

# Rally Directions

The official Organ of the  
Classic Rally Club Inc.

(Affiliated with CAMS)



## IN THIS ISSUE

### 5 minutes with....

A P76 tackles North America

### Steve & Ian's Tour to the Top

February 2011

## Classic Car of the Month

The Peugeot 504 was first produced in 1968. Manufacture continued in France until 1983 & licensed production continued after this time in Argentina, China & Africa. The last 504s were made in Nigeria in 2005.

Initially the front engine design had an inline 1800cc 4 cyl. with optional fuel injection. Four speed manual or 3 speed auto gearboxes were offered, driving the rear wheels. In 1970 a 1970cc petrol motor was added to the range and a 2112 cc 4 cyl diesel was also introduced. A station wagon was also added to the range in this year. A 2 door coupe & cabriolet had been introduced in 1969.

The car is renowned for its ride, reliability and toughness. These features suited the car for endurance rallies & 504s won the East African Safari in 1975 & '78.

Ian Packard's car shown here is a regular on our events. Ian bought the 2 owner car 5 years ago wanting a car suited to all road surfaces. Apart from a sump guard added for the rough stuff Ian's car is standard.

## Coming Events



### CRC Navigation Training Day

11<sup>th</sup> March 2012 from 8.30 am

North Richmond Community  
Centre, William St. North  
Richmond, between Charles &  
Campbell Streets.

There are still places available to  
learn the secrets of navigational  
rallying from two of our best, Jeff  
West & John Henderson.

Entry is free, bring your  
enthusiasm, navigator or driver  
and car with a tripmeter.

Full details inside, please let Jeff  
West know if you are attending.

[jj.west@bigpond.com.au](mailto:jj.west@bigpond.com.au) or 0427 263757



### April Fool's Fun Run

Sunday 1<sup>st</sup> of April 2012

A CAMS approved Touring  
Assembly. Starts & finishes  
Mittagong RSL.

With Masters, Apprentice &  
Tour categories, the route  
covers the Southern  
Highlands & Goulburn  
surrounds.

Enquiries to Tony Norman,  
[thenormans@virginbroadband.com.au](mailto:thenormans@virginbroadband.com.au)

0402 759 811

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DEADLINE FOR NEXT NEWSLETTER 16th March 2012



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

The opinions and advice provided in this newsletter do not necessarily represent those of the Classic Rally Club Inc and its officers. No responsibility will be accepted for the opinions, advice and directions contained in this newsletter. Readers should rely on their own enquiries and make their own decisions.

Unless credited otherwise all photos supplied by author of item or Classic Rally Club Photographers John Southgate and Anne Bloomfield.



## Ross's Rave.

Welcome to 2012 and wishing you a safe and enjoyable year. A bit late I hear you say. Well yes, I think that maybe next year we should think about have an official meeting in January and a magazine to go with it. This might be a good way of getting the year rolling earlier.

I hope everyone has had a good break and is ready to get into the rally season which will start in earnest on the First of April with the April Fools Fun Run. I know this title makes it sound like there may be some exercise involved (there won't be!) and I know that Tony was considering taking the word "Fun" out of the title, but our Club is all about fun so he said that he couldn't possibly take the "Fun" out of his event. Get your entries in soon.

Now, looking forward to 2012 it appears that we will have quite a busy year. I am particularly looking forward to the training day on March 11<sup>th</sup>. This is not only because I need all the help that I can get, but also because I understand that a considerable number of participants are expected. I think this is fantastic, and potentially means that we might get a few more crews having a go at Apprentice level this year. Don't be scared, I did it and eventually started to like it (even if not always understanding it!).

It's great to see that the South Coast Classic will run

again this year (5<sup>th</sup> and 6<sup>th</sup> May). I know that Mike and his team have put a lot of effort into this one and it will be great to see what he has up his sleeve. Make sure you don't miss out on this one either.

Another thing that is great to see is how many of this year's events involve some of the "newer" rally directors that have volunteered their time (and blood, sweat and tears) to allow us to do more of what we love to do best. A really big thanks to those people brave enough to give it a go, and also to those who are acting as mentors to these brave individuals.

We've had two First Friday Free Flings this year, but let's face it the weather hasn't been on our side this summer has it. What I thought might be some balmy summer evening spent driving to and from Parramatta and hanging out with friends has turned out to be a little colder and wetter than expected and to be honest I didn't get there at all in February. Notwithstanding the weather these get togethers are a lot of fun and a good chance to have a drive in our historic plate cars and to see our friends. I am surprised at how much I enjoy myself every time I go.

I look forward to seeing you all soon.

See you out there (if I can find the right roads!)

Enough raving ..... Ross.

## Ross Turns 50!

On 20<sup>th</sup> February, Ross, our President, will turn 50 year old. To mark this special occasion, we wanted to take this special opportunity to share with you some useless facts about Ross, and some photos of him with hair – if you can believe it.

- His first car was an Austin Healy Sprite that he and his father built together from scratch when he was a teenager. Sadly just weeks after this car was completed and on the road, it was in a fender bender and had to be taken off the road to start again.

- He once had a full head of hair, apparently quite long (a bit like a surfy guy!!). Unfortunately,

very little photographic evidence of this exists, so we are unable to prove if this is fact or fiction!

- He once was known as the kid in school who achieved the lowest score on a spelling test, with a score of 2/50.
- He met Kim at a YMCA dance when they were 16 years old.





- When taking part in the Pebble Beach Motoring Classic, Ross took a sleeping tablet that knocked him around so badly that rather than using toothpaste on his teeth he used antiseptic paste instead. It earned him the 'fluffy dice' award for activities that were 'well planned but poorly executed'.

- Achieved the University Medal and was on the Dean's List when completing his university degree.

- A moment that he hopes to remember for the rest of his life – his short trip in a 1962 Ferrari 250GT Short Wheelbase California Scaglietti Spyder during the 2009 Pebble Beach Motoring Classic. This car would be better known to most at the 'star' in the film Ferris Bueller's Day Off.

- Recently became a grandfather for the first time.

- Is a fantastic husband, father, grandfather and friend. He has a kind heart, is loving and someone that can always be relied on. He is loved very much by his family who wish him a very happy 50<sup>th</sup> birthday!



We are looking forward to celebrating many more happy occasions with you!

Contributed by the Warner Family

Editors note: Hello & welcome to another year of Rally Directions. I hope you enjoy reading the club magazine as much as I enjoy producing it.

If you are a regular contributor please keep the articles rolling in. If you haven't sent anything in yet don't be shy. An ideal article is 900 to 1200 words and MS Office files are best rather than 'pdf's. Short jokes & general interest items are good too. If a topic or event etc. interests you then it will probably interest other club members. The only thing I ask is that material be suitable for all readers.

Photos add to an item and those with a file size of over 150 KB print best. The bigger the file the better the photo will appear on the page. Photo files cannot be too large. If your item deals with a club event I will probably have a suitable photo. John Southgate & Anne Bloomfield send me copies of their photos (thank you John & Anne, you make my job so much easier).

This year I hope to revive some features that appeared in the newsletter in the past. This month we have a 'Five minutes with...' feature. Steve Brumby has bravely bared his soul. Any other volunteers? If you'd like to tell us what a great car you have contact Ian Packard & we will feature your pride & joy in a 'Love the Beast' article. Any suggestions for other features are welcome. This is your newsletter. Your input will help to produce a better publication.

Bob Morey

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## FIVE MINUTES WITH ..... Steve Brumby

Nickname. **None that I am aware of.....**

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Member of CRC since. Early 2011

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Driver, Navigator or Official. Driver

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Why. Because my daughter/Navigator is too young to drive

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Favourite Rally. So far it has been the Alpine Classic, Hands down!

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First car. My first car was a 1980 Chrysler Sigma Station Wagon. It became known as the Urban Assault Vehicle (UAV)

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My Dream Car. A 1977 Alfa Romeo Alfetta GTV (of course!)

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Favourite - Driver. Sir Jack Brabham

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“ - Movie. The Blues Brothers

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“ - Actor / Actress. Michael Caine/ Audrey Hepburn

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“ - Food. Indian/Malay

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“ - Drink. A good Shiraz.

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Favourite place to visit in NSW. The top of Mt Panorama

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Other interests /Hobbies. Rugby and our Clydesdale horse

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What would you do with \$100,000.00. Fix the Alfa. Not quite \$100k yet but heading that way.

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My pet hate. Right lane hogs on the M5

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Five words that describe me. I lied about dream car

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**Xmas Arrival - Simon & Belle Duff received an extra present on Christmas Day - a baby daughter. Pepper Frances Duff arrived in true classic rally style, with 10 minutes to spare after a 30 minute dash down the F3!**



## The Rattle

You have all seen the Supercheap Auto ad where the guy disassembles his dash to find a rattle that turns out to be in the ashtray. Well it aint funny!!

My regular daily driver is a 2005 Toyota Camry with 170K on the clock and this rattle started 4-6 months ago with just an occasional noise that seemed to emanate from high up in the centre of the dash. I put up with it for a while but it was starting to bug me. I started by doing all the usual things like completely emptying the glove box just in case. No joy there but I did throw a lot of junk from inside the glove box away. Next was to remove the Brantz but still no joy. Next I removed the front of the centre console. This has several electrical connections to it, one of which didn't want to come apart so I had the console hanging loose. Aha! It seemed to rattle when I shook it. Much blu tack and paper towel jammed into various crevices later and confidence rising I put it all back together. Go for a drive and the rattle is still there. This is starting to annoy me! How about I pretend it is not there then I'm sure it won't annoy me anymore. Not to be. Time to call in assistance.



I work in Orange and catch up with Rob Worboys every few weeks so I pulled the centre console out, still with wires attached and get Rob to drive the car while I stick my head around the central area of the console while holding the centre console part in one hand. Well apart from me knocking the car out of gear once and hitting the emergency flasher

twice nothing was achieved. It just couldn't be pinpointed. This is really starting to annoy me!! I'm sure if I try really hard and pretend it is not there and turn the radio up it won't annoy me anymore. Nope, it is still there.

This time I remove the centre console completely breaking the clip on the difficult plug in the process but at least it is out of the way. I get hold of a length of plastic tubing to act as a sort of stethoscope and back to Rob's. Out we go towards Mullion Creek and I can't hear it so I say to Rob "We need some

dirt road to make it rattle." 10 kms of dirt road later and I still can't pinpoint the rattle. Time to really give up!!! I sit back and find the rattle.

Turn to back page to find out what it was.

Jeff West



### What is it?

Yes it does have an automotive connection.  
(answer later in magazine)

# A TOUR TO THE TOP

Steve Maher's account of his rally year in 2011, also featured in the P76 Car Club magazine.

It seems strange now that about 12 months ago I was looking at another quiet year of classic rallying. Brian Madigan and his 73 VW bug, whom I usually rally with, like me was also planning a quiet year.



I was approached by another rallying buddy, Ian Packard, to run with him in his 78 Peugeot 504 at the first round of the Classic Rally Club Championship, The Riverina Run and I thought "sounds great". Essentially this was a one off deal for this 2 day event and Ian was keen to give it a go so our entry was submitted. The Riverina Run was held over the weekend of 5-6 March and started and finished in Goulburn with an overnight stop in Wagga Wagga. Ian and I had entered the rally at Tour level as, sadly, that's my level of competence. Brian Madigan and I gave the Championship a big go in 2009 and unfortunately missed the Championship win due to not scoring points at a couple of rounds due to mechanical problems with the VW. We did finish second though so I felt confident Ian and I could give this event a good shake. Like most 2 day rallies this event covered around 800km.

The rally went really well for us with a clean sheet at rally's end so we were on top of the podium. Unfortunately we weren't the only ones. Eight other crews also clean sheeted so a tie breaker was brought into play. And that was where it all went south. Hero to Zero – almost. We were worst in the tie breaker so our final position was

ninth. The event was won by Doug Barbour and Xanthea Boardman in their 74 Porsche 911. What a major disappointment. To have done so well and then finish barely in the points was certainly a letdown, but so be it, it was still a great rally and Ian and I were happy to have clean sheeted. Ian was so pleased that he invited me back to have a go at the next event. A 1 day rally called the Classic Capital Caper.

The CCC was a new event on the calendar and unusually for a 1 day rally was run on a Saturday. Most are run on a Sunday. The CCC started in Mittagong and finished in Canberra covering some 350km. Once again we clean sheeted the event, along with seven other crews but as the tie breaker was unable to separate us, we all finished equal first. A nice scoop of points saw us move into equal fourth place.

Round 3 was the May Medley, another 1 day rally which was run much closer to home. The event started and finished in Penrith with a morning loop up through Dural and an afternoon loop down through Camden, again covering some 300km. Despite dropping 15 points we still managed to win the event in our own right. The Championship was now beginning to look good as we were now in second place behind the Barbour/Boardman Porsche. It was at this point that Ian and I decided to do the whole Championship as we felt that as a team we could just win it.

Round 4 was the Tour d'Corse, a 1 day rally organised by the Alfa Romeo Owners Club on the 19th June. This event started at Maccas at Penrith and finished at Riverside Oaks, Cattai. The rally course took us down through Mulgoa to Wallacia then up through Richmond and Kurmond and on to Galston/Glenorie. Again around 300km. One small mistake in the morning division cost us points and so our finishing position was 6<sup>th</sup>. This was enough to move up to equal first in the Championship with our friends in the Porsche.

The Jaguar Mountain Rally, organised by the Jaguar Drivers Club, was back to a 2 day format. Lithgow-Queanbeyan-Cobbitty, around 900km. In mid July, um it was cold. This was a really tough event with 61 entries in our class. You can't afford any mistakes at this level and we made one small one finishing a disappointing 11<sup>th</sup> but despite this our meagre points grab slipped us into the Championship lead – just.

September brought on the 6<sup>th</sup> round which was back to a 1 day event – the Barry Ferguson Classic, so named after one of Australia's Rally Legends who also assisted in running the event. This rally started down in the beautiful Southern Highlands at Sutton Forest and looped around Goulburn, finishing back at the Sutton Forest Inn. The Barry Ferguson Classic traditionally has a lot more dirt roads and causeways to cross and this year was no different. The Peugeot proved why it is well known around the world as a great car on dirt. Long soft suspension and rugged reliable mechanicals is just the thing for pounding through potholes and washaways. Again one small mistake cost us but second place was still a good result. We now had a firm grip on the Championship trophy, or so we thought. Two more rounds were left including the toughest on the calendar, the Alpine Classic and that was next.

The Alpine Classic is an event steeped in tradition and has many facets to it. Not only is there the competition for a Class win but all competitors are grouped into teams of 3 to compete for a Teams prize then on top of that a Motorkhana is held during the rally incorporating 2 tests.



The Alpine is the last 2 day rally for the year covering some 800 plus km starting and finishing in Lithgow with the overnight stop in Orange. This event is arguably recognised as the “Bathurst” of the Championship year and THE event to win every year. We didn't but a 4<sup>th</sup> was one of our best against some very stiff competition. The Barbour/Boardman Porsche finished in front of us so closing the gap between us but we were still in front with one event to go. They were to prove our stiffest competition all year. One of our team mates dropped out so we were out of the Teams prize and the Peugeot didn't disgrace itself in the Motorkhana either finishing 16<sup>th</sup>.

The final event for the year was the 1 day rally ubiquitously known as the Penrith Pas de Deux or in English the Penrith Dance for Two. The P.P.D. was a collaborative effort between the organisers of the Riverina Run and The Jaguar Mountain Rally so we expected a tough event. Another 300 or so km looping through the Hawkesbury and Hills districts. Ian and I were having a great run, clean sheeting the morning run and well on track to do the same in the afternoon until a stupid oversight entering the finish control cost us big time. A sure win was dashed to a less than satisfying 6<sup>th</sup> but what was more important to us was where the Kermit green Porsche finished. They beat us by 2 places finishing 4<sup>th</sup> gaining a few more points but it wasn't enough to take the Championship away from us.

The end result for the Championship was close, very close. The winning margin was a mere 3 points. But 3 points or 30 points, a win is a win. It was a long way from Goulburn at the start of the Riverina Run to the finish in Penrith. Over 4,000km of rallying plus probably another 1,000 km just travelling to and from the start/finish of each event. There were a lot of highs and lows during the year. The highs were definitely the 2 wins in the Classic Capital Caper and the May Medley and the second in the Barry Ferguson Classic and the very respectable 4<sup>th</sup> in the Alpine Classic. Without a doubt the lowest was the Hero to Zero (almost) in the Riverina Run. I guess the biggest highs though were spending time with some great classic car people whilst travelling some of the best back roads in NSW.



Thank You are always in order after such a big year. Of course all the organisers and officials should get a big one for all their excellent work, to Doug, Xanthea and that green Porsche Thanks for keeping the pressure on but most of all to Ian Packard, my team mate, who helped out in many ways and always fronted with the Peugeot in top running order. The old girl never failed us once.

The Championship presentations were held at the Classic Rally Clubs Christmas Party which was precluded by a short rally to get to the party venue. It really topped off the year when my youngest daughter, Jacelyn and I won that rally in my P76. A special way to end a special year. Bring On 2012.



## Oldest Running Vehicle



The world's oldest running motor vehicle has been sold at auction for an astonishing \$4.62 million, more than double the pre-sale estimate, as two bidders chased the price up in a three-minute bidding war.

The 1884 De Dion Bouton et Trepardoux Dos-a-Dos Steam Runabout drew a standing ovation as it was driven up onto the stage at Friday's RM Auction in Hershey, Pennsylvania - to prove that this 127-year-old car really does run! - and attracted a starting bid of \$500 000, which was immediately doubled to \$1 million.

Encouraged by the applauding crowd, the bidding went swiftly up to \$4.2 million - 4.62 million including the 10 percent commission - before the car was knocked down to a unnamed buyer.

The Dos-a-Dos (Back-to-Back) Steam Runabout was built in 1884 by George Bouton and Charles-Armand

Trepardoux for French entrepreneur Count de Dion, who named it 'La Marquise' after his mother. In 1887, with De Dion at the tiller, it won the world's first ever motor race (it was the only entrant to make the start line!) covering the 32km from the Pont de Neuilly in Paris to Versailles and back in one hour and 14 minutes (an average of 25.9km/h) and, according to contemporary reports, hitting a breathtaking 60km/h on the straights!



La Marquise has only had four owners, remaining in one family for 81 years, and has been restored twice, once by the Doriol family and again by British collector Tom Moore in the early 1990's. Since then, it has taken part in four London-to-Brighton runs and collected a double gold at the 1997 Pebble Beach d'Elegance in California.

## Three Threes THANK YOU !!! By Dave Johnson.

I had the good luck to win a Lucky Door Prize at the Club's Christmas Party and want to pass on a few things to the club members.

**Firstly "Thanks"** to the McAlpines for donating the door prizes which were a couple of hampers of their Three Threes products.

Now I have to start out by saying I have always been a true blue Vegemite eater for all my life,



don't eat many olives, pickles or pickled foods but in the last few years have really been trying to buy Australian products. Not the ones that say packaged in Australia, or made in Australia, or made from Australian products but **OWNED BY AUSTRALIANS** where the **profits stays HERE**.

I have always known that the McAlpine family owned Three Threes and I would try and buy their products if I could, but they rarely seemed to be on the shelf where I was looking.

On getting my prize home I carefully unwrapped it and surveyed the contents.

The stuffed olives, sweet spiced gherkins, pickled onions and sweet mustard pickles were moved to one side and I have now told Natalie they are there and she will be the test pilot for them.

But the rest have all been tried, tasted and in some cases finished.

### Here is my summary:

**Burger and Steak Sauce:** Got a tick when I first tried it and realised today I hadn't used it again when I came to write this report.

**Mint Jelly.** All went at Christmas on the pork and voted a better taste by the family than whatever we had used before. Good One !!

**Tomato Sauce:** Loved it but haven't used it since as **the BBQ Rib Sauce** was so good I haven't used anybody's Tomato Sauce since. **The BBQ sauce is fantastic !!!**

And now for the last one.

I had always thought that **Mighty Mite** was a children's spread and the name was a play on "Mighty Mouse". I had never given it a second thought. But it tastes like Vegemite and Marmite only it has a slightly different consistency which lets you spread it easily.



I have gone back and tasted Vegemite again on a couple of occasions to check if I was missing anything but have been eating **Mighty Mite** ever since I got home with the prize (excluding when I went to the US for a ski).

You may have to look on the upper or lower shelves in the supermarket, as the middle shelves are taken up with the big money people, to find 333's and the prices on the couple I have noticed are like a lot of Australian Owned products - **CHEAPER** than the big boys.

I hope you go and check out the 333's next time you want one of the products above.

Thanks again Pete and Sharyn for the donation and for expanding my taste buds with the Mighty Mite and the BBQ Rib sauce. **Fantastic !!!**







# April Fool's Fun Run

Sunday 1<sup>st</sup> of April 2012

Promoted by the Classic Rally Club Inc.

Come and join us for the first round of the Classic Rally Clubs Series for 2012.

A one day classic rally with three levels of navigation –

Masters- challenging navigation,

Apprentices- challenging navigation but with some extra help, and

Tour- route charted with perhaps a tiny bit of mapping involved.

Start and finish at Mittagong RSL Club, covering approximately **360 kms for the day with several k's of unsealed roads.**

The route will cover the scenic Southern Highlands and Goulburn surrounds.

Entry fee is \$100 which includes lunch for two, instructions and Maps, with many hours of FUN.

Additional crew members are \$20 per person.

The event is being run as a CAMS approved Touring Assembly so all the usual requirements will apply eg: Scrutineering, CAMS minimum level 2NS licence for all drivers etc.

When approved, the Supplementary Regulations and Entry form will be published on the CRC website- [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au).

So bring out your old classic mate (and car) or that family member that just enjoys a tour on some great roads.

For further info contact: Tony Norman

[thenormans@virginbroadband.com.au](mailto:thenormans@virginbroadband.com.au) or Mobile: 0402 759 811





# CRC Navigation training day

11<sup>th</sup> March 2012

(Note change of date)

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 – on 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 263757

Please notify Jeff West of your intention to attend by **Monday 12<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.

## The CRC Navigation Training Day explained.

The aim of the Club's navigation training day is to explain and apply the features & techniques used when navigating during a rally from maps. By doing this we hope to encourage members who are currently running in the Tour category to try this aspect of our sport. The day will be organised by Jeff West & John Henderson, two of our most experienced rally navigators who have had extensive experience setting & running classic rallies. They will be assisted by members who regularly compete in the Apprentice & Masters categories.

The program for the day will be divided into easy stages and at all times questions will be answered & assistance given by the experienced crews. First John Henderson will take participants through the various aspects of navigation from maps. This will cover such things as determining grid references, map conventions, VIA points, 2mm rule, Tulip Diagrams, Herringbones and all the usual details required to plot a route in one of our rallies.

The second stage of the day, run by Jeff West, will be the interpretation of a set of rally instructions written at Apprentice level. This will be done by individual crews together exactly as required at the start of a rally. During this part of the program the experienced crews will assist, where required, to make sure everyone plots the correct route.

Thirdly crews will set out to follow the route they have previously plotted. This section of the day will be run exactly like a rally with Controls, VRCs & questions etc.

Finally there will be a debrief session where the run just completed will be analysed and explained with all questions being answered & all aspects of the instructions explained.

We urge all members to be involved in the day and we aim to help those who aren't experienced in rally mapping enjoy learning the secrets of this part of our sport in a relaxed, friendly environment.







RESTORATION CORNER | BRUCE L. ADAMS

# Why We Change Fluids in Our Classic Cars

**C**hanging fluids at our workshop, we all too often find the strangest collection of waste material. Take a look at the picture of a transmission recently removed for service. I can't begin to imagine what that is inside the pan. And the 190SL was running and shifting just fine as it arrived. Note the inside of the steering box! Yikes, not a good sign that the owner ever did any fluid maintenance. The engine pictured is a perfect example of why it is important to change your motor oil every 2,000 to 4,000 miles in a classic car, or at least once a year – whichever occurs more frequently.

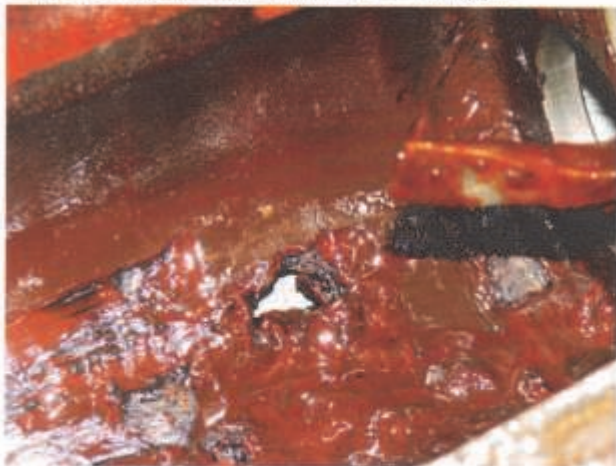
The sludge in the gearbox is created when routine maintenance is ignored. The maintenance manual recommends checking the fluid level in the transmission every 5,000 miles and replacing the fluid (while warm) with Automatic Transmission Fluid (ATF) Dextron at 10,000 miles. A common problem that we have observed in maintaining the manual transmission over the years is the use of 90-weight hypoid gear oil as a replacement. I suspect this is done to prevent the transmission from leaking. Hypoid 90-weights will have an adverse effect on the needle bearings and fail to provide the proper lubrication to the gears and synchro rings.

On the other hand, the steering box is filled with SAE 90 hypoid gear oil. The capacity of the box is 0.3 liters. Check the level of your steering box on all routine maintenance checks and top up accordingly. Also inspect the box for leaking, and, if evident, rebuild the steering box before the worm gear is worn beyond repair.

Changing engine oil is something I prefer to do every 2,000 to 4,000 miles in my classic cars. But I recommend it be changed at least once a year minimum if the car is not driven frequently. Most of the motor oil sold today is not recommended for older classics as it is missing the needed engine oil additive ZDDP (zinc dialkylidithiophosphate). ZDDP has been an important additive to engine oils for more than 70 years, and has an excellent track record of protecting metal-to-metal cam lifter movement.

ZDDP protects important parts of the engine by creating a metallic film on cams and lifter contact points in response to the extreme pressure (friction) and heat at the contact point. The film of zinc and phosphorus compounds provides a sacrificial wear surface, protecting the base metal of the cam and lifter from wear.

This goo was found in the bottom of a working W121 transmission.



The 90-weight gear oil in this steering box is older than dirt.

On a newly rebuilt engine, this characteristic, in conjunction with the molybdenum assembly grease an experienced mechanic will use, is extremely important during the run-in period, essentially micro-machining the contact surfaces.

Studies show that depending on the specific engine and how severely the motor is driven, after 2,000 to 4,000 miles of operation, the level of ZDDP can drop below that considered adequate to provide wear protection to the cam and lifters.

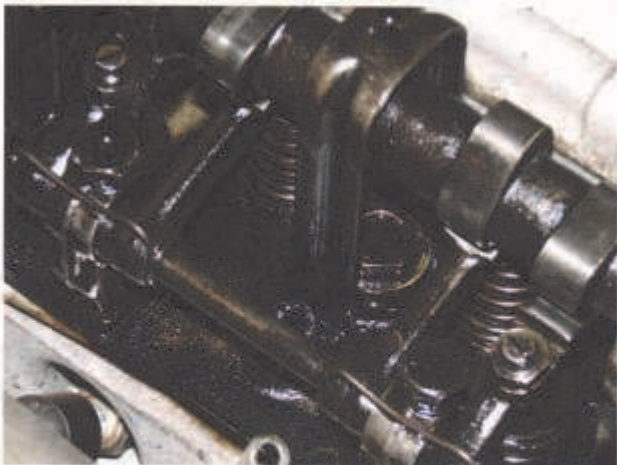
Unfortunately, as part of an effort to reduce vehicle emissions, the U.S. Environmental Protection Agency stepped in a few years ago to offer vehicle manufacturers "credits" for early implementation as well as penalties for violation of emission reduction standards. The EPA's program called for 100,000-mile catalytic converter life by 2004, 120,000 miles by 2007, and 150,000 miles by 2009. To achieve these goals, automotive manufacturers in turn pressured their oil suppliers to remove substances from motor oils that would shorten the service life, including the proven additive ZDDP.

The reduction of these chemicals in supplied oil was based on the fact that zinc, manganese, and/or phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into the atmosphere. As a result of the EPA mandate, the ZDDP level in engine oils has been declining since the mid-1990s. It is today's API (American Petroleum Industry) approved oils for modern engines that are not good for older cars with flat-tappet engines.

So what to do? In classic cars without catalytic converters and gasoline engines, use a known non-synthetic brand like Castrol Classic car oil, Valvoline VR1 racing oil, or Brad Penn high-performance oil, in 15-40 or 20-50 weight. In classic cars with diesel engines, use an oil formulated specifically for diesel engines like Rotella 15W-40. These oils are about the same price as other quality petroleum-based oils, are not API formulated, and have adequate concentrations of ZDDP and molybdenum to protect cams and tappets.

Do not use any oil (of any brand) marked "Energy Conserving" in the API "donut" on the bottle. These oils are so low in ZDDP or other additives that they will destroy older engines. Also be careful about using any synthetic oil.

Burned oil from lack of changing is not good for any motor.





## CROWN AND BRYSON TRANS AMERICA CHALLENGE THE STORY SO FAR

Gerry Crown and Matthew Bryson are taking Classic Rally Club badges to America in May this year.



They have entered the thirty-three day "Trans America Motor Challenge" running from New York on 8 May and finishing in Anchorage Alaska on 6 Jun 2012. Overnight stops are at Frederick, Virginia International Raceway, Knoxville, Memphis, Eureka Springs, Dodge City, Colorado Springs, Durango, Page (where they both celebrate a birthday), Jackson, Bozeman, Great Falls, Kalispell, Coeur d'Arline, Osooyos, Vancouver, Quesnel, Smithers, Watson Lake, Whitehorse, Dawson, Fairbanks and Anchorage. At this stage there are fifty one entries, in classes pre 1941 and pre 1975. The event includes five rest days so sights such as the Grand Canyon may be seen. The route is detailed on the Endurance Rally Association web site under Trans America 2012. <http://www.endurorally.com/transam/index.html>

With the decision being made to enter in late November the afterhours work has been phenomenal, despite Gerry buying a replica of the 1974 Leyland P76 World Cup Car run by Evan Green and John Bryson from Philip Meyer in New Zealand. The fourteen year old

rally car was a great base with FIA roll cage built by Possum Bourne Motorsport and a mixture of power and handling which impressed Matthew on his pre-purchase inspection in December.

The car arrived in January and because of the nature of the Trans America rally Matthew commenced a re-build of the car. Gerry organised suspension from Murray Coote while Matt and Simon Brierley attended to the usual things - radiator, rebuilt gear box, upgraded differential and a fresh engine machined by Graham Wilkins and put together by Trevor Seaman. Gerry and Matt are out to prove John Bryson's claim that the P76 is the best long distance rally car in the world! They have some stiff opposition with Porsche's, Mustangs and Jaguar XK and E plus a MGB V8 in their class.

With the container carrying the P76 and Terry Ward's Mercedes leaving on 8th March things have been hectic. People have been unusually helpful, in particular, Steve Maher of the P76 club and many people who have been helping to get the car on the boat. APV supplied the new 75mm safety belts - plus a brilliant "Snatch Strap" which neither Gerry nor Mathew want to use! DBA managed to supply the four wheel discs at short notice - these are designed for competition - Tony De Luca of the P76 club prepared two water pumps; Lang Sheils in Hornsby rebuilt the 3.44 limited slip differential. The Queensland P76 club assisted with a member supplying a car for Murray Coote

to sort out the suspension and also provided two struts for samples. Jeff Fripp of Affordable Radiators (Castle Hill) upgraded the radiator and Anthony Symin organised the new fifteen inch wheels to carry the Dunlop rally tyres.

Matthew, having learnt lessons from Doug Stewart and Barry Ferguson, has spent time trying to lighten the already light car. It is fitted with Lexan windows so about all he could do was remove the production heating and air -conditioning system and replace it with a Desert Cooler heater unit. When the car arrived it weighed 1300 kg with 85 litres of fuel, (loaded and packed with two spares and tools plus all spare parts) and crew of 2 so it should not weigh much more for the event.

"Endurance Rally Association" events do not allow service crews so Gerry and Matt have to compete and look after the car themselves which could be interesting in the US of A as not many P76's ever got to the States! Actually some did so



some owners could get a surprise at seeing a copy of the World Cup Leyland P76 travelling across America in May and June.

JOHN BRYSON

# “Back to the 60s Trial” #3

CONTINUING IN THE STYLE OF PREVIOUS EVENTS

## *THE BARRY FERGUSON CLASSIC 2012*

Will be on again on, Sat 26<sup>th</sup> – Sun 27<sup>th</sup> May, 2012

The event will be running out of Goulburn with an overnight stop in  
Cowra, New South Wales

And covering approx 800 kms of good touring roads

**with a good amount of rural dirt roads, as in previous BFC's**

-----

**“NEWS FLASH”**, for the tour drivers we have kept to the bitumen,  
**with only several k's of very good quality dirt, no different than  
previous Alpine's or Riverina events.**

The Tour will be Route charted with some optional simple map reading

So get that Classic out and come and join us.

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Barry will be continuing to give his description of the roads that he used back  
in the 60s and these are being included in the Route Instructions.

Maps will be authentic maps from the 60s and there are notes being published  
to help you use these maps to get you around the course.

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The Supplementary Regulations for this club Touring Assembly will  
shortly be available on the Classic Rally Club website.



# **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.**





### 'What is it' answered.

Our photo on page 5 is a shelf of body parts in the Morgan factory.

The Morgan Motor Co. located in Britain doesn't change in a changing world. Not only is it still independent, but it also makes each car by hand. A base model is about \$44,000, with some cars costing up to \$300,000. People wait for over a year to get their exclusive hand-built cars with the shell made out of metal and much of the vehicle made out of wood. Working on the wood interior, workers use metal shears to individually shape a hood because each car has to be different. Every year, Morgan produces about 600 cars. The company celebrated its 100th anniversary in 2011. It has a long and interesting history, and is still run by the same family: the Morgans. Founded by Henry Frederick Stanley Morgan, known as "HFS," it was then run by his son Peter, and is now run by Charles, the son of Peter.



### For Sale



2 x OMP Comfort Lusso seats, black in colour. Very good condition, no longer required for my 1600 (now being restored back to original). They have been in storage for the past 4 years, and the package includes brand new and unused adjustable OMP seat rails (still in boxes). Seats are located in Canberra. Prefer pick up, but will consider delivering to within 1 hour of Canberra. \$950. Roger Gottlob.  
[rogerandgillian\(at\)grapevine.com.au](mailto:rogerandgillian(at)grapevine.com.au)

### MANNING MOTORS



16 West St, Brookvale, NSW 2100

*Car Servicing, Restorations,  
Spare parts - New, Second hand  
& reconditioned.  
Alfa race and classic rally  
preparation*

02 9939 2069



Alfa Romeo  
Specialist

*The Classic Rally Club, the best way to enjoy your classic cars and friends...just ask Robbie*

## 2012 CRC Events Calendar

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde. First Friday Free Fling held at Harry's Café de Wheels, 431 Church St., Parramatta					
Date	Event	Organiser	email address	Phone no.	
_28-February-2012	CRC Meeting				
02-March-2012	First Friday Free Fling				
11-March-2012	Navigation Training Day	Jeff West	<a href="mailto:jj.west@bigpond.com.au">jj.west@bigpond.com.au</a>	0427 263 757	
27-March-2012	CRC Meeting				
01-April-2012	April Fool's Fun Run (1 day rally) -C.C.	Tony Norman	<a href="mailto:thenormans@virginbroadband.com.au">thenormans@virginbroadband.com.au</a>	0402 759 811	
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 -C.C.	Mike Stephenson	<a href="mailto:Stephenson@tpg.com.au">Stephenson@tpg.com.au</a>	0430 161 328	
22-May-2012	CRC Meeting				
26-27-May-2012	Barry Ferguson Classic -C.C.	David Johnson - Trial Tim McGrath - Tour	<a href="mailto:longitude@internode.on.net">longitude@internode.on.net</a> <a href="mailto:tpmcgrath@bigpond.com.au">tpmcgrath@bigpond.com.au</a>	02 4887 7803 0419 587 887	
01-June-2012	First Friday Free Fling				
17-June-2012	Tour d'Course -C.C.	Tony Wise	<a href="mailto:tmwise@bigpond.net.au">tmwise@bigpond.net.au</a>	0417211848	
26-June-2012	CRC Meeting				
06-July-2012	First Friday Free Fling				
07-08-July-2012	Jaguar Mountain Rally -C.C.	Brian Todd	<a href="mailto:briantodd17@bigpond.com">briantodd17@bigpond.com</a>	0419 971 701	
24-July-2012	CRC Meeting				
03-August-2012	First Friday Free Fling				
06-August-2012	Driver Training day at Wakefield Park	Tony Norman	<a href="mailto:thenormans@virginbroadband.com.au">thenormans@virginbroadband.com.au</a>	0402 759 811	
12-August-2012	Winter Classic -C.C.	Alan Watson	<a href="mailto:alanwatson@pacific.net.au">alanwatson@pacific.net.au</a>	02 9653 1036	
28-August-2012	CRC Meeting				
07-September-2012	First Friday Free Fling				
16-September-15-2012	MG Spring Classic -C.C.	Sonja Luthi	<a href="mailto:esluthi@bigpond.com">esluthi@bigpond.com</a>	0410 690 702	
25-September-2012	CRC Meeting				
05-October-2012	First Friday Free Fling				
13 14-October-2012	Alpine Classic -C.C.	Wayne Gerlach	<a href="mailto:wg@exemail.com.au">wg@exemail.com.au</a>	0414 556 848	
23-October-2012	CRC Meeting				
02-November-2012	First Friday Free Fling				
11-November-2012	Penrith Pas de Deux -C.C.	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) 'C.C.' denotes CRC Annual Championship event

## 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**

The Rattle; Jeff West's rattle was ..... the RTA e-TAG on the windscreen

Contributors to this edition: Paul Baker, Richard banks, Anne Bloomfield, Steve Brumby, John Bryson, Heather Dux, Roger Gottlob, Dave Johnson, Steve Maher, Sharyn & Peter McAlpine, Tim McGrath, Tony Norman, Ian Packard, John Southgate, Garth Taylor, Ross Warner, The Warner Family, Thank you all.



Classic Rally Club Inc., The Secretary, P.O. Box. 2044,  
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