



Rally Directions

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

August 2014



Dave Johnson and Nat Evans enjoyed giving the MG C GT an outing on the recent Lunch Run

In this issue: Lunch Run Report, Chrome Molly & the Silly Cones, what the CRCers can expect in the Classic Outback Trial, Provisional 2015 CRC Calendar plus more.

Upcoming events:

(Full details inside)

- * **M.G. Classic 13th & 14th September 2014.** A two day Touring Assembly in the Hunter Valley on great roads with Social, Tour, Apprentice & Masters Instructions.
- * **Alpine Classic 18th & 19th October 2014.** Timed to the minute with an average speed section this T.R.E. in scenic central west N.S.W. has all four navigation categories.

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Classic Rally Club Meetings are held on the 4th Tuesday of each month, January to November from 7.30pm at Denistone Sports Club, 59 Chatham Road, West Ryde

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

Ross's Rave.

Hi everyone, hope you are all well.

Not a lot of action at CRC headquarters this month. We had a lunch run that I missed, and the FFFF that I attended.

I've heard that the lunch run was a great day, I'm sorry to have missed it. I hope that there is a report in this issue for your reading pleasure. Thanks to Bob and the team for organising this for us.

The FFFF at Liverpool was a good night too. A little cool and windy, but the weather was good (that was a joke, not a good one, but a joke none the less).

Seeing as there isn't much happening this month, it would be a good time to get your entry in for the MG Classic on 13 – 14 September. Jim would appreciate your entry ASAP.

The Alpine is coming, what can I say? You already know what to expect, or do you? Mr. Gerlach really screwed with our minds last year. What will he do this year..... If you don't get an entry in soon, you won't get to find out.

Final event for the year will be the Pas de Deux, and rumour has it that it will be the last one from Wendy, Gary and Jeff, so you won't want to miss this one either.

So there you go, it's an easy run down to the end of the year. All you have to do is 1) Enter the MG Classic, 2) Enter the Alpine, 3) Enter the Pas de Deux and finally 4) don't get so smashed at the Christmas party that you volunteer to do something that you might regret when you're sober.

I won't be at this month's meeting. I have some family commitments that you might consider a bit of bad planning. It's just that when Kim and I considered conceiving our youngest daughter Ashley, we hadn't factored in the leap years and therefore her birthday falls on Rally Club Meeting night. My apologies.

There will be a special stand in guest President, I wonder who it will be?

See you on the route (if I can find the right road ...)

Ross

COMPETITION SECRETARY REPORT FOR AUGUST

TEAM SOPHIES RUN - No you didn't miss a CRC rally! On Sunday 10 August I was part of the above team and participated in the City2Surf Charity Run, to raise funds for the Sydney Childrens Hospital where my grand-daughter is undergoing treatment for Leukemia. I would like to thank those CRC members who sponsored me and generously donated to the hospital. Our team have raised over \$14000 to date. For the record I completed the 14kms in 2 1/2 hours and was 245th out of 321 finishers in my age group.

And now to CRC matters:

SUN 3 AUGUST - LUNCH RUN. Bob and Jane Morey, together with family members & CRC helpers, organised an excellent social lunch run to the Highlands Golf Club in Mittagong. I am convinced that Bob must have a direct hotline to the weather gods - it was a great sunny day. There should be further articles elsewhere in the magazine about this event.

SAT 13/SUN 14 SEPT - MG SPRING RALLY.

I understand that you may still be able to enter but you must get on to the organisers by phone pretty damn quickly. I have been advised that the number of CRC entries is a bit down so hopefully we can remedy that situation.

SAT 18/SUN 19 OCT - ALPINE CLASSIC. Entries are coming in and I have been asked to remind you that entrants who want to stay overnight in Lithgow on the Friday can get accommodation at the Zig Zag Motel at special rates. You are reminded that getting your entries in as early as possible helps the organisers to make the catering and accommodation arrangements for the Saturday night in good time.

SAT 15 NOV - PAS DE DEUX. This is the last competitive event of the year and possibly the last to be set by long time organisers Jeff West and Gary and Wendy Maher.



I'm sure however that it will not be the final chapter in their Rally Director careers. We will be looking for someone to put their hand up for the 2015 event.

2015 - THE YEAR AHEAD. I have begun the process of putting together a very preliminary event calendar for next year. Further discussions with the various event directors will ensue but it is hoped that this will be a good starting point.

SAT 14 FEB - HALF DAY TRAINING RUN. Run as a Social event under a CAMS permit with Apprentice and Masters Instructions only. This is an event for newcomers to have a go at stepping up to the next level.

SAT 21 MAR - HIGHWAY 31 REVISITED - Apologies to Bob Dylan! Mittagong to Goulburn and back. These 2 events are being organised by yours truly, hopefully with some support from other members. The above dates are pretty much locked in.

APRIL - POSSIBLE LUNCH/SOCIAL RUN. This is a difficult month but Sunday 19th is the weekend between Easter and the Anzac Day long weekend. We are looking for volunteers to put their hands up to organise this event.

SAT 30/SUN 31 MAY - BARRY FERGUSON CLASSIC. Subject to discussion with Dave Johnson and his Mexican friends!

SUN 28 JUN - AROCA TOUR D'COURSE. The date for this event is clearly in the hands of the Alfa Club but we have co-ordinated between our Clubs in the past, generally to the benefit of both parties. I will no doubt be having a chat with Tony Wise and Carol Both over the coming months.

SAT 1/SUN 2 AUG - CLARENCE CLASSIC. Ian and Wendy Gibbs have indicated that they were looking to move this event to a new date and the first weekend in August seems to fit the bill. With the following Monday 3rd being a Bank Holiday in NSW, but not a Public Holiday, it may still give entrants the opportunity to take an extra day to get home.

SAT 12/SUN 13 SEPT - MG SPRING RALLY

SAT 17/SUN 18 OCT - ALPINE CLASSIC

MID-NOVEMBER - PAS DE DEUX

As noted earlier, these dates are preliminary and are subject to discussions with other Car Clubs and Event Directors. If you are aware of any potential clashes - and I don't mean your 40th wedding anniversary! - please let me know so that we can look at other options.

This programme will have 4 x 2 day rallies and 3 x 1 day events. That's all for now folks. Happy motoring - and watch out for the mobile speed cameras!

TONY NORMAN - COMPETITION SECRETARY

Chrome Molly and the Silly-Cones with Tony Kanak.

No, this article is not about a 1980s band. More like a bit of remedial science...

But why- you hopefully ask? Well because I was almost driven to laugh out loud at a recent car show I attended. You know the placards that tell the story of the car, its history, what has been done to it etc? Well some of the wordsmiths drop a few clangers occasionally. I chuckled so much my group said "Why don't you do something to straighten out this misinformation"? So I have. It is time to clear up some of this erroneous folklore.

First let's deal with chrome moly (note one "l", not two): This is short hand for a class of steels alloyed with principally two other metallic elements to gain some special high strength and durability characteristics. These elements are chromium and molybdenum. Molybdenum is spelt with one "l", so I don't understand why an abbreviation would have two.....

In automotive applications this chrome-moly group of steels such as SAE grades of 4130, 4340 and for

the Brits- En40B, can be used for internal engine parts such as crankshafts, connecting rods, certain highly loaded nut and bolt fasteners, and in suspension and drive train parts used in motor sport. Chrome moly steels are an expensive steels to use and mundane applications generally use cheaper alternatives, if possible. Chrome moly tubing is also used in specialty motorsport chassis work and in roll over protection, because of its strength to weight ratio. It is challenging to weld properly, and some expertise is needed in welding, machining and heat treatment to maximise its benefits.

However, as an alloying element for steel, and in other uses, chrome doesn't always travel together with molybdenum. On its own chromium is used for decorative and industrial plating, such as bumper bars, though chromium plated trim is now mostly seen only on classic cars because chrome for decoration is potentially nasty to the environment and the people who work with it, and the finances.

Most chromium produced on earth is today destined for stainless steel production. Oh- yes and modern plastic bumpers are light, colour coordinated, and cheap and recyclable too. Nutritionally, for humans- chromium is a useful trace element found in hops....Don't say we are not trying here at club HQ to help you with helpful information.

Chromium is very hard and tough in its typical industrial applications which is why it is called hardchrome. This is where the confusion probably came in the automotive scene! You see back in the 1960s chromium plated piston rings came into common usage to extend engine life. A chromium faced top piston ring wore out at about half the rate of its plain iron equivalent, and wore slower than even exotically treated iron rings that were chilled or otherwise hardened. The chromium facing wouldn't "scuff" (damage the cylinder surfaces) in most high load and high speed applications and wouldn't suffer as badly, as did plain iron rings, from premature wear because of poor air filtration and imperfect oils formulations.

Compared to the 1930s, cylinder and ring wear was less than half by the 1960s, and the need for the benefits of adding top oil or upper cylinder lubricant had passed. The second piston ring of un-plated iron and the oil control ring in most three ring design pistons wasn't affected by the facing treatment of the top ring, as it is the top compression ring where the critical sealing and heat management functions and challenges are found.

Why was chromium such a good surface for the upper most piston rings, apart from being hard? Well it needed almost no lubrication, even at high temperatures, which is why it also became popular as a valve stem treatment in high performance and racing applications. Hard chrome wears very slowly when mated with cast iron cylinders and valve guides. A cast iron piston ring starts to melt at about 2,000 degrees F, chromium melts at 3,212 degrees F. A hard working engine can have an exhaust gas temp of more than 1500 degrees F, so you get the idea of the temps the combustion chamber generates. Feel free to do your own Celsius conversions, this info is from an American SAE paper!

Good as it was though, chrome wasn't universally perfect as top ring facing treatment, and poor control over production line, or engine reconditioning, cylinder finishes and too gentle an initial running in period could cause cylinder glazing. This resulted in a poor piston ring sealing.

Already known to diesel engine fitters, from long periods of idling (of the engines, not the fitters), cylinder glazing was troublesome to remedy.

Strategies by mechanics in the field to remedy cylinder glazing could involve putting abrasives such as Bon Ami kitchen cleansing powder down the injectors holes, with apparently useful results, for a while anyway.

So as the 1970s drew to a close the chromium faced piston ring was superseded, for premium applications, by the molybdenum filled or faced iron piston ring. Moly treated piston rings contained no chrome! The cast in channel of molybdenum, or the plasma applied surface coating of molybdenum did almost everything chromium did, but better. It sealed cylinder gases quickly, without a need for tightly controlled running in, and it lasted well and handled high output conditions well, with its melting point of 4,750 degrees F. The thermal conductivity of a moly piston ring is better than plain or treated cast iron, or chromium, and it has a molecular "porosity" which acts as reservoir for lubricant. In high rpm engines, small gains were seen in output from reduced friction drag and better sealing. Some engines ran well with moly faced rings in the top and second grooves, probably based on minimising friction, though the practice didn't endure for long - too little benefit and too much cost? Or too little understanding of how the role of the different piston rings and their positions are, er... different?

Only in the tolerance to dirt was the chromium faced ring unbeaten, but for assembly line premium engines the moly faced ring was now king. Now some readers are probably familiar with molybdenum aided lubricants, so a short detour is in order...

Some of these special lubrication characteristics of molybdenum were known earlier and exploited commercially in molybdenum disulphide additives in suspension in oils and greases under the Molybond name, and others. They are still available. Some are German, such as Liqui-Moly. Sometimes the lubrication effect is described as adding liquid ball bearings, which is a colourful description- though the additives tend to be almost black....

In NSW, driving to Bathurst on the highway you will pass Molybdenite Road on your left, in the vicinity of Yetholme, though making your own oil additives, or steel alloys from a geological ore is beyond the scope of even the helpful journal that you are presently reading....

So, returning to the piston ring theme again, in metallurgy for piston rings it is chrome, or moly, or black iron for the facing that runs against the cylinder. For the material of the bulk of the two upper piston rings, it is iron (most common in older engines) or in some modern and racing designs, it may be high carbon "tool" steel (not chrome-moly) or very rarely, stainless steel that is used. But that is usually only for the top ring. That is unless your vehicle has a high performance two stroke engine, but that is another story....

So in one sentence; the piston rings of the top, second or third groove are not of chrome moly steel material, unless someone is experimenting with home-made rings fashioned from chrome moly tubing!

Chrome moly steel alloy might be in the con rod bolts, or other parts in the car or engine. These are STEEL parts. The piston rings in older petrol engines are almost universally of IRON material, apart from perhaps the facing treatment. If you are not sure about the difference between iron and steel then please contact Mr Google....

Chromium faced piston rings are still around and are used in some present high tech style engines, though usually in designs different from the 1960s engines. Modern rings are lighter, narrower, have less radial depth and the chromium facing gives good wear resistance and low drag on the cylinder walls.

For the engine manufacturer, chromium faced piston rings may still be preferred over moly or ceramic treated options for piston rings, due to cost, durability and reliability considerations.

Nitrous oxide injection into engines for instant horsepower can "lose the moly" ring facing for example, so if you want to run a 200 horsepower gaining shot of N2O happy gas in your vehicle, perhaps you should investigate appropriate engine specifications further?

So- the PUNCHLINE- if you are rebuilding an older engine today, then you may have a choice of three types of piston rings. All are likely made from selected grades of iron, with a running surface against the cylinder wall of either the iron itself, or with a hard chromium or a molybdenum running face. This is especially true with selecting pistons that are a faithful replica of the original equipment. Consider that newer parts may offer performance advantages compared to old stocks/designs from decades ago too. This is especially true with parts such as camshafts and pistons and rings.

Consider this carefully; all piston ring types will work, though maybe a little differently, and at different prices. And please, if you were, stop saying your engine has chrome moly or chrome molly rings, and correct others who know not of what they speak...

Gosh is that the time! NEXT time the Silly Cones story.

Tony

The C.R.C. Lunch Run with Peter & Valerie Jakrot

We gathered at the designated spot and as the park was still in the shade on this most frigid morning, many of us, not wasting any time, headed over to Maccas for caffeine. The place was buzzing!

It didn't take long before a large crowd had gathered in the park, and of course a number of great looking cars, including a few we hadn't seen before. Instructions were given, with plenty of assurance for any novices (including the sealed get-out-of-jail envelope). The first division was Tour for everyone to get to Bargo, where Apprentices would get further instructions and everyone would make it to Mittagong for lunch. In case people had time to spare we also received a word puzzle and encouragement to identify as many words as possible. We were told to "leave in your own time" which as this was a non-competitive event, must have translated to; "What's the hurry, now the sun is out this is quite a good spot to catch up with friends, maybe we'll leave when we feel like it, who would want to be 'competitive' anyway" ..



We have to admit that even though we are novice Apprentices, this is the first time ever we've done Tour (you proud of us now Tony Wise?) and it was quite a challenge!!! We headed out on the road following instructions and made it to Bargo, without mishap, although the word challenge almost managed to distract the navigator on the odd occasion.

At Bargo we stopped in at the Garden Centre for coffee and scones. The instruction to those choosing to be Apprentices was to get all of the plotting completed over a cup of tea and have the plotting checked by Teresa, Tony (or other available experienced navigators) before leaving. Definitely a great way to introduce people to navigating in a supportive environment.



The cafe was buzzing and the staff attempted to rise to the challenge of thirsty rally drivers and navigators. While doing our plotting we enjoyed the scones we ordered and trust whoever got our coffees, enjoyed them!

Time to move on, we headed out with all plotting completed (again, a first) and followed the roads around Hill Top and surrounds. We were doing just fine when we were distracted by a body in a fluoro vest lying in the ditch. This as it turns out, caused us to miss a turn-off. Having turned around and taken the correct turn, we noticed a red Alfetta parked at the side of the road. Is there a connection? Back on track and seeing other CRC cars on the road made it a very enjoyable drive.

At the final control, at the Highlands Golf Club, we were greeted by Jane Morey who made us feel very welcome. We parked and made our way to the specially designated function room, catching up with friends and newbies.

The food. Well the food was amazing! There were all kinds of roasts laid out, and the chef doing the carving, must have been a part-time comedian for he was cracking jokes as he was carving. Everyone enjoyed the food immensely (the best roast South of the border, for sure) and dessert rounded it off nicely.

There was a raffle in support of the Leukaemia Foundation with two prizes. One of two hand-made scarves with rallying themes, both made by the delicate hands of Teresa Morey, the other a round of golf at the Highlands Club. The scarves were won by Geoff Brieger and Tim Green. The round of golf was won by Gerry Both, a keen golfer!

At lunch we also got some tips for the Alpine Classic so were happy in more ways than one. We also got some advice to guide us in the selection of the ultimate classic car. We then headed home on the usual roads and were most satisfied with a great day.

The organisers had made this event the perfect introduction to CRC rallying with support at all stages, whether following the Tour or Apprentice directions. A Big Thank You to all who made this Lunch Run possible. Also thanks to all who participated, including a number of first-timers and offspring.

We are already looking forward to the next Lunch Run.

Peter and Valerie Jakrot

The Other Side of The Lunch Run by Bob Morey (aka the fluoro clad body)

It seems our Lunch Run was very well received and we are pleased that those who participated had a good day. Our aim was to fill a hole in the CRC calendar with an event which combined two aspects of the CRC's activities that we really enjoy. A great social meal and navigational rallying on roads our classic cars were built to travel.

Teresa and I are among those anal Club members who get pleasure from deciphering sparse instructions to plot and then follow a route on a map so we also had another agenda. This was to give those interested a chance to try Apprentice Instructions in a non-pressure, supported environment.

The Apprentice Instructions were set by a Driver, me, so unfortunately there were errors. I apologise for any confusion I caused but dealing with these is part of navigational rallying. This experience brought home to me again what a difficult task it is to set one of our rallies. The people who set events with Masters, Apprentice & Tour Instructions are legends.

So thanks to all who participated and helped. The day would not have happened without Alan & Pam Watson, Tony Norman, Jane & Teresa Morey and Paul Baker. Thank you all.

Our raffle raised \$238.00 for the Leukaemia Foundation.

GOODWOOD REVIVAL 2013 - with Bob McMurray (ex McLaren F1 team)

Women's fashion of the '50s and '60s was so much more attractive and glamorous than that of the 2010s. I didn't realise that there were so many surplus US Air force and US Army uniforms in existence. I further didn't realise that there were so many uniforms of the British army/ air force / police / WW2 air raid wardens / Home Guard / any other '40s/'50s/'60s clobber including Teddy Boys / French Foreign Legion / Gendarmes / WRVS / Jitterbug girls / Chicago gangsters (including violin cases) and any other imaginable snapshot of bygone eras, still sitting in the wardrobes of the dedicated 70/80% of the crowd that makes up the annual Goodwood Revival event. Perhaps the best event I have ever attended....ever! No, not perhaps...certainly the best event!



I also conclude that 'Mrs Miggins Steak and Ale Pie' with real chips and beautiful real English gravy and served from an early '50s Morris (maybe Austin actually) van, is the very best food that has ever been available to the public at a motor sport event. Accompanied by a pint of real Guinness and eaten while watching the air display of Spitfire and Mustang, with the odd Junkers bomber thrown in, with glamorous girls parading by and well-dressed men strutting their stuff and all under the distant watchful eye of the Goodwood horse race circuit sitting high up on the green, green hills of England's South Downs.

I have also come to the conclusion that 'Clothes Maketh the Man' as the old saying goes. Four incredibly well dressed young men, in their mid-twenties I guess, stood near me with trilby hats, Saville Row 'shooting' suits complete with plus fours, brogues, shooting sticks and each one looking every inch the squire of the land after the war.

They looked as if the old 'Birdcage and Bugatti' was just being warmed up by the chaps in the stables. Obviously the stables were at some house with the equivalent stature of Downton Abbey. As I was thinking about how terribly unfair it was that I was of lowly birth compared to these 'Gents' one of them started to walk away with the very loud statement“....I'm goin' for a slash...anybody wanna f***ing pint while I'm near the bar...”. It was then I noticed the neck tattoos and the 'Love & Hate' on the knuckles. Apparently they were a bunch of builder lads from Essex!

They did look good though! The Revival does that to people. They participate in the event, they become the event. The event is all encompassing. Lord March does this thing properly. The access is sorted. Some queues on the approach roads but nothing serious. Parking is free and all on the level with lots of steel plates positioned where heavy traffic may cause mud. There is a fleet of shuttle vans and cars to ferry people from parking place to track including many for any disabled visitors. There are efficient and friendly car park people and ticket checkers. A sea of very high class and quality tented stores selling everything from handmade shoes to a Rolls Royce with a price tag with 'offers over 1,250,000! That's Pounds sterling by the way!! Models, toys, art, posters, clothes, retro hair salons, old fairground rides, spares for every sort of car, uniforms of every description from pre WW2 to 1970, boats (old wooden style Henley types of course), a 'Wall of Death' with bikes and a single seat car(!), more beautifully reconditioned Jags, ACs, Lotus etc...etc cars than you can possibly imagine and...well...everything including ten sorts of food and beer tents. All this is before you have actually shown any ticket or pass whatsoever and is outside the circuit. All free!!! (unless you succumb to a pair of handmade riding boots at some 650 pounds of course). There is also a special car park reserved for any car of pre 1960 vintage, so that area in itself is a sort of concourse motor show and took me more than one hour to roam around.

So, some three hours after initially arriving at the track, I thought I might dig out my ticket and wander across the bridge and enter the circuit proper. Once inside, the senses are assaulted by all that was outside but in a far more intense way. Period cars litter the avenues.

Rovers, Citroens, Bentleys, Cortinas et al seemingly abandoned as if the passengers had suddenly said "...Dad, stop... I want an ice cream" and they all disappeared into the crowd. Now, here inside the track, 85/90% of the people are in some form of period costume. Period music comes and goes from various outlets as you wander amongst the crowd. Here the Jitterbug music with guys in flappy trousers and girls in voluminous petticoats and skirts swirling in time, there the Glenn Miller music echoes eerily with US military uniforms getting uncomfortably close to girls with the 'Victory Roll' hairdo and the 'slow dance'! Around the corner and then hear the compulsive beat of Elvis Presley and Bill Hayley and Teddy Boys and girls, with wigs and sideboards to match, looking every inch as genuine, if a little older, as my memory serves. Mary Quant fashion is back around the next corner with preposterously short skirts and high silver boots topped with a jockey cap or hot pants and boots or multi coloured hippy dress and flowers in the hair. Mods and Rockers abound with scooters dressed ready for the famous old 'Brighton Run' and Vincent and Triumph machines parked as if about the 'do the ton' on the old M1 motorway. All mingling with moustachioed bank managers, spivs, Captain Mainwearing, twenties flappers and Wacky racer lookalikes. It's there....it's all there, and more.

Do not misunderstand. This is not some souped up Wellington Sevens drink fest with a raft of cheap St Trinians girls getting out of control (although there is a plethora of St Trinians girls wandering along oblivious to the admiring looks of many of the male members of the public). These people, these costumes, are as real and genuine as any seen on stage or screen. I did not see one person worse for wear due to too much 'imbibing', not one!

My camera is furiously clicking with so many images that they could all be edited and assembled into a Hollywood epic. A Tesco supermarket has fifty people waiting to enter. Tesco is/was a famous UK brand and they are selling groceries and items from the past (although the contents are new) and everyone gets a souvenir 'Revival' reusable bag. Old style news agents and gas station, even a real railroad mail car as it was when Ronnie Biggs and his mates nicked a small fortune in that 'Great Train Robbery' thing. I cannot honestly continue to describe what an amazing sight, no, more than that, a feeling, a person gets just by wandering around. I am not enough of a wordsmith to properly describe

all that this event does and means, without leaving huge chunks out. It HAS to be seen, to be experienced, in person.

Oh yes, by the way, there were cars racing on the track as well. I walked the outside of the circuit twice to get a proper feel of the cars on track. The circuit itself has no equal. It is fast. It is open. It is smooth surfaced and it promotes real racing. Unfortunately by today's standards it is also classed as dangerous. The drivers are told that if there is one incident involving serious injury, especially to a member of the public, then the circuit may well be closed down immediately. There are neither debris fences to speak of nor adequate run off areas, nor special tarmac surfaces to slow the cars, nor ambulances and incident vehicles at every marshal's post nor rows and rows of triple height ArmCo. It is what it is. It is good.



You can see the racing and see the cars and amazingly, mostly see the drivers in the cars. It then occurs to you, as you watch some twenty eight GT40s (including one rare open top version and a few Le Mans long tails) race and race seriously, that in just 1m 30secs you have seen the thick end of NZD\$40,000,000 (yes 40 million) (AUD\$36,500,000), drive by. All pushing and shoving as real race cars and real race drivers do.

Then the pre-war F1 cars, the rear engine F1 cars, front engine F1 cars, sports cars, (Jochen Mass driving a Merc SL and balancing the thing with a serious oversteer drift- amazing) real old cars, millions of dollars' worth of cars...Maseratis and Ferraris of every marque and type...Van Walls...ERAs...Coopers...Lotus...ARGHHH I can't go on. More names than I can possibly imagine and one or two I have never heard of.

As I continued my trek around the track I have to say that some of the food outlets take the retro tradition a little too far with burgers that have surely been in storage since the '50s and fish and chips that were probably cooked in the austere years after the war. Perhaps that is one small Achilles heel of the event. **NOT** Mrs.Miggins Steak and Ale pies though. I say again...superb.

Over the 'Tannoy' (remember that name?) comes the mention of some of the drivers. Franchitti, Stewart, Pirro, Mass, Moss, Brack, Newey ! (Yes, he of the Adrian version), Daly, Merzario, Johansson and so many more absolute household names.

For those who would prefer not to walk the track perimeter but ride, there is a continuing stream of tractor pulled covered trailers with bench seats doing the entire perimeter ride with multiple stops on the journey and mostly with a view of the track. Eventually I get back to the paddock where it is ticket entry only and period costume only.

The cars are lined up in basic tented accommodation, cheek by jowl, million dollar example resting comfortably with multimillion dollar example and next to one costing mere tens of thousands. Drivers with sleeves rolled up, period helmets and string backed gloves proudly sitting on bonnets, accents from around the world, mechanics in white overalls, Jaguars, ERAs and the like leaking oil, Maseratis and Ferraris with smoking brakes (and leaking oil) and one Tipo 61 'Birdcage' with a distinctly wobbly wheel.

GT40s looking simply menacing, a long line of '60s E Types, Lightweights and long nose versions, with engines ticking as they cool down and the smell of brakes, oil, clutch and engines that have been taken to the very limit of performance while screaming for breath like angry stallions in a chase for survival. Other classes wait calmly like greyhounds being suited for the off, nonchalant, non-caring but muscles clearly straining under the little bulges on the bonnets.

Frankly words fail to convey the very essence of the Goodwood Revival event..... certainly my words at least. Suffice to say that it is unique. There is nothing, nor none, like it.

Bob McMurray (courtesy of Garth Taylor)



Classis Outback Trial Preview by John Cooper



Some of you may be aware that there are a few Classic Rally Club members who are competing and officiating in the soon to be run Classic Outback Trial.

John Cooper will be driving Ross Warner around in the XD Falcon; with Wendy Cooper, Kim Warner, Vince and Kay Harlor as back up and service. Rob and Starr Mifsud will be campaigning their newly built Datsun Stanza which replaces the yellow VW. They have with them Danny and Jenny Castro with Rob's brothers as service. Mike Batten is again in his very quick Datsun 1600/510 with Stuart Snooks on board with him. We believe Jocelyn Vettoretti will be with Steve Blair in his Datsun Bluebird.

And officiating; Lui MacLennan will be on the road with Kay Kilsby and Dave Johnson will team up with Bob Watson to run a control.



2014 Classic Outback Trial Calendar

Friday August 29 – Parkes. Documentation and Scrutineering.

Saturday August 30 – Parkes

Documentation, Scrutineering, Prologue and Welcome Function.

Sunday August 31 – Condobolin

First day of competition, Parkes to Condobolin

Monday September 1 – Cobar

Second day of competition, Condobolin to Cobar

Tuesday September 2 – Ivanhoe

Third day of competition, Cobar to Ivanhoe

Wednesday September 3 – Broken Hill

Fourth day of competition, Ivanhoe to Broken Hill

Thursday September 4 – Broken Hill

Fifth day of competition, Broken Hill to Broken Hill

Friday September 5 – Renmark

Sixth day of competition, Broken Hill to Renmark

Saturday September 6 – Renmark

Final day of competition, Renmark to Renmark and afterwards the Presentation function

Staying in touch with the Classic Outback Trial

There are a few different information channels at work for the 2014 Classic Outback Trial. This means there are a few ways you can keep track of the event so you don't miss something important. Follow the Classic Rally Club entrants with timing, scores and Rally Safe GPS location.

1. *The COT website*, <http://classicoutbacktrial.com.au>

The organisers will be using the COT website as the primary information channel. It will contain all of the event's news, forms, documents and some special noticeboards. There are a few ways to find things; the home page summarises the latest posts and has links into the special noticeboards, you can browse using navigation across the top of this page or use the search or a tag cloud in the footer.

2. *Facebook and Twitter*

The Classic Outback Trial has both Facebook and Twitter presences. This will share all news and posts from the website, plus other things of interest the organisers may find.

<https://www.facebook.com/ClassicOutbackTrial>

and

https://twitter.com/COT_rally

John Cooper





2014 MG CLASSIC

SAT 13 & SUN 14 SEPTEMBER

Join the MG Car Club (Sydney) and friends from other CAMS Clubs for a weekend in the beautiful Upper Hunter area. The Event will commence at Mooney Mooney on Saturday, overnight in Muswellbrook and finish in the area of Cessnock on Sunday early afternoon. Enjoy approximately 700 kms of GREAT classic car roads for an untimed Touring Assembly with 4 levels of participation.

- Tour – a fun run that is route charted to enable entrants to successfully complete the Event. No CAMS Licence required. Plus a tour with some map reading for those who want a challenge.
- Masters & Apprentice categories to please the experienced crews.

For an entry fee of \$439 per crew of 2 (additional crew \$175) you get: Rally pack and maps, breakfast, lunch, dinner and accommodation on Saturday plus breakfast and lunch on Sunday with a chance to enjoy great new roads, varied scenery and a first-hand view of the changing vista as the horse breeders and coalminers alter our landscape.

Entries open on 23rd June 2014 and are limited to 50 starters.

Entry forms along with Supplementary Regulations available on www.classicrallyclub.co.au

Jim Richardson
5 George Muir Close
Baulkham Hills 2153

Xanthea Boardman
PO Box 1566
Rozelle 2039

2014 Alpine Classic 18-19 October



Join fellow enthusiasts and discover Classic Rallying

Get your classic out of the shed and join fellow motoring enthusiasts on the two-day 2014 Alpine Classic Rally. Running for the 16th year, the Alpine is the only timed navigational event in NSW and is considered the premier event on the Classic Rally Club's calendar. Set in the beautiful Central West of New South Wales, crews will have the opportunity to drive on some of the best roads this state has to offer.

Three categories of navigation will cater for all levels of skill. Those with experience and seeking a serious challenge will opt for Masters, whilst crews requiring a little more guidance will go for the Apprentices. For anyone just wanting a fabulous drive in the spring countryside without the challenge of navigation, the Tour category is ideal, although a small amount of mapping may 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-1985 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 in Lithgow, two lunches, a sumptuous evening meal in Orange, motel accommodation and breakfast. Your rally pack will contain all maps needed for the event, windscreen banner and car number, rally romer (for new entrants), Alpine Classic caps and cloth badges. Alpine Classic long sleeved T-shirts will also be available for purchase at a cost of \$30.

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

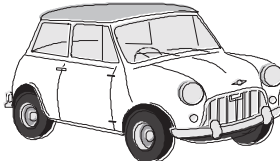
The event will be strictly limited to 85 entrants, so get your name in early!

Entries close on Friday 19 September 2014.

Clerk of Course	Lui MacLennan	0418 645 623	Email	alpineclassic@hotmail.com
Event Director	Wayne Gerlach	0414 556 848		

If you only enter one event a year, then the 2014 Alpine Classic is the one for you. The Classic Rally Club has made the Alpine Classic a prestigious annual event and with your support it will be even better. Be part of the event and help make it happen again in 2014!

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



2014

Pas de Deux

Saturday 15th November 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.

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

The event starts Katoomba and finishes at Lithgow with lunch at O'Connell.

This event is approximately 400 kms long of which 97% is good sealed road

You will need a fuel range of at least 270 kms before finding a service station on the course although fuel is available several kms off course at about 120kms.

Lunch is included in the entry fee.

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

Additional passengers are \$15 each.

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

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

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

For more info contact;

Jeff West at- jj.west@bigpond.com.au , 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.

NOTE- Entries close on Friday 7th November

17/08/2014

2014 CRC Events Calendar

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde. The FFFF venue TBA

Date	Event - CC indicates CRC championship event	Note	Contact
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	2 Day T.A. in Hunter Valley	Jim Richardson 0418 644 284 Xanthea Boardman xanth@iprimus.com.au
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.	2 Day T.R.E. in Central West NSW	Lui MacLennan 0418 645 623 alpineclassic@hotmail.com
28/10/14	CRC Meeting		
7/11/14	First Friday Free Fling		
14/11/14	Deadline for Club Newsletter contributions		
15/11/14	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

Provisional 2015 CRC Events Calendar Note: none of these dates are finalised yet.

Date	Event - CC indicates CRC championship event	Note	Contact
27/01/15	CRC Meeting		
14/02/15	Half Day Training Run. Run on a social permit with Masters & Apprentice Instructions.	For those who want to try the next level. Details TBA	Tony Norman - normansoz@optusnet.com.au or 0402 759 811
24/02/15	CRC Meeting		
21/03/15	Highway 31 Revisited C.C.	1 Day T.A. Mittagong to Goulburn & back.	Tony Norman - normansoz@optusnet.com.au or 0402 759 811
24/03/15	CRC Meeting		
19/04/15	Possible Lunch/Social Run	TBA	Volunteers to run this event required.
28/04/15	CRC Meeting		
26/05/15	CRC Meeting		
30/05/15	31/05/15 Barry Ferguson Classic C.C.	2 dayer SW NSW	David Johnson
23/06/15	CRC Meeting		
28/06/15	A.R.O.C.A. Tour d' Course C.C.	1 Day T.A. TBC	
28/07/15	CRC Meeting		
1/08/15	2/08/15 Clarence Classic	2 Day T.A. Northern NSW. TBC	
25/08/15	CRC Meeting		
12/09/15	13/09/15 MG Spring Rally CC	2 Day T.A. in Hunter Valley TBC	
23/09/15	CRC Meeting		
17/10/15	18/10/15 Alpine Classic C.C.	2 Day T.R.E. in Central West NSW	
28/10/15	CRC Meeting		
mid November	Penrith Pas de Deux C.C.	T.B.C.	Volunteers to run this event required.
25/11/15	CRC Meeting - AGM		
mid December	Club Christmas Party	TBC	



STOP PRESS. The MG Car Club has invited CRC members to the MG Display Day and Concours at Silverwater Park on 19th October 2014. This event is part of the celebrations of the foundation of MG 90 years ago. Members can display their cars, even non MGs, in a variety of classes or just enjoy the day. More details next month or contact Stuart Ratcliff 02 9862 6655 B.H.



Plotting on the Lunch Run

Contributors to this edition: Geoff Bott, John Cooper, Peter & Valerie Jakrot, Tony Kanak, Tony Norman, Jocelyn Vettoretti and Ross Warner. Thank you all.