

Rally Directions

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



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August 2013

Classic Car of the Month

Quite a number of different MGB variants were produced from 1962 to 1980.

When introduced the MGB was a radical, modern design featuring a monocoque chassis with plenty of legroom, wind up windows & even a parcel shelf!

Initially only a roadster was made but in 1965 a coupe, hatchback style, GT body was added to the range. Throughout MGB production all body styles saw many changes particularly to comply with U.S. safety regulations.

The first MGB had a 1798 cc, 4 cyl., 3 main bearing, OHV, twin SU carbureted engine which was later upgraded to 5 main bearings. A straight six cylinder engine was fitted to a model designated MGC and the Rover aluminium V8 was used in the MGB GT V8. All MGB models featured independent front suspension with disc brakes, a live rear axle fitted with drum brakes. Gearboxes were a 4 speed manual with optional electric overdrive or 3 speed automatic.

Henry Stratton's MGC GT, seen above, is a 1968 model. Imported from the UK in 1994 the car was restored and fitted with an extractor, 3 x 2" SUs, performance cam, sports suspension and L.S.D. Henry bought the car in 2000 and really enjoys competing in Regularity Events & CRC Rallies with it.

Coming Events



The 3 Rivers Rally

Sunday 8th September 2013

Starting and finishing at Mittagong, this is a one day event which offers the usual three categories of route instructions. Tony Norman, the Event Director, promises a pleasant drive through the Southern Highlands in the spring, without a speed bump or urban area in sight.

The entry fee is \$70.00 and lunch is not included. There is a fast food outlet at the lunch stop. Full details are inside, including how to win a special prize.

For further information contact

Tony Norman 0402 759 811,
02 9804 1439 or

thenormans@virginbroadband.com.au



2013 ALPINE CLASSIC
19th - 20th October

Enjoy a fantastic weekend in the Central West of N.S.W. All the usual Alpine competition features; fully timed event, optional motorkhana, an average speed section. Plus great roads, great meals and a fun atmosphere.

Masters, Apprentice or Tour navigation is available. Start & finish is in Lithgow. The entry fee of \$429.00, for two people, covers all meals & accommodation.

Full details inside or at www.classicrallyclub.com.au
For further information contact Lui MacLennan 0418 645 623
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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..

Ross's Rave.



Hi everyone, I hope you are well.

I can't believe that it's been a month since my last report. Time seems to speed up when you're busy (and drag when you're in the dentist's chair...)

No competition events this month, however we did have our Driver Training Day at Wakefield Park and the joint CRC/ SAAB Club lunch run.

The lunch run was fabulous, if a little cold in an open car (Sorry Kim). The roads were fantastic and I think everyone enjoyed themselves. For some reason Kim decided that she would prefer to complete the drive from Robertson to Kiama in the Cooper's Falcon rather than in the MG with me. I thawed out during lunch, just in time to get back in the car for the drive home, so no big deal. This event raised a considerable sum for a great cause and the organisers should be commended on a job well done. (Thanks Peter and Tony)

By all accounts our Driver Training Day was a great day and I have had some very positive feedback. I was thinking of you all down there in Goulburn having fun while I was in a very boring meeting. A very big thanks to Tony Norman for organising the day, and to Glen Innes for running the track lights (and also to anyone else who was there to assist). I don't know how we would continue without all of the willing volunteers that regularly put up their hand to help out with our Club events.

One down side to our Driver Training Day was the low number of entrants. Unfortunately this means that the CRC ended up partially subsidising the event.

I received some correspondence from Craig Walsh telling me how much he enjoyed the day and catching up with old friends. He also pondered the lack of entrants and suggested that perhaps it might be worth putting together a survey to find out why. We're not sure if as a Club we have lost interest in this type of event, or if it's too expensive, or too cold, or too far from home? Either way a survey might help us to work this out. Thanks Craig for the suggestion. Stay posted for details of the upcoming on-line Driver Training Day Survey!

I couldn't attend our FFFF this month because I double booked myself, however I have heard that the new venue was a success and that we had a good turnout. I think that we should keep the event at this venue for a while and see how it progresses. Although I am always open to suggestions for another alternative and look forward to a reconnaissance mission with Kim to check them out.

Have you put your entry in for The 3 Rivers Rally on 8th September and the Alpine 19 – 20th October? I have. It's time to get your entry in now!

Preliminary arrangements for "The 20" (our 20th anniversary celebration) are well underway. We have booked the venue for the Anniversary Dinner and the Saturday rally is already on paper. A few of us are heading up to Mudgee soon to do some wine tasting, I mean to check things out. I hope that we might have a flyer in next month's magazine for your consideration. The proposed itinerary is as follows:

Friday 28th Feb – Optional Fun Drive from the Sydney area to event headquarters in Mudgee with lunch somewhere on the way and a social meal and perhaps a visit to a rodeo that night.

Saturday 1st March – A one day competition event for the serious crews or an optional wine/cheese social tour for those not so serious crews. Gala Anniversary Dinner in the evening.

Sunday 2nd March – Recovery in the morning with an optional fun drive back to the Lithgow area and or maybe a visit to the Mudgee Show.

Get ready to book your accommodation because you won't want to miss out on this one.

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

Enough raving Ross.

Secretary's Stuff

Hello everyone,

If you are like most people you probably have at least a glance at a mirror each day- usually before you head out to face the world. This common human routine tends to lull a person into a false sense of security about the impacts of change. Because we do this 'look at a mirror activity' each day we don't see much change. After all there is usually not much visible change in 24 hours. However time lapse photography of your person that would show changes over a period of ten or twenty years or longer will show more dramatic changes. You notice this when you run into an old acquaintance. Experiencing change is an inevitability, with the life-cycle of most things moving onward, a day at a time, pretty much in lock-step with the calendar.

For some people a classic car involvement is an attempt to stop or reverse some of this inevitable change- at least for some part of our life. By now perhaps your classic vehicle is likely to be more than 40 years old, and you think it stands there unmoved - as a sentinel or monument attesting to how things were. If this machine is well-maintained and cared for this can almost be true. At times it seems the deterioration due to time and wear and tear on the vehicle can be less than can be discerned from close observation of the owner!

Being made of metal and durable components a classic car can outlive its owner, or even several owners. Maybe you plan to hand this classic car on to a next generation or you trust your estate to get it an appreciative new home, not a trip to the metal recycler. That's all very fine and it is a recognition of the value you place on this motoring object and experience, but a car is after all only a machine, an object.

Now to get to the point-

Even if you have a classic car in a well-preserved condition now, and it functions well as your personal motoring time machine- the rest of the world continues to change every day.

This was brought home to me recently when I was working on two friends' older English sports cars- one an Austin Healey from 1952, the other an MGC from 1969.

Both of these machines suffer to a degree from the fitting of Lucas made ignition distributors. Perhaps never of special quality, by this time both of these distributors have deteriorated to the point of causing problems. In the past I knew of two businesses that had distributor testing machines that would spin the distributor to the equivalent of 10,000rpm if required, and show the accuracy of the cylinder to cylinder phasing, the rate and extent of the mechanical advance mechanism, in relation to changing engine speeds- and other things. Reference data on these ignition functions could be found in better workshop manuals and the world seemed an orderly functional place. Distributors could be overhauled or modified and re-tested.

Today finding someone with a functional distributor testing machine is much tougher. Then there is the question of do they really know how to use it, and how to overhaul the subject distributor that has been brought in for questioning. So in these two recent cases, with no distributor machine readily available we needed another plan. The wild card of course is that by now the original compression ratios, camshaft specifications and other engine features may not be as the maker intended, so some judgement and even trial and error might be needed to get 100% results on current petrol.

So according to the dictum that you cannot manage what you cannot measure- we needed a scheme to enable proper measurement and systematic changes to home in on the best possible performance.

Since we had the cylinder heads off both engines we set up an accurate mark on the front pulley of each, with number one piston at its uppermost position with a dial indicator, and brazed a small rod to the front cover, to act as a pointer. Dividing the circumference of the pulley by 10 gave us another mark for 36 degrees before top dead centre, so with a note pad and a rev counter, we could increase the rpm of the engine in steps of say 250 rpm and so use the actual engine and a good timing light (strobe) to graph the rate and extent of changes to the ignition advance/firing point.

Now over the years I've had a number of timing lights of the xenon tube type which throw a good

light and connect to the plug lead of number one cylinder by an external inductive type clip. These are very simple to use and darn handy. One of the owners in this story didn't have one but thought, having viewed the whole process, he should get a decent timing light.



Ah hah- just pop down to any auto parts store and pay the money. Well maybe this is not true any more! The largest retail Repco store in Sydney didn't have a timing light in stock, neither did SuperCheap Auto. One was duly ordered from a wholesale supplier who nationally had three only of this once common tune up tool in stock. Four days later it arrived. Don't ask me about dwell-tachometers either, I haven't checked the supply

story on these. But it seems to me this type of equipment is getting close to extinction in the typical parts stores.

After all it is now considerably more than two decades since a six cylinder Holden Commodore had a distributor. Engines from other makers are similar in terms of updated ignition equipment. Coil pack ignitions, direct coil to spark plug connections without plug wires, and crankshaft position sensors, and engine management systems of various types have consigned the older distributor and single coil setups to ignition history.

So if you don't have a good timing light, but your classic car does have a distributor, maybe you should get one soon, and learn how to use it. This work isn't rocket science, though it can vastly improve your propulsion.

While you're at it- consider improving your stock of related parts like rotor buttons, points and condensers (if you have these) and a spare distributor cap. This way you can be more confident that the future usage of your classic vehicle won't be frustrated by a lack of on-hand serviceable ignition parts.

If you have an early 1970s vintage electronic distributor (such as Chrysler or American GM HEI, or Hitachi or Lucas etc this still applies to you- it is just that your distributor has a magnetic hall-effect trigger, or an optical trigger, instead of contact points. It still needs a good rotor button and cap to work properly. At the moment most spare parts are still available for these 1970s vintage electronic ignitions. But you won't buy them at an auto parts store just anywhere. A small stock of these critical ignition spare parts easily fit in the glove box, of most cars.

That's all for now.

Tony Kanak

MANNING MOTORS



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COMPETITION SECRETARY'S REPORT FOR AUGUST

We have had a quiet month on the competitive rally front but there have been 2 Club events since my last Report in the July magazine.

SAAB/CRC CHARITY LUNCH RUN

This Charity/social event was run on Sunday 28th July, starting in Narellan and travelling via a short Pie Stop in Robertson to the Lunch venue at Kiama Golf Club. I believe the Event Director Peter Hill will be providing a more detailed account of the day but with 22 cars entered and the donations to Autism Research charity made by the members of both Clubs the day was certainly a success. Many thanks to all participants and to Peter and his helpers.

WAKEFIELD PARK TRAINING DAY

Does the temperature in Goulburn ever get above 10 degrees? This annual Event, to provide Club members with some track fun, was held on Monday 5th August. Entry numbers were markedly down from previous years - a total of 30 this year - and although this was great for participants in terms of track time it was not so good for the CRC finances. Hiring motor sport venues has never been cheap and this year's event resulted in a substantial loss despite an increase in the entry fee to \$150 per entry. I am sure that the Club Committee will be forced to review the continuation of this event into the future, perhaps looking at sharing any potential profit or loss with other clubs so that the CRC is not financially compromised. A big thank you to Glen Innes who supported me through the day in pit lane and to the staff of Wakefield Park and the Cafeteria. The day was also attended by a number of non-entered CRC members including, in no particular order, our magazine editor with camera in hand, Lui MacLennan, Tony Wise and possibly others who I may have failed to notice - my apologies.

THE 3 RIVERS RALLY - SUNDAY 8TH SEPTEMBER.

And now back to what I assume most of you joined the CRC for! After a break of nearly 2 months since the Tour d'Corse, this is the next event on the Club's Competition Calendar and a great chance to get your heads back into rally mode and for crews to hone their navigation skills in advance of the BIG ONE - the Alpine Classic - in October.

A flyer is included within the newsletter - look out for the special prize on offer - and a loose leaf Entry Form should also be found in this newsletter. I will be looking for a flood of entries on a Noah scale prior to the closing date of WED 4TH SEPTEMBER. I have been advised by my wife that a certain K. Rudd PM has arranged some kind of democratic event for the day prior. I can assure you that The 3 Rivers Rally will be far more fun than you will have had standing in line at your local church hall, school etc on Saturday and that you will be able to 'celebrate' or 'drown your sorrows' by giving your car a gentle run in the hills or a bloody good thrashing respectively! As your Rally Director I will remain totally neutral. I will be checking my mail box daily.

ALPINE CLASSIC - SAT 19TH and SUN 20TH OCTOBER.

This is our Clubs signature Event and the one that brings out every serious Club member who does not have any genuine excuse not to enter - is there such a thing? I am reliably informed that entries continue to roll in and since this event consistently attracts entries greater than the listed maximum number it's important to get your paperwork in early. Further details, including the Entry Form and Supplementary Regulations can be found on the CRC website.

PAS DE DEUX - SATURDAY 9TH NOVEMBER

This will be the final Pointscore Rally of the year so for those in championship contention is a 'must do' Event. But it's not just for the smarty pants at the top of the points table! Geoff West and Gary Maher always put together an 'interesting' event, one that usually keeps entrants engaged beyond the official finish. It will start in Katoomba with a lunch stop in Bathurst (Mt Panorama) before finishing in Lithgow. Keep an eye on the magazine and website for further details closer to the date. Note that it is to be run on a SATURDAY.

Hope to see many of you on the 8th September. TONY NORMAN.

 Catch up with all the club gossip by joining the club's Facebook group. Just search Classic Rally Club.

Eugen and Steve take to the track The CRC Training Day with Steve Friend

Some basic preparation on Sunday to prepare Eugen for the big day. A quick engine oil change , check the gearbox and diff oils, brake fluid, and check the wheel nuts. I set the tyre pressures to 45/40psi but I forgot to drain the air filter – but more of that later.

Monday dawns, cool and foggy. Eugen fires up first kick as normal, and we head off to Wakefield. A later start than planned as I had to drop the navigator at the bus stop. I am quite sure I can navigate my way around the track, and besides, 2 Unit Rally Navigation did not quite get to the school curriculum. Perhaps David Gonski missed an opportunity there. Once the excess baggage is dumped at the bus stop (the navigator does not travel light with laptop, books, and sundry sports gear) we point the star south. It is about 220km to Wakefield and I have less than 2 hours – sorry Tony – I'm going to be late.

Eugen travels well, sitting comfortably on “about” the speed limit -old speedos are wonderfully inaccurate. An interesting dice with a Smart FourTwo for about 10km before he turned off at Mittagong. I'm not sure who was getting blown worse by the crosswinds, but he seemed to be travelling at the same speed –maybe he too has an old speedo.

Finally, we draw into Wakefield a little late. Time to unload the car of all the things that I know if I bring them I will not need. So, piled high in the garage are several containers of fluid, a jack, stands, numerous spares, the spare tyre, a toolbox, and assorted other gear.

Looking around, Eugen's chrome seems to stand out. There are not too many cars here that are 52 years old, no other cars with drum brakes all around, and a 4 speed column change. There is a fair assortment of cars, with the Z brigade being the most numerous. But that's no bother for Eugen, at 52 he has years of experience, and fond memories of his brothers winning the 1960 Monte Carlo Rally, and the 1961 Armstrong 500.

Time to hit the track. Start the camera, slip on the skid lid and gloves, and point the star to the dummy grid. A glance at the engine temp and oil pressure, - all fine – here we go. Though muffled by the helmet, I can hear the rasp of the Benz straight 6, ably fed



by a couple of Webers. The short gearing will mean I do not see 1st or 2nd until I'm back in the pits. The sweet engine is happy running to 6000rpm, but I usually look to change up at about 5500. The drum brakes are remarkably efficient, but lack feel, and directional stability. I usually, tap the brakes first, before a heavy application, always aware that with the single circuit, any loss of fluid will see the brakes broken! The road going Michelins (basic XM1 185/75x14) have done 2 previous track days, motorkhana's, a khanacross, and around 50,000km in total. A bit of a squeal of protest around the corners, not a lot of grip, but progressive and predictable. Probably better than the feet Bob Jane and Harry Firth had around Phillip Island in '61, but not a patch on the various semi slicks I looked upon enviously in the pits. They are firm, and at 40+psi they should stay on the rim. The bigger front antiroll bar makes the car feel better, but I am still running standard shocks all round.

But this is old timer racing. The car is reasonably close to what would have been raced in the early 60's. Sound engineering and well designed, Eugen, acquitted himself well. Easy to drive on the limit, comfortable to “throw” around, without any risk of biting back. With only 83 Phar Laps (horses all with a big heart) at the rear wheels, top speed is not going to be high. But around the back of the track, through the twists and turns, old Eugen showed a couple of the youngsters what can be achieved with a bit of old school determination.

The only issue was a slight loss of oil from the oil bath air filter. Once drained, all was fine again, memo to Steve when arriving at the next track day – drain the air filter.

After nearly 2 hours of track time, and some fun sparring with Steve Brumby's Alfa, trying to stay out of the way of the quicker cars, it was time to head home. Loaded up all the superfluous spares and pointed the star back to Sydney, collect the navigator from school at 5pm and battle Sydney traffic before arriving home some 12 hours after leaving. The old Benz is fine in traffic, gets many admiring glances. None would have guessed it travelled over 500km, including a couple of hours around a track, that day. Although the grin on the driver might have given them a hint....

I consider myself very fortunate to have this car. It does not pretend to be a Supercar, or a WRC special. It is what it is, a very competent 52 year old car that can do many things well. This car existed before I did, it rolled off a production line in Melbourne (yes it was assembled in Australia) some 4 years before I was born.

I certainly had a great day, as did most others there. Many thanks to Tony and the team for putting on the drive day. To those who want to do a track day, but are worried about having a suitable car, don't be. A road car is quite suitable, as long as you are realistic about it's (and your) abilities.



6 Hour Regularity Relay. Wakefield Park – 13/14 July 2013



A Team Manager's Perspective from Lui Maclennan

For those of you unfamiliar with the concept, a brief explanation of how it all works. The event runs for six hours without a break and drivers attempt to drive to their nominated lap time. There is a minimum of four drivers/cars and a maximum of six. Saturday is a practice day, when drivers set their lap time that they hope to achieve consistently during the competition. There are two factors involved in winning – lots of laps and tight regularity for each individual driver. Laps are counted and bonus laps achieved if you are within one second of the nominated time but sadly, if the nominated time is broken, the lap doesn't count. The lap factor is calculated by dividing the total number of 'achievable' laps by the number actually achieved. The regularity factor for drivers is calculated by subtracting the mean of their slowest five laps from their fastest. At the end of the day, the two factors

are multiplied together and the smallest number wins. Easy, hey? In reality, the lap factor stays around 2 and the regularity factor varies enormously (on Sunday between 1.82 and 36.74) and will ultimately decide the winner. I guess that's why they call it a regularity competition and not a 'lots of laps' competition!

A couple of important rules were that the slowest lap allowable was 1:25.0 and the fact that no driver could drive more than 40% of the total driven. These rules were to impact significantly on one team!

I became involved a few months ago, when Darren Taylor asked me to take on the role of team manager for a CRC team that was being formed. Once word got around, we ended up with enough drivers for two teams and so CRC2 and CRC4 were born.

CRC2 became the Z car team, with Gordon Lennox (Datsun 240Z), Vince Harlor (Datsun 260Z), Rebecca Grasso, née Harlor (Datsun 240Z) and Gerald Lee (Datsun 260Z) driving and Brian Foster managing. CRC4 became Mike Batten (Volvo PV544), Henry Stratton (MG C), Shane Navin (Porsche 944) and John Marosszky from PCNSW (Porsche 968) replacing Darren who had to pull out with Lui managing.

The early logistics of accommodation, catering and general supplies was done as a combined group but once competition began, we had to work pretty independently, so from now on, it's mostly a CRC4 story.



Team CRC4's 6 HR. Relay Story.

Saturday was a stunning Goulburn day (even a couple of pink noses resulted) and was pretty relaxed – there were six, hour-long practice sessions and drivers had ample time to do as many laps as they needed to decide what lap time to nominate. At the end of the day, these times were given to the Race Secretary and it was time to go back to the Lilac City for showers and drinks before dinner.

Sunday dawned grey and overcast with very low cloud. A quick check of the weather and radar indicated that rain was on the way, so it was back to the Race Secretary to push our nominated times out a bit (8:30 cut off). Mike was best prepared to run in the wet, Shane and John were unsure if they could run for more than twenty minutes at a time and Henry had been unable to make 1:25 on Saturday, so rather than be black-flagged, stood down for the good of the team. Suddenly, things had gone a bit pear-shaped and the job of team manager took on more significance. Decisions to be made!

The weather wasn't looking too bad, and it was a decision between sending John out for a while (on 1:17) or Mike (on 1:20). Mike had raised his target time to 1:20, as he was now the designated wet-runner. Drivers' briefing held no surprises and I made the call for John to kick off the day – big mistake. John was in the dummy grid for about 20 minutes and by the time the race started at 10:00, the rain had also started. He was posting times in the high 1:30s and came in after only 9 laps and so Rain Man was sent into battle!

Mike started in the low 1:30s and it was 41 long laps under often unpleasant driving conditions before he started earning bonus laps. At 55 laps, Mike was pulled off the track as he was on the limit of his fuel and it was now Shane's turn to show us his stuff.

Shane ran well after a spin on his second lap and managed 37 laps before he was forced to pull into the pits with the 944 intermittently losing power. It was a problem that plagued him for the rest of the day but he battled on and certainly managed well more than the twenty minutes he thought he was capable of. That early spin sent his regularity factor from 9.88 up to 15.81. Ouch! Had he pitted immediately, the lap wouldn't have been counted.....

It



was time for John and the 968 to make an appearance again. The track was now dry and John drove very steadily. This was the pattern for the remainder of his total 82-lap stint over the day. John broke only three times and made many bonus laps. He came in after 38 laps, this time purely following team orders. These were to pit under double yellow flags when the safety car was out, thereby saving the loss of two change over laps. Had I not blundered by sending him into the rain at the start of the event, John would have ended up with a regularity factor of 4.85 instead of the massive 22.03 he got because of his slow times in the rain.

The weather was now looking good, although the potential was there for more rain late in the day. I decided to send Mike out for another 30 minutes, reserve the last hour for him in case of wet conditions and divide the remainder between John and Shane.

Thanks to everyone involved – Gordon & Karen Lennox, Vince & Kay Harlor, Rebecca Grasso, Gerald Lee, Brian Foster, Mike (is he Marathon Man or Rain Man?) Batten, Henry Stratton, Shane Navin, John Marosszeky, Bob Morey and Greg Francis. Also to Rob Mifsud, Danny Castro and Darren Taylor for stuff we borrowed. And a giant thank you to Gerald's son of Mr Lees Tees for supplying car numbers for the teams.

It was an awesome weekend of typical CRC camaraderie and good spirits. We're a good bunch!

So, we've all had an e-debrief and there's lots to think about for next year. It would be fabulous to have more CRCers involved, either as drivers or helpers, so when the call goes out, consider a trip to Wakefield in July 2014!

Lui



Team CRC2's account of the Wakefield 6 HR. Relay from Gordon Lennox

I had been involved with managing teams in the 6 Hr Relay for the previous 2 years and decided it wasn't really my scene. It had always been my aim to go faster as you did more laps, where regularity demands holding the nominated lap time. Last year we came last for Pete's sake!! Definitely never again.

Then 2013 entries opened and Darren Taylor emailed suggesting that we should enter again and we asked Lui who was keen. It is a great social event if you don't take it too seriously after all. Everyone brings food and cooking gear and the Saturday night in town is a lot of fun. So as is normal I weakened to Lui and said I would enter.

Saturday was typical motorsport fare, the drivers and managers briefing and scrutineering which was less rigorous this year.

This is the day the team had to nominate a lap time that each car and driver can achieve and therefore get their bonus time. Lots of theories here, some nominate slow and risk being bored. We tend to nominate fastish as it is probably easier and more fun. The risk is we might get held up or baulked, but there is no penalty for being too slow.

The lap time counts unless you drop below a lap time of 1:25m when your time doesn't count and you risk being black flagged as you are a danger to others.

Brian and Karen were on the pit wall for timing most of the day and selecting a time becomes more obvious for the driver as the day progresses.



In Team Z we aimed to have fun and Gerald enjoyed the standard car on the track. The other 3 Zeds are modified so were nominating around 1:15 whereas Gerald's standard car was choosing 1:20. Bec was driving Vince's lovely lime green car. This is one of those car and driver combinations that are "special" and go very quick.

In the garage the catering was set up with Lui's selection of soups and toasted sandwiches. There was also tea, coffee and cakes. For lunch we all pulled up the chairs and Mike Batten gave us a bit of a lesson on the strategy of regularity. Mike has a lot of experience in all forms of motorsport, but after a bad rally accident damaged his back he is taking things a bit easier.

We had to nominate our times by 4:30pm and after doing that we parked the cars in the garages and headed back to the motel. From there we took the shuttle bus trip to the Workers Club. Goulburn is such a nice town and the venues are just spectacular. We settled in for a few drinks and a meal then a few more drinks before a weary bunch headed back to the motel.

Of course Sunday morning was cloudy with a threat of rain. We could change our nominated time up to 8.30am and allow for a wet track. We didn't know if it was to any advantage and that is another rule we will learn for next year. Racing was due to commence at 10.00am.

Vince was going to go first unless it rained. Of course about 10 minutes before the start a gentle shower started. I had a set of wet rubber that had seen better days but thought they would be better than the semi slicks the other cars had. So as we were being called up to the starting grid I brought my Z into the garage and Vince and Gerald hooked into the car jack and wheel spanner to change the wheels. I was to take the first run and from then on we would be the "wet car".

As I sat there in the car checking my helmet and harness and the car was getting lifted and dropped I felt nervous anticipation building and it felt like Le Mans. I hit the starter and roared out of the shed and then had to wait 10 minutes on the dummy grid!

We then left in order, with me number 8 on the grid, and did nearly a lap to come around to the start. We lined up behind the safety car who took us round for another 2 laps before he peeled off and we roared down the straight into a blinding wall of mist which we peered through to check everyone got through. Needless to say I was not anywhere near 1:15 laps and I was driving on tippy toe. The car would go into a corner and I would feel the front vibrate a bit as it scrambled into understeer before I gave it some power to bring the tail around but the coupe's short wheelbase meant the tail wasn't as leisurely compared to the old 2+2 so it came around fast. I managed to keep away from contact with other drivers and completed an hour before I had a bit of an off and was called in.

Because my range of times was from 1:30 to 1:41 my regularity factor was 11 which is not good. As the rain had eased off the track was drying. As mentioned I was now the wet car and I would only get another drive if it got wet again. If I went out on a dry track and made my nominated time of 1:15 that would make my regularity factor ugly as it is all about regularity.

Rebecca went out then, probably in hindsight a bit early as the track was still damp and she was going a bit slow. After about 30 minutes, with the track dry, her factor was looking crook as well. Vince then went out on a dry track and straight away settled into hitting his nominated times lap after lap and Brian was happy to leave him out there for over an hour and let us consolidate some bonus laps.

Gerald also got onto the dry track and could make his time so he also had a big stint. While I was itching to get out there I realised that if I went out I would risk the team's placing so I parked in the pits and helped on the pit wall. Never mind, the wet laps were an experience that I enjoyed for an hour.

It seems we underestimated the logistics of running 2 teams, but I think we all treasured the experience and think there is a lot of interest in having another crack. The managers, Lui and Brian did really well making tough decisions and it was almost as good as driving. Karen is getting more into motorsport and helped Brian.



Gerald's comments on following Monday were; "I woke up this morning with very sore muscles and aching joints and a big smile on my face.

In my many (many) years of motorsport I thought I'd done it all, but this weekend provided a new buzz that, frankly, I wasn't expecting.

I thought it would be just like the usual FoSC/HSRCA Regularities - only longer. This turned out to be a totally new sort of challenge altogether with plenty of new considerations for this old brain and vehicle to factor in.

It is telling that it wasn't until the final stint of my 65 laps that I had my Eureka Moment when it all finally clicked and I felt I'd achieved the 'rhythm' and was at last able to manage passing and being passed with the least damage to consistency. I think experience really counts in this event. I'd be surprised if anyone or any team could 'shine' on their first outing.

But the biggest realisation was what a huge logistical effort this event requires (as shown by the size of the organisations supporting the winning teams). I reckon we did a terrific job on the management side (thanks Brian for pulling us all together and your personal advice to this new chum) and catering side (thanks Lui and Kaye I loved the soup and peanut cookies) but perhaps we can pre-organise a bit more help next year if only to spare two old buggers like Vince and I, the physical and mental stress of doing Formula 1-type tyre changes to 2 cars 5 minutes before the start!"

Karen and I had a great weekend. Working on a challenge with a great bunch of friends works for me. Brian and Karen did a great job on the wall. The result almost spoils it. We came 7th, I think.

Gordon

More from the 6 HR. Relay





CRC Training Day



Confessions of an Event Director – The Super Auto Autism Benefit Lunch Run. A report by Peter Hill

As the person responsible for running the event I start this report with a confession.

Having checked the event a number of times I was embarrassed by an error with the totals in Section 2 Tour which would have led to some bewildered navigators. Please accept my apologies. I have learnt a valuable lesson when using a computer to help set events. Having made my confession I will get on with the report.

Big thanks to all the CRC, SAAB and Rotary Club of Illawarra Sunrise members and families who attended the day. We had a total of 22 cars from the 3 clubs involved. In total including officials and a CRC member who was in the area on the day, around 50 people attended the lunch at the Kiama Golf club.

Despite some dodgy instructions and dubious questions most crews made it to lunch apart from one crew who thought it was a breakfast run.

I would like to say a special thank you to Tony Norman for his assistance with the event and his beautiful hand written notes, Tim McGrath for hiding VCR boards and both of them for assisting with navigation questions at the Robertson Pie shop.

On the day, with your help, \$1730.00 was raised for Autism research. It should be noted that this money will attract an additional \$2830.00 from an Australian University and Australian Rotary Health, making the total available for Autism research \$4,560.00 .

As Event Director I would also like to say thanks to both club presidents, Ross & Steve, for allowing me to run this event as a fund raiser. It means a lot as a parent of a son with autism. I had a lot of fun setting the event, apart from my folly with the computer.

Peter Hill



2013 PEKING TO PARIS - Steve Maher

Gerry Crown, Matt Bryson and their mighty Leyland P76 left Beijing on Tuesday the 28th May along with 95 other participants in cars ranging from a 1913 Model T Ford to a 1982 Renault 4. Despite these rather strange rally cars there were a number of very serious entries which of course included the Gerry Crown/Matt Bryson Leyland P76 #90. There were no less than 11 all Australian crews and a further 3 Aussies in the navigator's seat of other entries. The run through China included driving through flooded areas but on the whole it was rough but not too bad. The time allowance through China was very generous and by the time the field crossed the border into Mongolia 77 of the 96 starters had no loss of time but this was about to change dramatically.

Mongolia was a whole different kettle of fish. Special Stages or Time Trials were introduced and the roads got a whole lot rougher. At the end of Day 3 there

were no crews without a loss of time. Gerry and Matt were the fastest and set the pace for the event. "If you want to win this you will have to beat us." It immediately became apparent there were quite a few who wanted to win this rally and like Gerry and Matt, were pushing hard. Most surprising though was the Aussie crew of Robbie Sherrard and Peter Washington in the ex Jim Reddiex Citroen DS23 that won the 1974 World Cup Rally. A rally scorched into the psyche of every Leyland P76 enthusiast. Could history be repeating itself? Also up there were a pair of US built VWs with lots of Baja in them and 1 with an Aussie navigator, Hayden Burville. Also looking good was an English prepared Porsche 911, also with an Aussie navigator but the dark horse, particularly when the rally got to Europe could be the all Aussie crew of Paul and Mariella Kirkham in a Datsun 1600 or P510 as they call them internationally.



The only problems the P76 had up to Day 4 was the disintegration of no less than 2 sets of Superpro track rod bushes in the front suspension. The first set died after the first day in Mongolia and the second the following day. Matt tracked down some conveyor belt material and with a bit of bush mechanicing fashioned a new set of bushes, these stayed in the car until Kiev, Ukraine. Matt and Gerry led until day 4, when the second set of bushes fell apart and they were overtaken by the Citroen.

By day 7 the P76 was back on top taking fastest time in Time Trial after Time Trial. Meanwhile all the top competitors were breathing down their necks. The first of those potential rally winners faltered on Day 6 when Garry Staples/Hayden Burville rolled the VW end over end after taking a jump too fast and landing on its nose. The rest was just a lot of banging and crashing. The crew emerged OK but the VW was retired and went home to the US. The Holden HQ ute of Englishman Peter St George and Aussie David Gainer was also going well up in the top 10 until a control arm broke on Day 9.

Sadly the next front runner to falter was the Citroen. Such a brilliant run at the front but unfortunately the rear suspension failed on Day 11. At the end of Day 11, 1/3 of the way through the event, Gerry & Matt were leading the Peking to Paris with a 22 minute lead over the Porsche 911 then the Citroen, the US VW and the Kirkhams in the Datsun.

On Day 12 the field crossed into Russia. The good news was the worst roads were now behind them, the bad news was they now had to traverse Russia, spending 10 days doing so and dicing with crazy Russian drivers. If you want to know how bad it gets just look up car crashes in Russia on YouTube. You'll get the picture. It's like playing some automotive kind of Russian Roulette.

The rally spent 2 days getting to Novosibirsk where competitors had their second rest day. By now rest days were repair and service days. The rally had covered approx. 5,000km so far across some of the most desolate, remote and rough country and it showed when looking around the car park of the Rally's hotel stopover. Most of the field was in repair mode with very few cars only having to worry about servicing.

One of those crews with little to worry about were Crown and Bryson. The P76 was serviced, which included a complete spanner check. Racing across Mongolia had shaken everything loose. Even the engine mount bolts were only finger tight and they had been Loctited in. A new set of tyres were bolted on and they even had time to vacuum the inside of the car! The P76 by now had extended its lead over the second placed Porsche 911 to nearly 24 minutes.

The wounded Aussie Citroen was still hanging in there, despite its damaged suspension hydraulics, in third place just over 7 minutes behind the Porsche and the US built VW of the Layzells was still a threat in fourth. In fifth now was another all Aussie crew, the Kirkham's in their Datsun 1600.

Day 16 was by far the saddest day of the rally and in fact cast a shadow over the event for the next few days. Sadly one of the rally crews lost their game of Russian Roulette. The #92 Chevrolet C10, similar to Ford's F100, crewed by English couple Peter Davies and Emma Wilkinson were hit head on at high speed by a Russian driving a VW Polo. Needless to say it was a horrific impact. The Russian driver and his baby daughter were killed as was Emma Wilkinson who was driving the Chev. at the time whilst Peter Davies was resting in the passenger seat. Peter survived without serious injuries but the truck was a real mess. The accident site looked like a bomb had gone off, bits of car scattered everywhere. While the rally officials had to deal with the problems the accident caused, the rally itself had to move on.

The third rest day was in Samara on day 20, still in Russia. The trip meters were now clicking over 8,000km since leaving Beijing. The top positions hadn't changed and the gaps between cars had stabilised. The P76's only problem had been broken shock mounts. Not an uncommon problem you might say but on this P76 the bottom mounts were reinforced and the top mounts were tied into the roll cage.



Nothing a welder couldn't fix though. The power steering pump had also developed a small leak but nothing to worry about. Road conditions were now improving significantly which would suit the likes of the Porsche much more. Two time trials were held on day 23, at the Belgorod Circuit in Ukraine, the fourth country the rally was to pass through. The fastest time was clocked by the Lovett/Smith Porsche on both the tarmac and rallycross circuits but the P76 was only seconds behind.

Day 25 was the last rest day of the rally in Kiev and after only 2 hours sleep Matt put a day into again servicing the P76. A rear bottom shock mounting bush was changed and new front radius rod bushes also fitted. The second set of radius rod bushes Matt had fashioned out of conveyor belt material, back on day 4, had lasted right across Mongolia and Russia but now needed replacing. The Australian P76 club had sent over some spare sets to meet up with the rally in Kiev and these were duly fitted. Other than that, again it was just a service and spanner check. Matt reported no body cracks in the P76, a testimony to the strength of the P76 body shell. Other cars in the rally were not so lucky. Gerry and Matt's lead was now down to 23 minutes and the rally had covered some 11,000km. The second placed Porsche had come out of service with lowered and more aggressive suspension setting and proper road tyres. The P76 was unchanged. The final run to the finish, which took them through Ukraine, Slovakia, Austria, Switzerland and France, included a run around the Slovakiaring Circuit and some really tough hillclimbs through the Austrian, Swiss and French Alps. This was the Porsche's hunting ground. Or was it? At the Slovakiaring circuit Time Trial the fastest car was the Aussie Holden HQ ute with a 350 Chev motor. The P76 was second and the Aussie Datsun third. Gerry and Matt were surprised as they expected to be only mid field. The Porsche was fourth.

From here though it was all Porsche. Peter Lovett and Tim Smith made the most of the favourable road conditions and were fastest car each day from Slovakia to the finish but each day they were only able to take seconds off the P76.

And so on Saturday the 29th June the surviving competitors and their cars travelled down the Champs-Élysées to Place Vendôme in Paris.

Gerry and Matt had done the impossible and won back to back Peking to Paris events and the P76 had proven to be the best out of the 96 starters who had left Beijing 32 days earlier. Their winning margin was 19 minutes 12 seconds after 14,000km and 237 hours 30 minutes 10 seconds of rallying through eight countries across the top of the world. The Lovett/Smith Porsche was second and the Sherrard/Washington Citroen third.

Just to give it a real Aussie flavour the Kirkham's in their Datsun were fourth. All four leading co-drivers were Australian as were three out of the four drivers and three out of the four cars were prepared here as well. A testament to Australian ability. Gerry, Matt and the P76 deserved every bit of the rousing reception at the P76 40th Anniversary Dinner when the news was announced.

When you reflect on the enormity of their accomplishment keep this in mind. The second placed Porsche 911 was built by Tuthill Porsche in the UK, the world's foremost Porsche race and rally preparing company at a cost of several hundred thousand pounds to full East Africa Safari specs or better, and driven by Peter Lovett who used to drive Group A Rover 3500s for Tom Walkinshaw. The P76 was prepared in a garage in Hornsby by Matt Bryson at a fraction of the price of the Porsche and it's lead driver was 81 years old. A truly, truly amazing feat.

Steve Maher



TONY GAZE 3rd February 1920 to 29th April 2013.



Tony Gaze was Australia's first Grand Prix racing driver. Born into a wealthy Melbourne family, that owned shoe making businesses, he listed his occupation on his passport as 'Gentleman'! The family had strong British roots and after attending Geelong Grammar School Tony went to England to study at Cambridge University.

In 1940 Tony joined the Royal Air Force and flew Spitfire fighters with distinction throughout World War II. His war service included flying with the famous British pilot Douglas Bader. Tony was also shot down over France and with the help of the local resistance movement escaped to Spain and then to England where he continued his service in the RAF.

After the war Tony returned to Melbourne with an Alta racing car. He had become interested in motor racing after meeting Kay Wakefield, the widow of a British racer. Tony married Kay & they settled in Hertfordshire UK. with Tony racing an Alta Formula Two car throughout Europe.

In 1952 he became the first Australian Formula One driver when he competed in the Belgian Grand Prix. 1953 saw Tony join famous Australian racers Lex Davidson & Stan Jones in the Monte Carlo Rally. They ran an FX Holden and finished 64th. Tony continued his association with famous Australian racers in Europe by helping to establish the 'The Kangaroo Stable'. This team included Jack Brabham, and David McKay among others.



When Kay died in 1976 Tony returned to Melbourne and a year later married Diana Davidson, Lex Davidson's widow. They settled in Geelong and Diana's sons and grandsons have continued the connection with Australian motor racing. Tony Gaze was appropriately known as the 'godfather of Australian motor racing'.

Bob Morey

First Friday Free Fling at 4143 Bar & Restaurant with Glenn Evans



August's first Friday saw a small, but dedicated group of Porsche and Datsun 240/260Z owners do battle with Sydney's traffic to test drive Ross's new FFFF venue in Alexandria. Armed with local knowledge, I proceeded to the intersection of Bourke and Huntley by the quickest route (avoiding likely traffic delays). Like a lazy Tour navigator, I'd failed to consult a map and spent several minutes searching a brightly lit establishment on Bourke Road before I spotted the much more understated 4143 across the road. (In hindsight, I suspect that I WD'd into the control!)

[continued over page]

Even so, I found myself in the unfamiliar position of arriving first. There were no classics in the (ample) car park, and no-one I recognised inside. Could it be that no other CRCers were going to make the trek to the Eastern Suburbs? I needn't have been concerned, within a couple of minutes Doug Barbour and Xanthea Boardman, Vince and Kay Harlor and Judd Smith all arrived. We all had spared our classics from the battle with inner city traffic. Until Chris and Allana Mackertich arrived in their Porsche 968CS my ten-year-old Honda was the oldest car there!

The 'warm, ligneous interior' of 4143 is undergoing refurbishment but Doug's concern about being cold in the courtyard was unfounded as our table had its own gas heater which kept us all toasty throughout the evening. There was ample seating, more than half of which was undercover. The place was about a third full, which gave it a pleasant buzz, without being crowded. Our meals arrived promptly and seemed to be well received. Certainly, my John Dory with chips and salad was excellent.

4143 has ample capacity for CRCers and their classic cars. I am sure that all who attend next month's FFFF will enjoy the venue. Glenn Evans



Car 645 does Targa Adelaide

Geoff Bott & his son John are competing in the 2013 Targa Adelaide in Geoff's Jaguar XJS, the only Jaguar in the main event this year. The car is being serviced on the event by Paul Morton, another CRCer.

Geoff would greatly value your support as they are raising funds for the Prostate Cancer Foundation of Australia (PCFA), the main body for fighting this disease that affects us all. To make a donation to the PCFA and leave a supporters message on line use the link below,

<http://personalchallenge.gofundraise.com.au/page/JaguarT>

Follow Car 645's progress at www.car645.com which has a Twitter feed and Facebook link. Geoff is adding regular updates and photographs.

A classic car owner, who was proud of his DIY ability, went into his local dealer and asked for a gasket for part number 710 as his current one was leaking oil. The parts guy, mystified by that part number, asked if the car was outside & if so could the customer show him the part of the car which needed the gasket. The pair went outside, where the car owner lifted the bonnet and pointed to this part!



Puzzled? Go to the back page

CRC Classics at Shannons Sydney Classic 2013



Revolutionary new speed control measures reportedly being used in Canada.



Extremely effective & easy to apply!

THE 3 RIVERS RALLY - A Variation on a Theme!

Sunday 8th September 2013 in the Southern Highlands



RHINE RIVER



SEINE RIVER



DANUBE RIVER

Unfortunately you will not cross any of the 3 RIVERS illustrated above!

- This will be a one day event with start and finish at Mittagong RSL.
- The Event will be run in 2 Divisions with a lunch stop between Divisions. There will be fuel and a fast food outlet at the lunch stop. *Note:* the cost of lunch is not included in the entry fee. The entry fee for a 2 person team will be \$70.00. Additional passengers can be carried at no extra cost.
- The usual 3 categories of Route instructions will be available and the Event will count towards the CRC Rally Championship. The total event distance will be approximately 280 kms, with about 6 kms of good unsealed roads.
- Drivers and navigators will be required to have a current minimum level 2NS CAMS Licence.
- This should be a good day's drive through the Southern Highlands in the Spring with not a speed bump or urban area in sight!
- Dinner at the RSL at the end of the event is a recommended option.
- For further details and information please contact TONY NORMAN - 0402 759 811 or 02 9804 1439
An entry form is with this copy of the Newsletter plus the entry form and Supp Regs are on the club website.

GET IN EARLY OR MISS THE FERRY!

BUT WAIT THERE'S MORE WIN A SPECIAL PRIZE.

The Supplementary Regulations for this Event, available on the Classic Rally Club website: www.classicrallyclub.com.au

have a photo on the Title page.

There is a bottle of wine - cheap but good - for the first **Entrant** who can contact me by phone or email and tell me the make and model of the rally car on the ferry and the Rally involved.



In the absence of any fully correct answer I will enjoy the wine, with other event officials, over dinner at the Mittagong RSL on the Sunday evening after the event.

Tony Norman - your generous Event Director
0402 759 811 or 02 9804 1439

thenormans@virginbroadband.com.au

2013 Alpine Classic - 19-20 October



**Join fellow motoring enthusiasts
and discover Classic Rallying**

Get your classic out of the shed and join fellow motoring enthusiasts on the 2013 Alpine Classic Rally. Running for the 15th 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 NSW, 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 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 with their newfound rally friends. A motorkhana, held over the lunch break, will give those with a lead foot the chance to have some fun! After a good night's rest it's on the road again for another day of Classic rallying. It will then be on to the traditional pub finish near Lithgow.

The event is open to pre-1983 cars of any marque. Other cars will be considered on submission to the Clerk of Course. Included in the cost of \$429 for a crew of two, will be breakfast at the start at Lithgow, two lunches, a sumptuous meal in Orange, motel accommodation and breakfast. Your rally pack will include all maps needed for the event, windscreen banner and car number, rally romer (for new entrants), Alpine Classic caps and cloth badges. Alpine Classic polo shirts will also be available for purchase at a cost of \$30.

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

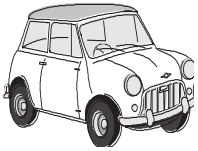
The event is strictly limited to 85 entrants, so get your name in early!

Entries close on Friday 20th September 2013

Clerk of Course: Lui MacLennan, Ph.: 0418 645 623 email: alpineclassic@hotmail.com

If you only enter one event a year, then the 2013 Alpine Classic is the one for you. The Classic Rally Club has made the Alpine Classic a prestigious event and with your support it will be event better. Be part of the event and help make it happen again in 2013!

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



2013

Pas de Deux

Saturday 9th November 2013

Promoted by the Classic Rally Club.

UPDATED

A one day classic rally with four classes;

Masters - challenging navigation,

Apprentices - challenging navigation but with some extra help,

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

Social - same instructions as Tour but are not included in the CRC championship.

The event starts Katoomba and finishes at Lithgow with lunch at Mt Panorama.

This event is approximately 360 kms long of which 98% is good sealed road

Lunch is included in the entry fee.

Entry fee is \$90 for a crew of two.

Additional passengers are \$15 each.

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

Those running in the Social category will run under a CAMS Social permit so do not need a CAMS competition licence but must be a member of a CAMS affiliated car club

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 on 0427 263757

or

Gary or Wendy Maher at - wenandgaz8@bigpond.com

Note- This event is on a SATURDAY to reduce the effect of congestion from Sydney bound traffic usually found on a Sunday afternoon.

18/08/2013

2013 CRC Events Calendar

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde. First Friday Free Fling held at 4143 Bar & Restaurant, Building 9, 41-43 Bourke Rd. (Near the corner of Huntley St), Alexandria.

Date	Event	Note	Contact
26-February-2013	CRC Meeting		
01-March-2013	First Friday Free Fling		
9 - 10-March-2013	Clarence Classic - Grafton area. Entries due 10th Feb. C.C.	Set in Grafton area.	Ian Gibbs, 0410 507 674 igibbs@bigpond.com
15-March-2013	Deadline for Club Newsletter contributions		
26-March-2013	CRC Meeting		
05-April-2013	First Friday Free Fling		
07-April-2013	Le Rallye Des 100 Criques. C.C.	1 day rally, Central Coast.	Tony Norman 0402 759 811, 02 9804 1439
12-April-2013	Deadline for Club Newsletter contributions		
23-April-2013	CRC Meeting		
03-May-2013	First Friday Free Fling		
17-May-2013	Deadline for Club Newsletter contributions		
25- 26-May-2013	Barry Ferguson Classic C.C.	David Johnson - Trial Tim McGrath - Tour	David Johnson 02 4887 7803 longitude@internode.on.net Tim McGrath 0419 587 887
28-May-2013	CRC Meeting		
07-June-2013	First Friday Free Fling		
14-June-2013	Deadline for Club Newsletter contributions		
23-June-2013	Tour d' Corse -C.C.		Tony Wise tmwise@bigpond.net.au Carol Both 02 9878 2035
25-June-2013	CRC Meeting		
05-July-2013	First Friday Free Fling		
12-July-2013	Deadline for Club Newsletter contributions		
23-July-2013	CRC Meeting		
28-July-2013	Lunch Run with Saab Club	One day social event to benefit Autism Research.	Tony Norman 0402 759 811
02-August-2013	First Friday Free Fling		
05-August-2013	Driver Training day at Wakefield Park	Plenty of track time, Licence available on the day.	Tony Norman 0402 759 811
16-August-2013	Deadline for Club Newsletter contributions		
27-August-2013	CRC Meeting		
06-September-2013	First Friday Free Fling		
08-September-2013	Three Rivers Rally	1 dayer, Southern Highlands, start & finish in Mittagong	Tony Norman 0402 759 811
13-September-2013	Deadline for Club Newsletter contributions		
24-September-2013	CRC Meeting		
04-October-2013	First Friday Free Fling		
11-October-2013	Deadline for Club Newsletter contributions		
19 - 20-October-2013	Alpine Classic C.C.		Wayne Gerlach
22-October-2013	CRC Meeting		
01-November-2013	First Friday Free Fling		
09-November-2013	Penrith Pas de Deux C.C.	Starts in Katoomba, finishes at Lithgow with lunch at Mt. Panoramal Note 9th November is a Saturday.	Jeff West
15-November-2013	Deadline for Club Newsletter contributions		
26-November-2013	CRC Meeting - AGM		
06-December-2013	First Friday Free Fling		
15-December-2013	Club Christmas Party. TBC		

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

Page 18 hint - turn the page upside down!

Contributors to this edition: Carol Both, Geoff Bott, Gerard Brown, Steve Brumby, Heather Dux, Glenn Evans, Steve Friend, Glen Innes, Tony Kanak, Gerald Lee, Gordon Lennox, Lui MacLennan, Steve Maher, Tony Norman, Robert Richards, Andrea Seed, Henry Stratton, Ross Warner, Jeff West, Greg Yates. Thank you all.



**Classic Rally Club Inc., The Secretary, P.O. Box. 2044,
 North Parramatta, N.S.W. 1750**

