Club**

See flyer/booking form included with this magazine, please let Dominic know if you can make it.

#### **Saturday 25<sup>th</sup> February                      SKDAC MiniDulla Rally – Shallow Crossing**

Based out of the camping area at Shallow Crossing on River Road near Batemans Bay/Nelligen, all daylight special stage rally. Not sure if this will be run as an AMSAG or AASA event but it is definitely going ahead as the Director is checking the roadbook as we speak. More info closer to the date, I will get supp regs on the TCC website as soon as I have them (they aren't far off).

#### **Thursday 8<sup>th</sup> March                              TCC Monthly Meeting**

#### **Sunday 11<sup>th</sup> March                              NDDC State Khancross Round 2 - Colo Park (Possible Interclub)**

#### **Sunday 11<sup>th</sup> March                              CRC Navigation Training Day - North Richmond (Social)**

#### **Sunday 25<sup>th</sup> March                              TCC State Motorkhana Round 2 - Nirimba TAFE**

#### **Sunday 27<sup>th</sup> May                                      TCC Interclub Supersprint - Wakefield Park**

#### **Sunday 26<sup>th</sup> August                              TCC Ernie's Revenge Motorkhana - Ansell Park**

#### **Sunday 21<sup>st</sup> October                              TCC State Khanacross Round 7 - Ansell Park**

## 2012 Thornleigh Car Club Calendar - Draft

Updated 24/1/2012

Day	Date	Month	Event	Venue	Club	Level	Lic.	Type
Mon	2	January	New Years Day Holiday	-	-	-	-	Public Holiday
Thu	26	January	Australia Day	-	-	-	-	Public Holiday
Sat	28	January	CAMS Come and Try Day	Eastern Creek	TCC/HDCC	-	-	Officiating
Sun	5	February	C.L.Rudd Motorkhana - <b>Interclub 1</b>	Ansell Park	HDCC	Multi-Club	2NS	Motorkhana
Thu	9	February	TCC Monthly Meeting	Thornleigh Community Centre	TCC	-	-	Meeting
Fri	17	February	TCC Presentation Night	Muirfield Golf Course	TCC	-	-	Social
Sat	25	February	Minidulla Rally	Shallow Crossing	SKDAC	Multi-Club	AASA	Rally
Thu	8	March	TCC Monthly Meeting	Thornleigh Community Centre	TCC	-	-	Meeting
Sun	11	March	State Khanacross Round 2 - <b>Interclub 2</b>	Colo Park	NDDC	State	2NS	Khanacross
Sun	11	March	Navigation Training Day	North Richmond	CRC	-	-	Social
Thu-Sun	15-18	March	Australian Grand Prix	Albert Park	GPC	-	-	Important Date
Sun	25	March	State Motorkhana Round 2	Nirimba TAFE	TCC	State	2NS	Motorkhana
Sun	1	April	Multi-Club Hillclimb	Huntley Hill, Dapto	WSCC	Multi-Club	2S	Speed
Sun	1	April	April Fool's Fun Run	Southern Highlands	CRC	Multi-Club	2NS	Touring Rally
Fri-Mon	6-9	April	Easter Weekend	-	-	-	-	Public Holiday
Thu	12	April	TCC Monthly Meeting	Thornleigh Community Centre	TCC	-	-	Meeting
Sat	21	April	Sunny Corner Forest Rally	Sunny Corner	AMSAG	Club	AMSAG	Rally
Wed	25	April	ANZAC Day	-	-	-	-	Public Holiday
Sat	5	May	Multi-Club Motorkhana - <b>Interclub 3</b>	Eastern Creek Skidpan	WRX	Multi-Club	2NS	Motorkhana
Thu	10	May	TCC Monthly Meeting	Thornleigh Community Centre	TCC	-	-	Meeting
Sun	13	May	Mothers Day	-	-	-	-	Important Date
Sun	27	May	TCC Interclub Supersprint - <b>Interclub 4</b>	Wakefield Park	TCC	Multi-Club	2S	Speed
Sun	3	June	State Motorkhana Round 3	Awaba	WAC	State	2NS	Motorkhana
Mon	11	June	Queen's Birthday Holiday	-	-	-	-	Public Holiday
Thu	14	June	TCC Monthly Meeting	Thornleigh Community Centre	TCC	-	-	Meeting
Sun	17	June	Tour d'Corse	Southern Highlands	AROCA	Multi-Club	2NS	Touring Rally
Fri-Sun	22-24	June	Rally New Zealand	New Zealand	WRC	International	IRL	Important Date
Sat	23	June	Forbes Shire Rally	Forbes	AMSAG	Club	AMSAG	Rally
Sat	30	June	Multi-Club Khanacross	Cataract Scout Park	CACA	Multi-Club	2NS	Khanacross
Sat-Sun	7-8	July	Jaguar Mountain Rally 20th Anniversary	Central West / Forbes	JDCA	Multi-Club	2NS	Touring Rally
Thu	12	July	TCC Monthly Meeting	Thornleigh Community Centre	TCC	-	-	Meeting
Sun	22	July	Multi-Club Supersprint	Eastern Creek (Main)	SSCC	Multi-Club	2S	Speed
Sat	28	July	Johns River Rally	Johns River	AMSAG	Club	AMSAG	Rally
Sat	28	July	Multi-Club Motorkhana	Eastern Creek Skidpan	WRX	Multi-Club	2NS	Motorkhana

Sun	5 August	King Khanacross	Hampton	HDCC	Multi-Club	2NS	Khanacross
Thu	9 August	TCC Monthly Meeting	Thornleigh Community Centre	TCC	-	-	Meeting
Sat	18 August	Heart of the Hunter	Hunter Valley	AHRG	Multi-Club	2NS	Touring Rally
Sun	26 August	Ernie's Revenge Motorkhana	Ansell Park	TCC	Multi-Club	2NS	Motorkhana
Sat	1 September	Rallysprint of the Hills - <b>Interclub 5</b>	Hampton	HDCC	Multi-Club	2S	Rally
Sat-Sun	1-2 September	Muscle Car Masters	Eastern Creek	ARDC	National	NC	Important Date
Sun	2 September	Fathers Day	-	-	-	-	Important Date
Thu	13 September	TCC Monthly Meeting	Thornleigh Community Centre	TCC	-	-	Meeting
Sat-Sun	15-16 September	MG Spring Classic / Presidents Trophy	NSW	MGCC	Multi-Club	2NS	Touring Rally
Sun	23 September	C-SCA Supersprint Round 6	Eastern Creek (South)	MGCC	Multi-Club	2S	Speed
Sun	23 September	Multi-Club Motorkhana	Awaba	WAC	Multi-Club	2NS	Motorkhana
Mon	1 October	Labour Day	-	-	-	-	Public Holiday
Mon	1 October	Oktoberfest Autocross - <b>Interclub 6</b>	Colo Park	Toysports	Multi-Club	2S	Khanacross
Sun	7 October	Bathurst 1000	Mt Panorama Bathurst	-	National	NC	Important Date
Thu	11 October	TCC Monthly Meeting	Thornleigh Community Centre	TCC	-	-	Meeting
Sun	14 October	State Motorkhana Round 7	Nirimba TAFE	HDCC	State	2NS	Motorkhana
Sat	20 October	State Khanacross Working Bee	Ansell Park	TCC	Club	-	Officiating
Sun	21 October	State Khanacross Round 7	Ansell Park	TCC	State	2NS	Khanacross
Sat	3 November	AMSAG Southern Mountains Rally (2WD)	Eden	AMSAG	Club	AMSAG	Rally
Thu	8 November	TCC Monthly Meeting	Thornleigh Community Centre	TCC	-	-	Meeting
Sat	10 November	Multi-Club Khanacross	Cataract Scout Park	CACA	Multi-Club	2NS	Khanacross
Sat	17 November	Evan Green Memorial	Upper Hunter	AHRG	Multi-Club	2NS	Touring Rally
Sun	25 November	Multi-Club Hillclimb (Speed Weekend)	Mountain Straight (Bathurst)	BLCC	Multi-Club	2S	Speed
Sun	2 December	Teistra 500	Hornebush	-	National	NC	Important Date
Thu	13 December	TCC Christmas Meeting	Thornleigh Community Centre	TCC	-	-	Meeting
Tue	25 December	Christmas Day	-	-	-	-	Public Holiday
Wed	26 December	Boxing Day	-	-	-	-	Public Holiday

### Summary of Pointscore

- 11 Club Meetings (none in January)
- 6 Khanacrosses (drop worst round)
- 8 Motorkhanas (drop worst round)
- 5 Speed Events (all tarmac, drop worst round)
- 6 Touring Rallies & 6 Special Stage Rallies, pick best 5 for Rally Drivers and Navigators Championship.

# CAMS COME & TRY DAY

**When: Saturday 28<sup>th</sup> January 2011**  
**Where: Eastern Creek Raceway**  
**Setup: 7:00am Briefing 8:30am Finish: 4:30pm**

CAMS are putting on another 'Come and Try Day' to try to attract more people and officials to motorsport.

Registrants will be taken around in groups to see motorkhana and circuit racing displays as well as having the opportunity to drive on the track and have a go at a motorkhana on the skidpan in their own car. During this time they will also get to see officials in action and learn about the different types of officials at each event.

TCC in conjunction with HDCC are jointly running the motorkhana section on the skidpan. We are therefore after a few people to help act as instructors in the vehicles, and more to help act as officials on the day. We therefore need timekeepers, admin officials, marshals etc. This event in its preparation and undertaking on the day is very similar to that of a normal motorkhana. As this event is being used to promote TCC, the TCC Executive have decided to include this event on the pointscore, and members who turn up can gain officials points which can be counted towards TCC Championship and trophy eligibility.

If you are interested in helping out and haven't already spoken to Andrew Crowley in the last week, please contact him on 0421 334 426 immediately as CAMS requires a list of names of all officials in attendance. This list will be used to allow you to gain entry into Eastern Creek on the day, but will also help them with catering for lunch.

Officials for the day are recommended to turn up from 7am to help set up, although we won't see the first participant until 9:30am. We are looking for as much support as possible, and would appreciate your help, even if you can't stay for the whole day.

## MOTORKHANA DATES FOR 2012 CHAMPIONSHIP

ROUND	DATE	LOCATION	SURFACE	CLUB	CONTACT	NUMBER
1	Sunday 26th February	Nirimba	Tarmac	Renault Car Club	Bob Sprague	0414670320
2	Sunday 25th March	Nirimba	Tarmac	Thornleigh Car Club	Andrew Crowley	0421334426
3	Sunday 3rd June	Awaba	Dirt	Westlakes Auto Club	Darren Green	0434983035
4	Sunday 22nd July	Awaba	Dirt	Westlakes Auto Club	Darren Green	0434983035
5	Sunday 12th August	Nirimba	Tarmac	Mini Car Club	Ron Adlam	0427043854
6	Sunday 9th September	Nirimba	Tarmac	Volkswagen Club	Cameron Hart	0407003359
7	Sunday 14th October	Nirimba	Tarmac	Hills District Car Club	Peter Batt	0400828911

## KHANACROSS DATES FOR 2012 SERIES

ROUND	DATE	LOCATION	SURFACE	CLUB	CONTACT	NUMBER
1	Sunday 19th February	Hampton	Dirt	Hills District Car Club	Peter Batt	0400828911
2	Sunday 11th March	Colo Park	Dirt	Nissan Datsun Drivers Club	Graham Humphreys	0409126308
3	*Saturday 19th May	Hampton	Dirt	Hills District Car Club	Peter Batt	0400828911
4	Sunday 24th June	Awaba	Dirt	Westlakes Auto Club	Darren Green	0434983035
5	Sunday 5th August	Awaba	Dirt	Westlakes Auto Club	Darren Green	0434983035
6	Sunday 16th September	Awaba	Dirt	Westlakes Auto Club	Darren Green	0434983035
7	Sunday 21st October	Ansell Park	Dirt	Thornleigh Car Club	Andrew Crowley	0421334426
8	*Saturday 15th December	Hampton	Dirt	Hills District Car Club	Peter Batt	0400828911



## Bits from Boston...

2012 and its time to get ready for the new year. The calendars are out and it's time to get the race car out of the garage, clean the cobwebs out and to get going! But first, one thing is left over from last year. After reading the last club mag for 2011, I could not help but go back and read the article by Jade King about her horse and the claim that the said horse would be faster at a motorkhana than a car. I would beg to differ and say no way. Let's be fair and say off tar. There is no way it would be faster on tar and it will hurt the horse if it fell over. So I said to Jade, let's have a test and have a race on dirt at Ansell Park.

The best race will be Ansell Park and the time will be the Ernie's Revenge Working Bee (Saturday) as the horse may be a bit skittish with lots of people around. There will be a careful selection of tests, one tight one and one open one as I think the horse will be fast off the line but slow on the bends. The weather must be rain free. David said he will drive the car. Normal tyres will be used as per Ansell Park rules. The standard finish garage rules (stop inside the garage) will have to be waived for both car and horse. Both will have a flying finish. The only thing that worries me was that Jade said that it might be difficult to train the horse to stop! One last rule, it WILL be against the clock! I will keep you up to date with how the competition progresses.

We now have the dates for the 2012 State Motorkhana and Khanacross rounds. With a bit of luck they will not clash with too many other club events!

The V8 Championship was to me a bit on the nose. I still find it hard to get around the running of the Surfers Paradise round when they could not get Craig Lowndes' car to run on the whole weekend, affecting the results of the whole championship. Serves me right for watching it!

The WRC will be on my 'must watch' list and with the Mini team now running and VW having a 'toe in the water' try this year, we can only hope it is not another Citroen benefit! The musical chairs have finished and we now have the ex-Subaru, ex-Citroen privateer now to run in the number 2 spot for Ford while number 1 Ford driver has switched to number 2 Citroen (got all that?). Petter Solberg now drives a works Ford, while Mikko Hirvonen now drives a Citroen. The team from VW is giving the future drivers Sebastian Ogier a full season with some drives in a Polo and other drives in a Skoda just to keep his eye in. The first rally is the Monte on the 17<sup>th</sup> to 22<sup>nd</sup> January, then on to Sweden on the 9<sup>th</sup> February, then Mexico on the 8<sup>th</sup> March, then Portugal on the 29<sup>th</sup> March and then Argentina on the 27<sup>th</sup> April.

First surprise of the year from the WRC Mini team having failed to get a major sponsor so they will only run one Mini and Kris Meeke will only do a few selected events.

The Dakar Rally used to be the Paris to Dakar Rally and uses roads and tracks that should not be called roads and tracks! The rally has classes for trucks, bikes, quads and cars (if it's got a body on it that looks like a road car it's in!).

At the end of Day One, Minis filled the first four places with a Russian driver leading with Robert Gordon 5<sup>th</sup> in a Hummer and 6<sup>th</sup> was a Toyota Hilux with what sounds like a V8 in it. Future Citroen Driver Nasser Al Attiyah in the second Hummer, a few places back after finishing day one on the end of a tow rope.

Day Two and the Minis are one and two and Robert in his Hummer are in 3<sup>rd</sup>. By Day Four, the Minis were still in the lead with Stephane Peterhansel driving. That has Robert second in the Hummer and the Toyota 3<sup>rd</sup>. The first four cars are 3 minutes apart and in Dakar terms that makes it too close to call. The Minis are still in the top 10.

Day Five and Stephane Peterhansel in his Mini is in the lead by about 4 minutes. The Hummers are after him and being so big and only 2 wheel drive, Al Attiyah has another go at killing his Hummer – he rolled on to a bush that popped him back up on his wheels! The number of bikes that have the front hit something or fall into a hole and has the rider sailing on without the bike is only equalled by the number of cars on fire. The drivers are all getting fed up with the heat (50°C) so what happens next? There is no way you can guess what happens next! The roads are blocked with SNOW, so the field has an enforced rest day. The new leader is now Joan (Nani) Roma in a green Mini.

After the rest day it's over the mountain (4800 metres and -8°C) and the Minis lead the way, then the Hummer, then more Minis and then 15 minutes back is the Toyota Hilux. Then there is another rest day. There is one last car in the top 10 that is worth a mention and that is a Great Wall ute which has been flying. Yes, I know that there are bikes and quads and trucks in the event but I'm just after the outright. The bike riders are not human. They can't be as there is no way a mere mortal can navigate and drive at the same time.

There is a second rest day (and this is a real rest day and time to repair your vehicle). There are some that are set to withdraw and there are some that are still back in the sand dunes with one truck on its side halfway down a sand dune, I don't know how they will get it back on its wheels!

The first day after the rest day saw the Hummers flying through the sand dunes. It really suited them. The Toyota Hilux of Ginie De Villiers started in front of Al Attiyah but halfway through the stage they saw the Hummer fly past and at the end of the stage had found that they had been done by 20 minutes. The lead Mini is now only 7 minutes in front of the Hummer who is now third. It's very close and I will stick with it to the end. And the end it is for Al Attiyah as he kills the Hummer's motor and he is out.

The next day and the Hummer (the only one left) takes the lead and just as quickly, loses it and drops to third. He is then later disqualified for having an illegal tyre pumping device. They appeal and are allowed to carry on under protest. That leaves Mini one and two and nearly an hour behind them is the Toyota Hilux.

The bit that always amazes me is that the TV film crew are out in the never never and on the hill next to them are hundreds of spectators cheering the competitors on and on the river banks there are people jumping into the river to help with bike riders!

Even though he has been out of the rally for 2 days, the Hummers are still running and have been given times and they are now miles behind. The Toyota Hilux is within sight of the Minis and for the first time since the rally started a Mini broke down and needed parts. The time lost was 60 minutes.

Stage 11 had one of those soft sand pit holes that cars just sink into and no surprise that all sorts of buggies, cars, bikes and trucks got stuck. The next stage is a beauty and contains the worst bulldust that I have ever seen. The cars are going down the world's biggest sand dune and they can't see and they can't stop! It's just a huge ball of dust rolling down the side of the sand dune.

The next thing that got my eye was a Mini spokesperson telling the TC crew just what makes a Dakar Mini. They are 2 inches taller, 6 inches longer and are running a BMW 2.6 litre turbo diesel. They then go on to show what real Mini bits are off the shelf and in the car – the headlights, the door locks and the tail lights and that is it!

The lead bike (first on the road) is zooming along the road and the thin layer of dirt gives way. The bike falls into the hole and the rider sails on for another 20 odd metres and then runs back to his bike up to his knees in mud. The next bike, his team mate, takes a different path and carries on. It's nice to see team mates working together! The next bike stops and helps.

The second last day and Robert Gordon in his red Hummer sets out to show the Minis just how quick the Hummer is flying over the sand dunes and lands on one wheel and rolls it! That is it, Minis one and two, the Toyota Hilux third and the Great Wall Ute is still in the top 10. Nearly half of the field has dropped out. From what I understand the new rules for next year, standard motors will be required in all cars and bikes have to be 450cc.

It's time to get ready for the 2012 Motorkhana series and first on the Calendar is the Come and Try Day at Eastern Creek on the 28<sup>th</sup> January (which will just be officials helping run the event to introduce people to the sport). The first competitive event however is the CL Rudd Motorkhana run by HDCC on the 5<sup>th</sup> February at Ansell Park.

Ernie.



## MISCELLANEOUS RAMBLINGS.....

**BY GEOFF HORLER**

**Starting the year 2012 with some thoughts on the overall state of the Australian new car industry.**

So, after many years of our home grown (more or less) Commodore being Australia's top selling motor car, in the twelve months just ended, the Commodore has been knocked off it's perch by the imported Mazda 3. Had it not been for the tragic Japanese earthquake and subsequent tsunami in March 2011, the top selling model would have been the Toyota Corolla which suffered serious supply problems for three to four months. But for the tsunami, the Commodore would have finished third for the year.

Which brings up a very important question...where do the Holden Commodore and the Ford Falcon feature in Australia's car building future? In answering this question, it's worthwhile taking the following factors into consideration.

For Holden and Ford, the bad news is that the Mazda 3 and the Toyota Corolla are not going to go away. The Mazda is a fine motor car with world-wide acceptance and acknowledgement that it is very well engineered with right up to the minute styling. As a frustrated car stylist, I still can't get my head around the smiley-face of the 3, but obviously many, many people can and do!

And although the vast majority of the world-wide motoring press describe any motor vehicle with the word Toyota in it as bloody boring, the fact is, that much to the chagrin of those same motoring writers, Toyotas, especially the Corolla, sell in absolute bucket loads! And I bet that the top executives of General Motors and Ford would give their most valuable body parts to see their motor cars selling in the same numbers as Toyota. They sell in bucket loads because the people purchasing Toyotas like the build quality, the reliability, and the unmatched resale value. Boring maybe, but very well built motor cars. Oh, and the 86 is just around the corner, so it's just possible that "boring" won't apply for too much longer !!

Another worry for Holden and Ford is the hugely increasing influence of the two Korean brands, Hyundai and Kia (almost 50% owned by Hyundai) in the Australian market. Who would have thought five years or so ago that Hyundai and Kia would be having such an impact on the local market. Back at that time, these were the motor car equivalents of your grandparent's old Kelvinator fridge...once they got to their use-by date (which was never far away), you just left them in the street for the next council clean-up! Now mainly designed and engineered in Europe, both these manufacturers are producing motor cars as contemporary and as well engineered as anything coming out of Germany, France, the UK, and Italy.

And where do the Chinese sit amongst all this? They are probably in the same place Toyota was during the mid-1960s. At that time, Holden and Ford controlled the Australian market and the average man-in-the-street scoffed at the future of these "Nip-mobiles". A relatively short forty-five years later, Toyota totally control the market, with Holden, and especially Ford, holding much lower shares. If the Chinese continue their relentless march, in twenty-five years time, maybe Toyota will be watching their back, much as Holden and Ford are doing today. Time will tell.

Just recently I've been reading through an English "WHAT CAR" magazine, and it's truly amazing to see how much emphasis is now being put on fuel consumption and carbon emissions in the UK and Europe. Every vehicle review and road test, not to mention the advertisements, talk in detail about how economical the motor is, and what the carbon emissions are. It's very obvious that the really important environmental issues of fuel consumption and carbon emissions are very, very high priorities as far as European and UK manufacturers are concerned. Even a review of the latest model Porsche 911 Carrera has a sub-heading which reads "All-new Porsche is also larger, but aluminium cuts weight and emissions".

More and more turbo-diesels, more hybrids, more diesel-electrics, and more electric cars are bobbing up all over the continent, with the obvious reason to reduce fuel consumption to the barest minimum, and to keep a very tight rein on carbon emissions.

If we relate this back to Australia, we seem way behind contemporary and forward-thinking European design. We can't seem to get our heads around carbon emissions, and the carbon tax is looked upon with a great degree of skepticism. However it is encouraging to see that Ford are having great success with the re-invented turbo-diesel Territory, and the growing number of turbo-diesel VWs, Hyundais, Audis, Holden Cruzes and Captivas, is a positive sign that attitudes of Australians to more fuel efficient motor vehicles is slowly, but inexorably, changing. How will the Commodore and the Falcon stand up to this accelerating change in motor car engineering?

It would seem to me that Holden and Ford will need to do some serious soul-searching concerning the future of the Commodore and the Falcon. I'm sure that they've been doing this for some time now. Ford are saying that the future of the Falcon is assured until 2016, but I wonder how Ford will proceed into 2017 and beyond. My feeling is that the Falcon will be down-sized to probably Mondeo size, which, in truth, is not much smaller than the Falcon, anyway. The power plants are bound to be a variety of smaller, more efficient, normally aspirated petrol engines, and very torquey turbo-diesel motors. And I would be confident that the Focus will play a much greater part in Ford's future in Australia. Whether any of these vehicles are actually produced in Australia in the future raises a very big question mark.

Again, in my mind, there is a strong possibility that the Commodore will be downsized as well, just as the Kingswood was downsized to the German-based Opel Commodore, and will be powered by much more fuel-efficient motors than the current V6s and V8s. Perhaps there will be a hybrid, or fully-electric Commodore somewhere in Holden's future. There would have to be some doubt about the future of fuel-guzzling V8s in Australia, bearing in mind that a good V6 turbo-diesel would have as much pulling power as a V8. General Motors have obviously put great faith in the future of the Cruze in Australia by setting up local production, and it will be fascinating to see how long it takes for the Cruze to outsell the Commodore. Interestingly, in November 2011, nationally, Holden sold 2808 Commodores to 2393 Cruzes. If sales of the Cruze continue to grow, as they will, and at the same time sales of the Commodore plateau, what future plans do Holden have for their large family sedan?

It's interesting to note that the Cruze and GM's all-electric Volt share the same chassis platform, so it makes good sense for GM to introduce the Holden Volt into Australia, which, I understand will be happening in late 2012. Much wringing of hands by all the V8 Supercar hoons out there! Will the V8 Supercar series be forced to morph into an overgrown slot-car championship with the drivers holding super-quick hand controllers and the pit crews concentrating on how to recharge and change a bootful of batteries in a ten-second pit stop!!

The Australian car market is changing at quite a steady rate with many Australians now opting for smaller families, and rapidly increasing migration from other countries with different ethnic backgrounds who culturally have smaller families. So, for these people there is no need for a full-size family sedan like the Commodore or Falcon. If there is a requirement for a larger vehicle then there is a large variety of SUVs to choose from. The cost of fuel in Australia is rising steadily, and with overall living and energy costs also rising at a rapid rate the bottom line is that many people are now looking for cheaper, more cost-efficient, and more environmentally friendly alternatives. Where this places the Commodore and the Falcon as we move further into the current decade will be fascinating to watch.

## WHAT A SMALL WORLD WE LIVE IN !!

*Geoff Horler*

To begin with, I must apologise to the younger people reading this article, as I guess the story will be more interesting to the more mature members of the club. Still, it's a light-weight story worth telling.

I never cease to be amazed at what a small world we live in. We bump into people from time to time, who, after we have a short conversation, turn out to be an acquaintance of a close friend or relative. I think that this relates back to the "six degrees of separation" theory, which is the idea that, on average, everyone is only six steps away, by introduction, from any other person on Earth.

At our dealership, one of our responsibilities is to pick up cars for servicing from some of our corporate clients, and then return the cars later in the day. Gary Maher would probably have a good idea of what this process involves. As I haven't yet perfected the art of driving two cars at the same time, I arrange for one of the young apprentices to help out with the driving duties.

One day recently we had to pick up a vehicle from Pymble and I was loaned a more mature-age first year apprentice on his very first day on the job. This 25-year old guy is tall, good looking, and quite well spoken, with a very interesting background, which I won't go into here. Too much information! Suffice it to say that in his move into the world of motor mechanics he's made quite a sea change.

Bear in mind that in picking the car up in the morning, on the outward trip we're together in one of our vehicles, so it's a time to have a bit of a chat and get to know one another. On the way back, of course, there's no conversation as we're in separate cars. The afternoon is the reverse.

So after dropping the customer's car back in the afternoon, we're together in the Tarago on the return journey. We're chatting away, with me giving the new guy some background information about the dealership which is good as it's quite a relaxed atmosphere and these new guys open up a bit about their lives to this particular point in time.

Somehow, by chance, the subject of motorsport rears its ugly head, and I'm stunned to learn that this young man is the maternal grand-son of "the Jolly Green Giant", the great Max Stewart, twice Australian "Gold Star" Champion (in 1971 and 1974), and twice winner of the Australian Grand Prix (in 1974 and 1975).

During his time racing at the very top level of Australian Motor Sport, Stewart raced against the best drivers from overseas, including Graham Hill, Chris Amon, Jochen Rindt, Derek Bell, John Surtees, and Mike Hailwood, as well as the best Australian and New Zealand drivers including Frank Gardner, Frank Match, Leo Geoghegan, John Harvey, Graeme Lawrence, Kevin Bartlett, Warwick Brown, and our own World Champion, Alan Jones. During his time at the top, Stewart raced for Alec Mildren alongside Kevin Bartlett. Alec Mildren Racing was a very formidable race team in the late 1960s and 1970s with these two behind the wheel of their various Mildren Waggotts and Lola T300 and T400 race cars.

Stewart initially achieved success in the lesser formulas, winning the Australian 1 ½ Championship in 1967 and 1968, and the Australian Formula 2 Championship in 1969 and 1970. A large man at 188cm (although his Grandson reckons he was taller), Stewart always seemed uncomfortable behind the wheel of the small 1 ½ litre and 2 litre Formula cars.

Stewart won the Singapore Grand Prix in 1972, he raced overseas in the United States in the L & M Formula 5000 Championship in 1973, and won the Australian Toby Lee Formula 5000 series in 1975.

Tragically, Max lost his life in his Lola T400 Formula 5000 in most unfortunate circumstances during practice at Calder Park on 19 March 1977. I vividly remember being shocked when this news was reported as Max, although a very aggressive driver, rarely crashed and rarely got himself into trouble on the race track. If I recall correctly, the crash was one of those innocuous incidents, with tragic consequences.

As a matter of interest, I asked the apprentice if he, or anyone in his family, still had any interest in Motor Racing. He said that, yes, he and a few other family members were interested, but that there was a very, very strong message from the hierarchy, that racing was forever forbidden in the family.

Getting back to the "six degrees of separation" theory, although I never met Max, I first became aware of him in the early-mid 1960s, when he raced a Triumph 2000 in Series Production, or as Romsey Quints used to call it, "Serious" Production. This Triumph was light green in colour, and I clearly remember Max punting the car around Warwick Farm at a great rate of knots with the swing-axle rear end performing all sorts of weird and wonderful tricks. My friend at work tells me that his Grandmother is quite clear about the fact that the Triumph was the family hack! At the time I was helping as pit crew (read hanger-on) for a guy by the name of David Frazer who raced a Renault R8 Gordini.

A couple of other interesting facts about Max are also worth telling here. Max was born in Orange in central western NSW on 14 March, 1935. He began his working life as a motor mechanic, a little later took on a Triumph dealership (hence the racing Triumph 2000), and a little later again became a Toyota dealer, which probably explains why he drove a works Toyota Corolla in the 1970 Hardie-Ferodo 500.

And the reason he had the nickname of "the Jolly Green Giant"? Well, he was quite a large man, and he wore a green racing suit!!

So there we are, in the process of picking up a customer's car for servicing, I never would have thought that I would come into contact with a direct relative of one of Australia's motor racing royalty.

WHAT A SMALL WORLD!!

## CLASSIC RALLY CLUB - NAVIGATION SCHOOL - 11<sup>th</sup> March

By Wendy Maher

On Sunday 11<sup>th</sup> March, the Classic Rally Club is running a Navigation School. As most of you know, CRC runs their events with 3 levels of navigation:

- **Masters**: Full-on Navigation with as many of the tricks that the Director can find - ordnance map grid referencing, map traces, herringbones, tulips, etc. This is for those who like to play chess – on wheels!
- **Apprentices**: The same instructions as for Masters but with many extra clues included – for those who want to learn the basics of navigation.
- **Tour**: Which is fully route charted with sometimes a small amount of basic map reading. This level is for those who want to drive their classic cars in a spirited fashion on country roads and join in the camaraderie of the rally.

The attached Agenda for the day of the Navigation School is quite comprehensive but if anyone has any queries, please feel free to contact Gary or myself on 4571 1229 and we will be happy to fill you in.

The afternoon run will be set at the **Apprentice level** - this is very similar to the Touring Assemblies that TCC has organised over the years. Some of you might not be aware that TCC has quite a history in this aspect of motor sport. In the early days of the club, TCC ran the Thornleigh 300 & Thornleigh 500 (that's 300 / 500 **MILES**) which usually ran over one day and well into the night and would attract well over 50 starters. Later, in the 1970s & 1980s, the 1 day Touring Assemblies were run mostly on a Saturday night, from 6pm onwards, over 100 – 150km and ran through the Sydney basin. They would attract well over 20 / 25 starters. I recall many an intrepid control official sitting by the side of the road with a green light (which indicated a control point) patiently waiting for competitors.

TCC in conjunction with HDCC would organise up to 5 of these each year. Don Adams, Neil Hood, Jim Richardson, Steve Bicket, John Hibbard, Ernie Boston, John Bryson (to name a few) and Gary & I from TCC, along with Peter Batt, Gary Shattles and several others from HDCC would set these events. The event would finish for supper at the Director's home where a (sometimes) loud protest / discussion session would develop. There was only one level of navigation in these events and it was generally set at the current Apprentice level. The tie breaker would usually be a comparison of the distance the competitor had travelled to that of the Director's survey distance – the car's odometer being carefully checked by an official.

In the early 1990s, Gary & I started setting 2 day events for TCC & HDCC – calling them 'Targa Thornleigh'. There was quite a social aspect to the Saturday night on these events – I'm sure anyone who ever entered one of our 'Targas' would be happy to regale you with tales of these socials – some of the antics are not printable on these pages!!!

TCC would also often hold 'Arm Chair' Rallies – after a short monthly meeting, 'competitors' would be issued with a map and a set of instructions and plot the course in the meeting room. This would then be shown to the 'Director' of the event for checking / marking.

Both Drivers and Navigators are welcome to this Navigation School. Even if you are not interested in navigating in these rallies, it is still a good idea to learn how to do them – so perhaps you could set one in the future! Please note the dates to apply.



# CRC Navigation Training Day

11<sup>th</sup> March 2012

Want to brush up on your mapping navigation skills?

Then come along to the CRC navigation training day

The format is as follows-

- 8:30 Assemble at the North Richmond Community Centre, William St, between Charles and Campbell St, North Richmond
- 9:00 – 11:30 Navigation school presented by John Henderson.
- 11:30 Social run route instructions issued. (Apprentice level)
- 11:30 – 13:00 Time to plot and have lunch.
- 13:00 – 15:30 Social run based on the previously issued route instructions.
- 15:30 onwards Individual debrief to participants and socialize.

For those who don't want to attend the theory but would like to do the run, turn up between 11:30 and 13:00 and get the instructions.

## Entry is FREE

The event is being run as a CAMS approved Social event so members of other CAMS affiliated car clubs are most welcome.

For further info contact-  
Jeff West at - [jj.west@bigpond.com.au](mailto:jj.west@bigpond.com.au) or 0427 263 757

Please notify Jeff West of your intention to attend by **Monday 5<sup>th</sup> March** so sufficient notes and instructions can be printed.  
(even if you only want to do the run and not the theory).

We need experienced Masters and Apprentice navigators to help on the day with individual guidance to participants and for passage controls

**DON'T FORGET TO BRING YOUR DRIVER AND CAR WITH  
ODOMETER/HALDA ETC.**

There is a children's playground nearby to entertain the drivers if they get bored during the school.

# FOR SALE



## Ford KC Laser

Mostly driven on Sundays

1600cc carby motor runs well  
 212,750 kilometres on odometer including many memorable hours of motorkhanas at the hands of a range of club members over the last 5 years.  
 Magna 14" mags  
 New radiator 18 months ago  
 New battery 2 years ago  
 Carbie overhauled 2 years ago  
 Major 4 wheel brake overhaul 3 years ago  
 Auto gearbox (very low K's) and steering rack changed 4 months ago.  
 Front wheel bearings changed on day car stolen 3 1/2 months ago.  
 Rego cancelled the day before it was recovered.  
 Can get blue slip at cost if wanting to re-register.  
**Price \$250. Call Rod on 0429 998 889**

Perfect for learner or low cost fun club car.  
 Been in the family for over 7 years.



## 1975 MAZDA RX4 COUPE

Track Day race car currently being used in SuperSprints and Hillclimbs.

Originally built to compete in the NSW Street Sedan Championship in the late 1990s. The car is CAMS Log Booked.

The car was acquired by the current owner in November, 2004, and has been steadily improved over the past seven years into a relatively quick Track Day vehicle.

Fastest time achieved around Eastern Creek is 1min 52.9secs., and fastest time achieved at Wakefield Park is 1min 10.6secs.

Engine is a bridge-ported 13B rotary. The porting has been carried out to Racing Beat USA specifications. There was a ground up re-build of the motor in 2007 using many new parts. Since the re-build the motor has clocked up approx. 5 hours, mainly in SuperSprints. It's a strong motor with excellent reliability.

The motor has a Weber 48IDA carburetor, and an extractor exhaust manifold with a 2 inch mandrel system incorporating a performance muffler. The exhaust system was made up by The Rev Doctor.

There is an electric fuel pump and surge tank fitted in the boot.

The wiring has been revamped throughout by Lansvale Auto Electrical, and incorporates electronic ignition set up by Ric Shaw Performance.

The car has been recently fitted with a Supra W58 5-speed alloy gearbox.

The front suspension has height and camber adjustable coil-over struts with urethane bushes, and the brakes are Series 4/5 RX7 rotors and calipers. The pads are brand new EBC "yellow stuff".

**Price .... RX4, trailer and all spares.... \$ 9,800.00 neg.**  
**Please contact Andrew on 0447 779 717 for further details.**

The rear suspension is lowered 2 inches with re-tensioned leaves and urethane bushes. There are heavy-duty Koni shocks locating the rear axle, and standard drum brakes. The suspension work was carried out by The Rev Doctor. The differential is locked.

The driver's seat is a re-upholstered Stratos fibreglass race seat, and there is an alloy 6-point roll cage. A 4-point 2 inch RPM harness is fitted.

Wheels are 14"x 7" Performance Challenger mags fitted with Yokohama 195/60 R 14 A048 tyres. The fronts are almost new, the rears are over half-worn.

There are heaps of spares including doors, a bonnet (damaged-not by the current owner), all the original RX4 seats and upholstery.

The car has to be trailered to meetings so there is also a dual-axle car trailer in very good condition.

Although the Mazda is in generally good condition throughout it is not concours. The paintwork is pretty good but there are a couple of areas on the driver's side which could do with a little freshening up.

