

Rally Directions

The official Organ of the
Classic Rally Club Inc.



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September 2013

Classic Car of the Month

This month's cover car is Kevin Byron's Renault R10. The R10 is an updated version of the R8 which was introduced in Europe in 1962.

The Renault R8 shared the same wheelbase & rear engine configuration as its predecessor the Dauphine. However the R8 featured Renault's pioneering, sealed for life, water-cooled engine design.

The model also featured independent suspension and disc brakes all round, a first for a sedan this size. The body styling was fashionably 'boxy'.

The wet sleeve 4 cyl. inline engine was initially 956cc, in 1964 this was increased to 1108cc. A four speed manual gearbox was fitted. A 'Gordini' modified version of the car was also introduced in 1964. At 66kW;89 hp, this had almost twice the power.

In 1965 the R10 was released. The major difference was an extended front section which gave more luggage space.

Kevin bought his R10 in 2001 in poor condition. A 1400cc motor from a later R12 Renault was extensively modified by David Collier and fitted to the car. The suspension has been 'tweaked' as well. After using the car in Renault car Club events for a few years Kevin has decided it deserves an easier life in classic rallies.

Coming Events



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

alpineclassic@hotmail.com



Pas de Deux

Saturday 9th November 2013

A one day event starting in Katoomba and finishing in Lithgow, including lunch on Mt Panorama.

This is the final round of the CRC Annual Championship.

As well as catering for Masters, Apprentice and Tour competitors the event will include a Social category for members who don't have a CAMS licence and aren't competing in the Club Championship.

Full details inside, on the Club website

www.classicrallyclub.com.au or

from Jeff West, 0427 263757

jj.west@bigpond.com.au

and Gary or Wendy Maher at

wenandgaz8@bigpond.com

Classic Rally Club Officers and Contacts 2013

Position: Name	email	Phone (please make calls before 9.00pm)
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John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Paterson (Silver)	Blaxland	(02) 4739 0577 (H) or 0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284



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.

It's been a long wait (a whole month) but it's finally here, the latest edition of Rally Directions, I hope you enjoy it.



So, what have we been up to this month? Well, from a competition events point of view we have just completed the Three Rivers and I have to compliment Tony Norman and his faithful crew on a job well done. If you missed this event, I must tell you that you missed one of the most meticulously planned events that you are ever likely to enter. I think everyone enjoyed themselves and although my own particular performance may be considered as "not one of my best", John had a ball driving those fantastic winding roads that the southern highlands are known for. Thanks Tony and all of your crew for a great effort and of course congratulations to the winners!

Have you put your entry in for the Alpine which runs on 19 – 20th October? I have. If you haven't, it's time to get your entry in now! The Pas de Deux will be our final competition event for the year on the 9th November, so get organised for that one also.

You will notice that we have been invited to join with the MG Club in running a driver training day at the Marulan Drive Training Centre. There should be a flyer and entry form in this edition.

This event will be a little different than our previous driver training days at Wakefield Park and should suit less experienced drivers (and in particular junior or learners) however there will be sessions and instructors to suit every level of driver (even me?).

There should also be a flyer for "The 20" (our 20th anniversary celebration) in this issue. An entry form will be provided starting in next month's issue and will also be on the web site when the 2014 calendar is published (very soon). I would recommend that you consider making your accommodation bookings ASAP, particularly if you want to stay in the Parklands Resort (Rally Central!).

Don't forget that our famous CRC Christmas Party and Rally will be on the 15th December this year (yes, the same day as my granddaughter's first dancing concert), so save this date. Details should be on the website soon.

Just my luck, as soon as I found an alternate venue for the FFFF it closed for renovations! Faced with that challenge I decided that we might try the Liverpool Harry's Café d'Wheels again and I think in hindsight that it was a wise decision. We had a good CRC member turnout, which was great; however the cars that turned up from other clubs made our visit all that much more stimulating. There were some very interesting Toyota's and VW beetles amongst others. Have a think about coming along next month. It's a lot of fun. (4th October)

Finally, I would like to pose some questions about questions. Do you think that the questions used in our events should be cryptic? Do you think that they should be used only to confirm that a crew is on the correct route? Personally, I have some concern that the cryptic style of question promotes crews needlessly stopping, reversing and turning around. Obviously this has some impact on the safety of our events, and I know from personal experience that there have been situations where accidents have only been narrowly avoided. I acknowledge that this type of question can add some interest and that they help significantly in spreading the field in the Tour category, but are we a rally club or a puzzle club. What do you think? Why don't we have a talk about it at the next FFFF or you email a comment for our magazine's new **Classic Rally Chat** section. See you out there (if I can find the right roads!)

Enough raving Ross.

Classic Rally Club 2012 - 2013 Financial Report from Tim McGrath

Classic Rally Club, 2012-2013 General Overview

<u>Event details:</u>	<u>Income</u>	<u>Expenses</u>	
Kiama Lunch Run	\$1,590.00	\$1,590.00	\$0.00
2012 Drive Day	\$4,680.00	\$5,260.00	-\$580.00
Winter Classic	\$1,840.00	\$1,816.26	\$23.74
Alpine Classic	\$25,296.90	\$24,120.11	\$1,176.79
Pas de Deux	\$1,540.00	\$826.64	\$713.36
Clarence Classic	\$14,772.00	\$14,127.23	\$644.77
100 Criques Rally	\$2,620.00	\$2,235.00	\$385.00
BFC 2013	\$12,870.00	\$13,653.85	-\$783.85
	<u>\$65,208.90</u>	<u>\$63,629.09</u>	<u>\$1,579.81</u> Profit on Events

Income:

Membership Fees	\$10,971.00	
Club Plate Fees	\$1,475.00	
Sth Coast Classic 2012	\$209.00	
Adj Alpine Classic Oct 13'	1,013.00	4056.00 Total Prepayments
Adj 2013 Drive day Aug 13'	300.00	5,369.90 For 2013-2014

Expenses:

Club Magazine & Printing		8791.72	
Insurance Oamps		354.75	
Web Fees & Domain registration		1173.17	
Hall Hire (Meetings)		1500.00	
Bank Fees		0.00	
Christmas Party		2480.00	
CMC Affiliation Fee		180.00	
PO Box Rental		156.00	
Cams Affiliation Fee		1035.00	
New Rubber Club Stamp		56.60	
Year End Trophies		343.50	
Dept. Fair Trading Annual Fee		51.00	
Postage/stationary club plates		65.25	
Regalia Stock for sale & Promotional		1357.80	
CMC Eastern Creek Display Day		180.00	
	<u>\$79,176.90</u>	<u>\$86,723.78</u>	<u>-\$7,546.88</u>
Transferred from Term Deposit	\$5,000.00		
S/Total	<u>\$84,176.90</u>	<u>\$86,723.78</u>	
Less 2012/2013 Prepayments	-\$1,130.00	-\$5,790.00	
As per Bank Reconciliation	\$83,046.90	\$80,933.78	
Plus interest from Term Deposit			\$1,514.98
Event Prepayments for 2013/2014			<u>\$4,056.00</u>
			<u><u>-\$1,975.90</u></u> Loss

Term Deposit as at 28 March 2012 **\$31,648.48**
 Term Deposit as at 28 March 2013 **\$28,163.46**

CRC Bank Reconciliation as at 30/6/2013

Opening Balance		1/07/2012	3,813.90	CR
Plus deposits		30/06/2013	83,046.90	
			<u>86,860.80</u>	CR
Less paymen		30/06/2013	80,933.78	
			<u>5,927.02</u>	CR
Bank Statement	as at	30/06/2013	5,927.02	CR

COMPETITION SECRETARY REPORT FOR SEPTEMBER

Since my last report we have had The 3 Rivers Rally, run between Mittagong and Bundanoon and lots of other places in between. A 'Directors Take' on the Event will be in next month's magazine but I would like to acknowledge now the following Club members who helped to organise and run the Rally. Alan and Pam Watson, Tim McGrath, Ron Cooper, Glen and Joyce Innes, Rob Panetta and Wayne Gerlach. I'm sure everyone was delighted to see Wayne back on board.

Our next Events are as follows:

ALPINE CLASSIC - SAT 19th & SUN. 20th OCTOBER. The official Entry close date of 20th September may have passed by the time you read this column but I am reliably informed that if you have been slack in putting in an entry you may, if you speak very nicely to Lui at the Club meeting on the 24th, still sneak into the Event.

PAS DE DEUX - SAT 9th NOVEMBER. Flyer, Entry Form and Supp Regs for this Event are now available for download off the Club web site. The Flyer is in this copy of the newsletter and an entry form is included. The event will start in Katoomba, finish in Lithgow and cover approx 360Kms.

Note. 9th November is a *Saturday*. This is so those returning to Sydney after the event do not have to endure the usual Sunday afternoon traffic.

2014 CALENDAR. Although we still have 2 rallies to be run this year, dates are being locked in for the first 6 months of 2014. Preliminary details of the year's activities are set out below:

MUDGEES TRIAL - SAT 1 MARCH. Part of the 20th Anniversary celebration weekend and a pointscore event.

CLARENCE CLASSIC - SAT 29/SUN 30 MARCH. Based in Grafton, this 2 day event will be run again this year by Ian and Wendy Gibbs. Well worth making the trip north.

BARRY FERGUSON CLASSIC - SAT 31 MAY/Sun 1 JUNE. This event will have both Tour and Apprentice categories as per usual CRC rallies on predominantly sealed roads and the traditional BFC Masters category using mostly unsealed roads and older maps.

TOUR D'CORSE or WINTER RALLY - SUN 22 or Sun 29 JUNE. To be confirmed.

JULY RALLY - SUN 27 JULY. We are looking for a Director to put his or her hand up to run this event!

SPRING RALLY or TOUR D'CORSE - SUN 14 SEPTEMBER. To be confirmed.

ALPINE CLASSIC - SAT 18/SUN 19 OCTOBER To be confirmed.

PAS DE DEUX - MID-NOVEMBER. To be confirmed.

Further details of these and any other Club events will be included in Rally Directions as details are confirmed to keep members up-to-date as early as possible.

SUPP. REGS - BANNED EQUIPMENT: I have recently been asked about a GPS device (Hummingbird) which can be directly connected to a Terratrip to provide distance information. This avoids the need to install a wheel or gearbox probe and makes the combined unit inter-changeable between vehicles without needing to re-calibrate etc. Although the device has a GPS function, because it cannot store or access electronic maps or display them on a screen it is considered acceptable under the Supp. Regs.

It must be noted however that GPS map data etc that can be stored and/or downloaded for screen display on devices such as iPads, iPhones, Galaxy S4 or standard devices such as Tom Tom's are not permitted for use under the Supp. Regs. It is felt that the use of these type of devices goes against the principles of event navigation in CRC organised rallies.

On a lighter note I hope to see many of you in Lithgow on the 19th October for the Alpine Classic.

TONY NORMAN - COMPETITION SECRETARY.



Classic Rally Chat



An opportunity for our members to have their say on Club activities. Email comments to crc.editor@classicrallyclub.com.au Please remember everyone involved in running our Club and Club activities is a volunteer giving their time, for free, so we can enjoy our cars and the company of our friends. Negative or unpleasant comments, particularly referring to individuals, will be edited if deemed unsuitable. Anonymous comments will not be printed. Thanks, Editor (Bob Morey)

Rally Calendar - Shane & Jen Navin 928GT 944 Turbo. For Year 2013 Jen and I set ourselves a goal to attend as many CRC Rallies as possible. The result is that we will make to the Clarence Classic (which was excellent), the 100 Criques (which was interesting) and the Alpine (which will also be excellent).

Attending only 3 events will not put our Club Championship point score in a very good position. The reason is that there have been a considerable number of Event clashes with, in my case, The Porsche Club Sprint Series and Targa High Country which we are contesting.

In setting the CRC Calendar the organisers must have a difficult time juggling all the car club, historic club, Targa, etc events. It cannot be easy formulating a series. My question is, as other organisations are in the same boat, is there adequate consultation with other organisations prior to agreeing on the Calendar?

I am more than happy to act as liaison between PCNSW and CRC to see if we can arrive at a better solution for 2014. I hear members saying just dump the PCNSW events and attend CRC events. Well let me just say that I have missed some of those to attend CRC events as well. There is no magic solution when events are competing for a limited number of weekends, but I must say that 2013 seems to have been particularly disappointing. If I can assist in improving the situation, happy to do so, Shane.

Scrutineering for Touring Assemblies - Kevin Byron. To arrange scrutineering for the 3 Rivers Rally, I rang one of the Club's scrutineers a week or so before the event. For various reasons time wise, both his and mine, we organised for him to check my car on Sunday morning. Last time I competed I had my car inspected, before the event, by another scrutineer. The scrutineer I had the arrangement with this time actually arrived late on Sunday and luckily I had already had the car checked by someone else, as did several others on the morning of the event. I saw another person do some scrutineering on Sunday morning also, but heard him comment that scrutineering was not available on the Sunday as per the Supp Regs. I had arrived late on Saturday night, but because it was dark and there was no scrutineer, plus I had my prior arrangement, I couldn't do documentation on the Saturday night. This added to the Sunday morning congestion as my car hadn't been checked.

For these events scrutineering is a glorified indicator, headlights and brake pedal test and I can't see anyone purchasing a pink slip before each event just to save the scrutineering sheet signoff. I understand the insurance/liability risk and the "why", I'm just asking, is there a better way for the "how"?

When we did the MG Spring Rally last year the director organised a scrutineering morning the weekend before at a designated spot in Sydney and whilst that may not suit everyone (particularly for those not living in Sydney), I thought it was very useful for the majority. I am interested in whether the club might ponder a more formal and organised way of scrutineering which may benefit all in the long run? Kevin.



Greg Yates was the lucky winner of the bottle of wine offered in last month's newsletter for the first person to identify the car & rally in the picture used to promote the 3 Rivers Rally. The car was a factory Toyota Celica Twincam Turbo TA64 competing in the '85 Ivory Coast Rally.

Posts from the Club's Facebook page about the 3 Rivers Rally.



My deadline for putting this edition of the Club's newsletter was less than a week after the finish of the 3 Rivers Rally. I thought that rather than rush to get articles about the event I would copy some of the comments about the event made on the Club's Facebook page. I hope this does not discourage any one from sending me a report on the event for next month's newsletter. Bob Morey



"Tony did an awesome job setting the 3 Rivers Rally. I'm hoping I wasn't the only one that was caught out on several occasions!!!"

"An amazing job. From putting it all together, to handling registration on his own and even manning the radar near the end of the day, a gargantuan effort. Lots of clever tricks. We had a great day, hoping likewise that we got our share of them and others muffed as many as we did."

"He was actually manning the cordless electric drill! Radar gun was safe and sound in my garage!!"

"Brilliant event. But who put the bloody gate in the middle of Centennial Avenue Mittagong. Ive been up and down that road 100 times and never saw it there before. Oh well the map is always right"

"Great rally -thanks Tony and crew"

"Well done Tony. You took us over roads in the area I had never been on before (and probably will not go on again"

"From our perspective running in Tour, it was excellent. A bit of simple map navigation both morning and afternoon thrown in with the usual route charting added some additional interest."

"So what was the trick with 'How far to Albion Park??. We missed it and cant figure out why."

"It was written on a small concrete marker on the side of the road. Hard to find."

"Thanks ----- We should have seen that. We are both closer to the ground than most!"

"Yeah, we loved that one too, after we found it! Very dever, Tim McGrath was responsible!"

"Great day. We only got Albion Park because we stopped at that driveway to check our navigation. However we made lots of other mistakes. Tony's way of thinking is definitely left of centre!"

"We only made one really dumb mistake, but it cost us dearly. I thought it was an excellent event. Hard work, but never unreasonable."

"Thanks Bro Tony, great event enough challenges to make it interesting and none that were mind bending and impossible to get your head around, was a busy day for navigator but lots of good roads with only one small map."

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2013 3 Rivers Rally Division 1 Pointscore

Car No.	Driver	Navigator	Failure to report to Major Control	WD at Major Control or Missed Manned Passage Control	WD at Manned Passage Control or Observed on incorrect route	VRC on wrong route or VRC out of sequence	Missed VRC	Missed or wrong answer to question	Division 1 Total
			minus 60 pts each time	minus 35 pts each time	minus 25 pts each time	minus 15 pts each time	minus 12 pts each time	minus 11 pts each time	
Masters Category									
4	Bob Morey	Teresa Morey	0	0	0	0	0	0	0
2	Alex Bratovic	Brett Manewell	0	0	0	0	0	0	0
6	Gerry Both	Carol Both	0	0	0	0	0	0	0
7	Rob Panetta	Lui MacLennan	0	-35	0	0	0	0	-35
9	David Shaw	Ray Arthurs	0	0	0	0	0	0	0
3	John Cooper	Ross Warner	0	0	0	-15	-12	-33	-60
1	John Young	Helen Young	0	0	0	0	-24	0	-24
8	Mike Batten	Ned McGovern	0	0	0	-15	-36	-11	-62
5	Tony South	Ted Norman	0	0	0	0	-36	-33	-69
Apprentice Category									
15	Doug Barbour	Xanthea Boardman	0	0	0	-15	0	0	-15
17	Tanya Arthur	Dominic Votano	0	0	0	0	0	0	0
14	Steve Brumby	Shaun Ryan	0	0	0	0	-24	0	-24
18	Peter Jakrot	Valerie Jakrot	0	-35	0	0	-12	-22	-69
16	Ian Packard	Steve Maher	0	0	0	-15	-12	-33	-60
Tour Category									
23	Greg Yates	Karen Yates	0	0	0	0	0	0	0
22	Jim Baird	Ryan Baird	0	0	0	0	0	0	0
21	Michael Birks	Lachlan Grave	0	0	0	0	0	0	0
34	Stephen Friend	Michael Friend	0	0	0	0	0	-11	-11
30	Len Zech	Glenn Evans	0	0	0	0	0	-11	-11
25	Jim Richardson	Bev Richardson	0	0	0	0	0	-11	-11
27	Alan Cummine	Sylvia Gleeson	0	0	0	0	0	0	0
28	Kevin Byron	Ian Voerman	0	0	0	0	0	-11	-11
29	Amir Shushtarian	Ramin Shushtarian	0	0	0	0	0	-11	-11
33	Edul Dhodi	Tanaz Dohdi	0	0	0	0	0	-22	-22
26	Gerald Lee	Kate Lee	0	0	0	0	0	-11	-11
24	Jocelyn Vettoretti	Irene Lucas	0	0	0	0	-24	-44	-68
35	Jonathan Mansell	Christine Jones	0	0	0	0	-12	-55	-67
31	Lindsay Trevitt	Paul Trevitt	0	0	0	0	-12	-66	-78
32	Michael Malgo	Daniel Malgo	0	0	0	0	-24	-88	-112

2013 3 Rivers Rally Division 2 Pointscore and Overall Results

Car No.	Driver	Navigator	Failure to report to Major Control minus 60 pts each time	WD at Major Control or Missed Manned Passage Control minus 35 pts each time	WD at Manned Passage Control or Observed on incorrect route minus 25 pts each time	VRC on wrong route or VRC out of sequence minus 15 pts each time	Missed VRC minus 12 pts each time	Missed or wrong answer to question minus 11 pts each time	Bonus Points from Word Puzzle (positive)	Division 1 Total	Division 2 Total	Event Total	Position in category (Ties were resolved in favour of oldest car)
4	Bob Morey	Teresa Morey	0	0	0	0	-24	-22	27	0	-19	-19	1
2	Alex Bratovic	Brett Manewell	0	0	0	0	-36	-11	27	0	-20	-20	2
6	Geryv Both	Carol Both	0	0	0	-15	0	-33	24	0	-24	-24	3
7	Rob Panetta	Lui MacLennan	0	0	0	0	-24	0	27	-35	3	-32	4
9	David Shaw	Ray Arthurs	0	0	0	-15	-12	-33	27	0	-33	-33	5
3	John Cooper	Ross Warner	0	0	0	-15	0	-11	27	-60	1	-59	6
1	John Young	Helen Young	0	0	-25	0	0	-44	27	-24	-42	-66	7
8	Mike Batten	Ned McGovern	0	0	0	-15	-12	-33	21	-62	-39	-101	8
5	Tony South	Ted Norman	0	0	0	0	-24	-22	9	-69	-37	-106	9
Apprentice Category													
15	Doug Barbour	Xanthea Boardman	0	0	0	0	0	-11	27	-15	16	1	1
17	Tanya Arthur	Dominic Votano	0	-25	0	0	0	-11	27	0	-9	-9	2
14	Steve Brumby	Shaun Ryan	0	0	0	0	0	-22	27	-24	5	-19	3
18	Peter Jakrot	Valerie Jakrot	0	-25	0	0	-36	-22	27	-69	-56	-125	4
16	Ian Packard	Steve Maher	0	0	0	-15	-24	-55	27	-60	-67	-127	5
Tour Category													
23	Greg Yates	Karen Yates	0	0	0	0	0	-11	27	0	16	16	1
22	Jim Baird	Ryan Baird	0	0	0	0	0	-11	27	0	16	16	2
21	Michael Birks	Lachlan Grave	0	0	0	0	0	-22	27	0	5	5	3
34	Stephen Friend	Michael Friend	0	0	0	0	0	-11	27	-11	16	5	4
30	Len Zech	Glenn Evans	0	0	0	0	0	-11	27	-11	16	5	5
25	Jim Richardson	Bev Richardson	0	0	0	0	0	-11	27	-11	16	5	6
27	Alan Cummine	Sylvia Gleason	0	0	0	0	0	-33	27	0	-6	-6	7
28	Kevin Byron	Ian Voerman	0	0	0	0	0	-22	27	-11	5	-6	8
29	Amir Shushtarian	Ramin Shushtarian	0	0	0	0	-12	-22	27	-11	-7	-18	9
33	Edul Dhodi	Tanaz Dhodi	0	0	0	0	0	-33	27	-22	-6	-28	10
26	Gerald Lee	Kate Lee	0	0	0	0	0	-22	0	-11	-22	-33	11
24	Jocelyn Vettoretti	Irene Lucas	0	0	0	0	-12	-33	24	-68	-21	-89	12
35	Jonathan Mansell	Christine Jones	0	0	0	-15	-12	-33	27	-67	-33	-100	13
31	Lindsay Trevitt	Paul Trevitt	0	0	0	0	-12	-22	0	-78	-34	-112	14
32	Michael Malgo	Daniel Malgo	0	0	0	0	-12	-33	18	-112	-27	-139	15

John and Jeff do Sydney London Part 2 - John Henderson

A lot has happened since last I wrote: the car is nearly ready to go on the road and get engineered so it can go back on full registration and get a CAMS logbook. But before I update you, many thanks to all of you who asked us "Can I do anything to help?". The answer is simple: no and YES.

The no: I've had to turn down offers from people who wanted to come to the shed and help build the car. I'm really grateful for all the offers, but the main reason for building the car from scratch ourselves was so that we would know everything about it. We'd only have ourselves to blame if anything went wrong, and importantly, we'd have a pretty good idea about how to fix it.

The YES: an event like this strains the best of budgets and ours is no exception. So any sponsorship would be welcomed with open arms. We're going to notionally divide the bonnet and boot into 150mm x 75mm rectangles and "sell" the space for \$50 a pop. You can buy as many bits as you want and do anything you want with "your bit". You can sign it, write any message you like that gets past the censor or even put some sort of sticker on. We'll bring the car down to the Xmas party so you can do your thing then. We'll even supply the felt pens. If you feel you can help, please let Jeff or me know. And of course we are open to more commercial offers for any of the panels.

-----oOo-----

So, what's been happening? When I last wrote, we were waiting for the front subframe to come back from Queensland. It arrived a couple of days later, in early April. The shock towers had been modified to accommodate the MCA remote canister shocks and some plating had been done on the lower wishbones. I attacked it with steel and welder and reinforced the main body because these are known to bend if thumped with enthusiasm. Anything that looked like it might be vulnerable was given a coat of 3mm steel. It mightn't be pretty, but it sure is strong.



Then we went to fit the shocks and cut holes in the inner guards so we could mount the canisters in the engine bay. It shouldn't have been difficult but we started off thinking that the shocks should go in from below (normal Volvo method) preceded by the canisters. The immediate problem was that the canisters wouldn't fit through the top of the shock towers. Eh? A quick call to Queensland confirmed that they had designed it so that the shock body would be lowered in from the top. Fortunately that didn't entail much more metal removal.

Next on the agenda was fitting all new bushes to the suspension. I managed a lot of them with a vice, big sockets for drifts and lots of luck. A few defeated me but fortunately Sandy down the road has a 50 tonne press and that overcame the problems easily. A visit to Gerry Lister got new ball joints, tie rods etc and the front end was buttoned up.

One little problem was that one of the front wheels showed an unusual amount of negative camber. The stub axle had come from a 164 which should have been identical to a 144 one – but it wasn't. It turned out the stub axle we were using had been bent a little and hence the loads of neggie. Gary Comerford, our engine builder, procured a complete subframe at the right price which we raided for the replacement part. Now that we had something to support it, time to put the engine and gearbox in. That was a bit of fun, just joining those two. We're using a Supra box for strength (and a reliable overdrive) provided by Jeff Dellow of Dellow Conversions. The pricing made this a no brainer: for the price of a set of close ratio gears for a 4-speed Volvo box, we got a rebuilt Supra box – reputedly good for 300hp – a bellhousing to fit, adaptors for the prop shaft, a new speedo cable, a clutch and pressure plate, spigot bush, throwout bearing and carrier.

So we bolted it all up, ready to go in, when Jeff (West, not Dellow) noticed that the clutch was engaged – and it was all sitting on a pallet in the shed. Bu&&er and damnation. We pulled it all apart and got out the measuring tools.

It turned out that the throwout bearing carrier was too long – and we also found we'd damaged the spigot bush in trying to force it together. So back to Dellows to get a new carrier and a blank bush so we could machine it to size. Next time we tried to put it together was much better.



So now the car has an engine and gearbox but not much else. I'd bought new webers in the US, so took them to Tim Howarth at Carburettor Services to check them out and fit them on the manifold with linkages. Tim suggested (very strongly) that the Volvo method of actuating the carbs by means of assorted rods was inappropriate and we should use a cable instead. Luckily the Volvo 240 uses a cable, so we shortened one of those and fitted it and its pedal.

Somewhere around now I got side-tracked and decided to fit the mandatory fire bomb – 6 outlets, 3 each in the cabin and engine bay. A 4 litre fire bomb is a big sucker and it took us a while to work out where to mount it – just near the rear left door. I bolted it down and then realised that the pressure gauge wasn't visible. Bu&er and damnation again. We reversed it to the right side of the car: it just fitted and the gauge could be read. Plumbing the cabins outlets was fiddly but not too hard. The kit came with enough fittings to do the lot, including a plastic bulkhead fitting to get foam into the engine bay in the unfortunate event that this would ever be needed. The kit only came with enough nice aluminium pipe to do a small rear-engined car. I couldn't find the easy-to-bend aluminium pipe here in Australia, so settled for steel. It really wasn't hard to bend, just hard to make small neat precise bends. This meant that I fractured the sh!tty little plastic bulkhead fitting. Fortunately the local hydraulic shop had steel ones

so that went in and finally the system was complete.

We'd put off thinking about the prop shaft. Volvo used a 2 piece shaft with a rather dodgy centre bearing. I wanted to use a 1 piece shaft but learned that we'd need to go to at least 3" diameter to avoid nasty harmonics. Since the transmission tunnel isn't much wider than that in places, we stuck with a 2 piece shaft and thought about how to reinforce the centre bearing mount.

In the meantime, Gerald Lee and Peter Thompson offered to be our service crew in Australia. Fantastic news. I immediately rushed out and bought an old service van to convert to a service trailer for them. That should happen fairly soon – when the Volvo is driveable and registered. Then it's up to Gerald and Thommo to do what they will with it. I also got a generator that's big enough to run a compressor and a welder – not that we plan on needing the latter.

So, how to solve the nasty centre bearing problem? I took the prop shaft down to Sharma at Propeller Shaft Services. He took one look at the centre bearing and said he'd replace it with a much more solid one from some sort of Ford. It meant I had to make a bracket to hold it, but that went smoothly enough. Sharma shortened the shaft to suit the new gearbox and replaced the 3 uni joints as well as fitting the new centre bearing. All good.



In the engine bay, we relocated the oil filter from an inaccessible place under the exhaust and added an oil cooler. At the same time we fitted 2 electric fans forward of the radiator. There's no room behind because the nose of the water pump is very close to the radiator. I sent the radiator to a bloke at Orange (using Jeff West Couriers, of course) to have the fan fitted.

He advised against fitting it directly on the radiator fins: his argument was it was only about 60% efficient there and it needed to be at least 4" away. We followed his advice and later checked it against another Volvo where the fan was mounted on the fins. The wind meter doesn't lie. In this case he was wrong.

I had started making the sump guard out of 3mm steel, but it sagged a lot in the middle. This meant more steel to reinforce it i.e. more weight. So I bit the bullet and am currently having one made up in aluminium which will save weight. All the mounting points are already in place.

Last weekend the car got new disks and pads, all the brake line connections checked and we pressure bled the system. Pressure bleeding is incredibly efficient compared to pump-tighten-pump etc, etc, etc once we realised the front calipers had 3 bleed screws and they ALL needed to be tightened up before you start bleeding. Guess how we know...

The original back screen is supposed to be heated but one of the connectors was no longer attached and the other looked pretty dodgy. Can't get new ones so we opted to use a good one out of a Volvo 240 parts car that was in the shed.

It was one of the highlights of this whole build saga seeing Jeff lying on his back in the debris of a gutted car, pushing the rear screen out with his boots. He made it, but only just.

Today the windscreen installer came with a new



front screen and installed it, the rear screen and the rear quarters – all of which had been removed to fit the cage and paint it. It's starting to look like a car. We should be road testing it at the weekend!!

John Henderson, 11 Sept 2013

STOP PRESS

From the Pres. Hi, The Classic Rally Club are considering adopting a new on-line event entry system (which may also be used for our membership payments in the future). The web site which is the basis of the system, has been developed by a historic racing enthusiast in conjunction with CAMS. Personally I am very excited about the potential of this system and am hoping that you might consider doing us a really big favour by helping us to assess this arrangement.

If you are willing could you please use the following link to the web site and create a user account

<http://www.meecamsau.com/site/index.php> It's free, to you and to the club. The system keeps track of your details, licence validity (live update link to the CAMS database), car info, team (including navigator etc.) even shirt size! This allows you to enter and pay the entry fee without repeating these details each time.

When you have registered on the site could you make a ***dummy*** entry for this year's Alpine Rally. Choose the "***direct deposit***" method of payment and no payment will be necessary. We will manage the dummy entries so they are not confused with actual entries.

Don't use this facility if you are making a late entry for the Alpine, that must be done in the usual way.

There are two instructional videos that will help you through the process. I don't want to provide you with any instructions, because the whole point is to judge how easy the site is to use.

I know you are probably very busy, and I do understand if you opt not to have a go. However given that we hope to make this the Club's preferred method of event entry, I would appreciate if you could make time and provide any feedback (positive or negative).

The instructional videos are at:

<http://www.meecamsau.com/site/videos3/CAMS%20Getting%20Started.html>

and <http://www.meecamsau.com/site/videos4/CAMS%20How%20to%20Enter.html>

Thanks, Ross

CRC Training Day Postscript.

After the Club's recent Training Day at Wakefield Park, Ross Warner sent the following email to those members who participated.

"Hi Everyone. Firstly I would like to thank you all for participating in the recent Classic Rally Club Driver Training Day 2013, I hope you all had a great time. As you may realise, our numbers were down again this year and therefore the Club ended up partially subsidising the event (a polite way of saying that we lost money). We would like to continue with the event again in the future, but only if we can get it to be financially self supporting (a polite way of saying that it must pay for itself).

On this basis Craig Walsh has helped me put together a survey which will mainly be for people who did not attend this years' Driver Training Day (but includes you also). However before asking everyone to complete our on-line survey, Craig suggested that we ask for some comments from you all about this years event. Positive and negative comments are welcome.

These comments would be compiled anonymously and published in next months Rally Directions to generate some thought and/or interest before asking our members to complete the survey. If you have time, would you mind replying to this email with any comments that you consider appropriate? Please use your "Reply to all" button so Bob receives your input directly. Also, if you would like to complete the on-line survey, the link is:

<http://www.surveymonkey.com/s/WBSMXK5>"

These are the email responses:

"I have attended 4 of these track days including the one earlier this month & thought that they were well organised & I for one had a great day.

My suggestion is if we ran at a loss, maybe we should put up the price, maybe base the price on the numbers from this year's attendance.

I would hate to see this event taken off the schedule, but I can understand why you are considering it.

I also belong to the Clubman Drivers Club & we tried to have a track day in September this year, but had to cancel, due to a lack of numbers. (We only got 8)

Maybe we could combine our track day with them? I am more than happy to approach them, if you are interested."

"I have attended the CRC Driver Training Days on a number of occasions over the years. I enjoy them very much.

They provide a great opportunity to drive your car on the track in a relatively safe environment. Wakefield Park is technically challenging, but a very safe circuit with lots of run-off areas and little chance of doing any damage to your car. The fact that it is all CRC members and their guests at the event means that everyone there has the utmost respect for their own cars and those of other members, so the chance of any "coming together" is virtually zero. For that reason, the only time I have put my very precious (to me) Porsche on the track was at one of these CRC days.

The CRC Driver Training Days provide an opportunity for complete novices to experience the race track in a very safe environment. It's a terrific opportunity to take young drivers along to experience the track and stretch themselves a little, as they can't do that safely on the street.

My guest and I did about 120 laps between us, or 270km on the track! That's excellent value for \$120 each when compared with club Supersprints and other commercially run track days. The day runs like clockwork under the direction of Tony Norman, who keeps a close eye on safety and on-track behaviours to ensure that attendees' expectations are met and everyone has a great day."

The day is very social, as you might expect. It is a great opportunity to catch up with other members that you may not see all that often. Most of the talk is about cars, but you would expect that! There is also the opportunity to take passengers onto the track, which adds to the fun and the uniqueness of the day.

It's a long drive there and back, but well worth the effort. A most enjoyable day! I will attend this event every year that I can make the time available, preferably with a guest or two. I will be very disappointed if it does not continue to appear on the Club calendar.

Comments from guest mentioned above; *"Thank you for inviting me to participate in the CRC Wakefield Park Driver Training Day, which was definitely an opportunity to check off a key bucket list item. In my usual life good organisation, information, and safety are paramount at all times and the CRC ticked all of those boxes. The day was really enjoyable and I was made to feel very welcome by all. I was struck by the camaraderie on display with a common purpose to get the most out of the day in terms of driving cars that are meant to be driven. For me the day was highly successful as I'm sure I finished faster and in greater control of the car than when I started."*

G'Day Ross, I had only ever been to one track day before and that was as a guest of someone else so I didn't really know what to expect. I would make these comments:

- From the outset it was apparent that this was a well organised and well controlled event with equal opportunity for everyone to get on track. Tony did his usual meticulous job.
- There were a number of very experienced drivers available who made the day that much better by climbing into the car and offering very helpful tips and hints.
- I actually learnt a lot about my driving and my car.
- Over the three sessions I managed about 30 – 40 laps which was heaps more than I thought I would get (and there was opportunity for more although my brakes didn't agree!)
- It didn't matter how fast or slow you and your car were. There was plenty of space on the track for everyone.



MG CAR CLUB & CLASSIC RALLY CLUB - DRIVER TRAINING DAY

Support your Club & learn better Car Control for the road

Where: Marulan Driver Training Centre (MDTC), 8 Prairie Oak Road, South Marulan (approx. 1 ½ to 2hrs from Sydney, ½ hour short of Goulburn)

When: **Sunday 17TH NOVEMBER 2013**

Be there: **8:00 – 9:00 am for scrutineering**

Cost: **Adults \$160 Juniors (under 18) \$75.00**
(Qualified Junior Instructor available, if sufficient Junior entries received).
+MDTC AASA License \$30 (if required – CAMS and AASA accepted)

Catering: MDTC Trackside Café for cooked lunch/sandwiches, espresso coffee & drinks!

Max. of Six cars on track in different speed groups (Novice up to experienced Race driver) and a maximum of 30 entrants in total.

Excellent opportunity for L & P Plate Drivers to learn basic road skills & experienced drivers to polish & practice some good car control techniques under instruction

Entry Request with Payment, required BY 15th OCTOBER

Basic Requirements:

- Production based road Registered/Historic Rego vehicles in good roadworthy condition
- Track vehicles originally Registerable (like a Marque Sports Car, Historic Group S & N, road Rally car, clubman etc)
- "Clubman" style vehicles accepted, with non glass goggles required in all open cars
- Aust Standards Helmet & neck to wrist/ankle non-flammable clothing, non-synthetic covered footwear (NO synthetic joggers!)
- Open wheelers and Go Karts not accepted.
- Noise is limited to 90 dba @ thirty metres (simple exhaust insert available for race cars)
- No fluid leaks, secure exhaust, seat belts & tyres in good condition, NO loose items in cabin/boot
- Minimum of 38 - 40 psi in tyres (compressor available)

Note: Approx 12 on site Helmets are available for Hire @ \$20.00 Junior Track Licence (AASA) \$30

Note: A copy of this flyer which includes an entry form is in this newsletter as a loose sheet.



2013

Pas de Deux

UPDATED

Saturday 9th November 2013

Promoted by the Classic Rally Club.

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.

The Supplementary Regulations are displayed 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.

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.

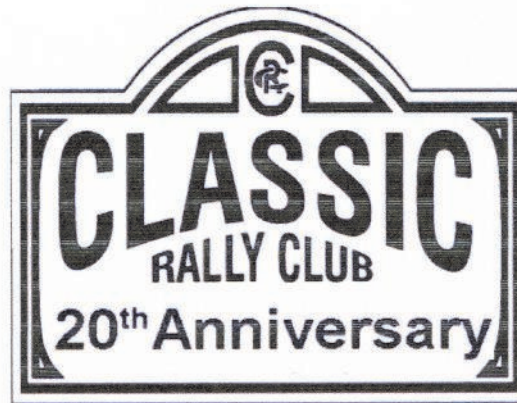
The event is strictly limited to 85 entrants, so get your name in early!

Entries close on Friday 20th September 2013

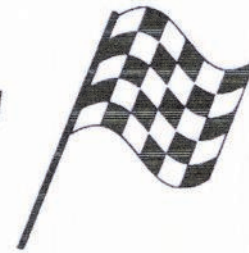
Clerk of Course: Lui Maclennan, Ph.: 0418 645 623 email: alpineclassic@hotmail.com

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



" The 20 "



**An invitation from the President to join a weekend of fun
from Friday 28th Feb. 2014 to Sunday March 2nd 2014, around Mudgee N.S.W.
To celebrate the 20th Anniversary of the Classic Rally Club**

Hi Everyone, I would like to invite you all to join us for a weekend of fun
to celebrate the Classic Rally Club's 20th Anniversary.

It doesn't matter if you're a current member, a past member or even if
you don't particularly like classic rallies, I'm sure that there will be
something that you will enjoy during this weekend.

We have put together an itinerary that we hope has something for
everyone. The focus is on fun and celebration, with just a little bit of
competition. So let's have fun in Mudgee together.

We would love you to join us.

Regards Ross.

(see next page for details of the itinerary)


Itinerary
 (Full details announced at a later date)

Friday February 28th, 2014

Event	Details	Cost
Prologue	Optional. A fun way to get to Mudgee	Free
Official Reception	Optional. Come & say hello to the early birds	Free
Welcome Dinner	Optional. You need to eat, so why not join us for the welcome dinner	\$35.00/head
Overnight accommodation	Optional. It's up to you to organise your own accommodation. Details of various options in the Mudgee area are supplied below.	Your choice

Saturday March 1st, 2014

Event/Item	Details	Cost
Trial	Optional. Part of the Classic Rally Club Championship	\$85.00/crew of 2. Paid as part of separate entry
Wine Romp	Optional. Fun and frivolity in the Mudgee tourist haunts for those who prefer to avoid the competition (and weren't roped in as officials)	Cost and availability advised on contact with Tour Company.
Dinner	Mandatory. Three course dinner, speeches and fun	\$60.00/head
Commemorative Medal	Optional. The only way to obtain one of these coveted medals will be to attend the Dinner.	\$10.00/medal
Overnight accommodation	Optional. As for Friday night you need to organise your own accommodation. Details of various options in the Mudgee area are supplied below.	Your choice

Sunday March 2nd, 2014

Event	Details	Cost
Epilogue	Optional. A more interesting route from Mudgee to Lithgow. (Why not use the road less travelled)	Free

Mudgee Accommodation: You need to organise your own accommodation. That way you can tailor style & cost of accommodation to suit your tastes and budget.

Dinner will be held at "Rally Central" the Parkland Resort and if you are quick they have some accommodation that will be very convenient. (We have asked them to reserve all available rooms)

The following is a list of accommodation venues that you may wish to consider.

Rally Central: The Parklands Resort & Convention Centre, 121 Ulan Rd. Mudgee, 02 6372 4500

Boutique Hotels: Cobb & Co Court Boutique Hotel, 97 Market St. Mudgee, 02 6372 7245

De Russie Suites Mudgee, Cnr Gladstone & Perry Sts. Mudgee, 02 6372 7650

Motels: Ningara Motel, 76 Mortimer St. Mudgee, 02 6372 1133

Soldiers Motel, 35 Perry St. Mudgee, 02 6372 4399

Caravan Park (With On-Site Cabins): Riverside Caravan and Tourist Park, 22 Short St. Mudgee, 02 6372 2531

Or visit www.visitmudgeeregion.com.au for many more options.

Details of how to enter the various events making up our 20th Anniversary celebrations will be included in next month's newsletter

" The 20 "



We are looking for Oldies.
No!! Not cars, past CRC Members.
Do you know of any past CRC Members who may not be involved
with the Club anymore?

If so we want them to be included in the Club's 20 year Anniversary celebrations.
Please contact John Cooper on 0414 246 157 or westco5@bigpond.net.au or have them contact John.

16/09/2013		CRC Events Calendar (for remainder of 2013)	
Date	Event	Note	Contact
CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde.			
24-September-2013	CRC Meeting		
04-October-2013	First Friday Free Fling	Harry's Cafe d'Wheels, Shop 1/20 Orange Grove Rd, (Viscount Place, Liverpool Megacentra) Liverpool.	
11-October-2013	Deadline for Club Newsletter contributions		
19 - 20-October-2013	Alpine Classic C.C.		Lui MacLennan 0418 645 623 alpineclassic@hotmail.com
22-October-2013	CRC Meeting		
01-November-2013	First Friday Free Fling	4143 Bar & Restaurant, Building 9, 41-43 Bourke Rd. (Near the corner of Huntley St), Alexandria.	
09-November-2013	Penrith Pas de Deux C.C.	Starts in Katoomba, finishes at Lithgow with lunch at Mt. Panorama! Note 9th November is a Saturday.	Jeff West, 0427 263 757, or jj.west@bigpond.com.au Gary or Wendy Maher at wenandgaz8@bigpond.com
15-November-2013	Deadline for Club Newsletter contributions		
17-November-2013	MG Car Club & Classic Rally Club Driver Training Day	Marulan Driver Training Centre, 8 Prairie Oak Rd., South Marulan.	Full details in CRC Newsletter.
26-November-2013	CRC Meeting - AGM		
06-December-2013	First Friday Free Fling	Doms New Shed, 8/114 Gilba Road Girraween. Further details TBC.	
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			
Other Events; The CRC has not received an invitation to these events so cars with conditional registration (Club Plates) cannot be driven to them.			
08-December-2013	2013 Albatross Show n Shine	Fleet Air Arm Museum, H.M.A.S. Albatross Nowra	Google - Albatross Show and Shine

VINTAGE ADVENTURER AIMS TO SET NEW WORLD RECORD IN US OCEAN TO OCEAN CHALLENGE

Queensland based Rod Wade is aiming to set a new world record as he drives against the clock from New York to California in his 1930 Ford Model A. Rod and co-driver Michael Flanders will travel through ten states as they tackle the 4,734 km drive in under 60 hours. They will mark the start of their non-stop journey, which begins on 13th October 2013, by filling a bottle with water from the Atlantic Ocean, just off Staten Island. The water will then be poured into the Pacific Ocean when the team arrives at Venice Beach, Los Angeles .



The 'Ocean to Ocean Challenge - America' will raise funds for the American Kidney Fund. Rod has raised thousands for Kidney Health Australia and now is looking to support kidney sufferers in the USA. At the heart of the mission is the car, affectionately called Tudor Rose, which is used to handling tough terrain. The car recently completed the Peking to Paris Rally, considered to be the greatest motoring challenge.

For more information on the Ocean to Ocean Challenge, the Vintage Adventurer and the latest updates, visit www.vintageadventurer.com.

Club Regalia For Sale

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



All club regalia available at Club Meetings through John Cooper
 Or phone orders to 0414 246 157
 Cheques made payable to Classic Rally Club
 A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;
Prestige Embroidery
4/29 Coombes Drive, North Penrith, NSW 2750
Phone: 0402 127 230
Fax: (02) 4727 0893

Contributors to this edition: Kevin Byron, John Cooper, John Henderson, Lui MacLennan, Tim McGrath, Shane & Jen Navin, Tony Norman, Andrea Seed (Poppy Seed Media Ltd), Various Facebook contributors, Ross Warner, Jeff West. Thank you all.



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