



Rally Directions

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

January 2014



Carol & Gerry Both's 1973 Alfa Romeo 105 Veloce: Bought by Carol & Gerry in 2003 the car already had had a number of 'Manning Motors' modifications applied by our own Robbie Panetta. Over the last 25 years the car has had extensive restoration work carried out, including complete rust removal in 2012. As well as being 'arguably one of the best "working" 105s in Sydney' the car featured in the Billy Connolly movie "The Man who sued God".

Upcoming events:
(Full details inside)

* **"the 20" 28th Feb - 2nd Mar. '14.** A fun weekend around Mudgee celebrating the Classic Rally Club's 20th Anniversary.

* **The Clarence Classic 29th - 30th Mar. '14.** A two day rally centred on Grafton NSW with all the usual CRC features.

In this issue: AGM Report, CRC Christmas Party, GT's Trip of a Lifetime plus much more.

Classic Rally Club Officers and Contacts 2014

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Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
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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..

**Record of the 2013 Annual General Meeting of the Classic Rally Club Inc.
Held 26th November 2013 at the Denistone Sports Club.**

The meeting was opened at 8.12pm by the President, Ross Warner. A summary of the 2013 activities was provided by the President and all members and volunteers were thanked for their contribution towards another successful year. The attendance register was circulated for recording of the names of the members present.

Adoption of the 2012 AGM minutes was moved by G Bott, seconded by G Taylor, that the 2012 AGM minutes be adopted without change the motion was carried.

2013 review: Financial performance for 2013 was satisfactory, despite membership numbers showing a small decline to 395, as advised by the retiring Membership Secretary Ian Packard.

A printed financial report, summarising the club's financial performance and position had been previously provided in Rally Directions. There were no matters arising. A motion, moved by Dominic Votano, seconded by Carol Both to accept the printed Treasurer's Report was carried. In the absence of the Treasurer, there was no decision made at the AGM regarding fees for 2014, so the 2013 fee level for membership stands, until further notice.

It was noted again that the club magazine, Rally Directions, continued to be a high quality element of the club's activities and aided the promotion of the club's activities strongly. The editor and the production team were congratulated on another fine year of work with the magazine.

The Secretary, Tony Kanak provided a short oral report, which in summary confirmed that relationships with CAMS and the Council of Motor Clubs were running smoothly, and that the club was not aware of any legal or insurance matters underway or pending. The meeting was advised that the CRC was about to receive a recognition certificate for 20 years operation at the imminent CAMS awards ceremony .

Ron Cooper provided a short report concerning the Historic Conditional Registration Scheme, with 92 club vehicles on the scheme at present, and the scheme had again been generally trouble-free during 2013.

Regalia Manger/Historian John Cooper advised that some new innovations in regalia stocks were under consideration for 2014.

Tony Norman discussed the successes of the 2013 event calendar, and outlined some unavoidable date clashes that would exist with the 2014 event calendar.

Election of Office Bearers for 2014: Club member Tony Wise took the chair to conduct the election. In the absence of any other nominations, the 2013 Committee was returned en bloc for 2014 with one exception. Lindsay Trevitt, a well-known CRC member, had kindly offered his services to perform the role of Membership Secretary, which had been held by Ian Packard for a number of years. The meeting thanked Ian Packard and Lindsay Trevitt in recognition of the importance of the role of the Membership Secretary.

The meeting noted that the position of Webmaster, performed with distinction by Harriet Jordan for a considerable period, had not received a formal advice from Harriet indicating Harriet wishes to continue it would be with the full satisfaction of the meeting. If it eventuates that this continuance of the Webmaster does not eventuate the Executive Committee will act to fill this vacancy.

The meeting further congratulated the Committee on their re-election, and thanked Tony Wise for his assistance with the election process.

Fees for 2014: In light of the discussion of the club finances, already described, the meeting resolved to increase annual membership fees by \$5, applicable to both single and family membership types. This was passed almost unanimously, with some speakers having proposed greater or lesser fee adjustment alternatives.

With no further business, the annual general meeting closed at 9.20pm.

Tony Kanak - Secretary

Ross Warner - President

Ross's Rave.

Hi everyone, and welcome to 2014, our 20th year. I hope everybody has had a wonderful Christmas and New Year break. I certainly did.

For those of you who missed our Christmas Party, I'm sorry to say that you missed a really great time. What a wonderful day. Thanks to Mike and Chris Birks for all of their hard work and for welcoming us onto their beautiful estate. A further thank you to Ted Norman, Tony South and Laurie Mason for helping some of our members to "play a round". I expect that there is a report on the day elsewhere in this issue.

Our 2014 calendar is now published. It's up on the web site now and also in the back of this magazine. I would like to thank Tony Norman for all his hard work in putting this calendar together. We have a great year ahead. Good luck everyone.

On the basis of this new calendar, the first chance for us to get together this year will be our first Club meeting on 28th of January, I hope to see many of you there as it will be a great opportunity to catch up and have a chat before we really get stuck into the coming year.

Next will be our first First Friday Free Fling (FFFFF – yes five F's) on 7th February. This time were going to try going back to 4143 Bar & Restaurant at 41/43 Bourke Rd, Alexandria. (Phone 9690 8400). See you there.

Our first competition event for the year will be "the 20" Trial which will run out of Mudgee. This event is part of our 20th Anniversary Celebrations over the

weekend 28th February to 2nd March (Yes, weekends now have 3 days – as they all should). Everyone should come with us to Mudgee for a great time. We already have great support for all of the various events that we have planned however I want to see everyone there enjoying themselves. So get off your bum and enter (sorry for using a rude word..).

Our next competition event after "the 20" Trial is the Clarence Classic which will again run out of Grafton in northern NSW. The success of last year's event was amazing despite the flooding. Ian and Wendy (and all their helpers) did a fantastic job. You should get your entry in early and in particular book your accommodation.

Finally I would like to apologise to Grace Brumby. As many of you know Grace often navigates for her Dad Steve and in 2012 she won the Tour level point score championship, at the age of 12! What I would like to apologise to Grace for, is not recognising her for the "Future Star in a Rally Car Award" in 2012, and probably for giving her a wine glass for her Tour trophy, which when you think about it was most inappropriate. (Obviously a Beer mug would have been better!). Under a little known part of the Club's constitution (that I just made up) the President has the power to retrospectively make awards and present trophies, so Congratulations Grace Brumby, our 2012 Future Star in a Rally Car. (Hope you have a speech ready at "the 20")

O.K. lets have a great year.

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

Enough raving Ross.

Secretary's Stuff - Holiday season 2013

Hello everybody, with January well under way, I hope CRC folk had a Merry Christmas wish you all a Happy, Rally-full, New Year. As was said at the Annual General Meeting, thanks to all CRC members and volunteers for your support during 2013.

At the AGM the existing Committee was returned with only minor change - you will see that we have a new Membership Secretary in the form of Lindsay Trevitt. You will be hearing from Lindsay soon- as membership renewal looms. Membership Fees are increased by \$5.00 to for 2014.

In other news:

We have already paid our CAMS affiliation for 2014, and also the affiliation fee to the Council of Motor Clubs. CAMS kindly recognised the CRC with a Milestone Achievement Award at its late November annual awards night, and I was there to collect a nicely framed CAMS/FIA certificate.

This will later be displayed at the CRC showcase display at the premises of John Cooper/Westco.

With respect to the CMC- there is a little news. Following further discussion with the NSW government agencies (RMS and others), it is likely that a log book type of system for limited use

vehicle registration will be introduced into NSW. This will suit people with specialty vehicles which may not meet the HCRS 30 years old criteria, such as recent rally cars that may not have conventional ADR compliance. Sorry about all of the initials, it's the modern way! This log book system will cost more than the existing HCRS does, and will have its own rules. It already operates in Victoria and SA.

National Motoring Heritage Day (NMHD) is set for May 18th, 2014. You can mark that on your new 2014 calendar.

Marulan Driver Training Day:

On the 17th of November the CRC joined with the MG Car Club of NSW to operate a driver training event at the Marulan Driver Training Centre. I was there to conduct scrutiny on the CRC supplied vehicles, and to supervise my daughter's participation, as a junior. The provision for juniors (learners, or provisional licence holders) was a positive move, I think. We need to grow the next generation of CRC members after all. The track walk around with the facility instructors was a little daunting as they described how to cut a 100% lap. The juniors went a little more conservatively. Lots of fun was had. Ask member Geoff Bott about his test drive of the Mitsubishi Evo. Garry Maher had the Mk 1 Escort flying too, showing that 2wd isn't automatically way outclassed.

We also had two Nissan Pulsars circulating with the juniors. Had we thought about it before it beforehand we could have organised a Pulsar Cup trophy.

Broken threads/bolts?

Having been dealing with some 1950s English machinery during 2013, a need arose to helicoil some BSF (British Standard Fine) threads. Today the BSF thread is akin to rocking horse manure, but it was widely used and the owner wanted to keep the item original. Now if you are familiar with the helicoil type system for thread repair you know how useful it can be. Today though, most engineering places/service establishments have the now common metric sizes and some imperial sizes in UNC and UNF thread pitches. If the BSF, thread is Greek to you, you can move on to the next article... If you are still here- this is the punch line. Long time friend of the CRC, Peter Hughes, in Sydney on 9587 9399 has a very large range of BSF helicoils, plus taper threads like BSP and NPT, as well as finer pitch, less common metric stuff. He also has the usual Unified National Fine (UNF) and UNC helicoils. If you are in a real mess with a broken bolt or thread tap Peter has a disintegrator too. Unfortunately this machine does not have cartoon like powers and is only good for removing broken taps and drills etc.

Tony Kanak

COMPETITION SECRETARY REPORT FOR JANUARY

I trust that all members had a happy and safe festive season without the loss of too many penalty points and that you are raring to go in 2014.

This report will effectively be just an update on the CRC rally events as listed on the Calendar elsewhere in the magazine.

1. MUDGEE TRIAL - SATURDAY 1ST MARCH.

This event, forming part of the CRC 20th Anniversary weekend will be the first pointscore rally of the year. Details have been included in last years magazines but if you have any queries please contact Ross Warner or the organising committee.

2. CLARENCE CLASSIC - SATURDAY 29TH/SUNDAY 30TH MARCH.

A 2 day rally being organised by Ian and Wendy Gibbs, to be run out of Grafton. Last year's event was a great success and all active members are

encouraged to head north for this year's event. Flyer, Entry Form and Supp Regs should be available on the Club's website by the time you read this column!

3. THE AUTUMN CHALLENGE - SATURDAY 26TH APRIL.

Like last year's 100 Criques Rally, this event will be held in the Central Coast/Hunter region but will NOT go anywhere near Gosford!! It will start and finish in Doyalson and will be approx. 300kms in distance. This Saturday is the middle day of the Anzac Day long weekend (Friday, Saturday, Sunday) and has been chosen to avoid entrants having to fight their way back into Sydney on the Sunday afternoon. Hope this all makes sense. Details should be on the Website around the end of February.

4. BARRY FERGUSON CLASSIC - SAT 31ST MAY/SUN 1ST JUNE.

This years BFC, again being organised by Dave Johnson and Tim McGrath, will follow last year's format with the Challenge Category utilizing older maps and a fair amount of unsealed roads while the Apprentice and Tour categories will be based on the more traditional type of CRC rally with only limited dirt roads and less challenging navigation based on NRMA maps etc. The start will be in Cootamundra, (which will also be the overnight stop on Saturday) and the event will finish around lunchtime on Sunday at Binalong.

5. AROCA TOUR D'CORSE - SUNDAY 29TH JUNE.

This event will, I suspect, be based in the Southern Highlands and will be organised in their usual efficient way by Gerry and Carol Both together with their usual band of Alfa aficionados. Further details to follow closer to the event.

6. MG SPRING RALLY - SATURDAY 13TH/SUNDAY 14TH SEPTEMBER.

7. ALPINE CLASSIC - SATURDAY 18TH/SUNDAY 19TH OCTOBER

8. PAS DE DEUX - DATE TBC.

These last 3 events are well into the future and further details will be provided as the year progresses. The dates, where listed, are I believe now confirmed so it would be good to pull out your diary - or your iPhone - and get the events locked in. I'm sure all of the Rally Directors for this year's events will be working hard to ensure that they are good fun but they can only be successful if well supported by our Club membership. Hope to see as many of you as possible somewhere along the 'correct' route!

TONY NORMAN 0402759811 or
normansoz@optusnet.com.au

Annual subscriptions: Our new Membership Secretary, Lindsay Trevitt reminds all members that annual subscriptions are due now. If you haven't received your renewal notice in the mail contact Lindsay at crc.mem@classicrallyclub.com.au or 0414 482 648

New Layout for Newsletter: We have a new layout for the newsletter this edition to go with the new year. I felt it was time for a change. Let me know what you think. As with anything else about the newsletter I welcome your comments. Bob Morey crc.editor@classicrallyclub.com.au



Tony Kanak is seen above receiving a C.A.M.S. Milestone Award acknowledging the Classic Rally Club's 20 years.



009 - 268
CM 12030536

Mr Ross Warner
PO BOX 648
PADSTOW NSW 2211

Monday, 28 October 2013

Dear Mr Warner,

Thank you very much for your pledge of support in our 'Firefighters Winter Appeal'.

To honour your pledge of \$1080, simply complete the coupon below and return it with your payment in the reply-paid envelope provided.

Money raised from this appeal will not only provide vital infrastructure for the RFSFA and enable us to maximize support for our Volunteer Firefighters throughout NSW, but will also be directed to the Rural Fire Fighters Foundation.

The Foundation provides assistance to the families of Volunteer Firefighters who may be killed or injured in the service of the community.

It's a critically important task and your support is greatly appreciated.

Once payment is received, you will be issued with a receipt for your donation.

Thank you once again for your generous support of our Volunteer Firefighters.



Brian McKinlay
President
NSW Rural Fire Service Association

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"the 20"

Classic Rally Club 20th Anniversary Celebration
Mudgee - 28th February, 1st and 2nd March 2014

Friday February 28th, 2014		
Event	Details	Cost
🚩 The 20 🚩 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
🚩 The 20 🚩 Trial	Optional. Part of the Classic Rally Club Championship	\$85.00/crew of 2.
🚩 The 20 🚩 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.
🚩 The 20 🚩 Dinner	Mandatory. Three course dinner, speeches and fun	\$60.00/head
🚩 The 20 🚩 Commemorative Medal	Optional. The only way to obtain one of these coveted medals will be to attend the 🚩 The 20 🚩 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
🚩 The 20 🚩 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.

🚩 The 20 🚩 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

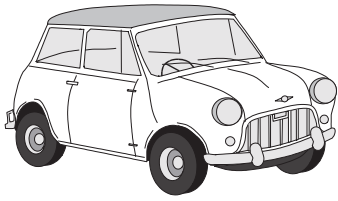
De Russie Suites Mudgee, Cnr Gladstone & Perry Sts. Mudgee, 02 6372 7650

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.



The CRC 20th Anniversary Rally

Saturday 1st March 2014

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 will be part of the CRC's 20th Anniversary weekend in Mudgee but will need a separate entry form to be submitted to Wendy Maher, the event secretary, at least a week prior to the event.

The rally will start and finish in Mudgee and is approximately 340 kms long of which 96% is good sealed road

Lunch is included in the entry fee.

Entry fee is \$85 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 0427 263757

or

Gary or Wendy Maher at- wenandgaz8@bigpond.com

Surveying “the 20th” Anniversary Rally – The Point Score Bit.

By Gary Maher with a little help from Rob Ingram

In scorching heat a few days before Christmas, Jeff West (the Event Director), Wendy (Event Secretary) and I (Clerk of Course) went west to survey “the 20th” Anniversary Competition Rally. We have come up with 340 kms of fantastic Mid-Western Plains roads – and we even managed to find 13 kms of the very best unsealed bits.

Of course, you already know that the rally starts & finishes in Mudgee so you just have to roll out of bed and start driving – and because the roads are ‘fast’ (even the dirt ones) you will be back at ‘Rally Central’ in Mudgee nice and early. Pam – you will even have time for a ‘Nana Nap’. Lunch is going to be at what must be one of the best equipped public schools we have ever seen at Dunedoo.

Due to the fact that we had travelled from our Hawkesbury home, picked up the Event Director at his Bathurst home then went to the start at Mudgee, we decided to only survey the morning Division, check out the school and stay overnight at Dunedoo. Thus we had plenty of time to have a Principal-guided tour of this brilliant institution. We were also somewhat alarmed to discover that, subject to what BP decides in the New Year, there may not be any fuel at the lunch break. So, if you don’t carry enough fuel for, say, 360 kms of quick driving, you will need to top up as you pass through other towns on the route – more on that later, or in the instructions.

As we were wandering up and down the main street of Dunedoo looking for a suitable eatery for dinner, we noted that all the shops and buildings were down one side and the whole of the other side is devoted to a park. Not just any park but the O.L. Milling Park. “Fancy having half a town named after you” remarked the Event Director. “He must have been very important around here”.

A bit of research revealed he was a Stock & Property Agent and the business is still going today – over 100 years later. He was also a bit of a hero in the Boer War. He was, however, more highly honoured than one Percy Nott, who has a memorial toilet block named after him at the entrance to Mudgee township. He is no doubt remembered with great relief but misses out on the dignity scale.

During our research for appropriate questions along the rally route, we noted that most of the bridges, gullies and town squares were named after people, probably local identities, which means little to the people passing through. I regularly commented on this so the Event Secretary asked “OK. What would you want to be remembered with?”

Well, highways and rivers have already been taken long ago by explorers and governors. A bridge would be nice because they connect things but despite crossing The Jim Anderson Bridge in the Hawkesbury many times, I can’t find out who he was and I’ve never developed a deep, personal attachment for dear Jim, so there must be better memorials than a bridge. A rivulet sounds exclusive – perhaps too exclusive. I can only think of one, Medway Rivulet in the Southern Highlands and that’s taken! I know, ‘A Billabong’. “The Clerk of Course Billabong” sounds just dandy – and I’d always have the jolly swagman for company and shade from the coolabah trees.

“What can you come up with for me”? asked the Event Secretary. “Where could I spend my eternity?” “An A.T.M”. I answered. “The Event Secretary Memorial A.T.M.”

“Ouch!! What was that for??”

Gary Maher



A quiz courtesy of Glen Innes.
Do you know where this photo was taken?
If so when was it?
See the back page for the answer.



Clarence Classic

March 29 & 30th 2014

A weekend navigational "drive in the country" with the Classic Rally Club and other CAMS clubs. The event is run through the beautiful Clarence Valley in the Northern Rivers Region of NSW. This Touring Assembly covers approximately 600km over two days with 3 levels of participation, Masters, Apprentices and Tour.

The inaugural Clarence Classic 2013 can be seen on Youtube.

**Entry Fee \$300 per crew of 2 for maps, breakfast, lunch and dinner Saturday,
breakfast and lunch on Sunday**

Accommodation available for \$220 for 2 nights for 2 people

Ian Gibbs 0410 507 674

www.classicrallyclub.com.au

CRC Christmas Party and Rally December 15th 2013 from John Young

Another excellent CRC Christmas Party and Presentation Day was held on Sunday 15th. After several years at Chez Harlor, the party moved to a new venue, with Chris and Mike Birks graciously offering to host the party on their Oakville acreage spread... groomed beautifully for the day.

But before the party started, several of our hardy members were among 23 teams that spent the morning Playing a Round... no, not what you might have thought, this was a rally put together and run by Ted Norman, Laurie Mason, Tony South and Mike Birks. Starting from Mt. Wilberforce Park, West Pennant Hills, the rally took a circuitous 106km route to Oakville and incorporated many innovations. Among these was a speedo calibration to establish the car with the longest drive, one of many aspects of the event with a golfing theme. Another was the issuing of a handicap to each competitor. The major awards (boxes of chocolates) were given for:

4 Ball Best - Best all male

No Ball Best - Best all girl crew

Mixed Double - Best guy and girl crew.

However, the written details of who scored which award have disappeared, which doesn't really matter, does it? Other awards included boxes of washing powder for clean sheets, while plans to make a special award for the car parked closest to a hidden pin were abandoned when the pin wasn't hidden.

It wasn't all about golf, however. In lieu of the usual P Boards, competitors were asked to count the number of signs starting with the letter P. Views on how many there were varied widely, with Lui and Thomo having more Ps than anyone else, which won them a box of chocolates.

Time to party

After the rally, it was time for some partying, including an excellent lunch under the traditional marquee. Those who hadn't taken part in the morning's activities listened patiently to the tales of woe of those who had and then it was time for the annual presentations.

For full details of who won what in 2013, the table that accompanies this article will put you in the picture.

It would be remiss of me, however, not to mention the major award winners. Jim Baird was 1st Tour Driver, with Lachlan Grave winning the Tour Navigator's beer mug. Doug Barbour (driver) and Xanthea Boardman (navigator) proved that they had mastered Apprentices, being the team to beat in 2013. As for the Masters Class, the Club Champions for 2013 were the red hot driver/navigator combination of John Cooper and President Warner. There is one more award to mention here... the 'Future Star in a Rally Car' was awarded to Lachlan Baird who, but for other demands on his time, could easily have won the Tour Navigator award.

All in all, it was a terrific day with excellent company in a delightful setting. A perfect conclusion to the Classic Rally Club's year. A big round of applause to the rally organisers who now have a new appreciation of the effort involved in setting events and especially to the Birks and all our other helpers who made the day possible.

John Young

C.R.C. Annual Championship awards	
Award	Name
Tour Driver 1st	Jim Baird
Tour Driver 2nd	Mike Birks
Tour Driver 3rd	Tim McGrath
Tour Navigator 1st	Lachlan Grave
Tour Navigator 2nd	Ron Cooper
Tour Navigator 3rd	Lachlan Baird
Apprentice Driver 1st	Doug Barbour
Apprentice Driver 2nd	Steve Brumby
Apprentice Driver 3rd	Jane Morey
Apprentice Navigator 1st	Xanthea Boardman
Apprentice Navigator 2nd	Phil Stead
Apprentice Navigator 3rd	Dominic Votano
Masters Driver 1st	John Cooper
Masters Driver 2nd	Robert Panetta
Masters Driver 3rd	Gerry Both
Masters Navigator 1st	Ross Warner
Masters Navigator 2nd	John Henderson
Masters Navigator 3rd	Jeff West
Future Star	Lachlan Baird

1000 Milles Sport Historic Race from Patagonia, Argentina to Chile with Danny Castro.

About a year ago, I received an invitation to be part of a Historic Car Race in Patagonia, Argentina. The race was part of the Federation Internationale des Vehicules Anciens (F.I.V.A.) world championship for historic cars and the 25th anniversary of the first race.

The invitation was to drive a Fiat 1500 coupe, a car only made in Argentina between 1964 and 1968, as part of a semi-official Fiat team and so bring back memories of my first early drive for Fiat back in the late 60's in Argentina. I took the challenge, and accepted. To race at the southern end of the globe was very appealing to me.

So on November 7, 2013 I'm in the plane (first class) contemplating a very tight schedule once I'm in Buenos Aires, but excited to go back and race in my old country again.

My navigator was the champion of one state of Argentina but neither of us have ever raced in this type of race. F.I.V.A. events are timed up to 100th of a second with secret controls in the form of hoses across the road in several places in every stage. For each 100th of a second late or early hitting the hose counts one point against you. Each car has a handicap based on its year of manufacture. My car was a 1966 model meaning my points had to be multiplied by 1.66 at the end of the day.

Day One.

We drive hard from the start (the way I like), pushing the little Fiat 1500 coupe to the limit, climbing towards the Chilean border in the Andes mountains. The day's driving was 650 Km of heavy rain, snow, black ice with the wipers not functioning properly. Also the demister fan became cactus....a horrible noise and a smell of burning was the tell-tale, but we soldiered on. We went to Chile and back and finished the first day in 80th place out of 143 cars. We were happy due the difficulty and the quality of the drivers' field, the best of the historic racing world. This included Le Mans winners, 1000 Milles Italy winners, a Dakar winner, a team from Auto Union and a BMW factory team with top classic cars. A total of 56 international drivers, French, English, Germans, Americans plus drivers from Chile, Uruguay, Paraguay, and Mexico. I was the only one with the Australian flag next to my name.

Day Two.

By now we knew what it was all about and took the challenge from the start at a very solid pace. The roads were magnificent, the lakes of southern Argentina and the back drop of the Andes Mountains make the place ideal for the old classic cars to stretch their legs.



Also the sun was showing for the first time, a magnificent day of road rallying racing. We had no problems with the car or crew and after another 640 Km of racing we finished the day, after corrected handicap, in a good 70th position. It was a long day but there was plenty of South American food and beer at the end. We were looking forward to next day.

Day Three.

The weather was sunny and we made a good start with good progress, for the first time we managed to make a very low score. At one control with 0 points lost, that was perfect. Remember it is not easy to hit a hose in the middle of nowhere with a 100th second accuracy. Then disaster, a brake shoe dislodges from position and I have to drive through 30 Km of mountains with no brakes at all! The Fiat gearbox was good, the 1 and 2 gears syncro saved the day several times. Then in a control I managed, with the help of many fans, to pull the rear brake apart, relocate the shoes, bleed the brakes and still make the control with 2 minutes spare!

But the damage in the standings was bad at lunch, we were in 101st position on the road. This was very disappointing after we thought we could finish the day better than 70th, especially because the 480 Kms of the day were twisty mountain roads, my favourite type of road.



We decided to go for broke in the afternoon stages. The car was feeling the pinch of high revs and hard driving but the brakes held up OK. We manage to get to the finish in the alpine town of Bariloche, surrounded by thousands of Argentinian people just like in the Dakar race. We finished in a good 51st place without handicap, but were 73rd overall after the handicap was applied.

A Summary: a top race, a top part of the world, top mountains, top roads, top people with 1000s of spectators along the roads, top food, altogether an experience very difficult to beat. The party after the race was incredible. I got a small trophy because I crossed half the world to compete in the race, a momento from the organizers to say thank you for being there.

I raced at the bottom of the world representing the Classic Rally Club. The shirts hats and jumpers we used went to a TV channel to be auctioned for charity, and after a TV interview for a Argentinian motor program, I left for home happy, thinking I put a tick against an item on my bucket list. The fifteen & a half hrs flying home were great because the pilot was a classic car collector and invited me to the cabin of the Airbus for a long chat.



Next.....if it is possible a F.I.V.A. rally race in Japan..... anyone interested....?

Danny Castro

Marulan Driver Training Day - 17th November '13 by Kevin Byron

The week preceding the event, Sydney copped a bucketing like few before and I was dubious if the event would still be on. There didn't appear to be much chatter about it on the club's Facebook page or any cancellation from the Director so I organized to pick up my car trailer from it's storage location and loaded the car up the night before to get an early start in the morning.

This would be the car's first track outing since a motor rebuild earlier in the year, so I was looking forward to seeing how the engine would go after the work that had been done to it. I had a friend entered in an almost similar spec car, so was looking forward to dicing with him, but unfortunately he had to pull out a day or two before due to an illness in his family (thankfully not serious, although the person was hospitalized for a few days).



The day dawned slightly overcast in Sydney but no rain and fairly high cloud cover, so I decided to make the trek and see what eventuated. The early morning run down the M7 and M5 was uneventful and I had a brief stop for breakfast and fuel at Pheasant's Nest.

Pulling into Marulan, it seemed obvious the day was going to go ahead so I was relieved to have decided to go ahead (and I'll bet Ross is relieved I didn't try to call him before I left to enquire if it was still on).

Being a joint MG/CRC event there was an eclectic mix of cars present, obviously a number of MGs of various models and types, a few Mercs, Subaru, Evo Mitsubishi and an Escort, among others. It was great to see so many junior members (P's, L's and a couple not yet old enough for their road licence out there having a go).

The days here seem to run to a formula. After doing your paperwork, getting assigned into a colour group based on experience and/or likely speed and getting your car scrutineered, all the entrants are gathered for a track walk and briefing. Here the instructors give you tips on the right lines etc (conveniently marked on track with witches hats) and strategic points like braking points, corner apexes etc. For the juniors, there was then an inside tutorial session to give them a bit more of an idea of how the day would go and what to do, and not do, out on the track. Then it was time to hit the track.



The rain held off for most of the day and I don't think anyone would complain they didn't get enough track time, with a storm coming in during the last couple of sessions only.

For the CRC'ers the crew consisted of the following as best I can deduce:

- Ben and Tim Yates in the eBay special Merc
- Lindsay Trevitt in a Subaru WRX
- Verity Plimsoll Kanakova
- Jamie and Louise Barbor

- Paul and Abby Rogers in a Porsche
 - Reg White in a Merc Coupe.
- Apologies if I've missed anyone out or got the vehicles wrong.

The day went quickly and all I spoke to seemed to be enjoying themselves immensely. The wetter sessions tested the skill and proved good experience for all, particularly one of the Yates boys who had a spin at the top of the circuit. He was quite safe, though as he was off the normal line and clearly visible to traffic coming up he just had an anxious wait for a chance to turn around and have another crack. Good thing was he didn't panic and sat there calmly waiting for the traffic to pass.



I'm not aware of any mechanical failures or incidents although the EVO did make a hasty exit at the top of the main straight going straight on instead of turning right. Not sure if it was brake fade or brain fade, but a change of undies may have been required afterwards.

On the way home, I came across the Reg White Merc and an MGA crawling along the shoulder just short of the Sutton Forest services. Having the trailer on, I couldn't stop there and then, but pulled into the services and waited to see what had transpired and if I could help. The red MGA appeared first and declared that the Merc was having issues with the driveline making a terrible racket. Through a mobile phone relay, we managed to organise a flatbed tow for him despite a 2 hr wait being necessary. As there wasn't much else we could do, we pressed on home. Apparently it turned out to be a wheel bearing so a simple fix despite an expensive tow required.

Kevin Byron (photos by Kevin & the Yates family)



Barry Ferguson will be inducted into the C.A.M.S. Australian Rallying Hall of Fame in February this year. Barry will join Colin Bond, Evan Green, Fred Gocentas, Graham Hoinville, Frank Kilfoyle, David Officer, Kate Officer, Ed Ordynski and Jim Reddiex as the 2014 inductees. The induction will take place at a gala dinner in Canberra which will feature international rallying great Ari Vatanen as guest speaker.

NSW (and the ACT) go to the 2013 Alpine Rally of East Gippsland and WIN

The 2013 Alpine Rally of East Gippsland was run on Friday to Sunday, Nov 29 to Dec 1.

The event was won by Jeff David (Sydney) and Grant Geelan (Autohaus Hamilton, Dee Why) in a Porsche 911. Second was Scottish Champion Alistair McRae with David McShane in a Group 4 Ford Escort.

The event was open to 6 classes of cars from Historic pre 1968, Historic pre 1981, 2wd PRC pre 1981, 2wd PRC Modern (pre 2000), Classic rally car Regs pre 1987, and Club rally Car Regs pre 1987. It attracted 94 starters. There was a very high attrition rate (over 35%) and only 59 cars completed the course.

The atmosphere of the event was reminiscent of the old NSW Southern Cross rallies of the 60's and 70's when servicing, competition and penalties for

late time were also tight, with no reconnaissance or pace notes, but with professionalism and strong camaraderie prevailing amongst the competitors.

Friday had a briefing and then about 30 kms of competitive prologue, mostly in the forests near Lakes Entrance but with a 1 km bitumen section in the town. Closed roads of course and a lot of spectators in the town. This sorted out the start order for the next day.

Saturday started with four divisions of good competitive driving taking us across to Cann River, Orbost and then back to Lakes Entrance each separated with a 30 minute service section. Each of these divisions had their own late time limit of 30 minutes. After you exceeded late time you could still book into controls but lost whatever your total

was each time, until you could get somewhere early and get some of it back. Hellish is the only word for it if you started to have continuing problems. But that is the way of the hard events and this was no exception as you had to get 80% of the competitive kms to be classed a finisher.

The competition at the top was close. For the long section of 59 kms, the top 5 cars were within 15 secs after 36 minutes of non-pace noted driving and 6 cars within 30 secs of each other at the end of that division.

There were nine competitiveness over these four divisions ranging in length from 15 kms to 59 kms and some transports in between, as short as 0.4 kms just to get across a main road. The 59 kms section was a combo of 2 sections from a previous year. It was an interesting section where they had added a lot of extra calls of RGL or RGR from the previous year. The additions were where cars had gone off the road in the earlier year. We counted 18 cars stopped or off the road on this section. The surfaces ranged from good to narrow and rough, but one of the main traps for some of the younger driver seems to be concentration over that sort of distances when they are used to the 15 kms and 20 kms sections. The attrition rate for the day was 23 cars and this moved us up on the start order to low 40s. The last 2 of the sections were in darkness, but the short distances of these (16 and 8 km) didn't apply the pressure that longer ones may have done at the end of the day.



Sunday comprised of one division with 45 minutes late time and 6 competitiveness of 158 kms total. Two 30 minutes of service at Nowa Nowa after each 2 sections kept the pressure on. We lost brakes and steering on the second competitive and started to look at Late Time, but scrambled through and only took maximum time on one section.

There was a total of 450 kms of competitive sections in the event and while there was a lot of standing around and seemingly wasted paperwork up to the start, once we got out there it was excellent. Congratulations to the Historic Rally Association and the organising team and especially to the Road Director Stuart Lister, great event !!

A strong representation from NSW and the ACT was evident with 18 cars on the starting line although one did have a Vic driver and another a Qld co-driver. I really didn't think we had that many people in NSW practising the sport who still recognise that "reading the road" was still a skill in the art of rally driving.

The Classic Rally Club was down there, with Lui MacLennan as a CRO and Dave Johnson running his ex Bob Watson Datsun 1600.

Bob was driving the car with Dave in the LH seat and to confuse everyone, 9 times state champion, Barry Ferguson was running the service team for the car, instead of being in the car with Dave.

Dave and Bob were one of the finishers coming 39th out of the 59 that did finish and getting a second in class behind the old Falcon that Harry Firth ran in the '68 Marathon (well at least the number plate has the original numbers etc.). The Datsun has a standard 1598 cc motor and after this event which was very hard, on cars and crews, it will be pensioned off for less arduous tasks.

This was the 20th Alpine that Bob had driven in and came as the result of a discussion between he and Dave when Dave bought the car a year ago. Incidentally, on an age basis this entry made the 200 years mark, being the sum of the ages of driver plus navigator plus car.

NSW can be very proud of the overall achievements in the event. NSW entered cars made up 20% of the field. As well as the win by David / Geelan, we had in 4th place Brett Middleton in his Honda Civic EK4 from MRT Performance in Sydney with Andrew Benefield, from Bayview, on Sydney's Northern Beaches. Brett also won the PRC Modern Class. In 14th place was veteran Peter Houghton in a pre 1981 PRC Datsun from Nelsons Bay with Phillip Bonser, from Coramba. Phil had won an Alpine in 1987 with Ian Hill. They also were 3rd in Class. Carl Stewart and Anna Ritson from the SKDA Club on the South Coast of NSW came in at 17th An excellent performance after surviving a clutch failure during the prologue in their pre 1981 PRC Datsun. They also earned a 5th in Class.

Dave Boyd (Rozelle Sydney) and Sam McMahon (Botany Sydney) came in 22nd in a Datsun Stanza (pre 1981 PRC). Also 7th in Class.

In 37th place was Andrei Artamonov (Turramurra Sydney) and Gleb Bonch-Osmolov (Riverwood Sydney) in a Mitsubishi Mirage Cyborg (PRC Modern Class)



Dave Johnson's 1967 Datsun came in 39th also gaining 2nd place in the pre 1968 Historic class. Driven by former owner Bob Watson, who had won the event in 1970 when Dave also sat in the L.H. seat. It was Bob's 20th Alpine start.

Gary Williamson from Freshwater, Sydney and David Colless from Emu Heights, came in 46th in their Classic Class Ford Cortina.

In 54th came Peter Leicht from the traditional home of the Southern Cross, Port Macquarie and Richard Davidson from Beecroft in their PRC pre 1981 Datsun 1600.

The last of the finishers on 59th was Scott Anderson (Ramsgate, Sydney) with Michael Stratte (Kirrawee, Sydney) in PRC Modern Class VK Holden Commodore.

The other NSW crews who entered but didn't make the whole course were:

Ed Mulligan (Byron Bay, Nth Coast NSW) and Nigel Walters (Frenchs Forest, Sydney) Ford Escort Mk 2. Nathan Senior (Yass) and Lisi Phillips (SA) Mazda Capella.

Ben Barker and Pip Barker from Bega, BWW 320i. Ben was leading the field up to his withdrawal after Spec Stage 8.

Tom Clarke (Engadine, Sydney) and Mickey Rourke (Epping, Sydney) Datsun 1600.

Simon McKern (Belconnen, ACT) and Rhys Pinter (Monash, ACT) Toyota Celica.

Claude Murray (Bomaderry) and Matt James (Worrigeer) Datsun 1600.

David King (Penrith, Sydney) and Arron Topliff (Cranebrook, Sydney) Datsun 200B.

Dave Johnson

Garth Taylor's trip of a lifetime - Part One

Back in the late 50's and early 60's I was working as a motor mechanic apprentice for one of New Zealand's motor racing identities, Ross Jensen. Jensen Motors was in Newmarket, Auckland and 4 kms up the road was McLaren Motors, operated by Les McLaren and his son Bruce. There was a friendly and respectful rivalry between the two businesses and it was through this connection and local club level motor sport that I got to know Bruce McLaren quite well. When the McLaren Trust was formed, some years ago now, I became a member, as did the other Jensen Motors apprentice from my time there, and now good friend, Brian Rice.

Late in 2012 the McLaren Trust advertised a trip to Europe and the UK, run in 2013 this would celebrate the 50th anniversary of the formation by Bruce of his UK based McLaren Racing, from which the current McLaren F1 team is a direct descendant. To me this was a 'once in a lifetime' trip so the decision was made that after 23 years of ownership I would sell my Mk2 Jaguar to fund the trip, a decision I do not regret.

I started the trip in Auckland along with 15 other members, including Brian Rice plus our trip leaders, Bruce's lovely sister Jan and retired multi skilled ex McLaren employee of 20+ years, Bob McMurray, who during his time with McLaren travelled extensively with them. We flew via Singapore to Amsterdam, arriving early on the Thursday morning of the Belgium F1 weekend. From here we transferred to the coach that stayed with us right through to Paris, nearly two weeks later.

First stop was Maastricht, our base for the GP at Spa, an hour's drive away. A quick check into our hotel then it was off to the circuit where the McLaren connections kicked in with a conducted tour through the McLaren pit lane pits where we saw the cars being assembled for the race and through to their hospitality facility at the rear of the pits, something just not available to mere mortals. Many of you would know that I have been involved in the organisation and management of corporate hospitality functions at the V8 Supercars in the 1990s and early 2000s, with the majority in outdoor

marquees. What I saw at Spa was just so far ahead of any of the facilities I had available to me all those years ago. The McLaren facility is a three storey very elaborate prefab, taking three days to erect and two and a half days to dismantle and it goes to all the Europe / UK F1 races.



Spa, set in a beautiful forest, is a long circuit, 7+ km from memory and it rises and falls almost as much as Bathurst. One thing I noticed was that there was much less diversity of support categories, just two levels of single seater support and Porsche cup. All in all though it was great weekend; just don't ask about the overpriced unhealthy very unappetising food available at the track!!

After the race on Sunday we were taken by our coach direct to Reims for a late dinner and a little too much after dinner beverages. In the morning we saw Reims Cathedral, just 10 minutes walk from our hotel, then went out to the old now defunct Reims motor racing circuit. This was a public road based circuit, which was basically a three sided triangle. The old grandstand and pit complex are still there and have recently been refurbished in the 60's livery.

Back to the coach and off to Mulhouse for three nights. From here we did a day doing the **Schlumpf Museum**, <http://citedelautomobile.com/en/bit-history/history-museum> which has the largest collection of Bugatti cars in the world and the nearby Steam Rail museum. Both are really too big to fully take in on one visit. Fortunately I took a lot of photos. The following day we did a day trip to Switzerland, going to Lake Luzern. From here most of us took the cable cars to the top of the Pilates Mountain, a very worthwhile 50 Euro trip.

Rotterdam was our next destination, our base for historic car racing at the coastal Zandvoort circuit. With a wide diversity of over 200 cars entered, some thrilling racing was promised and delivered. Wandering through both the pits and paddock at the rear it became very obvious that the standard of preparation of the cars, and the transporters in use was to a much higher standard than when the cars were new. In 2014 this Zandvoort event will be even greater, as the USA Historic Racing group has put it on their 2014 calendar.



In the 60's and 70's the McLaren team, when in Zandvoort, used to eat at a local restaurant from which there were many fond memories retained by those who attended then and were now on this trip. Enquiries were made some months prior to the trip leaving N.Z. and it was established that the restaurant was still there and was able to put on a similar menu to that enjoyed way back then, so a booking for 20 was made for the Sunday evening.



On arrival shock horror, the restaurant had changed hands and now had become Turkish, but still operating under the original name. We were expected and made to feel very welcome. A set menu had been arranged and at 6.30 pm we advised that we were ready to start eating. Given that there was just one other couple on another table, it did not seem unreasonable that the food would not take too long. Bread and dips appeared quickly but little else. Then at about 7.15 pm smoke was seen coming out of the kitchen and it steadily got thicker!! Don't know how but the cooking had caught fire and quite a big mess had to be cleaned up before we eventually got the hot food at 8.30 pm, two hours after we had put in our order!! Several of the old hands were muttering things like 'it wasn't like this in the old days'!!

Next morning it was off to Paris for three nights and two days. Our hotel was about 1.5 km from the Eiffel Tower, nice and central. It was my first visit to this city which I quickly discovered is not just a large city; it is a way of life. Here we did all the tourist things like the Eiffel Tower, dinner cruise on the river Seine and it was in Paris that I voted for the September Australian Government Federal Election. On our last full day in Paris we organised to go and see the Le Mans circuit, some 200 km south west of Paris, three hours on the regular train, one hour on the fast train, which was a very good Euro 38 investment.

It is only when you see how fast the telegraph poles flash past do you realise how fast the train is going.

The 1966 24 hour race was won by Bruce McLaren and fellow Kiwi, Chris Amon, in a Ford GT40, with fellow Kiwi Denny Hulme and Pom Ken Miles coming second, on the same lap, also in a GT 40. Having Bruce's sister Jan with us opened up many doors at the track including the control room and the winners dias which are not available to the many visitors they get every year. In the flesh the track appears much narrower than it seems to be in the photos. Another great day.



Garth Taylor (seen above with Jan McLaren on the Le Mans winner's dias!) to be continued.

The "SO YOU'VE BOUGHT A LOT OF PETROL OVER THE YEARS" quiz.

Longer term road users will have seen quite a bit of change with petrol retailing, before the Woolworths and Coles era. Try this quiz, as you recall the service stations along memory lane....

1. Which petrol brand was billed as "nice, clean petrol"?
2. An Australian trading company known as HC Sleight used what animal as its emblem for its petrol brand?
3. Which petrol brand boasted its fuels contained butane, iso-pentane and toluol too!
4. Which petrol brand has/had- as its emblem a flying red horse?
5. One company offered to put a tiger in your tank- what was the earlier and later name for this petrol company? Who cares?
6. The Shell company advertised a feature known as ICA. What did this signify/represent?
7. Which company or companies offered "Super Mix", which was a special petrol pump allowing you to select various ratios of super to standard fuel?
8. Which was the first petrol brand in Australia to offer 100 octane petrol at the pump, to anybody?
9. What was Firezone, and who sold it? What about Active-8?
10. Which petrol brand had a Trident emblem, and a blue liveried motor racing team in the mid 1960s? Extra points for naming 3 members of this team.

Answers on next page.

1. Amoco, courtesy of the Final Filter- which was located in the delivery hose, so the petrol was filtered at the last moment before it went into your vehicle's fuel tank.

2. A sheep, with golden fleece. (This idea is assumed to be from Jason and the Argonauts from Greek mythology). This enterprise started in 1913, and was sold to Caltex in 1981.

3. Neptune, set up originally in 1909.

4. Mobil (gas) The horse, Pegasus, was introduced to Australian motorists from 1936.

5. Atlantic, in Australia as a brand of Standard Oil of New Jersey, since 1924. Re-branded as Esso in the early 1960s in Australia. "Esso Cares" - was a slogan-referring to their commitment to driveway service and mechanical service. This is why these places were called service stations.

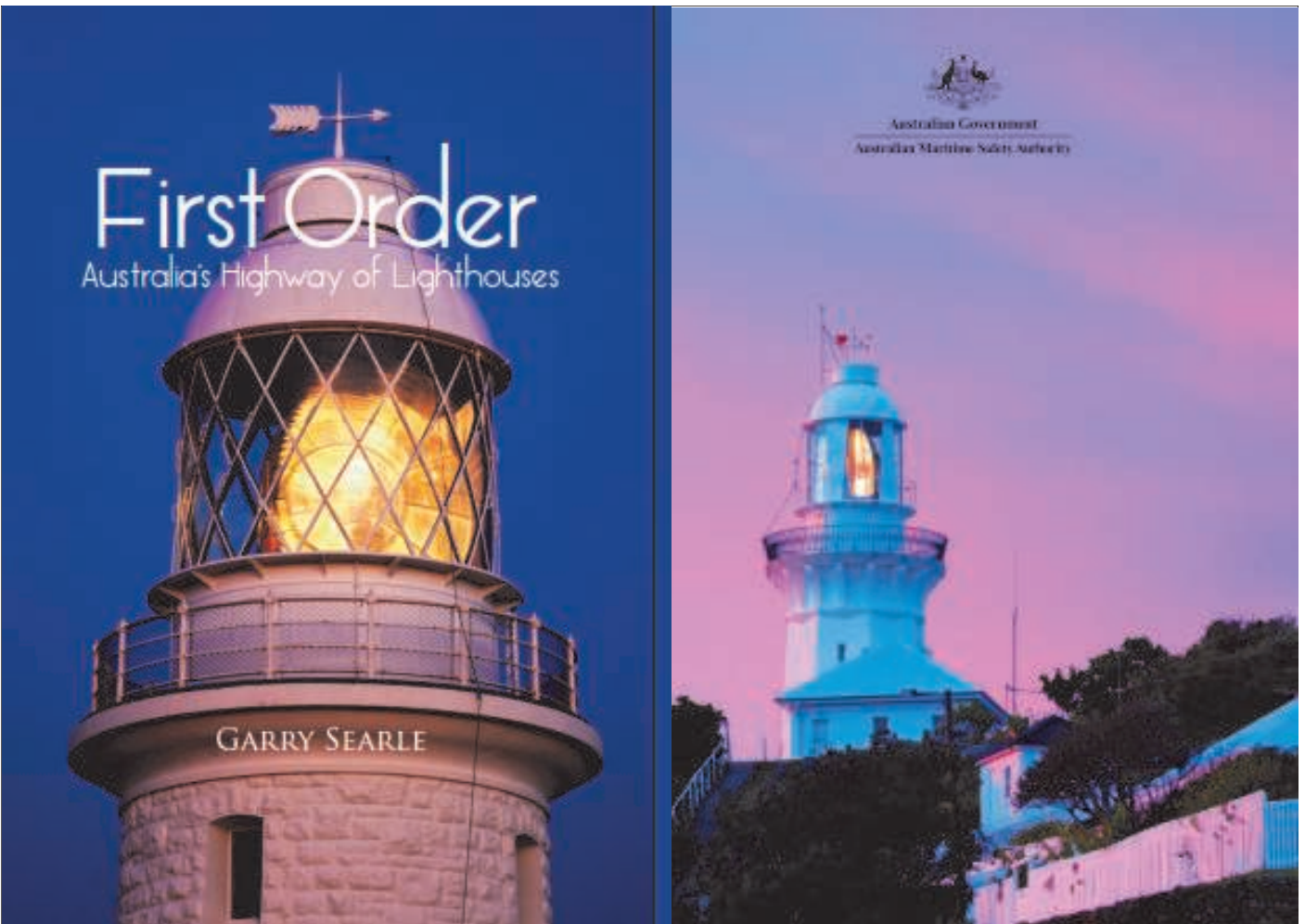
6. Internal Combustion Additive, claimed to make their petrol better than the competition.

7. Initially BP, but also at some Shell garages.

8. Fleetwing-with their Supreme product of 100 octane from the upgraded Matraville refinery operated by Boral. Boral's Fleetwing brand had a short life and only ever had a small number of retailers, about 23. One was on the Putty Road (NSW) in the middle area though, for a while. The petrol retailing plan by Boral was cut short by Boral's decision to go into a joint venture with Total of France, in the future operation of the refinery.

9. Firezone was an upper cylinder lubricant, sold at the pump in small bottles at Golden Fleece service stations. Activ-8 was the Golden Fleece answer to Shell's ICA, and other claims about better fuel chemistry/properties.

10. Neptune, which was absorbed into the Shell empire in the late 1960s. The racing team included Norm Beechey, Jim Mckeown and Peter Manton. The cars were EH Holden/ Mustang for Beechey, Lotus Cortina for Mckeown and various minis for Manton.



Lui MacLennan in some of her recent reports on officiating on gravel rallies, has also commented on lighthouses around Australia. Lui has now edited an excellent book on lighthouses which has just been released. Written by Garry Searle, the book is entitled **First Order Australia's Highway of Lighthouses**.

The 'First Order' in the title refers to the refracting power of the lens, these are the most powerful lighthouse lenses. Garry's book covers all First Order lighthouses on Australia's coast and gives extensive details on their design, construction and function. Garry is an avid photographer and his book includes many excellent photos.

More detail is available at www.seasidelights.com.au or by contacting Garry, garry@seasidelights.com.au

For sale – various second hand items as follows:

- Haldas – 1 x twin and 1 x trip
 - Speed pilot – converted to kms
 - Snatch rope
 - Cibie spot lights
 - Sand ladders – new and secondhand
 - Hand winch – heavy duty
 - 2 x navigator foot plates
 - Cables and gears
 - Mud flaps – new OMP
 - White Helmet – collectors item 1988 Coppa d'Italia.
- Photos available. Offers to Graham O'Connor
02 48723685 H 02 48711900 W



For Sale Mike Batten's 1961 Volvo PV544

Fully prepared for Targa tarmac rallies

Engine – Volvo B20, bored to 92mm, stroked to 89mm, capacity 2,367cc, compression 12.6 to 1, forged pistons, 145kW on chassis dyno, approximate 250BHP. 48mm twin Webers, custom 4 into 1 Extractors. This is a recently rebuilt unit and has only run for 400km

Gearbox – Volvo M400, 4 speed, a very strong and reliable unit out of a 6 cylinder 164 model, close ratio gear set on 1st, 2nd and 3rd by Albins Off Road Gear, Heavy duty Button clutch

Rear end – Parallel 4 link and Watts linkage with adjustable roll centre, Toyota Hi-Ace banjo, KAAZ 2 way LSD, alloy carrier, 4.1 ratio, custom axles by MSF Racing Components, coil over dampers, adjustable trailing arms, fully floating cambered hubs, Heavy duty Tailshaft

Front end – original king pin suspension, modified and strengthened, Custom Rose jointed top wishbone

Suspension – Murray Coote Australia remote canister, adjustable bump and Rebound, heavy duty springs

Brakes - Front 300mm Mercedes Slotted vented Rotors, Nissan R32 4 pot calipers
- Rear 300mm Nissan R32 Slotted vented rotors, Nissan R32 twin pot calipers
- Brake balance bar
- Hydraulic Handbrake

Radiator and cooling – three core radiator, electric cooling fan

Miscellaneous – Twin Facet Fuel pumps, huge air horns, Bonds alloy full roll cage with cross brace under dash, Velo Seats, high quality paint work by Ned McGovern, Spies Hecker 2 Pak Porsche red, Six Cosmic Platinum, 16" x 6.5" wheels by Performance Alloy Wheels with soft compound Tarmac tyres, RHD conversion with Engineer's Certificates, collapsible steering column, receipts for all work and parts,

Spares – extensive list, can be provided to interested parties

Results – extremely successful in Targa Tasmania Classic Handicap Competitions, refer to compilation photo, which I will have to email to interested parties.

This is a complete package which includes a fully developed and tuned car, after market assistance given, including Targa logistics and 14 years of development guaranteeing a car that is built to succeed in Targa rallies.



Price \$66,500. Call Mike Batten 02 46 809 269, 0400 174 579

18/01/2014

2014 CRC Events Calendar

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde. The FFFF venue is 4143 Bar & Restaurant at 41/43 Bourke Rd, Alexandria.

Date	Event - CC indicates CRC championship event	Note	Contact
28/01/14	CRC Meeting		
7/02/14	First Friday Free Fling		
14/02/14	Deadline for Club Newsletter contributions		
25/02/14	CRC Meeting		
28/02/14	2/03/14 CRC 20th Anniversary Celebrations		
1/03/14	Mudgee Trial C.C.	1 day event around Mudgee.	Jeff West - jj.west@bigpond.com.au or 0427 263757 Gary or Wendy Maher wenandgaz8@bigpond.com
7/03/14	First Friday Free Fling		
14/03/14	Deadline for Club Newsletter contributions		
25/03/14	CRC Meeting		
29/03/14	30/03/14 Clarence Classic - Grafton area C.C.	Set in Grafton area.	Ian Gibbs - itgibbs@bigpond.com or 0410 507 674
4/04/14	First Friday Free Fling		
11/04/14	Deadline for Club Newsletter contributions		
22/04/14	CRC Meeting		
26/04/14	Autumn Challenge C.C.	1 dayer in Hunter Region NSW	Tony Norman - normansoz@optusnet.com.au or 0402 759 811
16/05/14	Deadline for Club Newsletter contributions		
27/05/14	CRC Meeting		
31/05/14	1/06/14 Barry Ferguson Classic C.C.	2 dayer SW NSW	David Johnson 02 4887 7803 longitude@internode.on.net
6/06/14	First Friday Free Fling		
13/06/14	Deadline for Club Newsletter contributions		
29/06/14	A.R.O.C.A. Tour d' Corse C.C.		
24/06/14	CRC Meeting		
4/07/14	First Friday Free Fling		
11/07/14	Deadline for Club Newsletter contributions		
22/07/14	CRC Meeting		
1/08/14	First Friday Free Fling		
4/08/14	Driver Training day at Wakefield Park	T.B.C.	
15/08/14	Deadline for Club Newsletter contributions		
26/08/14	CRC Meeting		
5/09/14	First Friday Free Fling		
12/09/14	Deadline for Club Newsletter contributions		
13/09/14	14/09/14 MG Spring Rally CC	T.B.C.	
23/09/14	CRC Meeting		
3/10/14	First Friday Free Fling		
17/10/14	Deadline for Club Newsletter contributions		
18/10/14	19/10/14 Alpine Classic C.C.	T.B.C.	
28/10/14	CRC Meeting		
7/11/14	First Friday Free Fling		
14/11/14	Deadline for Club Newsletter contributions		
or 15/11/14 16/11/14	Penrith Pas de Deux C.C.	T.B.C.	
25/11/14	CRC Meeting - AGM		
5/12/14	First Friday Free Fling		
14/12/14	Club Christmas Party.		Chris & Mike Birk's property at Oakville

Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from www.classicrallyclub.com.au

Other Events; The CRC has received an invitation to these events so cars with conditional registration (Club Plates) can be driven to and used in them.

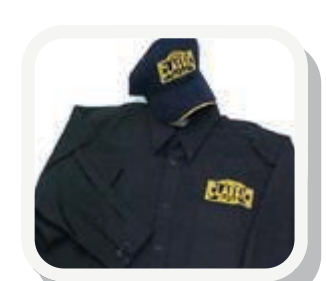
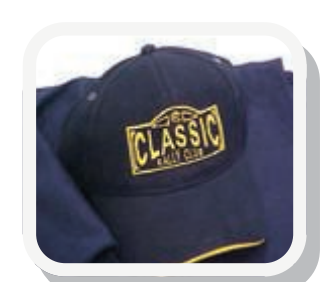
7/02/14	Veloce Racing Association Wakefield Track Day		bmagoffin@optusnet.com.au
21/06/14	22/06/14 Night Owl Winter Trial	T.B.C.	

Events of Interest; The CRC has not received an invitation to these events so cars with conditional registration (Club Plates) cannot be driven to or used in them.

26/07/14	27/07/14 Jaguar Rally	T.B.C.	
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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

Answer to quiz on page 9 - Catalina Park, Katoomba in the early 1960s

Contributors to this edition: Gerry Both, Kevin Byron, Danny Castro, Wendy Gibbs, Glen Innes, Dave Johnson, Tony Kanak, Lui MacLennan, Gary Maher, Tony Norman, Garth Taylor, Ross Warner, Jeff West, Greg Yates and John Young. Thank you all.



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