

Rally Directions

The official Organ of the Classic Rally
Club Inc. (Affiliated with CAMS)



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The 20th Jaguar Mountain Rally
CRC Wakefield Training Day
Introducing John Doe

AUGUST 2012

Classic Car of the Month

BMW's 3 Series was introduced in 1975 . Since that time there have been six generations of the 3 Series built. Two of these, the E21 and E30, were produced in the classic era. A range of 4 and 6 cyl. engines were available with 4 or 5 speed manual gearboxes as well as an automatic. Suspension was McPherson strut at the front with semi trailing arms at the rear. Steering was rack & pinion. Initially the brakes were discs at the front and drums at the rear. The E30, introduced in 1982, had rear discs.

A high performance version, the M3 was developed by BMW's motorsport division in 1986. 3 Series BMWs have been very successful on race tracks around the world winning many Championships.

Mike Birk's 1985 323i, seen above, was rebuilt 5 years ago and has a 2.7 litre motor with modified fuel injection and 'M spec.' cam. The gearbox, suspension & brakes have also been modified for improved performance.

Coming Events



2012 MG CLASSIC

SAT 15 & SUN 16 SEPT.

LATE ENTRIES ACCEPTED

Ring Richo 0418 644 284

Set in the beautiful Upper Hunter area. This untimed touring assembly covers approximately 700km of great classic car roads.

Starting at Mooney Mooney, the overnight stop is at Muswellbrook with the finish at Cessnock.

The usual three levels of navigation instructions offered; Tour, Apprentice & Masters.

Entry form inside. For Supp.Reg's see

www.classicrallyclub.com.au or
www.mgcarclubsydney.com.au



2012 Alpine Classic

13th & 14th October

The only timed navigational event in NSW, the 2012 Alpine Classic starts in Lithgow, overnights in Orange & finishes in Lithgow.

All the usual Alpine features; magic roads, breakfast & lunch both days, a great meal Saturday night & event cap & cloth badge etc etc.

The usual CRC Masters, Apprentice & Tour instructions will be offered.

Entry form & details inside or at
www.classicrallyclub.com.au

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Wayne Paterson (Silver)	Blaxland	(02) 4739 0577 (H) or 0418 200 949
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DEADLINE FOR NEXT NEWSLETTER; 14th September '12



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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Unless credited otherwise all photos supplied by author of item or John Southgate, Anne Bloomfield and Bob Morey.

Ross's Rave.

Hi everyone and welcome to our August issue of Rally Directions.

I am writing this after having just competed in the Winter Classic last Sunday. Yes, I have to write this that far in advance. Anyway, back in the June newsletter I said something about not concerning ourselves with how difficult an event was. Well, I would like to take all of that back I want the next event that I compete in (Which unfortunately is likely to be the Penrith Pas de Deux) to be easy for me but very hard for everyone else. Not really.

In truth, the Winter Classic for me was a model of a really well gauged event, difficult enough so that none of the Masters cleaned it, but not so difficult that there were tricks that nobody found. In fact, as it turns out I found a trick that Jeff West didn't (The notorious "Fifth Rd. Dogleg", maybe this will be the only time) however, unfortunately for me he found a lot of other tricks that I didn't. This is why he won the event and I ended up off the podium (again!). I guess the point I would like to illustrate is that the event wasn't too hard because Jeff didn't clean sheet, it was an even playing field for us all to play on, and play we did. Great event.

Thank you to Pam and Alan Watson and all of the officials and helpers, and also once again to John Cooper for the use of "Rally Headquarters".

If you missed the recent Kiama Fun Run, then you missed a really great day, and if you participated I'm sure you will agree with me. I'll admit that the weather was not perfect, but the route was fantastic, the food equally as good and of course the company was outstanding. Thanks to Tim, Tony and all of their helpers.

I guess that I have now received all of the feedback from the recent survey in respect to the Barry Ferguson Trial, thank you to everyone who assisted us with this.

My interpretation of the results indicate that "Other commitments that weekend" (with a score of 3.75) was the gold medal winner, silver was taken out by "Don't like navigating at night" (with a score of 3.11) and bronze was "Too much dirt" (with a score of 3.0). Anything with a score of less than 3.0 which is in fact a neutral score (So "Too much dirt" should actually be considered neutral) is considered a positive reason for the event.

On this basis, it sounds like it might have just been an inappropriate time for everyone to have other commitments. Just poor planning on your part... (Only joking) and a dislike for night navigation. For me the night navigation is just another good excuse for getting it wrong, "I couldn't see the map properly, it was dark", so I didn't mind.

I would also like to say a very big thank you to Peter McAlpine for chairing the July meeting.



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Garth Taylor's 2012 Jaguar Mountain Rally

I joined the Jaguar Club and bought the Mk2 in September 1990 (in that order) and then learnt about the proposed Mountain Rally for May 1991, a weeklong event combining navigation rallying and speed event days. Needless to say, I entered with my good friend David Haydon and we had a ball, finishing about 70th. Lots have been written about this event so I will now pass to Mountain Rally # 20.

Having been involved in 18 of the 20, (work kept me away from 2) I was keen to do # 20, regardless of navigation style. I was disappointed that the JDCA had decided to run it in Tour form only, but that was their decision. Geoff Bott, the person who really pulled the first M.R out of the jaws of disaster into the fabulous road and track event that it became, joined me and we shared the two seats over the weekend.

Arriving at the start at the old toll area at Berowra, it was great to see lots of Jaguars and many old friends from the early days. A field of 57 cars were flagged away at 30 second intervals heading off up the old Pacific Highway.

Different Rally Directors do things in different ways and MR Director Brian Todd certainly did that. Lots of questions, without distances and the dreaded Gary Maher style photos, and in case this was not enough, there was a quiz to fill in!!!
Aaaaahhhhhhhhhhhhh.

When I say the questions did not have distances, they were generally in groups between two nominated distances, but as it turned out, due to a couple of typos, not always!!

Lunch at Cessnock was a welcome break and a chance to compare notes and disasters. At this stage it was agreed that Toddy should be allowed to live a little longer. The afternoon wandered around the area using a large loop to Maitland and then on to days end at Pokolbin where dinner was held.

In another life I was involved in corporate catering and the food service was very well done both in service and food quality. Speeches were kept to a minimum and JDCA life member Chris Haig gave a very good history summary of the Mountain Rally. Well done John Cooper who has done all 20.

Scores for day one were displayed and it was here that many of us discovered the scoring system was the reverse of what we are used to, a point was given for every correct answer, so the higher the points the better you had done. Geoff and I were not in the elite group!!

After a very filling breakfast it was off to lunch at Kandos via the Bylong Way. This was THE road of the rally and fortunately for me, I had snared the morning drive, sorry Geoff. Then it was off to Hartley for the finish. Sadly rain had made the grounds of the mid Hartley Primary School too wet to take cars onto so the rally finished with more of a bit of a whimper than a bang.

Personally I don't like questions without distances, especially on busy roads as it causes too many U turns, some dangerous. Rally directors always emphasise that stopping in the middle of the road when overshooting something is dangerous and should not be done. But there is always at least one who doesn't heed the warning. Geoff and I regularly saw a red BMW flaunt this instruction.

Brian and Gillian had put a lot of work into the rally and it is sad that it didn't work as well as they had intended. Possibly if the Mahers had been involved some useful fine tuning would have been possible. Gary and Wendy's absence was very noticeable.

It will be interesting to see if this was the last Jaguar Mountain Rally. Personally I hope not, but then I don't want it to continue on in just Tour format.

GT

Seen on the Jag. Mountain Rally by Glenn Evans & Len Zech.



😊 The return of Don and Heather Dux on the 2012 Jag. Mountain Rally 😊

Don and I had thought that our first rally after all the angst of 2011 and early 2012, would be Jeff's Riverina Run, but this was not to be so we set our sights on the 2012 Jaguar Mountain Rally. That then became our goal. It seemed like a beacon toward which we kept on moving until, there it was and we were preparing to leave Amiens and head south again. We have said before we were never again going to travel over Thunderbolt's Way to Gloucester because of the dreadful road. The timber logging trucks don't help to keep the roads in good condition and filling up a pothole or two and stamping on it is not the way to go. Nevertheless, that is the way we went and once again vowed not to do it again.

We had booked into the Mt Kuringai Motel and we got there on Friday afternoon in time to suss out where the Old Toll Gates were. We had driven past the site but there was no sign to indicate where it was. Having found the most obvious match to the mud map Brian had sent, that's where we headed on Saturday morning to begin the rally. As this is

also a working truck yard, it wasn't long before I began to worry if we were going to be part of "Duel 2". Those truckies needed to be able to get out of the site to pick up or deliver their loads and here were all these weekend drivers faffing up their exit. There was much revving of truck engines and the odd puff of very blue air emanating from the cabins, caused probably by the drivers mouthing off about 'weekend drivers'. Finally, a path was cleared for them and after some more revving and, in some cases, having to manoeuvre carefully between our babies, they were free. We were able to catch up with some CRC members and swap news. Also two of our 'rally children' were taking part, Lindsay and Heather Farrell. We caught up with Eric and Jenny Young after the rally finished but we hope more of our 'rally children' will make it to the Alpine in October.

We received our Jag Bags which contained our cloth badges, number, two polar fleece Jag scarves, two Shannon's biros, a Jag tea towel and a Jag magazine and the scarves were very useful, I can tell you.

Finally, on an absolutely glorious day, we began our rally after being handed the usual directions, which included the questions and the four photos on a separate sheet and the road card. We headed off into the unknown towards Peats Ridge, Yarramalong, Cooranbong and finishing up in Cessnock for lunch. It was very pleasing to have plenty of notification of good toilets as well as fuel. This was a run of 141.4 km and there were 40 questions.



After lunch, we received our new rally directions, photo sheet and road card, we headed off again through Broke, along the Golden Highway, through Lochinvar and all that wine country to the Hunter Resort where we were to stay the night. This division was 155.6 km with 32 questions. The Resort was really first class and the meal they served was one of the best we've ever had on a rally apart from Jeff Whitten's Forest Classics. The service was fast and efficient and I do hope the staff knew of our appreciation. I have to comment about the beds. They were the biggest I've ever seen and you'd need a cut lunch to get from one side to the other. It looked like two king size singles as the base with a one piece mattress on top. Enormous! Just the kind of bed you'd need if you had a hissy fit with your partner and wanted to make it well known that in no way were you going to be anywhere near them. The wineries didn't impress us because we live in an area where there are 51 of them, so we can look very smug and indicate 'ours' are better than 'theirs'.

After a fabulous buffet breakfast, we began our journey once again. We were puzzled by all the cars turning right out of the gate and after a little while, returning. Apparently they were looking for the answer to a question and it had to be the first one. The question read "Must have been quite a

tidal wave! Name the flotsam --o---". We had taken a very good look around while we were waiting to pass the M board and there was nothing to indicate an answer, so I suggested we head on and keep our eyes open. A few km along the road, perched under some trees and a fair way off the road, was a surf lifeboat named "Bronte".

On this run we went through Jerry's Plains, Denman, Baerami, Bylong to lunch at Simpkins Park in Kandos. The scenery on this route, Bylong Valley Way was marvellous and the wonderful weather lasted for the whole rally. The sun shone on the orange rocks around Capertee Canyon and there was a photo opportunity almost at every turn. Lunch was held in the park and the ladies had made some lovely pumpkin soup which I love but Don is a pea soup bloke so he missed out on a good drop. The toilets were behind the grandstand at the playing field. A golf buggy or camel train would have been helpful to make the trek to the loos in the far distance. Unfortunately, when the organisers collected the toilet keys, the ladies' key was not there. Now this is a rare event, the fellas had to line up at the gents' toilet as the ladies had to use it too. Some of the fellas ambled or ran, as the case may be, around to the other side where they could relieve themselves au naturale. Usually there were three or four men, then three or four ladies and we took turns to use the facilities. We had a doorman who regaled us with local history as we waited. He was so interesting, I could have listened to him for ages. In cases like this it is the only time I envy the men. We have to practically disrobe, bear our soul to whatever the weather and get dressed again whereas the men, a zip, a flick and they're done. Unfair!!! This Division was 218.5 km and there were 43 questions.

After lunch we began our final run to Hartley. Our 'children', Lindsay and Heather had a problem with their Alfa and thought they'd have to abandon the rally. Thanks to the sweep and some locals from the Kart Club, they were able to get on their way even if they arrived at Hartley after we'd all gone. Heather reckons they'd never have got that sort of help in Sydney town.

We only had three photos to find this time and, as we know the area well from visiting Eric and Jenny Young so many times, we knew where everything was. This was a short run of 111.9 km and only 21 questions. The Bylong Valley Way is seriously good,

not so much the state of the road, but the scenery. This run was through Capertee, Cullen Bullen, Portland, Wallerawang and on past the Information Centre in Lithgow, over the railway line and into Hartley. We have received our results and of course, we were nowhere near a place. It's just as well we aren't uber competitive and feel if we don't win we are somehow failing ourselves. I'm glad I don't take after my Dad in that respect; he gained a reputation at his Bowls Club for being very lucky. In fact, they called him Arsy Murray because every weekend, he would win at least one chook in the chook raffle. What he didn't tell Mum was how much money he spent to keep his arsy reputation going! He could have bought 10 chooks for what it cost him to win one. Silly man!

Now back to the Rally - I will never criticise anyone who has the guts and knowledge to plan a rally. I could never do it and my mind boggles at the amount of detail and planning which has to go into even just a touring assembly. I have some observations which I'd like to make with due respect to the organisers. There were no distances on 99.9% of the questions or the photos. This may have been the problem some drivers had on leaving the Hunter Resort. The photos could have had beneath them 'between whatever km and say, 30 km later'. They could even have overlapped but not having distances wasn't too difficult and really wasn't a major problem.

The questions on the other hand, with some out of order, made it irritating and in some cases, a bit risky unless you were keeping two or three questions in your mind at once. Then you had a chance to spot any out of order before you'd gone roaring past, if you were lucky. If the distances are marked, any out of order questions can be picked up by an alert navigator or driver and there is less stopping and starting along the way. Some of the answers to questions were just over the crests of hills and we had been warned about this. There was room to move off the road but when there were sometimes three or four cars looking for the answer, it could get a bit tricky.

At the same time we were looking for answers to questions, we were counting advisory signs, arrows, cables going over the road or how many times we passed over the highway. It kept us on our toes but combined with the lack of distances

on the questions, became an ongoing distraction. Another thing, just how many questions do we need per division to keep us on our toes but not so frazzled that we don't bother or so few that it becomes boring. This would be a hard part to judge. These are observations, not criticisms but I have to mention, I loved the cryptic turn to many of the questions. Being an avid cryptic crossword fan, I could appreciate the weird humour of some of the questions and enjoyed wondering what on earth was meant by "no bees left and only one in this creek ----" The answer was Gees Creek. Clever!

After the Rally, Don and I stayed in Lithgow on Sunday and Monday night to catch up with another two of our other 'rally children' Eric and Jenny Young. It was wonderful to see Jenny looking so good even though she's not completely well yet. She looks wonderful. We spent about 4 hours with them on the Monday catching up on news and admiring their new Fiat 500. [I think Don wants one]. When we got back to the Zig Zag Motel, we dined in the Switchback Restaurant and had an unbelievable meal. I'd recommend it wholeheartedly. I think I gained about 5 lbs. I can always diet tomorrow.

All together, Don and I enjoyed the Rally and congratulate the organisers for having a go. It can be a very thankless job with most of us prepared to find fault than congratulate. There were some irritating things but in the long run, a good time was had by all and it was mostly a fun rally. We have put the Bylong Valley Way on our preferred route to and from Lithgow and came home that way. We left Lithgow at 6.15 am and arrived home at 5.45 pm after having driven 100 km more than we needed to by mistake. Not a bad effort for a 41 year old car and a couple of geriatrics. See you all at the Alpine.




2012 Jag. Mountain Rally photos courtesy of Ken & Leigh Britton.



More of Ken & Leigh's great photos can be found on the J.D.C.A. website www.jaguar.org.au

Special offer for C.R.C. members.

Bob Watson is offering us a special deal on his latest book 'Dunko'. This is the story of Ross Dunkerton one of the all time great drivers, and characters, of Australian Rallying. If we order 10 or more copies we pay a discounted price of \$30.00 each compared with the normal retail price of \$45.00. Tony Kanak will co-ordinate arrangements on behalf of club members. Contact Tony at the club meeting or on akanak@optusnet.com.au



DUNKO


The inside story of Ross Dunkerton, an Australian Rally legend

Written with Bob Watson

Ross Dunkerton, winner of five Australian rally championships, two Asia-Pacific championships and thirty seven International rallies, is Australia's greatest rally driver, but he is much more than that. Ross is a successful businessman, highly respected after dinner speaker, television star in his native West Australia, family man and raconteur extraordinaire. He is a lamikin who has achieved major success as well as surviving two serious accidents and nineteen roll overs.

This book traces Dunkerton's lifelong passion for rally driving, his adventures in Australia, India, Malaysia, Indonesia and on marathon events including London to Sydney, London to Mexico and Hong Kong to Beijing.


The book is liberally laced with Ross's hilarious anecdotes and almost 100 exceptional photographs.



Rally driving is a highly dangerous sport. To succeed at the highest level demands courage, exceptional skill, endurance and concentration – and sometimes a bit of luck!

"This book is a genuine and sometimes very raw and controversial portrayal of a true legend of Australian rallying – and also Australian sport. It is a gripping account of the life of a person that didn't accept failure, yet admits to being far from perfect...I would encourage all budding rally and sports stars to read this book to see that sometimes success in sport and life is not a God-given right, but earned".

Scott Pedder, Chief Executive Officer of the Australian Rally Championship



Kiama Lunch Run, Sunday 22nd of July - Tim McGrath



In all we had over 60 people for lunch, with a few members who didn't do the run but came along to enjoy a great lunch and day out.

We hope you all enjoyed the scenery of the Illawarra and great views of Jamberoo and Kiama as you travelled up Sadelback Mountain, along with a great lunch that The Sebel, in Kiama put on for us.

Special thanks to Tony Norman for all his hard work and time helping set the run, along with everyone else who helped on the day.

Also a big thanks to my daughter Nicole and her hubby Steve for standing in the rain taking photos at the causeway.

Tony Norman started the day with a crew briefing at the Heathcote Railway Station car park. After the briefing he set the field of 25 cars off south following a route chart. This led through Stanwell Tops, then down the coast road, through some scenic roads of the Illawarra escarpment, to come back into Thirroul, up Bulli Pass and down the Freeway to find Ron Cooper, manning a control in West Dapto. This is where the fun begun for a few of our upcoming apprentices who chose to plot and navigate their way from there to Kiama for lunch.

Tony and I kept the navigation very simple as we both wanted all of our friends to join us on time for lunch. From the feedback that we both received and the fact everyone arrived on time, I know we achieved that, and hope those who chose to plot had some fun and learnt a bit more about rally navigation. To all of you who tried navigation for the first time keep trying at that apprentice level.



We are looking at putting this style of event on the calendar again for next year, so we welcome suggestions and venues to consider.

Tim

A car was involved in an accident in a street. As expected a large crowd gathered. A lawyer, anxious to make money from the accident could not get near the car. Being such a smart guy, he started shouting loudly, "Let me through I'm the son of the victim!" The crowd made way for him. Lying in front of the car was a donkey.

The Kiama Lunch Run - A challenge enjoyed - by Alison Stretton.
(For those of us with a cryptic inclination Alison has intentionally made a typo.)

There was certainly no time for punching out the 'Z's while we traced a Z-like pattern back and forth across the map of Kiama's surrounds. Brendan and I attempted Apprentice-level navigation for the first time on the lunch run to Kiama, and relished the challenge.

The day began with meeting at the Heathcote train station car park. You could politely call the weather 'undecided' as people waited for the briefing, searching car boots for extra layers of clothing and umbrellas to guard against the on-again-off-again rain. We were glad to receive instructions and get back in the warmth of the car.

The first section of the lunch run was route charted and took us through the winding coastal roads of greater Wollongong. A smooth run with the familiar was a good warm-up for the unfamiliar ...

An unremarkable road on the outskirts of Dapto is where the fun really began. We were handed our instructions and madly began to read and start mapping the route. It took us in a zig zag between the spectacular mountains of the Illawarra Range and Lake Illawarra. At least it can be said that the persistent dark clouds made for a beautiful backdrop to the lush Kiama hills. But the views of these were only glimpses as my head was often down, buried in the map and instructions, or my eyes fixed on finding the answers to questions. I was surprised at the amount of concentration it took, remaining focussed for the whole route. It took a considerable amount of energy to simultaneously monitor (a) where we are now (b) where we need to be (c) when we're due for a question and (d) a possible bathroom stop at a distance relative to current fullness of bladder. Perhaps it was all this information occupying my mind that caused us to forget the limitations of 'out of bounds' toward the end of the rally. It's also surprising how difficult simple questions become when you're multi-tasking! By the time we made it to Kiama, we were proud to have made it to the finish without having gone disastrously off course, but mentally exhausted. We were grateful that our first attempt at Apprentice was only a short trip, yet a helpful introduction to navigation.

The Kiama Lunch Run was, of course, designed to be a learning opportunity for those currently competing in Tour and considering moving up to Apprentice. If by that measure alone, the day was a success, because Brendan and I learnt plenty about navigation. It's one thing practicing on paper, but it's another thing altogether when you're doing it all on the run! We learnt the importance of *organisation*: when you're juggling so many bits and pieces in the car, you need some system to help you keep organised, because there's so much you need at your fingertips. Then there's the lesson of *demarcation*: to make sure you mark the out of bounds areas boldly on the map, lest you stray into forbidden territory. And a lesson in *notation*: to pay attention to details, as a single symbol or pen stroke can change a meaning or your route on this lunch run. Then finally *interpretation*: the Sebel Hotel of Kiama was the site of an impassioned debate of semantics over the difference in meaning between 'number' and



'numeral' which was never quite resolved but nevertheless a good reminder to read the clues carefully.

All in all, the day was thoroughly enjoyable. We were glad to have been spared too many tricks and traps while we teetered around the route. To their credit, the organisers did a brilliant job of pitching the navigation at just the right level, to the point where we've been enticed to take up the challenge of trying it again. It was a great run, and if the route was not enough to effect contentment for all, then a well-sated appetite and relaxed conversation over lunch was.

NIGHT OWL 2012 by Dave Johnson

A group of CRC members headed north in June to have a run in the Night Owl.

The Director, Arthur Evans, is a navigator of the old school and tries to run events that challenge the navigators but also uses the very best of roads that he can find, the best DIRT roads that he can find.

The event is run in Masters, Apprentices (although this year there weren't any in that category) and Novice. They all get the same basic instructions with larger amounts of help as they get down the list and all use the same roads. There is no Tour category as we know it.

Ian Packard with Matt Rath, from Thornleigh Car Club navigating, ran in the Novice with the remainder of our contingent running in Masters.

Graham Thompson and Winton Brocklebank ran the Volvo with Winton navigating this time, Bob and Roger Moore ran their red BMW and John Cooper with me in John's Ford Falcon.

Barry Ferguson and I were planning on running together but didn't really have a suitable car in our "quiver" of cars. All the cars had shortcomings for this event and so John Cooper & I ran and John looks like he will now be a regular in this event in future years.

With a very high proportion of dirt and gravel country roads that the Director said the normal car could traverse without special preparation, we were glad that we had a fully prepared dirt car.

The format of the event is also quite different to the usual CRC events and Arthur added a new method of issuing the route instructions, which I will explain later.

The event was centred on Scone and used the charming Airlie Motel as a base for the course of the event. We started at 12 noon on the Saturday and finished there after 3 divisions at about 9 PM that evening. That is the first cars finished at about 9 with others still coming in nearing 11PM. After finishing it was drinks and plenty of finger food around the very cosy bar, and then to bed with a start again at 9 AM for a final division and back to Scone by soon after 12 noon.

Arthur was trying to stop cars sitting at the start plotting the course for the division and stop it he

did.

We received the official maps (which he didn't tell us were old 1960 variety) with special roamer and scales and two lists of instructions. The "VIAs" list contained 20 different short 1 or 2 lined instructions as "vias". The other was Redirections which were just like Z boards instructions from the Barry Ferguson Classic which gave instructions at impassable road situations.

The way the vias worked was that we got a route chart from the start. At the end of the chart was a P board and where the alpha/numeric normally is was "Via " with a number. You looked up the appropriate Via No. and proceeded to use the instruction to get to the next via board. This actually worked pretty well and kept you on your toes.

The event used quite a bit of the trial country from the 60's. It is too isolated for them to seal most of the roads and the road over Crawney Pass is just as it was in those days but has been kept well graded and so was not bad on the cars unless you were careless.



Division 1 took us from Scone north out of town for a short loop and then south and out to Glenbawn Dam and then to an impassable crossing of Pages River which used an R (Redirection) board.

Unfortunately the boards were all placed at ground height, with cars having to stop completely to read the small detail often hidden in the grass. Two cars were stopped on this bit of road, one of them was parked beside the R board when we went through, so we missed it for a 60 point penalty.



We didn't miss it later in the event though. All the boards were worth 60 points and there no questions. The course from there went to Gundy, then north to Crawney Pass and Nundle.

Several of the CRC people lost points in the first and second divisions as we battled with Arthur's interpretation of "S.M.R. (shortest mapped route) Point to Point". Not so later on though once we came to grips with his technique. Everyone, including the author, missed a re-alignment just on the edge of Nundle. I can find them to set them in the BFC but didn't find this one.

At the end of Divn 1, the scores were like cricket scores. In Masters John Collins (AHRG) 60 points, Graham Thompson (CRC) and Chris Cherry (AHRG) 180 pts, Bob Moore (CRC) and David Weller (AHRG) 240 pts, John Cooper (CRC) and Cameron Garth (HRA) 300 pts and last of the 8 was David Chippendale (AHRG) 540 pts. In Novices Ian Packard was running at the end of their group of 8 on 420 pts. The CRC people weren't really doing so well at this stage.

It was just getting dark as we left on Division 2 which saw us doing a loop leaving Nundle to the west and travelling via Niangala to come into Nundle from the north. Lovely roads again but Arthur caught himself up in his own adherence to the Rally Code and S.M.R. which meant he had to neutralise the last segment into Nundle.

The Thompson and Cooper cars cleansheeted this Division, while the lead car (Collins) lost 120 and the Moores 240. This meant we had Thompson, Cherry and Collins equal on 180, then David Weller on 240 then Cooper and Garth on 300 each.

Next it was westward out of Nundle on a short loop before heading south and over Crawney Pass again with a big sweep westward to Moonen Flat and Gundy and back to Scone. We were back there shortly after 9 PM and really enjoyed a few rum and cokes to warm us up after a lot of hours in the Falcon with **NO HEATER** and outside temperatures well below 10 deg and the temperature inside the refrigerator lower than that.

Only Cooper, Collins and Weller cleaned this division leaving Collins in the lead with 180 but relegating both Thompson and Cherry to equal second with Weller on 240. Cooper was still on 300. In the Novices, Ian Packard and Matt were getting around the course and had improved their position to 7th by a bit of steady rallying.

We waited while the air conditioner in our room warmed up and then hit the sack to re-join everybody for breakfast at 7 AM for a 9 AM start.

Division 4 saw us head east to the second via at Moonen Flat with some new via instructions including envelopes marked 5 & 6. We get to Moonen Flat and there is no via board to be found! The only way to go was straight ahead along the road to Ellerston as to go back would oppose rally traffic (without a specific instruction) and the roads to the east all went off the official maps. We came over a rise on the eastern side of Moonen Flat to find a meeting of competitors discussing the situation while one car went back to get phone reception.

Now I absolutely detest meetings with other competitors on the side of the road in rallies, unless there is an accident of course. No good has ever come out of any that I have witnessed in a good number of years. We stopped for a moment and then to everyone's amazement drove off. The envelope 5 (when you held it up to the light) was empty. So it had to be Envelope 6. Do we open it and get a penalty if its wrong? Just drive Coop and see what happens. Lo and behold we come across the P board with the via instruction to open Envelope 6. It held a map trace and a modern map extending up onto Barrington Tops. Turn the trace over and it fits getting us up onto the tops and then down again to Moonen Brook and then with the instruction to oppose rally traffic back to Nundle via Moonen Flat and Gundy.

However before we are halfway along the map trace there was an R board taking us into the forest roads for a bridge that had gone down. These were all absolutely beautiful driving roads which went through the dingo gate on the western side of the Tops and then descended to Moonen Brook. Arthur had sent us all a picture of a road before the event. It is the road down to Moonen Brook and it is shown here as a truly glorious view and drive down the hill.



We were first car back to Scone and we waited until all the CRC cars returned before heading back to Sydney. Final results (after a number of modifications) were; 1st Collins on 180 pts, followed by Thompson and Brocklebank equal second, Cooper and Johnson 4th still on the 300 pts lost in Div'n 1 and Bob and Roger Moore 6th on 540 pts. In the Novices Ian and Matt finished 7th.

Dave Johnson

Some of the billboards recently put up around Detroit by General Motors



Maybe Once Again - **Oils Ain't Oils? An occasional series from Tony Kanak**

At the July CRC meeting I took in some cam followers that were recently removed from an older engine that I service. One cam follower was in normal condition, the other was severely worn, scuffed on the wear surface, and had stopped rotating. This engine, a Volvo B20 of 1970 developed noisy tappets and lost power as a clue that something was going wrong..

Fully rebuilt about 45,000 kilometres ago, the engine had been fine until soon after an oil change. Now it is not possible to be definite about this oil change being the main or only factor in the mechanical grief that ensued (replacement of camshaft, removal of cylinder head to remove/replace cam followers etc)- BUT it is an interesting coincidence if the oil change was not a factor. Only about 1,000km of operation after the oil change was involved, before the problem emerged.

I say this now because of two letters on the oil package. SN are the letters. They may be more scary than they first appear for classic car owners. Readers with long memories may recall that there was much discussion a few years ago about the “problems” of modern oils. Most of these problems were reported overseas, particularly in the USA- and involved camshaft and related parts failure. At that time, like now there were some confounding factors too, about some of these parts for older engines that were now being produced off-shore (viz. China, not the USA). So it wasn't clear how to correctly apportion the cause of the problems, though most thought it was partly due to dodgy metallurgy, and partly to revised oil formulations.

In short, the major US auto manufacturers have pretty much stopped making pushrod engines with flat tappets like the good old days, and in the last 15-20 years or so the emphasis on engine oil development has been for friction modification and lowered viscosity to improve fuel economy, extend change intervals, and to protect catalytic convertors and to extend the life of the cat convertors for longer lasting emission standard compliance. One of the changes was to reduce the incidence of phosphorus fouling of catalytic convertors, which had been partly attributed to an extreme pressure/anti-wear oil additive known as ZDDP. (Zinc Dialkyl-Dithio-Phosphate). This useful additive was present at about 1000 parts per million, or more in SF period oils).

Part of the cooperative evolution of oils and engine designs since the 1990s has brought about the reduction of some critical extreme pressure additives that since the late 1960s provided the needed protection to valve train parts in the engines of the time. Volvo four and six cylinder engines, and 2.0 litre Ford overhead cam engine were examples of engines that when new, often could and did experience valve train wear at low operating hours, but the oil formulations caught up and by the late 1970s these problems were rare. This was the era of SE and SF grade oils. These two letter codes are from the American Petroleum Institute, and represent a performance standard.

The system started with SA and is now up to SN, though a lot of oils are still marketed in Australia that comply with earlier standards such as SG. Sometimes this use of superseded standards is to gain a price advantage, and this production and sale makes sense because many older engines won't get any advantage from more modern and expensive formulations.

Now an oft-used term in the lubrication industry is “backwards compatible”. It means, in effect use the latest and forget about the older specifications. So backwards compatible applied to a 5W-30 viscosity grade viscosity oil, that meets the API SN service grade would seem to be a “one size fits all” and the “latest is best” sort of view? Why not?

NO. Older engines were built for 20W-50 multigrades in most cases of 1960 onwards engines. Very light viscosity oils are not recommended in older engines except under extremely cold operating conditions. Even older engines and air cooled models may have been built for monogrades such as straight 30 or 40 weight- but that is a story for another time.

For now I'll just summarise the changes in oil service grades to which we should pay attention, plus a bit of history:

<u>Year</u>	<u>Grade</u>	<u>Note</u>
1967	SC	API standard for petrol engines
1971	SD	
1979	SE	
1988	SF	
1993	SG	
1996	SH	Now officially obsolete as all of the earlier grades
1996	SJ	Covering new fuel economy enhancing products, with "new" viscosity grades
1998	SL	
2004	SM	
2010	SN	Introduced November 2010

An article in the US Car Craft magazine, reported in 2009 that SD oils of the 1960s typically had about 800 p.p.m. of zinc additive, and that 1996 SH grade had 1,300 ppm. In 2001 SJ oil tested at 1,100 ppm and the 2005 SM scored only 870. Test results for many current Australian market SN oils aren't readily found, but the internet suggests 600 ppm or less (400ppm) is likely. So for anti wear camshaft protection in a pushrod classic car engine, perhaps we are back to the 1950s!

There is loads of information on this oil formulation/Zinc additive subject, one of the best is the Penrite Oil website. All of their products applicable to classic cars have plenty of the zinc additive.

Some internet and major oil company information says this whole "problem" is overstated too. I'm not convinced there is no problem, it has been too frequently reported, but I'm not preaching here, just trying to encourage people to think about and investigate this issue if they want to.

I understand CRC notable Geoff Bott has some UK sourced Millers lubrication products which are also formulated for classic engine protection and suitability. Jim Richardson also reported he has been using an affordable additive to counter this situation, in his Cortina, with good results.

Remember forewarned is forearmed, don't risk your engine on the basis of uninformed reassurances?

FOR SALE: 1976 DATSUN 260Z COUPE



Comprehensive body restoration in 2006. Koni shock absorbers all round, lowered 1" with uprated Kings springs.

Michelin tyres 75% on 5-slot 14" alloy wheels, new carpets, seats re-upholstered, recovered dash and more.

2.6 litre motor in good order, mild cam, extractors and near new exhaust, factory twin carbies, fuel cut off relay. Recently rebuilt 5-speed gearbox.

Many spares including 2 front guards, set 5 factory alloy wheels and tyres (25%), spare diff and driveshafts. Driven 99% on bitumen in past 10 years. Currently on full Victorian registration until December 2012. Can provide photos of restoration etc. Car located in NE Victoria. \$18,000 firm including spares.

More photos at: <http://tinyurl.com/9w4cksw>

Phone Jeff Whitten (03) 5722 1250 or email jeff@rallysportmag.com.au

2012 TRANS AMERICA CHALLENGE by Steve Maher

Fifty one crews from all across Europe, the US and Australia/New Zealand, along with their cars, had accepted the challenge that was to be the 2012 Trans America. Forty three of them found themselves in Newark, New Jersey on the 7th May 2012.

The Trans America was in fact 3 different events in one. The main game started in Newark and was due to finish some 31 days later in Anchorage, Alaska. Two smaller events were held in conjunction with the main event, 1 from Newark to Vancouver, Canada and the second from Vancouver to Anchorage. The Official Start for forty three crews was set for the following day so there was little time to fix or finish anything that wasn't quite right before leaving.

Scanning the field there were some interesting entries. In the Vintageant Class for pre 1941 cars there were no less than 4 Bentleys. The Classic Class for pre 1975 cars was by far the largest with no less than 7 Mercedes Benz, 7 Jaguars, 6 Volvos, 4 Porsche and 4 Mustangs including a rare 1966 Shelby GT350. Oh and of course 1 lone Leyland P76.



The Gerry Crown / Matt Bryson P76 was shipped from Port Melbourne along with another Australian entry, Terry Ward and Geoff Nicholls 1974 Mercedes Benz 450SEL. Apart from the Jags other BMC entries included 2 British crews in a 67 MGB GT and a 68 Triumph TR250.

The stage was set for a battle royale over 13,500 kms and 31 days, 25 of which were spent on the road.

Days 1 – 5 Newark, New Jersey to Memphis, Tennessee. 2256 kms inc 1 rest day

The first day was all transport before starting the timed sections on day 2. This included a run around Virginia International Raceway. Almost all the roads used on the rally were back roads so it was no highway cruise. It was on Day 4 that the first and most serious accident occurred. The German crew of Claudia and Sonja Schaefer in their #1 1924 Bentley 3-4 ½ were t-boned by a local car while travelling through a town on a transport stage. The force of the impact was so strong that it rolled the Bentley, writing it off and putting the girls in a Knoxville hospital in serious condition. Both girls spent most of the rally in hospital before flying home. They will recover but it may take a while. Gerry and Matt slotted the P76 into an early 4th position losing a total of 1m 16s. Leading the event at the first rest day in Memphis was British crew Phil Garratt and Keiron Brown in their 1970 E Type Jaguar with a total loss of 24s.

Days 6 – 11 Memphis, Tennessee to Page, Arizona. 3015 kms inc 1 rest day

Day 6 saw the event leaders crash off the road whilst trying to get back on the right road after getting lost. Garratt and Brown managed to get to the end of the day in the battered Jag but they had lost their lead. The lead now passed to another British crew, Paul and Sandra Merryweather in their 1974 Mercedes Benz 450SL. The Worts/Shackleton 1961 Jaguar Mk11, which was to figure more prominently later, broke their diff housing but managed to strap it together to get to the end of the day and effect repairs. The highlight on Day 8 was supposed to be a run up Pikes Peak but alas when the field arrived it was closed. This dampener was soon forgotten as on Day 10 it was Gerry's 80th birthday and a day later Matts 31st. There wouldn't be many 80 year olds still competing at the pointy end of a motor sport event. At the Page rest day the Merryweather Merc led with a loss of 47s. Crown/Bryson and P76 were now 3rd on 1m 53s.

Days 12-20 Page, Arizona to Vancouver, British Columbia, Canada. 3553 kms inc 2 rest days

Vancouver signalled the end of the first leg of the rally. Ten crews were due to finish their rally here as they were only doing the first leg but another eight crews joined the rally for the run to Anchorage, Alaska. The Merryweathers led the event right up through the United States into Canada and looked to be dominating the event at this point. Their lead was over a minute to the now second placed P76 of Crown and Bryson. The Merc on 1m 03s and the Leyland on 2m 45s. Sadly the Merryweathers were informed of a serious illness in their family back in the UK and whilst driving to their service point to make the decision whether to continue to the end or pull out and go home, the 450SLs V8 engine broke the timing chain causing serious damage to the engine. This made the decision easy for them. They were out, effectively handing the lead to the Crown/Bryson P76. The Worts/Shackleton Jag, which had been battling with constant repairs throughout the rally, had managed to drag itself into second only 8s behind the P76 with the early leaders the Garratt/Brown E type Jag 34s further back.

Days 21-26 Vancouver, British Columbia to Whitehorse, Yukon. 2714 kms inc 1 rest day

This section of the rally included the longest day. 855kms across the Yukon Territories on day 26. Garry and Matt fought hard up through Canada to hold on to their slender lead. As they reached Whitehorse the boys in the P76 held a 10s lead over the Worts/Shackleton Jag. Garratt and Brown in the E Type were a further 32s back and closing fast. The British Datsun 240Z of Roy Stephenson and Peter Robinson were also closing in only 10s behind the E Type.



The run across the western end of Canada was one of the highest in altitude and through some of the

most spectacular alpine countryside.

Not that the competitors had much of a chance to admire the scenery. Many of the cars were caught wheezing and puffing as they battled the thin air but the P76 cruised past many of them in 3rd and 4th gear while they struggled in 2nd.

Days 27-31 Whitehorse, Yukon to Anchorage, Alaska 1977 kms inc 1 rest day

The run from Whitehorse up through Fairbanks brought the field close to the Arctic Circle before heading south again to finish in Anchorage. It was in this section that things didn't quite go according to plan. Unfortunately the P76 crew had a couple of bad days losing time to the closely following Jaguars. The Worts/Shackleton Mk11 slipped into the lead. A position they were to hold to the finish. The Garratt/Brown E Type fought back to equal second with Crown and Bryson in the P76. The winning margin was 38s. Not to be outdone the 4th placed Stephenson/Robinson 240Z finished a slim 7s further back.

So there we have it. 13,500kms from the East Coast of the US to what may seem to be the end of the Earth in Anchorage, Alaska. The only Australian crew in an Australian car in their first Regularity event finished equal second in a Jaguar sandwich. Full marks to the Richard Worts and Nicola Shackleton Jaguar Mk11. They worked hard right from the beginning of the event to continually patch up the Jag and keep it competitive, thoroughly deserving their win. They lost 3m 21s over that incredible distance. The P76 and the Garratt/Brown E Type Jag both lost 3m 59s. Full marks also to the boys in the E Type. They battled hard right through the event after their early crash, never losing sight of the finish and were well rewarded for their efforts. But for all the BMC/Leyland enthusiasts around the world, the second placing for Gerry Crown and Matt Bryson in their Leyland P76 was truly the highlight. It was 38 years ago that a P76 last graced the international rallying stage in 1974 when Matt Bryson's father John partnered Evan Green in the World Cup Rally and Green/Bryson damn well nearly won that one. Congratulations to Gerry Crown, Matt Bryson and the hard working crew who worked on the car.

Their sponsors APV-S Safety Products, Crown and Andrews Board Games and Fire and General Insurance should be well pleased with their results.



I'm sure the team would like to thank Australian rally legend, Dave Johnson, who supplied them with very helpful average speed charts and also the members of the Leyland P76 Owners Clubs of NSW and Qld for all their help. The P76 drove flawlessly over the entire distance and was by far the most popular car with everyone, particularly the Americans who thought it was "pretty and awesome". The Leyland P76 has once again proved to be one of the best long distance rally cars in the world.

Steve

Wakefield Park Training Day - by Bob Morey, photos by Greg Yates.

August 6th was a fine, fairly still, cool morning in Canberra so feeling deprived of CRC action I decided to ride my near classic BMW up to watch fellow CRCers having fun at the club training day at Wakefield Park. I should have known better than to ignore the forecast of strong winds for the Goulburn area. Never mind it was a great day as I think the photos show. Tony Norman, Tim McGrath & their helpers did a great job and the 40 or so members had ample track time.





More Wakefield Park Training Day

Alex Taylor was at Wakefield Park when we held the CRC Training Day and took the following photos and many more. Alex is an enthusiast photographer who has developed a web site to display his photos. Alex's site is at <http://www.rpmp photography.net/> Select Classic Rally Club, Wakefield Park 6/8/2012 & Sample Gallery. You will then be able to see all the great photos Alex took at our Training Day. Alex will send copies of photos to anyone who is interested and will only ask for a donation to cover his costs. Alex's contact details are shown in the contact area on the site. Alex is interested in taking photos at other CRC events.



More photos of the Training Day from Alex Taylor.



Introducing John Doe -Lui MacLennan

CRC member John Doe (names have been changed to protect the innocent) is lucky enough to have a close friend in the motor magazine trade. One of the perks of the job is to take some seriously tasty machinery on an occasional 'short Sunday drive', purely for reasons of research. This short Sunday drive covers some 990 kms of some of the best driver's roads that NSW has to offer and John has been kind enough to share some of his experiences and opinions of the vehicles he's been lucky enough to drive. They may not be Classics but I'm sure most of our members wouldn't mind taking one for a spin. Watch this space for more instalments!

Sunday Drive 1 - Toyota 86 with John Doe

My mate James flicks me an email, 'We've got the 86 for 2 weeks, this Sunday I'm going to drive around 1000 kms, 6am to 7pm... interested?' The response was a resounding yes!

I read the press kit. 147 kW, 205 nm all around 6000 rpm mark... Car has been developed using the same tyres that Toyota fit to the Prius. The gearbox is a 6 speed with a rather short 4.1 diff. 110 kph is just over 3000 rpm

James shows up to my place around 6 am. He has the poverty pack GT with a sharp price point of \$29,990. From memory, the top model in the range (GTS) is priced at \$35K. The differences are as follows

- Non-leather seats
- Non-HID lights
- 16" rims (17 for the GTS)
- Smaller brake rotors all round
- Solid rear rotors (GTS gets vented rear)

The route we took is shown on the map. I got to drive around 200 kms in it... Oberon to Jenolan Caves to Lithgow (Jenolan Caves Road) and I got all of Putty Road.

The engine has a fairly flat torque curve but a slight flat spot around 4200 rpm where torque dips slightly to 180 nm. I was expecting the typical boxer engine note and it wasn't there. Initially disappointed, the noise provided by the Toyota Baru was initially odd but quickly grew on both of us to the point of absolutely loving it. It gave a note of sounding fast, without trying to sound faster than it was. Anywhere in the rev range, right up to 7400 rpm red line, the car didn't complain about being there, you could sit in whatever gear at 6000 rpm and it just loved it. At no point did the car ask to pick another gear, it was a very free revving engine.

The tyres were chosen by Toyota to allow for slippage and to increase the pure enjoyment of the

drive. Initially, on some wet roads, it was very skatey. The car would initially understeer progressively through loss of traction but that initial understeer was quickly, but smoothly met by the same amount of progressive oversteer, James said, and I'd have to agree as I'm not experienced enough to know that the rear feels like it has slightly more traction. But you wouldn't want anymore.

Would you put a set of PS3's or any other high performance tyre on it? Yeah, maybe but then they would over power the car and all enjoyment would be lost.



The car keeps you busy while you're diving in and out of corners. It's just as happy in the tight twisty stuff as it is on the longer open higher speed corners. Not busy because it is a handful but busy because it slipping around beautifully and evenly in every aspect. There is that little bit of short wheel based twitchyness that I have experienced in the Clio Sport and 205GTi...

The traction control and all the other electronic wizardry are there but not intrusive. I think it turned on for me only two or three times but not so much as to cause a moment (I've had moments in other cars that cut power mid corner and you find yourself in the other lane very quickly with 0 kW available...) James also tells me that on Jenolan Caves Road bringing the GTR back from 200+ kph for a corner, the TRC/ABS etc lights were all flashing for 20 seconds, even post corner and he was completely confused with the situation... the 86 didn't suffer that at all.

The 86 has a claimed combined city/highway consumption of around 7 L/100 kms. At the end of our fairly spirited trip, we clocked 8.7 L/100 not bad at all considering that we barely used 6th gear and spent the majority of the time above 5000 rpm.

At the end of the day, a non-family, or girl friend and boy friend couple would be CRAZY not to plonk the \$30K down and buy one if that is your bent. Anything that you compare it to is \$10-20K more. (Clio, Golf GTi etc) The interior is what you would expect for \$30K. It's a little harsh, but livable. The seats are a pleasure, they grip you perfectly. After 12 hours it was only towards the end of the day that I was getting sore or uncomfortable and when

James threw it around, there was very minimal movement. The engine and cabin noise is quiet for a frameless windowed car, open up the taps and the engine gives this odd, yet pleasing note and it didn't give a rats a**e what gear you were in, or how hard it was revving, it just loved it.




It needs HID lights! That's is all it lacks. Otherwise, it is the sweetest thing I think I've ever driven. Boy racers need to get out of their head about the lack of turbo or lack of power. This isn't a numbers car. That is why Toyota won't set a Nurburgring lap. It is about pure driving pleasure. And what a pleasure it was!

An interesting idea from the Historic Rally Association (courtesy of Lui) As announced at Club meeting last night I have commenced planning for a drive from Melbourne to the Goodwood Revival in UK. The trip is planned to take place in 2015 and the idea is to arrive in UK in time to attend the Goodwood revival which is held in September. It is expected that the route will be approx 20,000 km and as it is planned as a 'tour' a departure date in late July would allow plenty of time to see some spectacular places and play tourist along the way. Preliminary planning will see the route leave Melbourne for Darwin, ship vehicles to Singapore and then via Malaysia, Thailand, Laos, Vietnam, China and then through to Europe – exact route to be determined depending on current political situations - however I hope to mainly follow the Silk route as much as possible through the 'stans', Iran and Turkey. I hope to have a few classic cars along and depending on the numbers there will be several backup vehicles. Although classic cars are preferred due to the Goodwood connection - I will be taking the Escort – any vehicle would be most welcome. No competition licences, no log books, no FIA requirements, just a sense of adventure and a desire to have a great time and see some different places. If anyone is interested, has any ideas on the route or places to see along the way, please don't hesitate to get in touch.

Gerry BASHFORD, H.R.A.

We will keep you up to date with how Gerry's plan develops.



2012 Alpine Classic

13th & 14th October

**Join fellow motoring enthusiasts and discover
Classic Rallying The Tradition Continues...**

Get your classic out of the shed and join fellow motoring enthusiasts on the two day 2012 Alpine Classic Rally. Running for the 14th year, the Alpine is the only timed navigational event in NSW and is considered one of the premier events on the Classic Rally Club's calendar. Set in the beautiful Central West of New South Wales, crews will have the opportunity to drive on some of the best roads this state has to offer.

Three categories of navigation will cater for all levels of skill. Those with experience and seeking a serious challenge will opt for Masters, whilst crews requiring a little more guidance will go for the Apprentices. For anyone just wanting a fabulous drive in the spring countryside without the challenge of navigation, the Tour category is ideal, although a small amount of mapping will be included.

The Alpine will start in Lithgow, at the foot of the Blue Mountains. The event will travel a circuitous route to the overnight stop in Orange, where competitors will have the opportunity to spend a relaxed evening and catered dinner with their newfound rally friends. After a good night's rest, it's on the road again for another day of Classic Navigation Rallying. After a provided lunch it will then be on to the traditional pub finish near Lithgow.

The event is open to pre-1982 cars of any marque. Other cars will be considered on submission to the Event Secretary.

Included in the cost of \$429 for a crew of two will be breakfast at the start in Lithgow, two lunches, a sumptuous evening meal in Orange, motel accommodation and breakfast. Your rally pack will contain all maps needed for the event, windscreen banner and car number, rally romer (for new entrants), Alpine Classic caps and cloth badges. Alpine Classic shirts will also be available for purchase at a cost of \$30.

Cost for additional crew members or passengers is \$160 each.

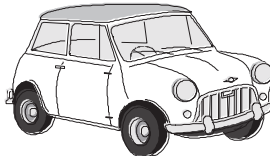
The event will be strictly limited to 85 entrants, so get your name in early!

Entries close on Friday 14 September 2012.

Clerk of Course	Lui Maclennan	02 9460 6909	0418 645 623
Event Organiser	Wayne Gerlach	02 9498 7042	0414 556 848
E-mail		alpineclassic@hotmail.com	

If you only enter one event a year, then the 2012 Alpine Classic is the one for you. The Classic Rally Club has made the Alpine Classic a prestigious annual event and with your support it will be even better. Be part of the event and help make it happen again in 2012!

For an entry form or more information about Classic Rallying, visit www.classicrallyclub.com.au



Penrith Pas de Deux

11th November 2012

Promoted by the Classic Rally Club.

Come and join us for a round of the CRC's and the Thornleigh Car Club's championships and the JDCA's Coventry Spares trophy 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 Penrith covering approximately 310 kms of fully sealed roads

Bring your own lunch or buy some from the various outlets at the lunch break at Picton.

Entry fee is \$70 for a crew of two.
Additional passengers are free.

The event is being run as a CAMS approved Touring Assembly so all the usual requirements will apply eg Scrutineering, CAMS licences etc.

When approved, the Supplementary Regulations will be published on the CRC website- www.classicrallyclub.com.au.

For further info contact-
Jeff West at- jj.west@bigpond.com.au or 0427 263757 or
Gary or Wendy Maher at- wenandgaz8@bigpond.com .



First Friday Free Fling (Pie Night)

**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.**



Classic Rally Club Championship 2012

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Clas- sic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day		
Competitor									Points to date	Position to date
Doug Barbour	1	20	20		8				49	1
Jim Baird	7m	18	12	1	4				42	2
Steve Annabel	10			10	7				27	3
Ian Packard	1	8		6	9				24	4
Steve Brumby	8	14			1				23	5
Alan Cummine		2	16						18	6
Brendan Burton	10m	16m							18	6
Chris Mackertich	8	4			6				18	6
Peter Evans	3	12		1m					16	9
Jocelyn Vettoretti	4m	4	2	4					14	10
Jim Richardson	1		2	4	5				12	11
Terry Gunter	2			10					12	11
Andrew Wilson				10					10	13
John Calabria		10							10	13
Tony Kanak	5			4					9	15
Brian Madigan	7			1					8	16
June Hobart				4					4	17
Geoff Mills	1	2m							3	18
Julie Votano		2							2	19
Kim Votano		2							2	19
Len Zech	1m	2m		1m					2	19
Jim Barrett					2				2	19
Sergio Cariolato		2m							2	19
Steve Friend	1				1				2	19
Arthur Bransgrove				1m					1	25
Dave Johnson	1m								1	25
Garth Bransgrove				1m					1	25
Judd Smith	1								1	25
Kevin Byron	1								1	25
Colin Tseris				1					1	25
Mark Pentecost	1								1	25
Phillip Oliver	1								1	25
Richard Bale				1					1	25
Steve Pryor	1								1	25

Classic Rally Club Championship 2012

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day		
Competitor									Points to date	Position to date
Xanthea Boardman	1	20	20		8				49	1
Ryan Baird		18	12	1					31	2
Jayne Annabel	10			10	7				27	3
Steve Maher	1	8		6	9				24	4
Grace Brumby	8	14			1				23	5
Ian Packard			20						20	6
Alison Burton	10m	16m							18	7
Allana Mackertich	8	4			6				18	7
Sylvia Gleeson		2	16						18	7
Cheryl Evans	3	12		1m					16	10
Natalie Evans	1m		12	1					14	11
Lorraine Gunter	2			10					12	12
Karen Yates				1	10				11	13
Bev Richardson	1			4	5				10	14
Brad Wilson				10					10	14
James Calabria		10							10	14
V Plimsoll-Kanakova	5			4					9	17
Michele Madigan	7			1					8	18
Connie Annabel					7				7	19
Peter Hill	7m								7	19
Ngarie McGrath			4	1					5	21
David Stephenson		4							4	22
Frances Stephenson		4							4	22
Lachlan Baird					4				4	22
Trish Mills	1	2m							3	25
Clair Stephenson		2							2	26
Glenn Evans	1m	2m		1m					2	26
Irene Cariolato		2m							2	26
Kevan Peters		2							2	26
Lorraine Drummond	2								2	26
Wendy Cooper		2							2	26
Adam Bransgrove				1m					1	32
Elizabeth Pentecost	1								1	32
Jocelyn Vettoretti					1				1	32
Judith Bransgrove				1m					1	32
Maureen Friend	1								1	32
Michael Friend					1				1	32
Morgan Oliver	1								1	32
Penny Dmitrieff	1								1	32
Toni Bale				1					1	32
Vince Harlor	1								1	32

Classic Rally Club Championship 2012										
Masters Drivers										
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day		
Competitor									Points to date	Position to date
Robert Panetta	20	36	32	18	16				122	1
Alan Watson	18	34	28	16	16				112	2
John Cooper	17	16	34	18	17				102	3
Bob Morey	16	38		20	18				92	4
Coal Mullet		24	40m						64	5
Tony Wise	20	40							60	6
Gerry Both	14		26m	16					56	7
Garth Taylor			38		16				54	8
Dianne Gerlach	12	28		12					52	9
Tony South	15	22		11					48	10
Winton Brocklebank	8m		36						44	11
David Shaw	11	32							43	12
Michael Olsson	10m	30m		18m	20m				38	13
Dominic Votano	13m	24							37	14
Gary Maher	8				20				28	15
John Young	8			20					28	15
Roger Banham		26							26	17
Barry Ferguson			24						24	18
Dennis Reeve			24						24	18
Geoff Bott			24						24	18
Darren Taylor				18					18	21
Laurie Mason					15				15	22
Lauren Mackie				13					13	23
Michael Young	7								7	24
Masters Navigators										
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day		
Competitor									Points to date	Position to date
John Henderson	16	36	32	18	16				118	1
Pam Watson	18	34	28	8	16				104	2
Teresa Morey	16	38		20	18				92	3
Lui MacLennan		24	40m	18	8				90	4
Ross Warner	17		34	18	17				86	5
Alan Walker	20	40		13					73	6
Carol Both	14		26m	16	8				64	7
Ted Norman	15	22		11	15				63	8
Dave Johnson		16	32	8					56	9
Wayne Gerlach	12	28		12					52	10
Michael Stephenson	13m	32							45	11
Ray Arthurs	11	32							43	12
Mike Batten	9			18	14				41	13
Jeff West	20				20				40	14
Adrian Kinslor			38						38	15
Harriet Jordan	10m	30m		18m	20m				38	15
Graham Thompson			36						36	17
Helen Young	7			20					27	18
Roger Barlow		26							26	19
Wendy Maher	8				8				16	20
Sonja Luthi	8								8	21

Classic Rally Club Championship 2012

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day		
Competitor									Points to date	Position to date
Greg Yates	14	26	20	1	10				71	1
Paul Morton	15	28m	14		3				60	2
Tim McGrath	7		22	13	15				57	3
Chris Hallam		30		12					42	4
Shane Navin	1m		16m	15m	12m				27	5
Peter Thomson		24							24	6
Bruce Smith	12m			1m	10m				22	7
Lindsay Trevitt	8m				11				19	8
Brett Manewell				14m					14	9
Amir Shushtarian	9			1	3				13	10
Rebecca Grasso	11								11	11

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day		
Competitor									Points to date	Position to date
Peter Dunlop	14	26		4					44	1
Garth Taylor	15	28m							43	2
Phillip Stead		30		12					42	3
Tony Norman	11			3	15				29	4
Jennifer Navin	1m		16m	15m	12m				27	5
David Booth		24							24	6
Jennie Smith	12m			1m	10m				22	7
Ron Cooper	3			13					16	8
Paul Trevitt	8				7				15	9
Belinda Manewell				14m					14	10
Ramin Shoushtarian	9			1	3				13	11
Kay Harlor	11								11	12

A thief in Paris planned to steal some paintings from the Louvre. After careful planning, he got past security, stole the paintings, and made it safely to his van. However, he was captured only two blocks away when his van ran out of petrol.

When asked how he could mastermind such a crime and then make such an obvious error, he replied, 'Monsieur, that is the reason I stole the paintings.'



I had no Monet....to buy Degas...to make the Van Gogh.

Winter Classic 12/08/2012 - Final Results

Number	Driver	Navigator	Division 1			Division 2			Manned	Other	Tot.D2	Total	Place
			Q	VRC	Tot.D1	Q	VRC						
MASTERS													
1	Gary Maher	Jeff West	0	0	0	20	20	0	0	20	20	=1	
2	Bob Morey	Teresa Morey	40	0	40	20	20	0	0	20	60	3	
3	Rob Panetta	John Henderson	40	0	60	20	20	0	0	20	80	5	
4	Michael Olsson	Harriet Jordan	0	0	0	20	20	0	0	20	20	=1	
5	Tony Metcalf	Mike Batten	60	0	60	120	120	0	0	120	180	7	
6	John Cooper	Ross Warner	40	0	45	20	20	0	0	20	65	4	
7	Laurie Mason	Ted Norman	0	0	20	80	80	0	0	80	100	6	
APPRENTICES													
11	Tim McGrath	Tony Norman	0	30	30	40	40	0	0	40	70	1	
12	Ian Packard	Steve Maher	80	0	120	80	80	0	0	80	200	2	
13	Shane Navin	Jennifer Navin	180	60	260	180	180	0	0	180	440	4	
14	Doug Barbour	Xanthea Boardman	140	0	140	120	120	30	0	150	290	3	
TOUR													
10	Ramin Shushtarian	Amir Shushtarian	22	0	22	33	0	0	0	33	55	8	
15	Jon Dickson	Ivor Davies	22	0	22	33	40	0	0	73	95	10	
18	Steve Brumby	Grace Brumby	DNF										
19	Chris Makertich	Allana Makertich	0	0	0	22	20	0	0	42	42	5	
20	Jim Baird	Lachlan Baird	11	0	31	22	0	0	0	22	53	7	
21	Jim Richardson	Bev Richardson	22	0	22	22	0	0	0	22	44	6	
22	Irene Lucas	Jocelyn Vettoretti	198	180	428	132	120	0	0	252	680	13	
23	Darryn Hunwick	Pamela Comty	154	60	254						DNF		
24	Stephen Annabel	Jayne & Connie Annabel	22	0	22	11	0	0	0	11	33	4	
25	Bruce Smith	Jennie Smith	11	0	11	11	0	0	0	11	22	=1	
26	Greg Yates	Karen Yates	11	0	11	11	0	0	0	11	22	=1	
27	Merzi Mody	Edul & Shaneen Dhondy	22	0	27	33	0	0	0	33	60	9	
28	Steve Friend	Michael Friend	99	0	99	33	0	0	0	33	132	12	
29	Mark Kennedy	Shane Brereton	11	0	11	11	0	0	0	11	22	=1	
30	Colin Tseris	Vicki Austin	33	0	33	44	40	0	0	84	117	11	

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.
03-February-2012	First Friday Free Fling			
28-February-2012	CRC Meeting			
02-March-2012	First Friday Free Fling			
11-March-2012	Navigation Training Day	Jeff West	jj.west@bigpond.com.au	0427 263 757
27-March-2012	CRC Meeting			
01-April-2012	April Fool's Fun Run (1 day rally) -C.C.	Tony Norman	thenormans@virginbroadband.com.au	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	Stephenson@tpg.com.au	0430 161 328
22-May-2012	CRC Meeting			
26-27-May-2012	Barry Ferguson Classic -C.C.	David Johnson - Trial	longitude@internode.on.net	02 4887 7803
		Tim McGrath - Tour	tmcgrath@bigpond.com.au	0419 587 887
01-June-2012	First Friday Free Fling			
17-June-2012	Tour d'Corse -C.C.	Tony Wise	tmwise@bigpond.net.au	0417211848
26-June-2012	CRC Meeting			
06-July-2012	First Friday Free Fling			
24-July-2012	CRC Meeting			
03-August-2012	First Friday Free Fling			
06-August-2012	Driver Training day at Wakefield Park	Tony Norman	thenormans@virginbroadband.com.au	0402 759 811
12-August-2012	Winter Classic -C.C.	Alan Watson, Garth Taylor and Lindsay Trevitt	alanwatson@pacific.net.au	02 9653 1036
28-August-2012	CRC Meeting			
07-September-2012	First Friday Free Fling			
15-16-September-2012	MG Spring Classic -C.C.	Sonja Luthi	esfluthi@bigpond.com	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	wg@exemail.com.au	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			
'C.C.' denotes CRC Annual Championship event				
Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from www.classicrallyclub.com.au				

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



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