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ILRAG

Monthly Newsletter of the Pakenham Auto Club

JANUARY'08

2008 Management Team

Elected Committee Members

President-

Glad Fish ph. 59443821
president@pakenhamautoclub.org.au

Vice President-

John Hill ph 56254049 ah
jgmhill@dcsi.net.au

Secretary-

Mick Kelly ph 59412931

Treasurer-

Bernard Sprowell
treasurer@pakenhamautoclub.org.au

Speed Director-

Alan Bloomfield

Rally Co.ordinator-

Dale Allan ph. 59443256

Membership Secretary-

Alan Bloomfield
ph. 9570 7905 ah. 0417330174
bloric@iimetro.com.au

Motorkhana Co.ordinator-

Peter Morrison 0408368426

Meeting Co Ordinator-

Committee Member-

Tim Stutchberry 59432508
Greg Wyatt 59432472

Appointed Members

Editor- POSITION VACANT

A.O.M.C. Delegate-
Graeme Begelhole
ph. 59975555 ah

C.A.M.S. Delegate
Mick Kelly ph 59412931

Publicity Officer- Glad Fish

Merchandise Manager-
Bruce Dunn 59978106

Club Scorer- Alan Upton 0419304648

Public Officer- John Carney

Web Site: pakenhamautoclub.org.au

Egroup: groups.yahoo.com/group/pacautoclub

Mobil: 0413370159

Oilrag email: oilrag_editor@yahoo.com.au

Club Email: pakenhamautoclub@hotmail.com

CALENDAR

*3 rd January	General Meeting	7-00 pm	Pakenham hall	Pakenham
17 th January	Committee Meeting			
*7 th Feb	General Meeting		Pakenham hall	Pakenham
*16 th Feb	George Woods Rally	P.C.C.V.		Neerim
21 st Feb	Committee Meeting			
*28 th Feb	Yakkerboo Rally Preliminary meeting	7-30 pm		
	At Greg & Robyn Wyatt's,	29 Waters Rd.		Officer
*1 st March	Come and Try Day	330 McGregor Road		Pakenham
*2 nd March	Motorkhana	P.A.C.		Tooradin
*6 th March	General Meeting			
*12 th March	Keith Rawson Memorial Dinner	Clover Cottage		Berwick
20 th March	Committee Meeting			
*29 th March	V.C.R.S. Round 1	N.E.C.C		

DON'T FORGET TO BOOK IN EARLY FOR THE:

Keith Rawson Memorial Dinner
Clover Cottage Berwick
12th March

Ring Greg Wyatt on 59 432 472 A.H. for more information.

If Undeliverable return
to:
PO BOX 31
Pakenham,3810

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INCORP: A0011601E

The Oilrag

Monthly Newsletter of The Pakenham Auto Club

POSTAGE PAID
AUSTRALIA

Rear View Mirror

Jan 1978

The newly elected president, John Hill (alias me) chose his first report to lambaste the members for there lack of support. Thankfully, 30 years down the track things have improved greatly and I can say as president for the past three years I've enjoyed fantastic support from the members. Things have changed in the financial are too. In 1978 we generated a surplus over the entire year of just \$6.75.

Jan 1988

This edition seems to be filled with reports on social activities which I think is appropriate for a January edition.

Jan 1998

Membership secretary, Nick Wright reported we had 85 members. 59 Adult and 25 Juniors, which when I went to school would have been 84. But things have changed a lot since I left 42 years ago.

Nick was also optimistic our newly instituted junior development program would enhance our membership. It did Nick! The fees look interesting too. \$28 Adult, \$10 Junior, then you needed a basic licence \$33 Adult, \$16.50 Junior. I wonder what it cost now? Perhaps Alan will give us a run down for next months "Oilrag".

President's Report January 2008

This is my first President's report for 2007/8. I would like to say how honoured I am to be president of the Pakenham Auto Club. I will do my best to lead the club to a happy and successful year. I am excited by the enthusiastic committee I have working with me, and I would like to ask all club members to give the committee as much support as you possibly can, as this is your club, and the committee are working for you.

The good news is we have started to move forward with a venue reasonably close to Pakenham where we can do what we like doing best, "play in our cars". We have been given permission by Casey Council to use the Tooradin ground several times in 2008, so we are assured of some club motorkhanas. The report given at our AGM by Cardinia Mayor, Bill Ronalds sounds fairly promising, so early in 2008 we will start running come-and-try-days just a short distance from our old Motorsport Facility in KooWeeRup Rd.

Talking of our old facility, as one drives onto the by-pass road from KooWeeRup Rd there is a clear view of the well established row of trees that the club members planted when we first used that area.

The committee is putting together a full calendar of various events for members to participate in. Some will be run by PAC, while others we have been invited to by other clubs. PAC will be running the Yakkerboo Rally, which is a round of the 2008 VCRS; we will also be running a round of the 2008 Victorian Motorkhana Championship. Both of these events are high profile and PAC has gained the reputation of running good events. We will also be running some multi-club motorkhanas and come-and-try-days. Monthly meetings will continue to be run at the Pakenham Hall with interesting guest speakers or activities, while some meetings will be held at other locations incorporating tours of interesting premises.

We are also planning several social events, activities of interest to motorsport people, which will include their families. The first social event will be our very popular annual dinner at Clover Cottage.

Communication within a club is of utmost importance. John has shown that he can produce a very good magazine, this now can only improve with more input from you, the members, so start tapping on your computer keys and let the rest of the club know what you have done, or are planning to do. Alan and Peter are working on our website to provide another means of communication within the club.

Finally, what do you want from your club? Please send suggestions, ideas, requests etc to any committee member, and we will endeavour to provide for you.

I hope your Xmas stockings bulged with all those wished for, go-fast bits, to put on your competition cars. I look forward to seeing many of you at coming events and club meetings in 2008.

I will leave you with this quote of the month. "A pessimist sees a difficulty in every opportunity. An optimist sees an opportunity in every difficulty". I am an optimist, which one are you?

From Glad

George Woods Introductory Trial

This rally for novices and new competitors to the sport of rallying is being run by the Peugeot Car Club, and the Director (Clerk of Course) is Glad Fish (for the 26th year). Assistant Director is Kathryn Wallis (daughter of the legendary Graham Wallis). Road director (once again) is Alan Upton. This is a rally for you to try-out and see if Rallying is what you really want to do, or if you know you want to rally, this event lets you do it on a CAMS non-speed competition licence (same as you need to compete in a motorkhana). So you can't afford a fully prepared rally car. This event accepts ANY registered car in a current roadworthy condition. Yes your everyday road car is OK. Driven competitively AND sensibly the car will not be damaged. The entry fee for the crew (two people) is less than the entry fee for two people to compete in an autocross, but you get several hours driving compared with several minutes driving at an autocross. About a week before the event there will be a Training Session for new competitors and other interested parties, this session will be of benefit to both navigators and drivers, and other interested people (not actually competing in this event) are welcome to attend.

Supplementary Regulations are available on the PAC website, the VicRally website and by contacting the director (Glad, 59402727, 0410148058). Not ready to compete? Want to be part of the action? Come out and do a control.

Contact Glad for more information.

PAC
GENERAL MEETING
3rd January 2008
BBQ PRIOR TO THE MEETING
IN THE PARK
AT 7:00 pm
A GOOD OPPORTUNITY TO USE YOUR CH PLATES

Member's Profile

Glad Fish, President

I joined the Pakenham Auto Club in 1984.

I was a member of Peugeot Car Club, and PAC ran autocross events on Carney's property, to which other clubs were invited. I thoroughly enjoyed competing on that autocross track, and I won quite a few trophies there. I also found the club members to be particularly friendly to all competitors. Whatever club you came from, PAC members made you feel that you belonged. Members like John Hill, John & Tim Carney, Graham Begehole, Steve & Tim Craig, Geoff Wiadrowski, still members today. When we moved to Upper Beaconsfield in 1984, we were then in Cardinia Shire so we immediately became members of PAC.

I might add here, I was not a driving fanatic. I did not even get my drivers licence until I was almost 30 years old.

I started competing in motorsport back in 1974 when I met Nick, who was involved in motorsport. At that time I played hockey, in fact I had been playing hockey for over 20 years. Nick had grown up in the UK with a hockey playing mother, so he was soon coaching the Ringwood team (that I played for). This of course meant he expected me to service for him at rallies. Apart from the fact that I was working full time as a nurse, which included every second Saturday on duty, hockey matches were Saturday afternoon and rallies Saturday evening, otherwise life was pretty straightforward. Mind you, Sunday morning shifts after a rally were a bit of a challenge.

My first ever motorsport event was a Slippery Dip (that is like a motorkhana, except it is held on a hillside, when the ground is very wet and slippery). I drove quite well, but when I got out of the car, I could hardly stand up, my legs were physically shaking so badly. It actually took a few more events to get over that. But in later years when I was driving in rallies, I always needed a couple of nervous pees before the event started. Back in those days most rallies started out in the forest, the only "conveniences" were "behind a gum tree", no problem for the guys, but a little difficult for girls.

Involvement in club level motorsport meant having a go at everything. I drove in motorkhanas, autocross, hillclimbs, OST (Slippery Dips), Touring Assemblies, and Economy Runs. I did not navigate because I suffer very badly from motion sickness (I can throw-up just reading a Melways). Officialing was something competitors automatically did in between their runs. For rally people, if you were not competing, you were an official and, maybe, service crew. Service crew usually consisted of carrying another spare tyre, and may be a few extra tools, a sponge to wash headlights and a thermos of coffee, the service vehicle would be your road car.

One automatically moved on to directing events. Running a motorkhana was very straightforward, I learnt that from Steve Craig. Running an autocross, I learnt from Hilly. (It is a bit of a joke that recently CAMS expected me to assess Hilly as an event director). Back in 1984 Nick and I did all of the preliminary work to run the PAC rally that had not been run for several years, unfortunately it did not run that year either. However it prepared me to run the George Woods Rally with my then navigator, Di Smith. Nick was usually the checker for the events that I ran (and he was as pedantic back then as he is today. I can remember on one occasion when Nick's dad, Eric, was holidaying with us from the UK, after Nick went through his checker's demands of me, Eric said "don't worry dear, he shouldn't be so hard on you". As a result of Nick's strictness for perfection, the events I ran never had problems or mistake on the night, thanks Nick). Di and I had been upgraded so were ineligible to compete in a novice event, so we ran the George Woods Introductory Rally. Di was my assistant director for many years, and I have run it every year since, (except for two), with different assistants, which have had to increase in number to become "directing teams" due to the unbelievable increase in administration and other bullshit involved in running events today.

I have been on the PAC committee for more years than I care to remember. Over those years I think I have held most positions except treasurer (I am hopeless with money, I have never had enough of it to really understand it).

I was forced to retire from my nursing career with a back injury in 1990 which also put an end to my rally driving. This gave me more time to devote to running events and to spend some time on a book I am writing. Late 2002, we returned from living in the UK for twelve months, with a desire to spend more time travelling. Then in November 2004 our daughter Glenda convinced us to go into a restaurant business with her. So that put an end to travel, and restricted our motorsport involvement. However I will always find some time to spend with my friends from PAC. Drop in for a meal at The Grayn Restaurant, Princes Highway, Pakenham present your club membership card for a 10% discount off your food bill.

Glad Fish

FOR SALE

YAMAHA XS 1100 RH (Sports)

55,000KM Excellent original condition. RWC Reg. BJ 332

\$4,500 ONO

PHONE: REX 56254197

Pakenham Auto Club Financial Statement

Year ending 31/10/2007

	Income	Expenditure	Surplus (Deficit)
Administration	3,569.49	1,950.69	1,618.80
AMOC	0.00	0.00	0.00
Catering	136.00	0.00	136.00
Club cars	0.00	0.00	0.00
Events misc	260.00	0.00	260.00
Events motorkhana	1,120.00	1,038.37	81.63
Events rally	22,818.00	7,130.95	15,687.05
Events social	4,666.00	4,192.00	474.00
Events speed	4,590.00	2,333.90	2,256.10
Events swapmeet	0.00	0.00	0.00
Facility	0.00	359.13	-359.13
Fundraising	185.94	0.00	185.94
Junior development	0.00	0.00	0.00
Magazine	150.00	663.78	-513.78
Membership	4,015.00	243.50	3,771.50
Merchandising	29.00	946.00	-917.00
	<u>\$41,539.43</u>	<u>\$18,858.32</u>	<u>\$22,681.11</u>

	01/11/2006	31/10/2007
Cash float	360.50	96.40
Canteen float	400.00	300.00
Entry float	45.00	0.00
Investment account	49,060.41	60,603.21
Cheque account	6,171.71	17,719.12
	<u>\$56,037.62</u>	<u>\$78,718.73</u>

Cheque account statement 25/10/05	7,466.71
Less unrepresented cheques	1,295.00
Investment account statement 01/10/06	49,060.41
Add unrec. Deposit	360.50
Add floats	445.00
	<u>\$56,037.62</u>
Add surplus	22,681.11
	<u>\$78,718.73</u>

Cheque account statement 25/10/07	17,606.31
Investment account statement 31/10/07	60,603.21
Cash float (to be deposited into cheque account)	896.40
Canteen float	300.00
Entry float	0.00
Less unrepresented cheques	687.19
Total of all accounts	<u>\$78,718.73</u>

Motorkhana Report

The PAC motorkhana held on 18th of November 2007 was at Rutter Reserve, Tooradin on a day so windy that setting up bunting was impossible as it tore off the posts and threatened to blow away, but at least the dust didn't hang around either! The come and try day preceding it was an overwhelming success. 9 juniors and 1 adult entered the motorkhana as a result, one of which went on to win his class. Thanks to John Carney for running it.

We had 29 entries and 28 starters (13 adults , 15 juniors) 6 tests were run with a 4 pm finish. Thanks to all officials who helped me on the day,

Stewards, John Hill and Fred Jasher

Scrutiny, Dale Allan

Timing, Nick Wright , Glad Fish

Mick Kelly, Ian Williams and Alan Upton.

These events need your support. With 29 entries the club lost money running this event with \$465 collected, \$450 costs and trophies still to be procured. These trophies will be presented at the 7th Feb club meeting

The following people will receive a trophy if they turn up to the meeting,

Michael Exell, Bruce Rawlings, Terry Jones, Alan Upton, Ian Williams, Michael Callon, Aaron Gallagher, Jake Russell/Gallagher, Mitchell Rawlings, Jacob Wickes, Rebecca Sharlot

I will be directing our next motorkhana planned for March 2nd, at a venue yet to be confirmed. Hope to see many of you there. If you would like to help by officiating on the day, give me a ring on 59432472 or 0429382368.

Cheers Greg Wyatt (Clerk of Course)

Alpine Rally Report

Hi thrillseekers. On the 24/25th of November out of Lakes Entrance the Alpine Rally was run by the Historic Rally Association. With 113 entered they ended up with 108 starters on the day. Geoff Portman/ Stuart Snooks were set to have a serious go being car 1 in a Holden Commodore with 300 odd bhp at the crankshaft. Unfortunately the flywheel unbolted itself from the crank so all those horses couldn't get out (RSPCA have been notified), so they pulled out just before the start. The Alpine is a closed to club event so PAC was not represented as such but there was about 12 full or half crews that were PAC members. The Alpine is traditionally a grueling event with a total of 712.63 kms travelled, of those 399.51 are competitive stretched over 23 sections and 2 days, including 1 night bitumen competitive of 33.79km (what a blast). The competitiveness varied from 5.31km to 41.26km and so many types of road surface.

Darren Snooks/Matt Devaus in a Stanza won the event. Next by 2min 57sec was Jesse and Sam Robison in a 260z which was a great effort but them considering they lost the exhaust twice bent a strut and had fuel starvation problems. The next 4 places were also filled with Datsuns, don't know what that says. With this sort of event you would expect a few people not to finish, this year 37 did not finish but that leaves 71 that did, 14 of those missing controls in order to finish.

Greg Wyatt and myself decided to run in Greg's Alfa with a conservative plan to drive to finish. First job in the preparation was the conversion of me from thinking that Datsuns are good rally cars to the truth that ALFAs are in fact that. Greg has prepared a 2 week intense course that Robyn (his wife) and Emma, Jamey & Sarah (his kids) have all done and seemed to have pulled through ok. He assured me that there should be no side effects from the tapes that play while I sleep and the weekend meditations inside the Alfa. I gotta say that the Alfa did surprise me, It did as it was asked and didn't complain. Servicing, only requiring the car and crew to be topped up with fuel.

On one stage we slid into a bank, kept going, the car was all over the place, got to the finish and got out to inspect the damage but there was none, lucky, sorry I mean tough car!! Apparently it was the road surface, everyone was checking for flat tyres etc.

The night bitumen stage was something we both hadn't done before. As ours was a budget entry no slicks for us (the Alfa does need them) just used medium compound rally tyres. They worked great especially with all the rubbish that was on the road from previous competitors cutting the corners. There was also an anxious moment of understeer on a piece of road that had just been resurfaced with fine stones still on the road. WHAT A GREAT STAGE. The rest of the night was uneventful but fun apart from the coming over crests into a wall of dust. I think we finished about 2am and headed for bed.

Sunday morning up bright and early to check car and swap tyres around. Overnight the field had been regrouped and we were car 16 on the road, very surprising to me but not to Greg as he pointed out the power of the Serpent and the Cross (Alfa logo). A bit of rain overnight to settle the dust and we are off again. Again great roads and conditions. We heard that the people at the spectator point were getting a little bored, so we decide to show them how well an Alfa can drive on 2 wheels, NOT. The corners were not quite as we expected (are they ever) and we got caught out, but managed to get some DVD coverage (for all you Alfa dealers out there looking for somewhere to advertise call Greg on 0419)

Everything still on track, 3 competitiveness to go. This one is a little skatey, right hander and we a little hot on the entry, the rear lets go, we hit a bank, car jumps up and lands, and we have a box full of neutrals. Out go the triangles and OK board, check it out, we've bent the rear suspension (someone said you'll never bend one of these) and broke a CV joint. That's it for us, so we load up the lsd with the handbrake and slowly drive out of the stage pulling over every 2 mins to allow cars to pass. A bit of excitement at the finish control with a brake cable catching on fire. Fix all that and decide to cut and run to the finish at Lakes Entrance. We end with a finish and 61st placing. Aside from all the silliness it really is a good little car and thanks to Greg for the driving, Jamey Robyn and Joann for the servicing and Martin our designated official Great work team.

I think we should congratulate all those that finished the event including PAC members, Troy Donoghue/Sue McCreedy 30th, Alan Upton/Mark Laidley 42nd, John Ernst/Bronwyn Metha 44th, Aaron Stone/Ben Philemon 50th, Steve White/ Kimberley Barson 62nd, John Carney/ Russ Day 68th, but I think the most amazing is 83 year old Ken Harper with Dave McAdam who finished 54th.

Bad luck to all those that didn't finish including Tim Stutchbery/ Nathan Paparella who broke a control arm mount off the diff which in turn broke the tailshaft and Ross and Scott Allan who came over a crest a bit hot, decided to short cut behind a stump thinking they would make the next corner, tripped over a drain, rolled, landed on their wheels, settled, started the motor, picked 1st OOPS no steering. Message to self DON'T CUT.

If there is a must do event I think this is it and I'll be there next time Thanks to all the organizing team.

.....Dale