

# Rally Directions

The official Organ of the Classic Rally  
Club Inc.

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# November 2011

## Classic Car of the Month

The first Volvo P1800 was released for sale in May 1961. It was designed by Pelle Petterson and 'sold' by Roger Moore – 'The Saint'. Its design has been referred to as timeless and it has been called one of the most beautiful creations on four wheels. Between 1960 and 1973 there were 47,491 cars produced with several minor changes taking place – the most noticeable being the engine growing from 1778cc with twin S.U.s to 1986cc with Bosch fuel injection. Power goes to the back wheels via a 4 speed gear box with electric overdrive. The bodies were built in England and the cars were originally assembled by the Jensen Car Company with assembly being moved to Sweden in 1963 - the car became known as the 1800S – 'S' being for Sweden.

Volvo 1800s don't have much of a motor sport history but are considered great 'Grand Touring' cars. Currently the Australian 1800 register has 457 cars listed – 389 coupes and 68 estates.

Gary & Wendy Maher's car, shown in the recent Alpine Classic, is a 1966 1800S. It is a standard 1778cc model with the only modification being mag. wheels and Koni shock absorbers. This car is one of three which arrived in Australia together. They have consecutive body number AND engine numbers. CRC member George Minassian owns one of these and the other one currently resides in Sydney.

## Coming Events



### C.R.C. Go Kart Social Night

**Where:** Eastern Creek International Karting Raceway, Peter Brock Drive

**When:** Friday 2nd December 2011. 7.00pm for a 7.30pm start.

**How Much:** \$160.00 Please make cheques payable to Classic Rally Club

**Afterwards:** Relive the fun & participate in the lie telling at the First Friday Free Fling at Harry's Café de Wheels, Church St North Parramatta

**Contact:** Ross Warner  
[crc.pres@classicrallyclub.com.au](mailto:crc.pres@classicrallyclub.com.au)  
post to P.O. Box 648 Padstow, NSW 2211



### C.R.C. Christmas Party and Lunch Run. Sunday 11th December 2011.

**Lunch Run:** McDonalds on Southside of M4 Freeway at Eastern Creek, 9.00 - 9.30 am, 1st car leaves at 10.00

**Party:** Vince & Kay Harlor's, 17 Green St, Pleasure Point from 11.00 am. Free but BYO refreshments.

Confirm numbers by 4th December to Ross Warner 9772 2860 or 0409 810 533

[crc.pres@classicrallyclub.com.au](mailto:crc.pres@classicrallyclub.com.au)

# Classic Rally Club Officers and Contacts 2011

Position: Name	Email	Phone
President: Ross Warner	crc.pres@classicrallyclub.com.au	(02) 9772 2860 or 0409 810 553
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	(02) 9858 2662 or 0419 233 494
Treasurer: Tim McGrath	crc.treas@classicrallyclub.com.au	(02) 4285 1438 or 0419 587 887
Membership: Ian Packard	crc.mem@classicrallyclub.com.au	(02) 9451 6869 or 0414 516 869
Newsletter Editor: Bob Morey	crc.editor@classicrallyclub.com.au	(02) 6292 9661 or 0402 479 661
Competition Secretary: Tony Norman	crc.comp@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Championship Pointscorer: Jeff West	crc.scorer@classicrallyclub.com.au	(02) 6331 5342 or 0427 263 757
Regalia & Club Historian: John Cooper	crc.regalia@classicrallyclub.com.au	(02) 4731 6933 or 0414 246 157
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	(02) 4261 3018 or 0417 285 138
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	(02) 9568 3103 or 0418 275 308
Webphotomaster: John Southgate	crc.wpm@classicrallyclub.com.au	(02) 9731 2213 or 0421 112 073
Officials Registrar: Dave Johnson	crc.cm3@classicrallyclub.com.au	(02) 9979 7629 or 0428 299 443

## Committee

John Henderson	crc.cm1@classicrallyclub.com.au	(02) 9499 8141 or 0408 118 427
Garth Taylor	crc.cm2@classicrallyclub.com.au	(02) 4784 3301 or 0418 207 306
Dave Johnson	crc.cm3@classicrallyclub.com.au	(02) 9979 7629 or 0428 299 443
Tony Norman	crc.cm4@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811

## Inspectors: Vehicles with HV Plates

Tim McGrath	tpmcgrath@bigpond.com.au	(02) 4285 1438 or 0419 587 887
Danny Castro	dcastro@bigpond.net.au	(02) 9688 2318 or 0419 981 063
Peter Thomson	pvt108@bigpond.net.au	(02) 9419 5774
John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Ivan Hughes (Bronze)	Bexley	(02) 9688 2318 or 0419 981 063
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	North Richmond (H) (02) 4571 1229 (H)
Tim McGrath (Bronze)	Wollongong / Illawara	0419 587 887
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Patterson (Silver)	Blaxland	0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284

DEADLINE FOR NEXT NEWSLETTER 9th December 2011



Please make phone calls before 9.00pm

Classic Rally Club Meetings are held on the 4th Tuesday of each month, January to November from 7.30pm at Denistone Sports Club, 59 Chatham Road, West Ryde

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## Ross' Rave.

Hi everyone, and welcome to the November issue of Rally Directions.

By the time you read this our competition year will be over, and what a great year it has been!

The Club championship has been closely contested in all categories and it appears that the Penrith Pas de Deux could be the decider in at least a few. A little pressure never hurt anyone.... I am particularly looking forward to the event as the choice of lunch is up to the individual crew, and as John Cooper and I will be competing together, with no sign of Wendy or Kim, it will probably be at a cake shop.... ("Lamingtons for lunch, what is wrong with that?" – ask Kim, it really happened).

Please don't forget that the November meeting is our Annual General Meeting and voting for Club executive and administrative positions will take place. I won't be able to attend due to other commitments (Holiday in Bali ... just rubbing it in) but I will stand for President again, however if you would like to put your hand up for this position or any other Club position, then please let us know as soon as you can (we won't be offended and don't be shy). Tony Wise will be Returning Officer again (Thanks Tony).

We have had a threefold increase in entries for the Go Kart Racing Social Night, now we have three! Although this has significantly reduced my chances of actually wining something, I will be glad to have the company. Why not

enter just so we don't get lonely. There should be a flyer included somewhere in this issue of the magazine (and on the web site). This event will go ahead irrespective of the lack of entries because we have paid our deposit!

Please try and get along to the December First Friday Free Fling at Harry's Café deWheels in Parramatta. It will be a good opportunity to hear all about the thrills and hopefully not spills at the Go Kart Social night earlier in the evening. You are encouraged to drive your club plate historic cars to this event, so please try to get along to next month event and invite all your classic car friends too!

The diabolical duo (Wayne and Dianne) have set this year's Christmas party run, so I would suggest that anyone who wants to get inside their heads in preparation for next year's Alpine should get into the Christmas run. (and it's free!) At the last Club meeting Wayne suggested that it would be "easy" but I reckon that it's just a trick. I think he's just playing with our minds....

**DON'T FORGET THE CHRISTMAS PARTY!** Please let me know if you are coming, and if you intend to come via Wayne and Dianne's run. Thanks again to Vince and Kay for having us.

As there will be a bit of slow start to our competition season next year, we are planning a "training run" somewhere on the outskirts of Sydney. This will be specifically targeted at competitors who are currently competing in Tour category and would like to try

Apprentice but without the pressure, however of course competitors of all levels will be welcome. We are still working out the details but generally the intention is to run a training session in the morning that will culminate in plotting a route. Then a nice lunch which would be followed by driving the route plotted in the morning session. At the end of the day a debriefing session would be held to help participants understand anything that was a bit challenging on the road. Indications at the last Club meeting seemed to be that this "training run" would be very popular.

See you out there (maybe in Bali.... Sorry, had to rub it in just a bit more.)



Enough raving ..... Ross.

## Secretary's Stuff - November 2011

Hi everybody, as I type this it is prior to the (gulp) Garry Maher, Jeff West et al production of the Penrith Pas de Deux. I'm hoping to obtain an advantage, I'll have trois personnes in my car. We'll see if navigation novices of 15 and 11 years of age as crew, add up to a better chance of success than with say one 26 year old. By the time you read this magazine, this experiment in go hard or go nuts navigation will be over...

Don't forget this month is Annual General Meeting month- at the usual meeting venue and time!

Perhaps you saw the recent three part TV program, The Wide Open Road?

I did and thought this was an entertaining slice through motoring history in Australia, BUT it suffered a bit from trying to cover so much material in about three hours. I also thought some of the commentary was a bit too subjective, and maybe lacking a bit in balance in some parts. However I hope we'll see more from the same team- a more leisurely approach through the 20<sup>th</sup> century would allow lots of interesting stories to get some coverage. I'm sure the makers of this short series did find lots more useful material during their research, and maybe they'll make some more programs off the back of the success of this effort?

Also in Australian motoring TV- the unseen remaining episodes of the last series of Top Gear (The Australian version) will likely get screening during the off-ratings period over the summer holiday period. Unfortunately the ratings were never good for this local effort and got worse. Obviously though the production budget was minuscule at the local version, compared to the UK version. Did you see the old Falcon ute as the victim

vehicle in the local show's version of the Star in a Reasonably Priced Car segment. Hard to know how to react when this part was on....laugh or cry?

Plans for next year are well advanced at CRC HQ, and you will always get good value for money when you renew your membership in the CRC. After a bit of lobbying from some of the members, I am also hopeful we can squeeze in a further bi-annual weekend low pressure run to Temora to take in a flying day of the wonderful collection of older aircraft they have. See a real Spitfire at full throttle and all that- not the 1147 cc version that Triumph made....

In the course of planning this weekend I had the opportunity to visit the McFeeters auto museum in Forbes so this will likely feature as an "on the way" attraction. Not just the car collection is the attraction, the cars are surrounded by mannequins in carefully detailed vintage high fashion clothes. Bill Mc Feeters tells me the womenfolk and many males and children often find this aspect very interesting too. When I stopped in an older MG belonging to a long time supporter of the CRC was on display too, amongst the collection.

This journey, via Forbes with a minimum of usual highway on the Saturday, will minimise the disturbance to the ghosts at historic Landra Hall where we've stopped for a guided tour on past Temora or Bust ventures.

Stay tuned in the New Year for more details.

Lastly for now – it is about time to join the beginning of the throng- and wish all our members and friends a Merry Christmas and a Happy New Year.

Tony Kanak

**Joke:** A priest dies and is waiting in line at the Pearly Gates. Ahead of him is a guy who's dressed in sunglasses, a loud shirt, leather jacket, and jeans. Saint Peter addresses this cool guy, 'Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven?' The guy replies, 'I'm Jack, retired airline pilot from Houston.' Saint Peter consults his list. He smiles and says to the pilot, 'Take this silken robe and golden staff and enter the Kingdom.' The pilot goes into Heaven with his robe and staff. Next, it's the priest's turn. He stands erect and booms out, 'I am Father Bob, pastor of Saint Mary's for the last 43 years.' Saint Peter consults his list. He says to the priest, 'Take this cotton robe and wooden staff and enter the Kingdom. 'Just a minute,' says the good father. 'That man was a pilot and he gets a silken robe and golden staff and I get only cotton and wood. How can this be?' 'Up here - we go by results,' says Saint Peter. 'When you preached - people slept. When he flew, people prayed.'

## FRIENDS AND WHERE YOU FIND THEM - by Jeff Whitten



There are many forms of motorsport but none are as friendly as rallying. Period. This branch of the sport has long held a reputation for providing the ability for everyone to behave as one big happy family. And classic rallying is no exception.

And so it was with a great deal of anticipation that Terry Godde and I decided to make the long (650km) haul from Wangaratta, just over the border in Mexico, so that we could enter the Alpine Classic. After having competed in various Mountain Rallies and Alpine Classics since the early 1990s, I was familiar with NSW events, the roads that were used and the friendliness and hospitality provided by our NSW cousins. So it seemed reasonable to expect this year's Alpine Classic to be no different – and it wasn't.

We left home at 8.30am on the Friday morning, choosing to use the Hume Freeway and its 110kmh speed limit, rather than the rough and tumble of the Olympic Way which is now suitably boring, narrow and sub-standard. The Hume Freeway took us all the way to Goulburn, from where we headed north west through Taralga and Black Springs, then on through Oberon to our destination, Lithgow. Many of you will have travelled this great bit of road since it's been sealed but if not, you should treat yourself to a great driving experience. The challenging few kilometers through the Abercrombie River gorge are a real driver's paradise, while the remainder of this epic drive is again real driver's country through typical NSW softwood pine country.

Once at Lithgow we booked into our old favourite resting place, the Zig Zag motel and collected our bag of necessities for the following two days of

classic rallying. It wasn't long before old friends and acquaintances from previous events began to appear in the motel courtyard, with conversations centering around almost any subject at all but usually about our cars and recent events we've competed in. Dinner that evening in the Zig Zag restaurant was a typically noisy affair with still more friendships being rekindled over a glass or two and a good meal. In anticipation of a busy tomorrow, an early night was the popular option. Tomorrow it was to get serious.

More friendships were renewed over breakfast and the friendliness of even those we hadn't met before was most welcoming. Soon we were on our way and the serious business of finding our way was paramount in our minds. Orange beckoned and the obligatory dinner at the Services Club where once again we had the opportunity to chew the leather with both friends and strangers was our next port of call. A dining room full of something like 150 classic rally nuts is an awesome place to be and many a lie was told and many a story repeated once more during this very casual and social event.

Even the directing team set out to accommodate us – a request to be able to start at the head of the Tour class because of the distance we had to travel home that night, was granted in spades. Hendo and Lui went one better and allowed us to lead the entire field off on Sunday morning, giving us head start of around an extra hour and an early/earlier night in bed that evening. Time was tight and the conversation brief over lunch at Newbridge, but we said our many goodbyes to the friends we had re-made.



There was time for just a quick drink at the finish in Lithgow before we began to make our way towards home (and certainly towards Taralga and Goulburn before the kangaroos came out to play in the dusk). After two full days of competition we were more than ready to be pointed southwest on the Hume Freeway and a distant home. We arrived home at 10.30 that night, having covered a little over 2100 kilometres for the weekend. And the "Z" didn't miss a beat despite a punishing from some of New South Wales' poorly maintained roads.

It was a long trip yet a very rewarding one. Seeing old friends (in both senses of the word!) and meeting new ones was one of the reasons that we

keep doing CRC events, despite the distance involved. And the Alpine Classic, whoever ran it or plans to run it in the future, is one event that we both enjoy.

Thanks to everyone who made us so welcome – the crews, the officials, the stewards, the competitors, the directing team and anyone else I've missed. We really did enjoy your hospitality. I have no idea at this stage what our final score was but in the whole scheme of things it doesn't really matter. We had a lot of fun.

Now if only Lithgow, Bathurst and Orange were a couple of hundred kilometers closer to Mexico.....

### **An invitation to C.R.C. from Mark Alchin of the Historic Racing & Sports Car Association.**



As a lapsed member of the CRC (and a foundation member at that), I am writing to you with a proposal that might be of interest to your members. I have many good friends in the CRC, and through them I am aware that you have driver training days at Wakefield Park, and that these days are very well attended. I obtained your contact details from Rob Mifsud.

I am on the committee of the HSRCA, and we are looking to bolster attendance of regularity competitors at our National meetings. When I heard that your club gets some 50 cars attending a track day, it occurred to me that your members might like to participate in our meetings.

We have solid attendance of some 250 - 300 cars at each event, in about 10 different categories. Regularity competitors need an L2S licence only, and the usual safety equipment, and their cars have to be scrutineered. There is plenty of track time (with practice on Saturday morning, and 3-5 runs during the weekend. There is the added benefit of regularity competitors having a "track walk" with an experienced competitor on the Saturday morning, where lines, apexes and braking points are identified.

Cars need to be appropriate for an HSRCA meeting, and sports cars and sedans up to the 1970s are welcome, and fit comfortably with the mix. Replicas are fine, too.

We run four meetings a year - two at Wakefield Park and two at Eastern Creek. Details are on our website [www.hsrca.com](http://www.hsrca.com)

We have an Eastern Creek meeting on the last weekend of November. CRC members would be most welcome to come and observe this meeting.

*Editors note: I attend most H.S.R.C.A. race meetings so if any C.R.C. members are interested in the above I'm happy to answer questions. I will be at the November H.S.R.C.A. race meeting. Bob Morey.*

A Joke: Four blokes are driving cross country together – one each from South Australia, Tasmania, Queensland and Victoria.

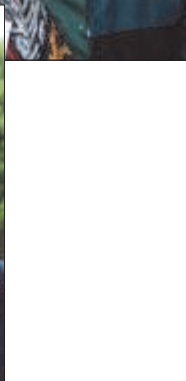
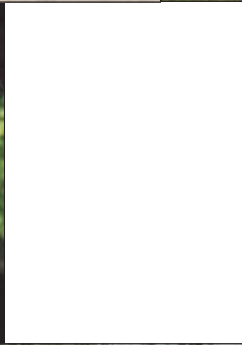
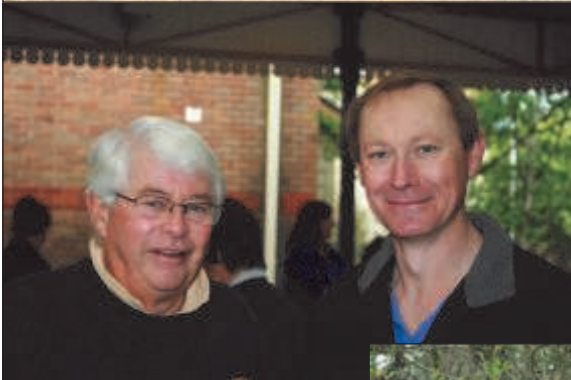
A bit down the road, the Tasmanian starts pulling apples from his bag and throwing them out of the window. The South Australian turns to him and asks what he's doing. The Tasmanian replies; "We have so many apples in Tassie, I'm sick of looking at them."

A few miles down the road, The South Australian begins throwing bottles of wine out the window. This time the Queenslander asks why he's doing it. The South Australian replies, "We have so much wine in South Australia, I'm sick of looking at it."

Inspired by the others, the Queenslander flings open the car door and pushes out the Victorian.

Alpine Images from Southy & Anne







## PORSCHE UP THE STELVIO and other European fun with Chris & Deborah Hallam

In CRC's 2011 Alpine Rally there were 8 Porsches out of a field of 70, more than any other brand, so perhaps my tale of driving my new Porsche up (and down) the Stelvio Pass in Italy might be of interest. We ordered a new Cayenne (yes, it might not be a 911, but it is a true Porsche), and arranged to pick it up from the Leipzig factory, where Cayennes and Panameras are made. Following a tour of the very modern factory, it was into a test Cayenne on the race track. This track has been built with every corner based on a corner from a well known track. The main section of track we used included Parabolic (Monza), Corkscrew (Laguna Seca), Mobil 1 S (Nurburgring), Curve di Lesmo (Monza) and Bus Stop (Spa). With the day being rainy, our instructor was able to effectively show what happens when the Porsche Traction Management (PTM) system is switched off – on the Corkscrew, the car ends up very sideways. Back on, same corner and speed, perfect line. When I took the wheel, I found the track easy to go fast, with the suspension settings set to "Sport". However at speed at the end of the Corkscrew, the instructor yelled to change from 3<sup>rd</sup> to 2<sup>nd</sup> (6 speed manual, same as our new car) so I yanked the gear lever back, and it went limp, like the proverbial. The gear linkage had broken. I guess these test cars are driven hard! Back to an auto car to finish. The 8-speed Tiptronic is very good, and probably a better choice for most drivers in most situations. It even gives marginally better fuel consumption than the manual. Then it was off to the off-road test track, in an area previously used for Army training. I didn't break the car this time, through the water, up the very steep slopes, checking not only uphill capacity but also the Porsche Hill Control (PHC), which apart from being one of the many acronyms Porsche uses, actually is very effective when starting on a steep slope, even with a manual car. We continued sideways on other slopes and across all manner of rough terrain, but no Australian bulldust.

A further option for enthusiasts is to drive other models of your choice, at cost of course. A 911 drive costs E298, with instruction.



Then it was time for our car to be delivered, and systems explained. Following a great lunch in their restaurant overlooking the race track – where we observed every new car being tested prior to delivery – we drove off into the sunset, or at least into the rain. The Factory Delivery Program was a very worthwhile extra for any car enthusiast. At Leipzig It is available on only two days each week. We were one of two couples picking up a car on our day, both Cayennes in Black Metallic. Staying in a castle hotel (Schloss Eckberg) in Dresden that night was a good start to the trip. The tram into the city centre for sightseeing the next day made more sense than driving, even with a new Porsche on hand.



As anyone who has driven in Europe will know, while it can be great to travel at high speeds, high concentration is also required. We did reach a speed that corresponded with what our Jaguar XK120 was named after, with the car not wound out to its maximum of 230 km/hr, but with the overall traffic density, one must pick the location. I didn't use cruise control at all, with speeds varying, and always the need to keep an eye on the rear view mirror when in the fast lane. One Porsche option is a collision avoidance radar (Adaptive Cruise Control) to prevent you from crashing into the car ahead – useful in the middle lane when coming up behind slower cars. A lane change system is also available (Lane Change Assist), but these systems are of less value in Australia and North America, when traffic densities are lower. Even on the autobahns, speed limits were often in place for a range of reasons, with roadworks being common. We often were squeezed into two lanes where the “fast” lane was signposted to be 2.0 metres wide. With the mirror to mirror width of the Cayenne being 2.155m, I learnt to stay in the slower lane here. In the other countries we visited, in what was primarily an Eastern European tour, the motorway speed limit was 130 km/hr. I did notice the fuel consumption rose substantially when travelling at higher speeds. Over the almost 4,000km we drove, our consumption was close to the factory “combined” figure of 11.2 l/100km, not bad for 2 tonne of car, with a petrol engine. Even the Turbo Cayenne, with 0-100km/hr in 4.7 seconds, has a “combined” consumption of only 11.5 l/100km.

For driving into and through towns and cities, our GPS Jill was indispensable, particularly for cities like Prague and Budapest. However she tended to pick the theoretically quickest way, which might be straight through the centre of a town. In Italy we lost a turn and were directed down a lane signposted as 2.0m wide. Not in a Cayenne! The

thing about a GPS though is that you always should have large scale maps as well, as any good rally navigator would know – and I had a good one next to me, with Deborah trying to check our route on a map as we went along.

When flying over to Germany to pick up the car, I found on the plane a copy of the September 2011 edition of “Top Gear”, with the main article being a super car test on the Stelvio Pass in Italy, lead by The Stig. With their lead-in being “the best cars in the world on the best road in the world”, I had to have a go. Surely every new Porsche owner should drive the Stelvio.



Since our trip planning was to return the car to Stuttgart rather than Leipzig, we altered our route down through the Brenner Pass, over an initial pass to Meran – where GPS Jill tried to send us down the 2.0m wide lane – and through to Trafoi, at the northern foot of the Pass. Not finding our hotel there, we started up the Pass, noticing each bend was numbered, from 48 at Trafoi, to 1 near the top. After a quick phone call to the hotel (Berghotel Franzenshohe), we proceeded half way up, to Bend 22, so our hotel was literally half way up at 2188m, in a superb location for views, and for walking up past the glacier still in use for Summer skiing. We highly recommend this hotel, built in 1820, not luxury, but great atmosphere. We shared it with a Norwegian Junior Ski Team, training on the glacier, and a scientific team, studying glacial recession.

The Stelvio (Stilfserjoch) is at a height of 2757 m. It opened to traffic in 1825. It had its first hill climb event in 1898. In 1932, Hans Stuck Snr won the hill climb in a Mercedes-Benz SSKL in the time of 15 minutes, 23 seconds, up those 48 hair-pin bends. After driving up, I cannot imagine how "Top Gear" tested cars such as Bugatti Veyron, Pagani Zonda, Jag XKR-S, Ferrari FF, McLaren MP-4-12C and Porsche 911 GT3RS up those hair-pins! I assume they had the road closed for their serious testing, since the visibility to on-coming traffic approaching each bend was zilch. We had to slow down approaching each bend, looking uphill at the start, before committing to a line through the corner. It was most popular for motorbikes, but also popular for diehards on bicycles, so we had to try to not collect a new bumper bar ornament. With the sharp angle of most bends, the steep gradient through the turn and the restricted width of most corners, I was grabbing first gear on the approach and then sometimes having to apply a hard lock turn to get around, while I could hear my rear axle, with its optional "Torque Vectoring Plus"(PTV Plus), churning away to optimise traction. Our optional Porsche Active Suspension Management (PASM) was playing its part to hold the car down. A Turbo Cayenne with Tiptronic would do much better, but the visibility issue would be increased at a greater speed. GPS Jill couldn't handle the tightness of the bends, continually telling me to "make a U-turn now", which is exactly what I was doing, just that she couldn't tell. Even on the straights, when we passed another car I inadvertently breathed in, to make us narrower.

The summit of the Stelvio is full of cafes and T-shirt shops, with the latter mainly catering for the biker trade. While the climb from Trafoi from the northern side to the summit is the main experience, you still had to get down the southern side. We headed down towards Bormio, noticing two curved, unlit tunnels were a little narrow. After U-turning

and returning up, I realised they were only wide enough for one vehicle at a time, but without any forward visibility, so I hit the horn, with an unfortunate response of another horn. The oncoming van was bigger, so we reversed out of this unlit, curved tunnel, pushing two following cars back as well. Try all of this in a Veyron at speed! After our second night on the Pass we went up but then took the alternative descent, down further hairpins into Switzerland. Beautiful scenery, with much less traffic. Our journey ended in Stuttgart, starting with the Mercedes-Benz museum. Great display of earlier cars, and the Silver Arrow race cars, although the display of post-war cars was more limited.



Our final drive was to Porsche, to the Museum. Superb. Almost all production models were represented, plus the race cars, and some rally cars. The interactive displays provided a window on Porsche design and engineering. We also had a literal window onto the restoration workshops, where customers cars were being restored. The architecture of both museums was also worth noting, but again I give first place to Porsche. We finished our visit with lunch in the museum restaurant. The specialty of the house was US beef, better than any European equivalent we tried.

While it will not be a replacement for our 1953

XK120 rally car, the Cayenne proved to be an excellent car for the European Grand Tour, with good handling and plenty of space for four adults with luggage. We covered almost 4,000km in 30 days. Driving into cities was more of a test for a car that is large in European terms. The option of ParkAssist (a box we didn't tick) would have helped

in typical parking areas, but my real navigator handled this extra task without telling me to "make a U-turn now". It was an unforgettable experience for a car enthusiast to have factory delivery of their new Porsche, and to do their Grand Tour prior to the car being shipped home.

Chris Hallam

### Teresa made a classic entrance on her Wedding Day!



Teresa Morey & Paul Baker arrived in classic style for their recent wedding at the National Library in Canberra. Teresa has lusted after a Mustang coupe for many years so for their big day she & Paul had a rather special '66 coupe for a cruise around Canberra before the celebration. The car is one of only about 160 converted to RHD by Ford Australia and is maintained in immaculate condition by a true enthusiast. Teresa loved the sound of the car starting up, the Alfetta will never sound the same again!

An update from Heather Dux.

Bob, A bit of an update on my journey. Eric said some CRCers asked after me at the Alpine [I was very touched by this] so if anyone enquires you'll have a bit of news. I have my last chemo treatment on 21st November for which I'm very thankful. I have not been sick but there have been side effects. The main thing has been fatigue and I have to thank Nurse Dux very much for his total care. After the chemo wears off and in the new

year, I will begin radiation for 6 weeks. After that, hormone treatment for the rest of my life. We had been planning our return to Rallying at Jeff's Riverina but now, according to the Rally Directions, it's not on. Bugger! We will be back but probably not until July now. I can tell you, we were with all of the competitors during the Alpine and would have loved to take part in Lui and Hendo's last fling.

Cheers, Heather Dux

### 3 Lakes Rally – Class win for a CRC team

The Melbourne Cup holiday weekend in Victoria sees the running of a “3” rally each year. Last year it was 3 Peaks Rally, this Year a 3 Lakes Rally. One member of regular team Gridlock (WG+DG) wasn't able to make it due to course assessments, so it provided an opportunity for Jeff West to get in the navigator seat of the '74 Porsche. Jeff had been asking me about the format of these Victorian Rallies for some time, so it provided an opportunity for him to see them first-hand. The fact that he has his Nav. reputation to uphold was a bonus for us as a team.



**The Event** Run over a total of three days, the event is a combination of speed sub-events at closed venues, and a three hour navigation section each day. Although speed counts for about two thirds of overall points, navigation is very important for a final result, and reliability is essential.

**Friday and Saturday** We spent Friday 28/10 driving to the start at Bendigo. I left Sydney at 7.15am and drove straight into the morning rush hour. That meant that I would be late getting to Goulburn where I was to pick up Jeff since he was leaving his car at fellow CRCer Phil MacFarlane's house. Due to pick him up at 9.30, I arrived at 9.40 – he was standing on the roadside with his hands indignant on his hips. Yes, he had tried to call me at exactly 9.30 to see where I was. Good, I thought, this guy does have discipline as a navigator.

We drove to Bendigo through a couple of country roads south of Shepparton, in order to check out some Via points from the 3 Peaks Rally last year. Jeff wanted to see how the Rally Director's brain

worked. Good, I thought, this guy is keen as a navigator.

Arrived in Bendigo, and renewed acquaintances with other competitors. Jeff observed that all competitors knew each other, and seemed like friends. True, it's more of a “family event”, and there are no ego problems. Jenny Cole, a top Vic navigator, came up to Jeff and poked him in the ribs, observing “So, who's the ring-in navigator eh?”.

That night we received an SMS from DG, last year's navigator and absent Team Principal (I've noticed that she assumes that role during events). It didn't wish us luck and hope that we have a good time. Instead, it read “Did you reset your shift light after Classic Adelaide. If not, you should. Use revs = power” ! That message provided all the approval we needed – from then on it was 7,400rpm whenever possible.

Saturday morning saw us on the tarmac about 10km out of town, at the Bendigo Livestock Exchange. Four large autokhanas, serious speed. The old Porsche felt brilliant, and we set good times into top ten, knocking off a number of more powerful, more modern and seriously more expensive machines. Both driver and navigator helmeted in the car for those events, with Jeff acknowledging afterwards that he was “sure glad you knew where you were going though the cones, 'cos I didn't have a clue”. Hhhmmmm, I thought, this guy is supposed to be a navigator.

However, he proved himself in the afternoon in the 200km three hour navigation section. With confidence he guided me from one Via Point to the next, and found the realignments as required. He clean sheeted the navigation, as did many others. It was interesting to see that the Rally Director had seeded the navigators. Although he hadn't ever met Jeff he had placed his start position in the middle of a group of nine “gun” navigators, including some of Victoria's best HRA Navs. They were the last cars out onto the road. He had done his homework.

Saturday night we were second in Class, behind a great little E30 BMW racecar. A two girl team who give the bimmer a hiding. The male chauvinist quote “You drive like a girl” takes on whole new meaning when they are in a car.

## Sunday and Monday

Sunday Morning saw us at Heathcote Dragway for some more speed. Again, the Porsche performed great relative to the classics, and knocked off many of the moderns. Very happy. Once again, navigator Jeff was in the car and only once did he have to say “take it easy, take it easy” as we entered a gravel section—he was well aware that taily Porkers and gravel aren’t a great mix.

Then onto the afternoon navigation. Again, about 200km and 3 hours to do it. Nineteen Via points. Not one team clean-sheeted. I’ll put info regarding the Via points that we got wrong in a separate chapter. At one of them Jeff was outsmarted by the Rally Director, but so was every other gun navigator in the event. At another tricky Via point Jeff had it right, but we went with my call instead. Bugger! That night only three teams came in with one navigation error, we came in with two. Memo to self: never let a driver make a Nav call !!

However, that night we were surprised to see that we had gone to the lead of Classic Under 5 litre class. The car had been quick, and others had blown the navigation much, much more.

Monday morning started with Jeff plotting navigation at 7.30am, then on the road after 8.30am for twenty Via points between Bendigo and Shepparton. Again, the navigation was spot on, calling the route directions correctly at weird angled intersections, and with only a couple of Via points needing careful analysis for realignments.

At the DECA motor training facility it was a matter of keeping the car straight in order to keep our Class position. However, that didn’t mean slow down. Two runs of different directions on the huge skid pan allowed the Porsche to use its tail to effect pseudo-handbrake turns, all the time over 7,000rpm. Jeff was going to video it from his passenger seat, but had to drop the camera and grab the roll cage through the second gate. We should have used race tape to stick the camera to the windscreen. After that we did ok but not great on the race circuit where big horsepower takes over.



Then it was off to the final event. A tight driver training track, more like a big motorkhana than a circuit. Navigator West had observed that the final moments were a downhill braking test into a coned ‘garage’ as per a motorkhana. An opportunity to make a final mistake and lose serious points. He warned me before we started that a smart move would be to ensure early braking. Then on the event, as we rounded the last corner I heard thru the intercom “brake now, brake now!” I did wait a split second before I threw out the anchors, and then Jeff heaved an audible sigh of relief.

That night, at the excellent presentation dinner, we found that we were 10<sup>th</sup> outright (very pleased with that) and 1st in Classic Under 5 litre class. Quite tasteful trophies to pack for the run home. Second in class was the E30 BMW, and third in Class was an MGB GT V8 which CRC Club member John Cooper sourced for its current Victorian owner (*John – it now has a 4.6 litre motor, with a Toyota Supra gearbox and Commodore diff to handle the torque and power!*).

In the Navigation Trophy, three Navs shared first place. Jeff was only one error out of that company.....and that was my error at Via point 17 on day 2....never let a driver make navigation decisions!

Wayne Gerlach—next month all the secrets of the Victorian’s navigation tricks.



## ***CRC Christmas Lunch Fun Run***



An enjoyable 90km for you and your car.

On the way to the CRC Christmas Party at Kay and Vince Harlor's house/acreage/"Z" collection.

Having your family or significant other(s) in your car will help with spotting answers to questions. A copy of observation questions/photos will be provided for rear seat passengers.

Easy, easy navigation for all levels (maybe have an analogue Sydway or UBD Sydney street directory in your car...or go digital for once on a CRC drive....a GPS/Navman is fine too). No need for a rally computer or 100% accuracy, but a functional tripmeter on your dash could be useful.

Two passage controls and observation questions only.

***Date: Sunday 11 December 2011***

***Start: McDonalds on South side of M4 Freeway at Eastern Creek***

***Time: Arrive 9.00am-9.30am for coffee (or breakfast if you are a late riser)***

***Cars will depart from 10am. You should arrive at the lunch venue by 12noon.***

Prizes for 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>. Doesn't matter if you are Masters, Apprentice or Tour Level – it will be a level playing field !! Come along, enjoy!



**Classic Rally Club**  
**Annual Christmas Party and**  
**Trophy Presentation**

**When:** Sunday 11th December 2011 from 11:00 am until late!  
**Where:** Vince & Kay Harlor's, 17 Green St, Pleasure Point  
**Cost:** Free (BYO Refreshments)

Please confirm numbers by Sunday 4th December to  
Ross Warner : 9772 2860 or 0409 810 553 or  
[crc.pres@classicrallyclub.com.au](mailto:crc.pres@classicrallyclub.com.au)







Brighten up that boring garage door & impress your neighbours with a poster from German company - Style your Garage.



An extraordinary transparent car recently sold at auction for USD 308,000.00. The car, dubbed the 'Ghost Car', is a 1939 Pontiac Deluxe Six which, bizarrely, has been covered in the see-through material Plexiglas. The Pontiac was built in 1939 by General Motors and chemical company Rohm and Haas for display at the 1939-40 World Fair, supposedly to predict the transportation systems of 1960. Plexiglass went on to be used for many purposes. Car bodies was not one of them!



The car is complete in all details & still runs having clocked up just 86 miles in its lifetime. As well as being displayed by Pontiac dealers across the US the car spent time on display at the Smithsonian Institute in Washington. Since the '70s the 'Ghost Car' has been owned by private collectors.

# Technical Tips, Modifications & Questions

## Oil is Killing our Cars—Part 2

By  
Keith Ansell, President  
Foreign Parts Positively, Inc.  
[www.ForeignPartsPositively.com](http://www.ForeignPartsPositively.com)  
19900 NE 189th Street  
Brush Prairie, Washington 98606  
360-882-3596  
November 2006



Last month's report on this subject is turning out to be just the tip of the iceberg! Many publications have had this subject of zinc-dialkyl-dithiophosphate (ZDDP) covered in varying depths over the last few months. Some publications have even had conflicting stories when you compare one month's article with their next month's article! They are all ending up supporting our report.

I have had the good fortune to have the ear of quite a few leaders in the industry including some wonderful input from Castrol. We have been very reluctant to "dump" Castrol, as it has been such a great supporter of our cars and industry over the years. Castrol hasn't really abandoned our cars, just shifted to a more mass marketing mode. Many Castrol products are not appropriate for our cars today, some still are.

Now for the latest report:

#1 Castrol GTX 20W-50 is still good for our cars after run-in! 10W-40, 10W-30 and other grades are NOT good. Absolute NOT GOOD for any oil (Any Brand) that is marked "Energy Conserving" in the API "Donut" on the bottle, these oils are so low with ZDDP or other additives that they will destroy our cams. Virtually all "Diesel" rated oils are acceptable.

#2 Castrol HD 30 is a very good oil for run-in of new motors. This oil has one of the largest concentrations of ZDDP and Moly to conserve our cams and tappets.

#3 Only an unusual Castrol Syntec 20W-50 approaches the levels of protection we need when we look to the better synthetic lubricants. We are attempting to get this oil but will be using Redline 10W-40 or 10W-30 as these are lighter weights for better performance, flow volume, less drag and has the additive package we need.

#4 The trend today is to lighter weight oils to decrease drag, which increases mileage. Most of these seem to be the "Energy Conservation" oils that we cannot use.

## **TECHNICAL TIPS & MODIFICATIONS Cont'd**

### **Oil is Killing our Cars—Part 2**

#5 Redline oil and others are suggesting a 3,000-mile run-in for new engines! Proper seating of rings, with today's lubricants is taking that long to properly seal. Shifting to synthetics before that time will just burn a lot of oil and not run as well as hoped.

#6 The "Energy Conservation" trend was first lead by automakers to increase mileage numbers and secondly because the ZDDP and other chemicals degrade the catalytic converter after extended miles, increasing pollution. We don't have catalytic converters and the mileage gains are not that significant for most of us.

For you science buffs: ZDDP is a single polar molecule that is attracted to Iron based metals. The one polar end tends to "Stand" the molecule up on the metal surface that it is bonded to by heat and friction. This forms a sacrificial layer to protect the base metal of the cam and tappet from contacting each other. Only at very high pressures on a flat tappet cam is this necessary because the oil is squeezed/wiped from the surface. This high pressure is also present on the gudgeon pin (wrist pin) in diesel engines, therefore the need for ZDDP in diesel engines.

Second part of the equation is Molybdenum disulfide (Moly). The moly bonds to the zinc adding an additional, very slippery, sacrificial layer to the metal. I found out that too much of the moly will create problems; lack of this material reduces the effectiveness of the ZDDP. The percentage, by weight is from .01 to .02%, not much, but necessary.

Latest conclusions: Running our older, broken in engines on Castrol 20W-50 GTX is ok.  
Run in a new engine for 3,000 miles on HD 30 Castrol.

New engines (after run-in) and fairly low mileage engines will do best with the Redline 10W- 40 or 10W-30 synthetic.

#### **WHAT OILS ARE BEST FOR OUR CARS?**

What oil to use with the additive I don't think is a question that has a definitive answer. Most oils are similar enough that there aren't great differences in the oils manufactured by quality companies. I'll share what I have learned, especially over the last years. By going into any auto supply store you can see, by the fact that there are lots of different brands and types of oils, that there isn't one answer.

Synthetic, blend, or dinosaur juice? It seems that the quality of all the lubricants may well exceed anything most enthusiasts would ever need. Synthetics are the best; many people, including some manufacturers, will admit that conventional oils are adequate in most applications.

One manufacturer admitted to me that all their products were similar, just marketing and some modifications to additives got higher prices and sold more products.



If your car's owner's manual recommends a single weight oil and/or non-detergent, what should you do? Great improvements in oil since your car was manufactured make those old recommendations no longer valid. One exception: If you have been running a non-detergent oil it might be advisable to stay with what you have been using until a new engine is built.

Engine manufacturers realized in the early 1970's that the new multi-grade oils were superior and completely dropped recommending single grade oils. I recommend using the grade of oil recommended during the last production dates of your engine if it includes a multi-grade. Lighter weight oils get more horsepower to the wheels and if properly used can increase engine life.

The rule we use is that the oil pressure should be 10 Psi for each 1,000 Rpm of redline. i.e.: If the redline of your engine is 6,000 Rpm you should have 60 Psi, 50 Psi with a redline of 5,000, etc. If these numbers cannot be reached using a 20W-50 it probably is time for a new set of bearings.

If anything changes in the future I'll put out new data. Now with the new additives and some new oils we have products that will keep our engines purring like they were designed to do! Just remember to have ZDDP at or above 1,300 ppm for flat tappet engines!

### Local Australian Oils-

#### Castrol

Edge 25W/50 is a mineral oil with 800ppm Phos and 1200 ppm Zinc

Edge 10W/60 is a fully synthetic oil (Not suitable for running in phase after a rebuild) but is 950 ppm P and 1050 Zn.

GTX2 which is now called GTX Professional 20W/150 has 850 ppm Zn and 850 ppm Phos.

GTX 3 which is now called GTX professional 15W / 40 has 950 ppm P and 1000 ppm Zn.

The diesel oils Tecton mono (old CRF 30 and CRF 40), Tecton Global 15W/40 and Tecton Medium duty diesel oil have higher levels of both P and Zn and are ideal for use in older engines BUT care must be exercised due to the high detergent levels of these oils. If your old engine is a bit 'sludged' you may not get the result you want by cleaning it out with a high detergent oil.

The target levels of P and Zn are both above 1000 ppm.

**Mobil** has made a specific recommendation

Mobil 1 15W/50 fully synthetic or Mobil XHP 15W/40 Super 1000X2.

There is a "Mobil Classic" oil which is rumoured to be available shortly.

**Shell** have recommended

Helix Super 20W/50 API rating SL which is available off the shelf in 6litre, 4 litre and 1 litre packs and Helix Super 20W/60 Older Engines which is also API SL.

Shell are agents for Penzoil with 2 oils which have the right Zn and P levels

Penzoil 10W/30 multigrade and

Penzoil 25W/50 GT Performance Racing Oil.



## Targa High Country 2011 with the Luthis & other CRCers

**Day: – many:** you may remember that during Targa Tasmania 2011, on day 2, we broke our muffler. It was fixed and we finished the event. BUT: it meant that we had to look at the exhaust system on our return home.

So, our Mademoiselle went to the doctor and the verdict was not good. Under close examination, hairline cracks were discovered on the extractors. So, out came the exhaust system and extractors and Mademoiselle was sitting there quite naked around the back side. Craig from Carline Mufflers in Gladesville did a lot of calculations and designed a new system with the intention to increase performance. The dyno results proved the improvement.

After a few weeks, the new, longer exhaust system was fitted and Ernst could drive the car home. He noticed the difference immediately. There was no hole anymore in the lower revs and the car pulled nicely between 2500 and 5500 rpm.

From the muffler doctor, Mademoiselle went to good Doctor David to get other parts adjusted, replaced, retuned & greased etc. What would we do without Doctor David.

**Day: – 12:** First outing; the MG Car Club had a training day at Marulan. And Ernst did not miss the opportunity to take Mademoiselle through her paces. As there was only a small group of cars participating, Ernst had lots of track time. After every session he came back smiling. The time at the different hospitals was time well spent.

**Day: – 5:** Second outing; the Peugeot Car Club had a training day at Marulan. And again, Ernst took Mademoiselle through her paces, this time in the wet. And she did well; it was driver error when she spun him around. Ernst was very happy.

**Day: – 3:** As agreed, we brought Mademoiselle to David for a final spanner check before the event. Shock horror, she would not fire. She needed clutch starting to get her to the workshop. And time started ticking. We had just two days to fix that gremlin. Fortunately, it was not a broken starter motor, only a loose one. Phew!

**Day: – 1:** The car and Mademoiselle loaded, we headed down to Mansfield and up Mt Buller; an uneventful journey. On arrival, we headed straight to documentation and scrutineering. Everything



went without a glitch. We parked her in parc ferme and checked into our accommodation; the same apartment as last year. The weather was magnificent, with blue sky and mild temperatures. At the traditional welcome party, we could catch up with Jeff Bott and Brian Foster, Craig Walsh and Gordon Lennox and Carol Booth from the Classic Rally Club, and with all our friends from Queensland.

**Day: 0:** Drivers briefing at 12 noon. The usual information about safety, starting procedures, emergency protocol etc was given. And then, we were off to Mansfield for the Prologue. As the cars were on display until shortly before 8pm, we had time to catch up with friends we only see at these events.

**Day: 1:** We woke up to a windy, but sunny day. Shortly after 8, we were on our way. Down the mountain to Stage 1, 6.76km down hill, starting with a 2R. 40km transport stage through the King Valley towards Wangaratta; lush, green, lot's of wineries, worth a trip for another day. Stage 2, 7.53km, fast with some tight corners in the middle and the first casualty. Jeff Bott and his mighty Jag parked at the side of the road. We later heard that it had a mechanical failure. Stage 3, 16.47km, again, fast with some tight corners. There was a 5L, and if you missed it, you would go flying. There is not a lot of protection (eg Armco) around many of these kind of corners). Stage 4, 8.63km, last stage before lunch, fast, after some twisty uphill bits. Lunch was set along Lake William Howell, very peaceful and relaxing. And then, after refuelling, it was the same way back; the same stages as the morning, run in reverse. We were back on Mt Buller and in parc ferme by 3pm and could watch at least half of the

field coming up the last 2 bends of the Mt Buller stage. This year, the Mt Buller stage finished right in the centre of Mt Buller village, with a 1L and 4R and 100m to End Stage. (a bit scary, really). As



opposed to last year, this time, it was warm and sunny, so that it was nice to site on the grand stand and watch the cars go by.

**Day: 2:** Sunday dawned another magnificent day. On our way to the parc ferme, we came across Lui who then facilitated an earlier start time for us. In THC, the seeding is not done based on the Prologue time and we had ended up amongst big, fast cars. So, off we went again, down the mountain, first stage as day 1. Heading towards Eildon, Stage 2, 10.21 km, uphill and downhill, tight corners and lots of opportunities to go flying over the mountain's edge. Stage 3, the piece de resistance, 31.05km; tight uphill corners, fast stretch with a couple of 9s and 10s and then tight downhill.

Phew; I was glad we came through, 160kmh top speed and no flutter, hurray. Transport through Eildon with refuelling and Stage 4, 10.65km, uphill and downhill and tight bends, to get us to lunch. Again, the setting for lunch was along a lake with many black swans. Restart after lunch was delayed due to a car going over the edge on the last stage before lunch which was also the first stage after lunch. It is quite sobering, when you drive up to the stage and you see 'FIV on stage' on the board. The stage eventually opened again and we could start our journey back, the same way as the morning, just in reverse. Due to the delayed start after lunch, we arrived back on the mountain about 3.30. It was a very satisfying feeling to cross the finish line and get presented with the finisher medallion.

We had time to park Mademoiselle under cover, have a shower and then head back to see the pointy end of the field arrive. We even saw Jason

White's burning Lamborghini coming up through the last corners. Not sure whether afterburners are allowed as per supp regs. But he needed it to win the event, by 10 secs. "Nah boy, just keep going" was Uncle White's response when Jason asked whether he should stop. Good to know they have the spare parts to rebuild the back end on their BRAND NEW car.

**Day: 2 + 1:** Monday morning was a bit foggy. It had rained during the night. We packed the car and drove home; pretty uneventful, except for the opening of the Woomargama bypass on the Hume, just south of Holbrook. Tarcutta will open mid November and then there is only Holbrook to go.

**The conclusion:** This year, there were more people on the mountain than last year; there were many bush walkers and on Saturday, there was even a wedding. This made a good atmosphere for the finish. The event was well organised, true Targa style. Mademoiselle behaved beautifully, no tantrums, coughing or sputtering, no bunny hop starts or sudden drops in performance. The driver was very happy with her performance; she certainly has more oomph up hill and runs smoothly with lower revs too.

A big thank you goes to David Collier for fixing all the broken bits, to Craig Stallard from Carline Mufflers for the exhaust, to Carol for being at the stage, to Lui for getting us an earlier start time and the good company of Craig, Gordon, Jeff, Brian, Kerry, Wayne, John, Michael, Stacey, Bryan, Sarah and everybody else. And don't forget Renault Eurodrive, for your chance to drive the latest Megane RS on your next holiday.



On 2nd December 2011, come along to the Classic Rally Club's

# Go Kart Racing Social Night

Well, you asked for it!

So, here is your opportunity to get together for a social night of Go Kart racing and bench racing (afterwards at Harry's Café deWheels).

The grid will be strictly limited to 20 Karts so get your name down quickly. First in best dressed.

The format will be a Reduced Mini Grand Prix and will consist of a warm up, two heats and a grand final!, and yes there will be trophies.

Contact—Ross Warner [crcpres@classicrallyclub.com.au](mailto:crcpres@classicrallyclub.com.au)  
post to P.O. Box 648 Padstow NSW 2211



## IT'S ON—2ND DECEMBER 2011

**Where?** - 50 Peter Brock Drive  
(Formerly Brabham Drive)  
Eastern Creek NSW 2766

**When?** - 7:00 pm for a 7:30 pm start.

**How Much?** - \$ 160 per person.  
Please make cheque payable to  
The Classic Rally Club

**Then What?** - Afterwards please continue (in your car, not your kart) to our First Friday Free Fling at Harry's Café deWheels at Church St. North Parramatta

<http://www.easterncreekkarts.com.au/>





# **First Friday Free Fling**

**(Pie Night)**

# **NEW LOCATION!**

**First Friday of every month from  
around 7.30pm**

**Harry's Cafe de Wheels, 431  
Church Street (cnr Fennell St),  
North Parramatta**

**This event is on the club calendar,  
therefore, historic plated vehicles  
may be used.**





## Organising an event in 'The Good old days' or Directing the 1973 Rothmans Walkerville 500 - Geoff Bott

A chance discovery of a map fragment led to the stirring of a few old memories the other day. The Rothmans Walkerville 500 was a round of the South Australian Rally Championship. It had been directed by a very experienced and senior fellow for a number of years by the name of Ivar Stanelis (later involved with the failed Classic Adelaide). He finally retired as director at the end of 1972. Having a bit of time on my hands, I decided to put my hand up to be the Director of the following event.

In retrospect it was probably a rather ambitious decision as I had principally been a driver and never been a navigator (nothing has changed). At the tender age of 23 optimism knows no bounds. I called for volunteers from the Walkerville All Cars Club and we had a group of about 10 guys come on board. This was a major event of some consequence in those days and was quite important for the reputation of the club but like most clubs it all falls to the volunteers.

Being a totally inexperienced organiser I applied basic logic to the whole process and divided the event up into three divisions and put three teams together for the management of each division on the basis that I would then oversee the total event. My fellow club members attacked the job with some considerable enthusiasm. The event was centred on Burra in South Australia and ran around into the Flinders Ranges and then back down towards Adelaide, finally ending at Eudunda just outside of the Barossa Valley.

In those halcyon days we had prima facie speed limits. This meant that you could really do any speed you liked in the open countryside, however if a policeman pulled you over you had to be able to justify your speed and demonstrate that it was not unsafe. I don't actually ever remember anyone having to prove that their speed was safe but let's just say that as long as you looked after the speed limits in the town, which a course in those days was 35 miles per hour, and keep your nose clean generally everything was fine. Nobody took any great interest in how these events were run from the point of view of the police and various other official bodies long as we kept ourselves to ourselves and didn't upset any locals. Happy days indeed!

After several months my boys presented their divisional routes to me and we finally managed to get a comprehensive set of instructions drawn up. My major assistants were Mark Tillett and his wife who had typed up all of the instructions and acted as general secretary. Mark used to be a salesman for a Ford dealer as I recall. We pressed his XA Falcon demonstrator into duty as a route checker along with my Prince Skyline GTB and occasionally the Hillman Imp that I used to rally at that time. We had great fun thrashing around the dirt roads and in the bush setting up the event, sometimes having more fun than what you would have if you are a competitor.

Unfortunately my inexperience showed when we held a meeting one night at my home to get all of the control keepers organised for the event, a few days prior to its running. I grossly underestimated the amount of time it would take to get these people organised we had a queue about 50 people stretching out my front door out into the garden and some of the street while Mark frantically scribbled instructions on bits of paper in order to get the control keepers placed on the map. Fortunately it was all done with good humour and most of the guys were really experienced so there weren't any great problems.

By this time we had attracted entries but unfortunately only 24 cars actually decided to run because I suppose the reputation of the somewhat inexperienced director and his team probably put out a few bad vibes. Anyway the group that did enter was extremely enthusiastic and included Tom Barr Smith in a HQ Holden which was a works rally car of the day, borrowed from the GM factory. Sadly I can't remember any of the other entrants almost 40 years later.

However the event went off pretty well. I acted as zero car in the Skyline and covered the entire route, making sure that all the controls were in place. As mentioned, all the control keepers were pretty experienced and of course we had done quite a lot of preparation getting all of the cards and everything else organised before the event. As the name implied, it ran over 500 miles and that meant that the first vehicle started at about 4.00 PM and the rally didn't finish until about 10 AM in the

morning with two divisional breaks at Burra. This meant we could conduct our activities in the middle of the night, largely out of sight and sound of all the locals.

I do not recall any major prangs and the weather was kind to us. At the end of the event I discovered that there was a big problem with a missing gate marker although it was in place when we traversed the course as zero car. What that meant was when the field came hurtling up to a farmers gate blocking the mapped road, if there was no marker on it, they were not permitted to enter it. On the night this caused a great deal of confusion as half the field found it there but the remaining half didn't as it had mysteriously gone missing.

In this instance it was impossible not to use that road. By the time they had worked it out, this delayed a number of the backmarkers unfortunately. As I knew that the gate marker was definitely there when I went through the decision was then up to me as director to try and adjudicate. I decided that the results of the stage stood. There was an official protest which went to a CAMS tribunal. Fortunately the tribunal upheld my decision and Tom Barr Smith was declared the winner.

With cigarette company Rothmans as sponsor we actually had a whole \$500 worth of sponsorship money and the use of their pavilion at the Adelaide Showgrounds for the trophy presentation. We had also managed to con various people into donating sets of tyres, spotlights and various other things as secondary prizes.

So came the great day of the presentation and all in all it went remarkably well. I was very amused when one competitor said in praise of the event it was really great as "it was almost like three different people had set the course with the different divisions and gave us a huge amount of variety" which of course was exactly what had happened

With perspective, it was one of those events in your life that taught you a great deal. Ultimately this led me to have the confidence to propose an event such as the Repco Mountain Rally in 1991.

As a side issue I had a great time in the 1964 Prince Skyline. It went like the clappers for a 2 litre car despite me stacking it within 24 hours of buying it (another story). When I decided to sell it there was a major dummy spit by the car. I had advertised it, the buyer turned up and we decided to take a test run down the road. We only got about a kilometre from my home when the nut on the end of the crankshaft decided to unwind itself, fall off, and that allowed the timing chain to get out of sync. The pistons hit the valves and succeeded in bending 10 of the 12 and broke a couple rockers as well. I managed to get a head off of another engine by ringing every wrecker in Adelaide. The very last one that was in the phone book had one off of a Prince Gloria sedan, the same engine so I simply used that, the original cam, and it was as good as gold.

Geoff Bott

### For Sale



1969 Mk1 Morris Cooper S.

Vehicle has travelled only 10,000 kms since a complete mechanical and bare metal rebuild. Work completed includes all new rubber seals, new wiring loom, new steering rack, engine and gearbox rebuild. Paintwork was applied on a spit – lots of photos. The car was rebuilt to be as original as possible.

The car has matching original numbers (body number 5406 engine 51163). Full history known, one owner for the last 30 years.

The car is on heritage plates but full registration can be arranged if required.

Contact Alan Watson 9653 1036 0405 386 206

## Club Regalia For Sale

CRC Embroidered Cloth Patch	\$5.00
CRC Windscreen Sticker (120mm x 65mm)	Free to members
CRC Windscreen Sticker (323mm x 174 mm)	Free to members
CRC Polo Shirts (with pocket & club logo)	\$25.00
CRC Nylon Jacket (with hood & club logo)	\$37.00
CRC Sloppy Joes (with club logo)	\$25.00
CRC Tee Shirt (with club logo)	\$18.00
CRC Cap	\$10.00
CRC Black Chambray Shirt (club logo & long sleeves)	\$33.00
CRC Drizabone Jacket (with club logo)	\$75.00

All club regalia available at Club Meetings through John Cooper  
Or phone orders to 0414 246 157

Cheques made payable to Classic Rally Club

A full range of individual and personalised jackets & caps are available  
(with

CRC logo) for your Classic Rally Team Members through;

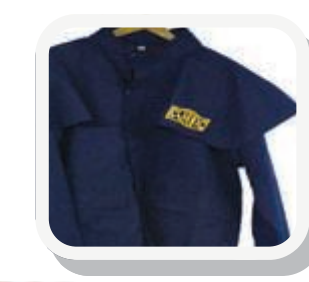
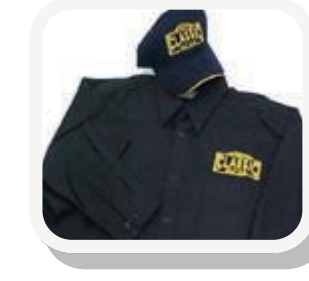
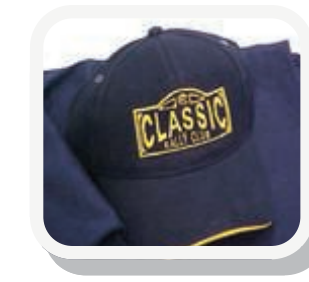
### Prestige Embroidery

4/29 Coombes Drive, North Penrith, NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893

Contributors to this edition: Mark Alchin, Paul Baker, Anne Bloomfield, Carol Both, Geoff Bott, Heather Dux, Wayne Gerlach, Chris & Deborah Hallam, Tony Kanak, Ernst & Sonja Luthi, Lui MacLennan, Wendy & Gary Maher, Teresa Morey, John Southgate, Garth Taylor, Ross Warner, Alan Watson, Jeff Whitten. Thank you all.



# 2011/12 Events Calendar. Initial information only, more detail to be added

Date	Event	Organiser
22-November-2011	CRC Meeting	
02-December-2011	CRC Go Kart Social Night, Eastern Creek	Ross Warner, 0409 810 533
02-December-2011	First Friday Free Fling	
11-December-2011	CRC Lunch Run & Christmas Party	Ross Warner, 0409 810 533
28-February-2012	CRC Meeting	
02-March-2012	First Friday Free Fling	
18-March-2012	Navigation Training Day	Jeff West & John Henderson
27-March-2012	CRC Meeting	
01-April-2012	One Day Rally	Tony Norman & T.B.A.
06-April-2012	First Friday Free Fling	
24-April-2012	CRC Meeting	
04-May-2012	?First Friday Free Fling	
05/06-May-2012	South Coast Classic	Mike Stephenson
22-May-2012	CRC Meeting	
26/27-May-2012	Barry Ferguson Classic	David Johnson/Tim McGrath
01-June-2012	First Friday Free Fling	
17-June-2012	Tour d'Course	Carol Both/Alan Watson
26-June-2012	CRC Meeting	
06-July-2012	?First Friday Free Fling	
07/08-July-2012	Jaguar Mountain Rally	Gary & Wendy Maher
24-July-2012	CRC Meeting	
03-August-2012	First Friday Free Fling	
04 or 05-August-2012	One Dayer	Alan Watson
28-August-2012	CRC Meeting	
07-September-2012	First Friday Free Fling	
22/23-September-2012	MG Spring Classic	Ernst & Sonja Luthi/Jim Richardson
25-September-2012	CRC Meeting	
05-October-2012	First Friday Free Fling	
20/21-October-2012	Alpine Classic	Wayne & Dianne Gerlach
23-October-2012	CRC Meeting	
02-November-2012	First Friday Free Fling	
11-November-2012	Penrith Pas de Deux	Jeff West/Gary & Wendy Maher
27-November-2012	CRC Meeting	
07-December-2012	First Friday Free Fling	
09-December-2012	Club Christmas Party & Lunch Run	

**Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)**



**Classic Rally Club Inc.**

**The Secretary, PO Box 2044, North Parramatta, N.S.W. 1750**