



# Rally Directions

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

September 2014



*In this issue:* Our cover photo shows Mike Batten & Stuart Snooks on the Classic Outback Trial, read how all four CRC crews fared. Is Gary Maher having a mid-life crisis? The latest news on NSW Rally Rego. End of Financial year finance report. Early M.G. Classic news including full results. Plus more.

*Upcoming events:*  
(Full details inside)

- \* **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. This is truly a classic rally, don't miss it!
- \* **Pas de Deux 15th November 2014.** Jeff West and Gary & Wendy Maher's swansong as rally organisers. Don't miss this event! Run west of the Blue Mountains on a Saturday this one dayer, which is our final Championship Round, is sure to be good. These guys are not going to go out with a whimper!

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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.

Again, we haven't had a lot of action at CRC headquarters this month. I missed FFFF because I was away enjoying myself on the Classic Outback Trial (COT 2014).



Also, I missed last month's meeting and I would like to thank John Cooper for standing in for me and running the meeting. It sounds like you all enjoyed yourselves very much.

I'm writing this on the Friday before the MG Classic and I am feeling a little disappointed because unfortunately this year I am unable to enter. By the time you read this the event will have been run and won, so I guess there is no point wishing everyone good luck, so I hope you all enjoyed yourselves.

By now everyone who competed in the event will have realised that Jim had the Rally Radar all along and the email that I sent out to everyone asking about its whereabouts was just an elaborate trick! I hope that none of you were caught speeding as a result.

Now that the MG Classic is over, you have no reason for delaying your entry to the Alpine.

I have spoken to the evil Dr Gerlach who confirmed that he has decided not to be quite so evil this year and therefore you have no excuse for not entering and enjoying yourself. SO GET YOUR ENTRY IN NOW!

That will leave the Pas de Deux as our last competitive event for the year (that is if you exclude the drinking games at the Christmas Party...)

Now, as I mentioned at the beginning, I have just completed navigating (loosely speaking) for John Cooper in the Classic Outback Trial. We came 13<sup>th</sup> overall and 3<sup>rd</sup> in class, which is more of a testament to John's driving skill and to our trusty service crews hard work than to my navigation skills. We had a ball.

I would like to thank John for asking me to navigate for him, Vince and Kay Harlor for being the most fantastic service crew you could ask for, and finally Wendy and Kim for providing moral (and sometimes immoral) support to our campaign. I had much fun as a result of these generous people.

There were quite a few CRC members involved with the COT 2014, in our usual style we had both competitors and officials doing their bit. Rob and Starr Mifsud were campaigning their recently completed Stanza until they had a mishap on one of the early competitive stages. This mishap resulted in Starr suffering a back injury that ended their event. I spoke to Starr yesterday and you will be pleased to know that she is much more comfortable now, and is expected to make a full recovery. Get well soon Starr.

Finally, the really good news is that the RMS and CAMS have collaborated to make "Rally Rego" a real thing and I suspect that this will help our Club get past a problem with eligibility of competition rally cars on our Club Plate system. One of our members is pioneering this process for us and has volunteered to document his experience to hopefully make it simpler for those to follow.

Well that's about it for this month.

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

Enough raving ..... Ross.



## Secretary's Stuff September 2014

Hello Everyone. This column is going to ponder what is happening to motoring, what might yet happen, and why for some of us classic era cars retain their appeal, BECAUSE they do not have some of the modern features.

Now, as is well known, there are two kinds of people, those who can count, and those who can't.

Now for people who can count, it is common to also hold some memory and mental capacity to hold and process information. This enables such people to readily operate vehicles with manual transmissions, and to turn wipers and lights on and off as required. More modern vehicles want to take over these tasks and more. Self- parking technology, zone sensing systems, and under bonnet no-go zones for other than the factory trained workshop gurus(?) all work together to add features to increase costs and dealer visits.

These technical developments plus myriad others often serve to reduce needed skill and engagement levels with the driving task, or even eliminate the satisfaction of driving these largely characterless white-good type of modern automotive machines. However these features plus the joy and status of having the latest automotive creation may increase pride in ownership while reducing the owner/driver to someone who meekly operates minimal effort controls to guide this more advanced machine down the road ever more slowly and meekly in light of continually tightening laws.

Indeed the gap between what modern vehicles can do versus the approved mode of operation has never been wider. I won't say anything more about expensive SUVs that never get dirty.

If you are inclined to think that this sentiment about classic era cars is just a lot of nostalgic rubbish from an older person who was there in the good old days, then I don't blame you for being jealous. As I write this column, this coming weekend features the Muscle Car Masters event at Sydney Motorsport Park. Even younger drivers who have some sense of how things used to be in the automotive past are interested in the warts and all characteristics of earlier motoring. Do you see the HSV and FPV offerings from the last hurrah of local car manufacture being exercised in the same manner as the Muscle Car Masters series?

No, and they have more factory installed horsepower than ever! So the attraction of the older equipment isn't just about power. I think it is about engagement with the machinery; to operate it, repair and prepare it. Development was and is done on older cars mostly with hand tools, not by reflashing computer components. An interest in classic cars and similar machinery is very compatible with the self-image of the Renaissance man or woman. Time will tell if today's performance cars still have a strong following in future decades.

Now this trend towards ever more take over of human action and responsibility by someone else's pre-determined decision making isn't confined to matters automotive. It is just as prevalent in heavy transport, aviation, both commercial and military, rail transport, and the PC that is hosting this written (typed) piece. Everywhere the capability of the citizen to make their own decisions and also to take the responsibility for these decisions is being reduced by blanket coverage controls, many prepared as a career sustaining strategy by the public sector in response to imagined and unspoken demands, or in an overreaction to a bit of pretend outrage about something or other from a lazy and bored news media.

Has modern life become so staid that the primitive forces within some of us drive some of us to contrasting activities such as binge drinking and extreme sports, or even worse? These types of behaviour, often confined to weekends and holidays (at the beginning) seem to be a break-out response against behavioural norms. Constructive hobbies can provide a safety valve for release of this pressure, which takes us back to the theme of the benefits of positive engagement with classic machinery. As Fletch says on his TV Programme "Classic Restos", classic cars keep older blokes going.... Hopefully though the inverse might be more flexible, "Not only older blokes keep machinery going" This is because this interest in the older classic cars that exist today needs new participants to replace the greying folks when their driving days are spent.

To close, a short comment from the August 31st Sydney Morning Herald on a "driver diagnosis" technology is relevant here.

In another release of a technical gee-whiz technology that nobody in normal motoring asked for, here is the GoFar. What it does is collect, store and send information about the vehicle's operation to a third party. Claimed benefits are the reduction of fuel consumption because the unit monitors fuel consumption from sophisticated sensors (wow like lots of modern cars, or the prominent vacuum gauge on a 1989 Commodore), and monitors the severity of braking. The makers say it is not about Big Brother watching you..... So what is it about!!! Of course the insurance industry is interested in this, and will consider lower premiums for vehicles so equipped. At least in the beginning.

GPS type systems already used by fleet managers of course already tell the client where the vehicle is, and how fast it is moving at any time. The GoFar adds cornering and accelerative force measurement. It should come with an IV drip of a sedative for the vehicle operator so they can more readily keep within the target vehicle operating parameters, and only crash slowly.

I'm not saying this is all bad, but the instances of police seizing cameras from motorcyclists, searching

on-line videos and the like seems to mean that electronic records of a vehicle under your operation can be taken by police, even when the technology that captured the information wasn't theirs. The flip side is that some drivers use a camera with enough storage to watch the traffic on every trip. If there is an incident, they have a record of the other vehicles and circumstances from the capturing lens, to refer to. The data storage overwrites if it is not saved or transferred. The same sort of equipment is in police cars, so it must be legal. Of course this mostly pointless deluge of electronic information is all part of a trend for cameras and electronic scrutiny to be continuous and everywhere. Do you feel safer? You should, safety is the stated justification. And safety is like motherhood, an objective that cannot be criticised.

A new regulation that mandates police or insurance company access to a tamper proof black box in every new vehicle must be getting closer, in the name of safety and efficiency and law enforcement. Maybe models will be developed for mandatory retrofit to all vehicles?

Tony Kanak

## COMPETITION SECRETARY REPORT FOR SEPTEMBER

Hi everyone. With the current rally season winding down my reports get shorter by the month - yippee! With the closing date for magazine copy to be forwarded to the Editor prior to the MG SPRING RALLY I am not able to provide details on the event but would like to congratulate the place-getters in each category and commiserate with the remainder of the field - better navigating next time.

Our next event is the **ALPINE CLASSIC on the 18/19th October**. Most members will be aware that this is consistently the best attended rally of the year and you are encouraged to ensure that you get your entry in as soon as possible to avoid missing out. Look for the loose-leaf entry form in the magazine.

Our final rally for the year will be **THE PAS DE DEUX, to be run on Saturday 15th November**. You will find further details in the magazine together with the entry form. Being the last round of the CRC Championship, it is expected that a full field will be on hand to bring the season to a successful close.

We have already put together a Preliminary Event Schedule for 2015 and details, dates etc can be found on the Calendar page.

Please note that most dates are still to be finalised but I can confirm that the first two, a Training Run on Saturday 14th Feb and the HIGHWAY 31 REVISITED rally on Saturday 21st March are now locked in. The Training Run will be a half day affair of about 120kms in the outer nw suburbs of Sydney and is designed to offer regular TOUR entrants a chance to try APPRENTICE level navigation. It will be run under a CAMS Social Permit, with only APPRENTICE and MASTERS Instructions to be provided.

And finally the CRC banners, which are regularly on display at our events are currently AWOL. If you know of their whereabouts, please contact me - your anonymity is guaranteed!

Look forward to seeing many of you on the ALPINE.

TONY NORMAN - COMPETITION SECRETARY

**Editor's Note:** I'm sorry this edition is a little late. The deadline for the mag. coincided with the M.G. Classic so I was enjoying some great roads in the Hunter Valley instead of putting the mag together.

### **Membership Report from Lindsay Trevitt - Membership Secretary.**

When I took over as Club Membership Secretary last November I thought that the membership role would have been a simple task, but that was not the case. Ian Packard explained how things worked and the necessary discs were handed over.

Incompatible programs on my older computer combined with a very old membership data base made the system unworkable.

Ross Warner stepped forward and produced several revised versions of Microsoft Access programs which control the Club's data base. This took several months and there have been 3-4 versions as things evolved. I have entered the data from the renewal forms 4-5 times, and this helped me become familiar with some members names & details. Mailing lists for the magazine in the early months were compiled from spread sheets, initially from Ian's data and some of my early updates. I was able to add membership details to the data base but not forward these on to the Club's Officers who need current membership information.

Success at last thanks to Ross! For the last 2 months the automatic emailing of Membership, Magazine mailing & emailing lists have been forwarded flawlessly to the various committee members who require this information to perform their roles.

All this information sharing starts with the Membership Secretary. During the year if you change any family details, your mailing or emailing address, and phone numbers please contact me; Lindsay Trevitt at [crc.mem@classicrallyclub.com.au](mailto:crc.mem@classicrallyclub.com.au). Once your membership details are correct all relevant committee members will receive this detail on a monthly basis. Now the database is running correctly if a Club member doesn't receive a copy of the Club's magazine in the mail this will probably mean that they are not financial. If this occurs please let me know so we can resolve the issue.

The Club currently has 384 members. The total number of members over the Club's 20 years of existence is 1405. There are 1000 lapsed/suspended members on the database. There are 1000s of stories involving these members. If you know former members encourage them to return. This magazine is a top quality production, we have an excellent electronic profile and the Club needs to increase it's membership.

Lindsay Trevitt

### **Support a great cause.**

By the time you read this Ted Norman will have again taken part in the Scrapheap Adventure Ride, a fundraiser for Downs Syndrome NSW. Even though the event was held from the 19th to the 21st of Sept.

it is not too late to sponsor Ted & support this worthy cause. Ted and two friends, along with many others, will have ridden \$1000 motor bikes to Nymboida in northern NSW. You can make a donation at

<https://scrapheap.everydayhero.com/au/all-ordinaries>





## 2014 Classic Outback Trial with Mike Batten & Steuart Snooks

This challenging and adventurous event is run every two years by the experienced Victorian team of Phil Bernadou, Tom Snooks and Steve Hollowood. A special stage rally it was run over 31 stages using a few forests and mostly outback cattle station tracks.

Unlike shorter sprint events the COT requires a healthy dose of respect for the hazards that the difficult outback tracks can throw at competitors. These include washouts, unpredictable bends, short tree stumps close to the track (often on the apex) plus regular changes in traction due to a huge variety of road surfaces such as grass, sand, gravel, clay, muddy bogs and soft soil.

This year's event ran from Parkes via Condobolin, Cobar, Ivanhoe and Broken Hill to the finish in Renmark. The total distance was close to 2,400km of which 950km were competitive stages; the longest named Wonganong was 94km long.

It would be good if more Classic Rally Club members would consider running in the next event in 2016. None of the tracks are car breakers if approached with common sense. The standard of route instructions and cautions are very high and as long as you drive within your limits you can expect a safe journey. The organisers are professional and run a well organised rally (unlike an event to London earlier this year). Car 1 starts each day at 8 or 9am and finishes around 3pm, which gives ample time for car maintenance and socialising.



The Classic Rally Club was represented by four crews and their service crews;

- John Cooper/Ross Warner - 1979 Ford Falcon XD.
- Steve Blair/Jocelyn Vettoretti - 1983 Nissan Bluebird.
- Rob and Starr Mifsud - 1981 Datsun Stanza
- Mike Batten/Steuart Snooks - 1971 Datsun P510 plus Lui MacLennan and Dave Johns manning controls.

Only 16 of the 39 crews starting in Parkes completed all the stages with the Cooper/Warner and Batten/Snooks entries being placed 13<sup>th</sup> and 5<sup>th</sup> respectively. Blair/Vettoretti should have won an award for persistence. After their engine failed early in the event they simply swapped it for the spare carried in the service trailer. Then when a head gasket blew, they missed a few more stages and fixed that as well. Finally they qualified as finishers in 28<sup>th</sup> place.

The Mifsuds have a sadder story. After building the new Stanza Rob hit a Triple Caution too hard on Day 2 and unfortunately Starr suffered injury to her vertebrae and had to go to hospital.

Some of you may remember that back in 2012 Mike did this event with John Henderson. One of the reasons they got together was to help Hendo prepare for his Sydney London Marathon adventure. Day One saw Hendo thrown in the deep end with the challenging Back Yamma Forest being the first stage. Calling route instructions is a different skill to map reading! However it wasn't long before he was calling the instructions as well as an experienced expert.

The most important lesson learnt, the hard way, on that event was that drivers should always keep the car on the road. Mike took a chance once too often which led to a bad accident, damaging the car as well as Mike's back. Mike & John didn't give up though. The car was repaired and finished 13<sup>th</sup> having dropped one stage.

Mike and Steuart had done a few events together and in 2008 came 3<sup>rd</sup> in the Red Centre to Gold Coast Trial. This year in the COT Mike was hoping for a good result but caution was a high priority, hitting stumps was not an option.



After Day 1 we quickly found there were 5 or 6 other crews setting a pace we couldn't match and a podium place looked very unlikely.



However a reliable run saw steady improvement over the first five days. Day 1 we were 10<sup>th</sup> then 7<sup>th</sup>, 5<sup>th</sup> and 3<sup>rd</sup> into Broken Hill on the 4<sup>th</sup> day. That was as good as it got as another two determined crews were too competitive over the last 2 days, which saw us drop to 5<sup>th</sup>. Pickering/Boddy (Datsun 240Z) grabbed 3<sup>rd</sup> place on Day 6 then Ian and Val Swan (Volvo 242 DL) surprised everyone to take 3<sup>rd</sup> on the last day relegating Pickering to 4<sup>th</sup>. Finishing 2<sup>nd</sup> were Matt Swan/Paul Franklin (Holden Commodore) who won the event in 2012 and the winners (by over 20 minutes) were the Datsun 1600 crew and 2010 winners, Andrew and David Travis from Bathurst.

**Mike Batten/Steuart Snooks**

### Our COT 2014 - Starr Mifsud.

Rob and I competed in the 2012 COT in the Beetle but despite a lot of preparation, we only reached Ivanhoe. So Rob started preparation on our Datsun Stanza almost immediately for the COT 2014. After an incredible amount of work, hours and preparation by Rob and Danny Castro, a virtually brand new car was ready.

The Prologue went well and after a couple of teething problems, the car and the team were 'firing' by Day 2. Our spirits were high and we were very positive.

Then, on a stage out from Condobolin, we had a hard landing and I sustained a fracture of my L2 vertebra with 30% reduction in bone height. The COT medical intervention team were right there and were a fantastic help.

I stayed in Condobolin, then Orange hospitals for a week and am now slowly recuperating with a body brace on for the next 3 months.

Sooo..... We had to withdraw from the COT 2014. So disappointing for our whole team.

Starr Mifsud



**COT 2014 on Facebook.** The coverage of COT 2014 on Facebook was fantastic. The organisers and John Cooper posted some great stories & photos. John and his crew had fantastic help from locals along the way. Classic stories of real Aussies in the bush.

My favourite of John's stories though, involved a broken engine mount on the Falcon. They arrived at the finish of one day with the motor held in place with a ratchet tie down. No problem, in an adjacent paddock was an abandoned ute with exactly the part needed!

Bob Morey



## Partial Provisional Classification



### Classic Outback Trial

Classifications Outright  
To end of Day 7

Listed By Classification



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Veh No	Crew	Vehicle	Cat/ Class	Total Time	Class Pos	O/All Pos	O/All Margin
34	Travis - Travis	1971 Datsun 1600	3A.B	10:00:50	1	1	00:00
1	Swan - Franklin	1987 Holden Commodore VL	3B.B	10:20:54	1	2	20:04
32	Swan - Swan	1974 Volvo 242 DL	3A.B	10:26:23	2	3	25:33
26	Pickering - Boddy	1973 Datsun 240Z	2.B	10:26:54	1	4	26:04
4	Batten - Snooks	1971 Datsun P510	3.B	10:27:15	1	5	26:25
2	Ashton - Nixon	1972 Mitsubishi Colt Galant	1/2.B	10:31:28	1	6	30:38
23	Officer - Officer	1970 Mitsubishi Colt Galant	1/2.B	10:51:22	2	7	50:32
13	Dunkerton - Collitts	1970 Datsun 1600	2.B	11:05:54	2	8	01:05:04
7	Coates - Coates	1973 Leyland P76	3A.C	11:24:53	1	9	01:24:03
36	Wallis - Ward	1991 Peugeot 205	3B.B	11:30:56	2	10	01:30:06
77	Hannah - Collihole	1981 Holden Commodore VH	3A.C	11:42:33	2	11	01:41:43
24	Briggs - de Vaus	1965 Ford Mustang	2.B	11:58:32	3	12	01:57:42
9	Cooper - Warner	1979 Ford Falcon XD	3A.C	12:00:03	3	13	01:59:13
33	Thompson - Hind	1975 Toyota Celica RA23	1/2.B	12:15:45	3	14	02:14:55
303	Taylor - Taylor	1974 Peugeot 504 ti	1/2.B	12:15:57	4	15	02:15:07
6	Canny - Norman	1983 Porsche 944	3A.B	12:38:24	3	16	02:37:34
12	Jordan - Davidson	1969 Triumph 2.5 PI	3A.B	(-1) 11:20:23	4	17	00:00
28	Rayner - Rayner	1970 Ford Capri	2.B	(-1) 12:00:24	4	18	00:00
19	McKenzie - Brain	1973 Chrysler Galant	3A.A	(-1) 12:05:04	1	19	00:00
16	Harper - Kovacevic	1972 Ford Escort RS2000	1/2.B	(-2) 11:20:05	5	20	00:00
8	Cole - Cole	1969 Mercedes 280SL Pagoda	2.B	(-3) 10:21:56	5	21	00:00
17	Lee - Elliott	1981 Holden Commodore VH	3A.C	(-3) 10:29:53	4	22	00:00
21	Rogers - Hedwards	1983 Holden Commodore VH	3A.C	(-4) 11:36:20	5	23	00:00
10	Crane - Anderson	1970 Peugeot 504	3.B	(-5) 10:26:53	2	24	00:00
38	Williamson - Batt	1968 Datsun 1600	2.B	(-5) 10:37:30	6	25	00:00
37	Ward - Pollock	1979 Toyota Corolla TE37 Repl.	3A.A	(-5) 11:16:52	2	26	00:00
18	MacDonald - Ellis	1967 Ford Lotus Cortina	1/1.A	(-6) 12:57:03	1	27	00:00
5	Blair - Vettoretti	1983 Nissan Bluebird	3A.B	(-8) 11:21:36	5	28	00:00
15	Gardiner - Green	1982 Mazda RX7	2.B	(-6) 12:03:09	7	29	00:00
3	Bashford - Daniel	1972 Ford Mk1 Escort Mexico	1/2.B	DNF	DNF	DNF	
11	Cuthbert - Runnalls	1977 Datsun 200B	3A.B	DNF	DNF	DNF	
14	Dyer - Oake	1982 Porsche 911 SC	3A.C	DNF	DNF	DNF	
20	Mifsud - Mifsud	1981 Datsun Stanza	3A.B	DNF	DNF	DNF	
22	Reddiex - Mitchell	1977 Toyota Celica RA28	2.B	DNF	DNF	DNF	
25	Perkins - Perkins	1966 Ford Lotus Cortina	1/1.A	DNF	DNF	DNF	
30	Sawyer - Sawyer	1970 Datsun P510	3A.B	DNF	DNF	DNF	
31	Snell - Graham	1989 Peugeot 205 GTi	3.B	DNF	DNF	DNF	
35	Valantine - Valantine	1975 Toyota Celica	1/2.B	DNF	DNF	DNF	

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## The M.G. Classic 2014 - Steve and Grace Brumby



On return from the MG Classic I asked Grace, my sleeping navigator, if she would like to write an article for the magazine on her experience on the rally. Her response is as below:

*On Saturday it was an early 6 o'clock start for Team Brumby, which was especially excruciating considering it was a Saturday, my sleeping in day, however the trauma was soon rectified with a nap in the car. The breakfast was supplied by [Marine Rescue]. After a brief fumble at the start we were off. The roads were long, the scenery was beautiful, and the navigation wasn't unachievable. After a lunch time stop over at [Public School] for some well earned soup and sandwiches we were off again and on our way to [the place we stayed at]. The wonderful day was concluded by a delicious dinner at [the local rsl].*

*Day two continued the event in a similarly splendid fashion. However all good things must come to an end and this was no exception, and after a quick drink at [that pub place] we had to dash off. It was a very good rally and I look forward to hopefully competing again next year.*

As you can see we all tend to have a differing perspective toward our rallying. And to be fair she did ask me to fill in the bits in brackets. Grace's focus is clearly on sleep and food and I guess the roads aren't quite as magnificent if you're not driving them, which is where most of my focus is for the weekend. My other focus is the magnificent company we share borne out by wandering around talking to like minded people in the motel car park, or at the Saturday dinner.

Grace does make a good point about the scenery though. It does seem that the further we get from the big smoke the better it all is! And I have to say after spending extensive periods throughout my life in Asia I was also very surprised to find such a bloody good Green Curry in the golf club at Muswellbrook, of all places!

I particularly love the amazing diversity of cars we see on our rallies, where there really are no expectations placed on anyone and a thousand dollar car sits quite comfortably next to a hundred thousand dollar one. And to see these cars tackling the country roads is a sight to cherish.

To the rally itself. For the Tour it was good to see a little mapping with some clear, simple instructions included and it certainly tested us on the first day when we missed a board because we zigged instead of zagging at Denman. Much to my surprise I returned to the car after lunch on Sunday to be told by Grace that she had the navigation part sorted. By sticking close to the river she had it 100% correct. Maybe I should have kept my trap shut on the Saturday run.

It's very easy to see when the Tour field is confounded, such as in the case of working out questions to do with the Age of Wine because you will come across a virtual car park on the side of the road and the level of confoundment is to be judged by how many people are out of their cars studying the very fine details of the surrounds. Sometimes the answer we seek is hidden right in front of us in very big letters.

I was also particularly pleased during Division 2 to find myself passing by one of my favourite wineries, full credit for which must go to Richo, and I have to say driving past Brokenwood without stopping is a bit like driving through Bathurst without doing a lap. Very un-Australian. And so it was that the Vortex became slightly heavier on Saturday afternoon.

The roads that took their toll on the suspension on Saturday smoothed out on Sunday into just a sublime drive. It was a great credit to Richo, Doug and Xanth and the team that put the route together and as Grace says "I look forward to competing again next year". I'll hold her to it.

Steve Brumby



## MG CLASSIC 2014 Day 1 RESULTS

Masters																
No.	Driver	Navigator	Car	Division 1						Total	Division 2					Total
				Q	T	D	C	P	M		Q	D	C	P	M	
1	P Reed	M Batten	69 Datsun 1600	22					30	52						0
6	R Worboys	J West	90 Celica						30	30					30	30
4	A Watson	P Watson	84 Celica						30	30	11				90	101
8	M Olsson	H Jordon	92 MX5	11					60	71	11				30	41
2	B Morey	T Morey	76 Alfetta GT	11					30	41	22				60	82
7	G Maher	W Maher	69 MGB Mk2					25		25	11				60	71
5	R Panetta	J Henderson	72 Alfa GT	22					90	112					60	60
9	G Both	C Both	73 Alfa105	22					60	82	44				90	134
3	T South	T Norman	70 Escort	11					30	41	44		25	60		129

Apprentices																
No.	Driver	Navigator	Car	Division 1						Total	Division 2					Total
				Q	T	D	C	P	M		Q	D	C	P	M	
12	C Hallam	P Stead	71 Porsche 911					25	30	55						0
15	M Stephenson	D Votano	83 Alfasud	11					90	101					60	60
16	S Warner	A Warner	71 Datsun 240Z	44		25			90	159	11				60	71
17	B Smith	J Smith	95 Nissan GTR						120	120	11		25	150		186
14	P Jakrot	V Jakrot	86 Porsche 944	11					120	131	77				120	197
11	H Worth	J Worth	66 Volvo 121	11				25	320	356	88				120	208
13	M Cobban	J Crighton	62 MGA Mk2	55				25	240	320	55				180	235

Tour																
No.	Driver	Navigator	Car	Division 1						Total	Division 2					Total
				Q	T	D	C	P	M		Q	D	C	P	M	
24	W Seabrook	K Longworth	95 Porsche 911	11						11						0
29	N Hood	J Hood	75 Lancer	11						11						0
31	G Yates	K Yates	80 Merc 500SLC	11						11						0
23	L Zech	G Evans	82 Porsche 928	11						11	11					11
32	R Clare	S Clare	55 Jag XK140	11						11						0
37	E Dhondy	T&S Dhondy	93 Corolla							0					30	30
26	D Wilkinson	S Wilkinson	11 VW Toureag							0						0
28	J Baird	L Baird	93 Porsche 944	11						11	11					11
27	S Brumby	G Brumby	86 Sub Vortex						30	30					30	30
35	G Lee	C Lee	Datsun 260Z	22						22					30	30
33	J Bastian	R Bastian	70 MGB							0					90	90
34	P McAlpine	S McAlpine	67 Ford Galaxie	22						22						0
36	M Mody	K Variava	04 Lancer Evo	33						33					60	60
30	S Lansley	P Coffey	75 Escort	22						22					30	30
39	C Porter	J Porter	72 MGB	66					90	156	22					22
42	G Dolbel	K Devereaux	95 MG RV8						120	120	22				120	142
84	P Atkinson	S Priestly	84 Alfetta GTV6	88					90	178					30	30
41	M Malgo	D Malgo	66 Jag E-Type	99					30	129	33				30	63
40	D Taylor	R Leonard	69 Lancia Fulvia	11						11	132		25	240	DNF	397
38	G Heasman	H Wren	72 MGB GT	22					90	112	77				120	197
25	A Ward	L Barbour	76 Porsche 911	DNF					500	500						0
43	B Doyle	P Doyle	86 Merc 190E	11						11	11					11

Points headings: Q = Questions, T= Time, D = Distance, C= Control, P = VRC, M = Major Control



## MG CLASSIC 2014 Day 2 RESULTS AND FINAL POSITIONS

Masters															
No.	Driver	Navigator	Car	Division 3				Total	Division 4				Total	Final	Place
				Q	C	P	M		Q	C	P	M			
1	P Reed	M Batten	69 Datsun 1600		25			25					0	77	1
6	R Worboys	J West	90 Celica	11				11			30		30	101	2
4	A Watson	P Watson	84 Celica					0					0	131	3
8	M Olsson	H Jordon	92 MX5		25			25					0	137	4
2	B Morey	T Morey	76 Alfetta GT		25			25					0	148	5
7	G Maher	W Maher	69 MGB Mk2	11		30		41	11	30			41	178	6
5	R Panetta	J Henderson	72 Alfa GT		25			25		30			30	227	7
9	G Both	C Both	73 Alfa105			30		30	11	25	30		66	312	8
3	T South	T Norman	70 Escort	33	25	90		148	DNF		500		500	818	9

Apprentices															
No.	Driver	Navigator	Car	Division 3				Total	Division 4				Total	Final	Place
				Q	C	P	M		Q	C	P	M			
12	C Hallam	P Stead	71 Porsche 911		25			25	11	30			41	121	1
15	M Stephenson	D Votano	83 Alfasud		25			25	11				11	197	2
16	S Warner	A Warner	71 Datsun 240Z		25			25	11	30			41	296	3
17	B Smith	J Smith	95 Nissan GTR	11	25			36	22				22	364	4
14	P Jakrot	V Jakrot	86 Porsche 944		25			25	11	30			41	394	5
11	H Worth	J Worth	66 Volvo 121	66	25	180		271	33	90			123	958	6
13	M Cobban	J Crighton	62 MGA Mk2	88	25	270		383	33	25			58	996	7

Tour															
No.	Driver	Navigator	Car	Division 3				Total	Division 4				Total	FINAL	Place
				Q	C	P	M		Q	C	P	M			
24	W Seabrook	K Longworth	95 Porsche 911					0					0	11	1
29	N Hood	J Hood	75 Lancer					0					0	11	1
31	G Yates	K Yates	80 Merc 500SLC					0					0	11	1
23	L Zech	G Evans	82 Porsche 928					0					0	22	4
32	R Clare	S Clare	55 Jag XK140					0	11				11	22	4
37	E Dhondy	T&S Dhondy	93 Corolla					0					0	30	6
26	D Wilkinson	S Wilkinson	11 VW Toureag					0	11	30			41	41	7
28	J Baird	L Baird	93 Porsche 944			30		30					0	52	8
27	S Brumby	G Brumby	86 Sub Vortex					0					0	60	10
35	G Lee	C Lee	Datsun 260Z					0	22				22	74	11
33	J Bastian	R Bastian	70 MGB					0	11				11	101	12
34	P McAlpine	S McAlpine	67 Ford Galaxie			30		30	22	30			52	104	13
36	M Mody	K Variava	04 Lancer Evo	11		30		41	22	30			52	186	14
30	S Lansley	P Coffey	75 Escort			30		30	33	90			123	205	15
39	C Porter	J Porter	72 MGB	11		30		41	11				11	230	16
42	G Dolbel	K Devereaux	95 MG RV8	11				11	11				11	284	17
84	P Atkinson	S Priestly	84 Alfetta GTV6			60		60	22	60			82	350	18
41	M Malgo	D Malgo	66 Jag E-Type	44		60		104	55	30			85	381	19
40	D Taylor	R Leonard	69 Lancia Fulvia					0	11				11	419	20
38	G Heasman	H Wren	72 MGB GT	77		30		107	44	30			74	490	21
25	A Ward	L Barbour	76 Porsche 911					0		30			30	530	22
43	B Doyle	P Doyle	86 Merc 190E			60		60	11				11	93	R/C

Points headings: Q = Questions, T= Time, D = Distance, C= Control, P = VRC, M = Major Control

### FOR SALE. Halda Twinmaster - Plastic Body

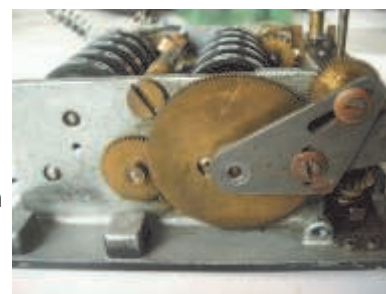


Comes with T-Gearbox cable extension Clip and Mounting bracket, T-Gearbox, Z-Gears or Calibration gears (142, 140, 139, 138, 137, 136, 135, 134, 133, 132, 131, 129, 128 or 127 T)

In great working condition, ready for installation USD 1,000.00. Shipping not included.

Contact Eric A. Socrates - he lives in the Phillipines. Mobile number +63 917 422 1207

Land line number +63 2 501 2533 Email [ericasocrates@yahoo.com](mailto:ericasocrates@yahoo.com)



## N.S.W. Rally Registration.

The much discussed Rally Registration Scheme, R.V.S. was introduced by the R.M.S. (R.T.A.) in N.S.W. on September 1st, 2014. All the relevant documentation can be accessed on the C.A.M.S. website; <http://www.cams.com.au/motor-sport/vehicles/conditional-registration-schemes>

Geoff Bott has been closely following development of this scheme and recently he gave the following background as to why an option other than the "club plates" conditional registration or normal road registration was necessary for some of our cars.

*Being the owner of a car with a full roll cage that is welded in, I am unable to register the vehicle as it does not meet the ADRs. The car otherwise meets all normal requirements for full registration. I have therefore taken a keen interest in the present situation regarding rally registration.*

*The current option is to use the existing rally car registration which only applies during an event and you must tow the vehicle to and from the start & finish with no other use permitted so far as I am aware.*

*For several years, CAMS has been lobbying for a dedicated rally car registration scheme with the RTA/RMS. The following guidelines were published on the CAMS website some months ago. As may be seen, the conditions of the "permit" are similar to the current limited registration offered under the "club plates" arrangements.*

### **Permit Conditions**

Vehicles with a Rally Permit Number Plate may be used on public roads only under the following circumstances:

- During competition, liaison/transport stages, official duties and travel to or from a sanctioned rally event
- For the purpose of repairs/mechanical work and associated testing under normal road rules and posted speed limits
- During sanctioned training/introductory events for participants
- Driving to or from a sanctioned public display and/or promotional activity

The onus is at all times on the Vehicle owner/operator to provide evidence that the vehicle is being used within the permit conditions.

*The current "club plates" scheme or more correctly the limited registration offered to 30 year old cars is designed for cars that are essentially standard or fitted with period accessories that are used on gazetted club events.*

*While you may have a vehicle with a multiple carburettor manifold or similar fitting that was offered by contemporary aftermarket suppliers, it is my opinion that a roll cage, either full or half cage could never be reasonably construed as a period accessory and the car should not be registered under the current limited registration system.*

*The RMS will register a car with a half cage under normal registration providing the rear seats are removed as a coupe I am led to believe.*

*The CRC may have a special case to argue in favour of the current limited registration in view of the fact that we are promoting use of period rally cars. However this is fraught with difficulty and places the club officers under a lot of unnecessary pressure regarding the administration of compliance.*

*The new dedicated rally car scheme appears to solve these problems as the club will not have to administrate it, the car can be used for similar events as the current limited registration. It is to be noted that the vehicle owner/operator is responsible for the vehicle's use, not the club.*

See next page for a postscript to the above.



*Since I wrote the preceding article several weeks ago, things have moved more rapidly than anticipated by CAMS as the NSW rally rego scheme was introduced on the 1st September. So rapid was this that several documents necessary to begin the process were not available until several days later.*

*I have downloaded the relevant documents and initiated the process of applying for the limited registration. Frankly I have not all of the details resolved at present and the overall process is not entirely clear at the time of writing as no one has yet been through the entire procedure to ask. Suffice to say that by the next CRC club meeting I anticipate that I will have jumped through all of the bureaucratic hoops, had all of the tests, completed the paperwork, paid the relevant fees and have a set of plates. That is the grand theory at least. Whatever happens, I will document the entire process and give you all a blow by blow guide as to how I have fared. I anticipate that this will assist my fellow club members in the process.*

*Geoff Bott*

### **Silly cones and sandbags by Tony Kanak**

This is a tale of how with two words one letter added or absent can make a whole lot of difference. The two words are silicon and silicone. Newspaper and magazine writers often seem to not know the difference- but as the Meerkat on the TV ad says- "Simples"!

Silicon is a natural non-metallic element here on planet Earth, it is very common, second only to oxygen in quantity! Sand and quartz are two naturally existing forms of minerals that contain considerable silicon. Silicon readily forms compounds with other elements, such as oxygen, and is not found in nature in pure form. Though we humans and life on Earth are carbon based life forms, scientists say that that silicon would be another possible base for life forms. Wow! Cue theme from "Twilight Zone".

Silicon and silicon compounds are found in manufactured glass, and in other useful materials such as abrasives, wet/dry sand paper and grinding wheels for example. In fact silicon carbide is one of the hardest materials known aka carborundum. "Pure" silicon is also used in electronic semiconductors such as diodes and transistors and their more sophisticated offspring.

This property of silicon in forming compounds with other elements led to interesting developments in human scientific knowledge. Enter the chemical family of silicones, this is the collective name for semi-inorganic polymers made up of a skeleton structure of alternate silicon and oxygen atoms with various organic groups attached to the silicon atoms.

Well of course everybody knows that but the punchline is that the silicones vary from low molecular weight volatile compounds which are light viscosity fluids, to linear and cross-linked heavy polymers.

Yeah of course so that explains why they get used to compound heat and decay resistant fluids, rubbers, plastics, lubricants and adhesives that take advantage of the typical characteristics of the silicone compounds. Such as those seen in some automotive applications: Spark plug cables and boots, interior trim, polishes, plastic bumpers and other plastic parts, hoses, gaskets and seals, electrical insulation and others.

Don't forget Silastic and similar products that might be used in your car, these are room temperature vulcanising compounds that are based on silicone and polymer chemistry, not silicon! These are like rubber, and have many of the characteristics of rubber, but technically they are very different to natural rubber!

Unlike the element chromium, discussed recently, humans don't have a need for silicone intake, though they do have a need for silicon. Well perhaps it can be said that some women do feel a need for silicone, as breast or other implants, though the safety of these has been somewhat controversial. Such surgical work takes advantage of the compressibility characteristics and viscosity range available with silicone fluids. By comparison though, a silicon breast implant is probably a sand bag.

As for silicon intake, you can obtain it from fresh whole vegetables and grains that include the outermost part of the food. It is believed to have role in human nutrition though this is not well-understood. (Not by this writer anyway)!

Some silicon in dietary intake is known to have an important positive development on bone development. Celery sticks anyone? To go with the beer that brings the chromium intake? And some potato wedges.

Tony Kanak



## CRC Speedsters at the M.O.C.A. Super Sprint - Geoff Bott.

Several CRC members competed in the Morgan Owners Super Sprint at Sydney Motorsport Park on the 16th of August with good results. They were;

- Ernst Luthi, 3<sup>rd</sup> in class, Renault Alpine A110
- Doug Barbour, 2<sup>nd</sup> in class, Porsche 911
- Brian Foster, 4<sup>th</sup> in class, BMW 325
- Gary Maher, 2<sup>nd</sup> in class, Ford Escort
- John Bott, 1<sup>st</sup> in class, Nissan Skyline R33 GTR
- Geoff Bott, 3<sup>rd</sup> in class, Nissan Skyline R33 GTR

With 105 entries there were some great cars to be seen on the day. I am pleased to say that my son John was 5<sup>th</sup> fastest outright in our Skyline "Arnold" but had to give away over 600 kg over the fastest cars which were all Lotus Exige or Elise models.



Arnold is rather portly in full road trim, coming in at 1663 kg on the scales at Sydney Motorsport Park. The chances of improving the lap time by 5 seconds to get FTD over a supercharged Exige would appear to be a little optimistic!

We have steadily improved Arnold since purchase off eBay late last year. This includes replacing the springs & shocks with MCA Gold units, updating the tired analogue G-sensor with a digital unit and Stewart Wilkins rebuilt and tightened up the LSD. A fresh set of 295/30/18 R-series Hankook tyres effected a noticeable improvement on the weekend.

On the downside, being such a heavy beast (same weight as my Jaguar XJS) the fuel consumption is serious as Arnold slurps it at the rate of 2.5 litres per lap of the Brabham circuit. The new Hankooks were noticeably worn after 27 laps by us both. We ran out of front disc pads which stopped play. I thought this wear was a bit excessive until I worked out that they had expired only after covering about 500 kms at race pace on various circuits since fitting a new set.

Being at the pointy end of a speed event is a new experience for me I can assure you.

**Geoff Bott**

## ISN'T IT PATHETIC AT HIS AGE? By Gary Maher

As a result of Geoff Bott posting a photo of my car on the Club's Facebook page, our Editor posted: 'Please Explain', so Bob, here is a long-winded explanation which will help fill the pages of this hallowed publication.

Last year I turned 70 (yes, I agree, there's been a big mistake made on my birth certificate!). I thought I was having a 'mid-life crisis' - but how many people do you know who are 140? So therefore, it must be a 'Final Fling'. I decided that the Mk 1 Escort which had served us well in AHRG, then CRC rallies plus Thornleigh Khanas & Khanacross, still had some life in it. So, why not go Super Sprinting?

A 'not-so-quick' refurbishment was carried out (ie. panel beat, respray & suspension re-build all done at home mostly by our son Ian) and resulted in the car you see on Facebook. The trusty 1600 cc Kent motor was lifted out, painted and put back - it only got a new distributor and spark plugs.

Our big push back into club motor sport came about because;

- 1: Wendy's eye problem means she struggles with maps in a moving vehicle.
- 2: she has a liking for Stewarding at Speed Events-particularly the Combined Sport Car Association Super Sprints.
- 3: hey, we had the car anyway!

I have to say at the outset, that, unless I was prepared to indulge in 'chequebook motorsport' I was really kidding myself - the days of 'run what you bring' have gone, even at this level of the sport. I hire the Dorian Timer when really I could just hang a calendar on the front of the car.

Things started to get busy after the May CRC meeting. We left early to pick up 'Westie' who was returning from his & Hendo's successful Sydney to London Rally. His plane landed at about 10.00pm and we arrived back at our place around midnight.

Jeff 'came good' after the mandatory cuppa so we didn't go to bed until after 2.00am, full of knowledge about the event.



The following Sunday, 1<sup>st</sup> June, we were at S.M.P. North Circuit for the Jaguar Club Super Sprint. Wendy was Steward and I was playing boy racer along with the likes of Geoff & John Bott in their high-flying Skyline, Ernst & Sonia Luthi in their Renault Alpine & Subaru Cappuccino as well as Michael Malgo in the E Type.

Most other CRC members were at the Barry Ferguson Rally. The day was a disaster – it poured all day and there were numerous 'offs' including one serious one which closed the circuit for 1½ hours, needed the rescue helicopter and resulted in 10 pages of reports to CAMS from Wendy. Needless to say, nobody got serious times.

The Queen's Birthday weekend followed and saw us and many other CRC members running around the Goulburn area in the 'MGCC Tour De' event organised by Robert Smith. Happily we won the event and received a lovely framed Snowy scene photo and a bottle of wine for our efforts.

June the 14<sup>th</sup> found us back at S.M.P. for the MGCC Super Sprint. Sonia Luthi took over the Admin running of the day at the last minute and she and Wendy (Steward again) did a good job. Jim Richo spent the day on a flag point. The regulars – the Botts, Ernst Luthi and I were joined by Doug Barbour in his 'other' Porsche – a quick track-prepared 911.

The day started out with rain but dried out so we could all battle with this tight, testing circuit which many of us old campaigners liken to Amaroo Park. After this event I concluded it was time to ditch the road tyres and do something to stop the inside back wheel lifting. I fitted a heavier sway bar that was

rusting away under the house and bought some 'sticky' tyres from Ernst - which I knew were good – after all, they helped him get around Tassie in the Targa and still had enough life in them for my needs.

The following Wednesday it was out to O'Connell to sort out lunch and check some roads for the Pas de Deux, then, back to Touring Rallies on the 29<sup>th</sup> June in Carol Both's AROCA Tour de Corse. We took our 122 Volvo and decided to try the Masters, planning to plot on the 1:250000 map then transfer it the very comprehensive and easy to read Craigies maps. This idea sort of worked but along with nearly all the Masters we fell foul of some questionable planning by Carol and got a WD early in the day which led to 2 other mistakes shortly after. We came Equal Third with John Cooper & Lui but believe the results would have been totally different had there been more VRCs and less questions with mileages which give the game away.

July started off with a three day weekend tour with the Thoroughbred Sports Car Club to Forster. No CRC members present. There was a car & classic boat show on the Sunday and to my total surprise, our Volvo 1800S won the people's choice award out of 120 truly great cars. There must have been a lot of old buggers there because many people just put 'The Saint Car' on their voting slip. We got a \$50 Supercheap Auto Voucher and yet another bottle of wine – sponsored by Shannons.

The following weekend I officiated at a Thornleigh Khanacross at the Toyosport ground at Colo. I haven't been there for over 30 years and really, it's as rough as I remembered it to be. On July 27<sup>th</sup> we were at another place that hasn't changed since I was last there, the Huntley Hill Climb at Dapto. This has to be the 'grassiest of grass roots' motorsport venues – with cows even standing right next to the start line. I took the Escort and had a great day. I didn't know a soul there but luckily I can talk to a hat on a stick and palled up with a mate of Tim McGrath's named Wayne from the Illawarra Mini Club. He has competed in several CRC events and recognised me from them.

August 1<sup>st</sup> found Professor West, Wendy & myself at Katoomba to start setting our last ever Pas de Deux. Yes, when you run out of ideas, it's time to give it up. I set my first navigation event in 1964 – that's 50 years ago and Jeff must have a million kms of setting events under his belt too.

Anyway this event will break some new ground and will be around 400kms of great driving roads, no silly 'city' driving – just obey the road rules and have fun ... everyone will clean-sheet!

On August 10<sup>th</sup> Wendy decided to help officiate at the Thornleigh State Championship Motorkhana at Nirimba TAFE at Quakers Hill so I decided to run the Escort at a motorkhana again – something I haven't done for years. Jim Richardson did a great job organising the day but no other CRC bodies were there. It was a real time warp experience – I knew most of the competitors from the last time I was there – indeed I believe motorkhanaing is the new 'Lawn Bowls' for oldies!

The Morgan club ran their CSCA Sprint in conjunction with the Shannons Display day and S.M.P. was using the Brabham Circuit which is the original Grand Prix Circuit with the new wiggly bits added in. It is great fun, very testing for car and driver and it's quite long – in fact I have driven in rally stages that are shorter. All the usual CRC speed types were there including Brian Foster in his BMW.

Wendy was Steward, as usual, and accompanied race legend Leo Geoghegan around the track in the Lexus Course car for the track inspection run.

Surprisingly, Leo admitted it was his first run on the Eastern Creek Circuit. He then spent the rest of the day on a flag point. At the end of the day we spent some time with him at 'Happy Hour'. We got the best weather that Saturday but I struggled down the straight to achieve 160 kph while most were in excess of 200 – some even 250kph.

September will find us at a TCC Motorkhana at Ansell Park Richmond and then at Richo's MG Spring Classic with all the other CRCers, where for better or worse, Wendy's going to tackle the Masters again (when will I ever learn? Typist - Wendy)



### **FOR SALE: 1972 MGB Roadster** Conditional registration number - 32070H

The car was fully restored [with detailed work specification and costs available] in 2003-2004 and along with its owners it has participated in rallies with, and through the Classic Rally Club over the years. The car is garaged at home in Belrose when not on the road rallying.

It is in excellent condition both body wise and mechanically, has a new hood and is carefully maintained. Due to its owners wishing to travel more and more, and in turn finding less and less time to take the little red machine out on rallies, it is time to sell and hand the car to someone who will get out and drive this little beauty!



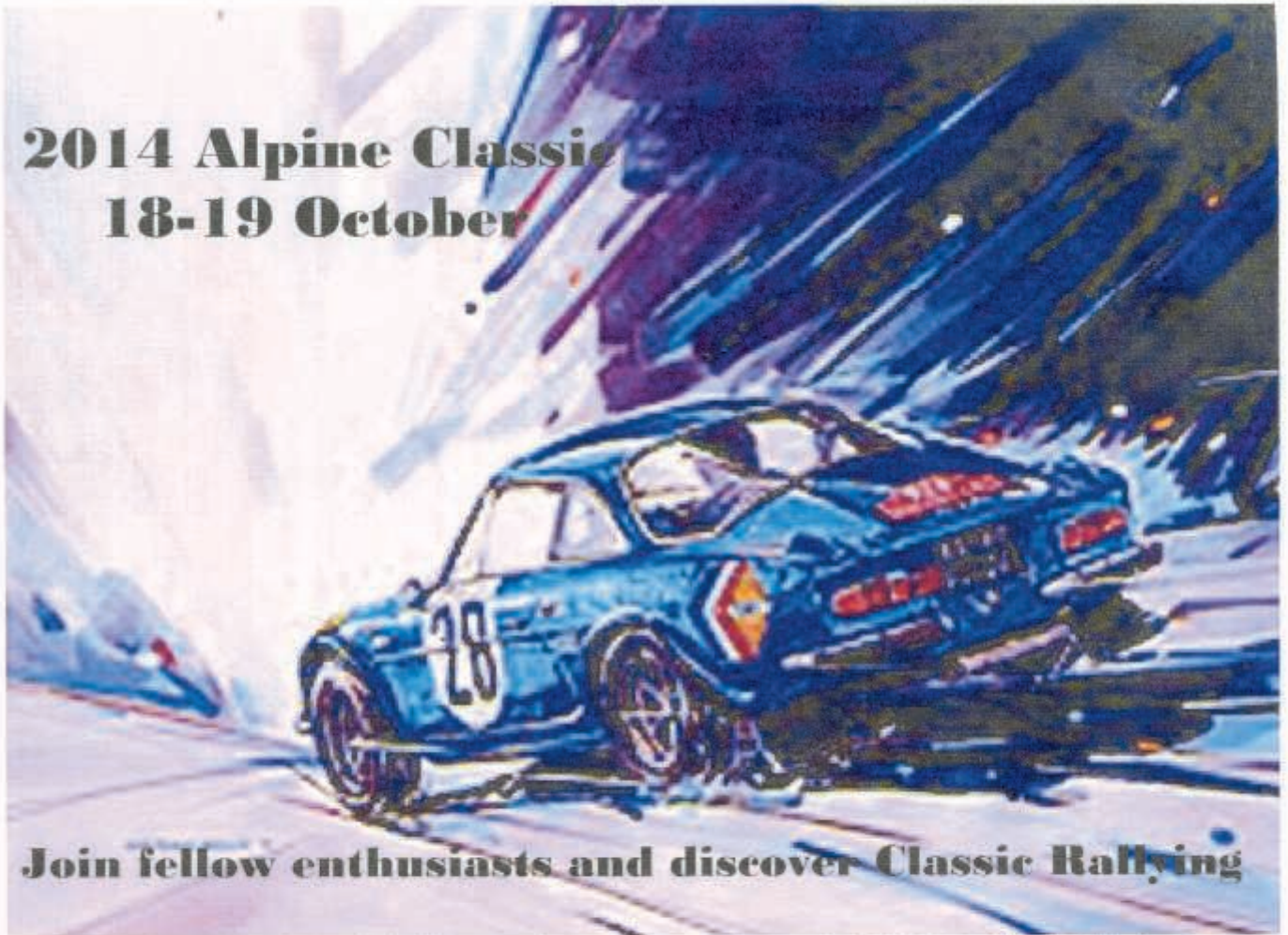
Please feel free to contact Richard Bennet on 0416 235 423 or [ribennet@bigpond.net.au](mailto:ribennet@bigpond.net.au) if you would like to check it out. Asking \$25,000 or nearest offer ..... Have a look for yourself and decide!

Queensland is a dangerous place, they have crocodiles, box jellyfish and now these new speed cameras. They are hidden in guard rails!





## **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 16<sup>th</sup> 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.

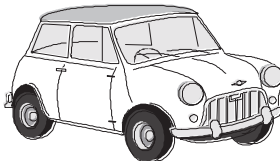
The event will be strictly limited to 85 entrants, so get your name in early!

Entries close on Friday 19 September 2014.

Clerk of Course	Lui MacLennan	0418 645 623	Email <a href="mailto:alpineclassic@hotmail.com">alpineclassic@hotmail.com</a>
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](http://www.classicrallyclub.com.au)



# 2014

## Pas de Deux

Saturday 15<sup>th</sup> 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](http://www.classicrallyclub.com.au).

For more info contact;

Jeff West at- [jj.west@bigpond.com.au](mailto:jj.west@bigpond.com.au) , 0427 263757 or

Gary or Wendy Maher at- [wenandgaz8@bigpond.com](mailto: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.

\* Entries close on Friday 7<sup>th</sup> November

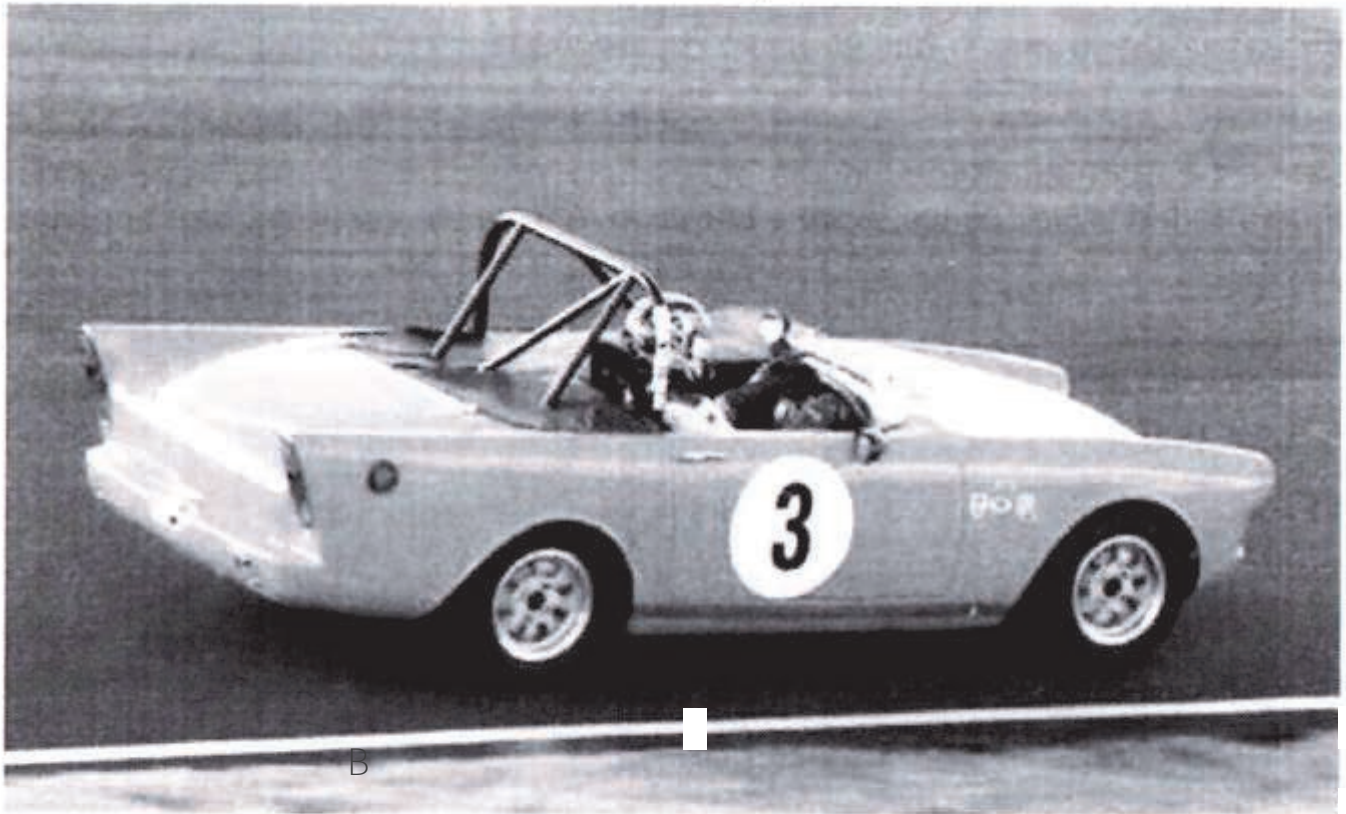


Great COT 2014 action





# FOR SALE Sunbeam Alpine Series I



uilt to Historic Group Sa specifications  
1600 motor bored to 1653cc  
Forged pistons, billet I beam rods  
Head by Ultra Torque with big valves  
Double valve springs  
Harland Sharp roller rockers  
Twin 1 3/4 " SU carbies on custom inlet manifold

Extractors & 2 1/2" side exit exhaust  
Tele rear shocks 13x5. 5 Superlite wheels  
Limited slip diff in MGB housing 3.9 ratio  
EBC red disc pads, near new brake discs  
Willwood brake master cylinder, braided hoses  
Button clutch disc, Hunter pressure plate  
Bare metal respray  
Evolution Ind. roll bar Sparco race seat  
Built at a cost of around \$40k



**Will sell with spares for offers over \$20k NOW \$15k**

**Phone: Geoff Morse 0433 247 011 : Peter Thomson ..... (NSW)**



## Club Financial Statement for 2013 - 2014 year

### Classic Rally Club, 2013-2014 General Overview

<u>Event details:</u>	<u>Income</u>	<u>Expenses</u>	
Club 20th Celebration Mudgee	\$16,666.00	\$20,359.79	-\$3,693.79
2013 Drive Day	\$4,650.00	\$5,669.50	-\$1,019.50
Marulan drive day with MG Car Club	\$2,445.00	\$2,485.00	-\$40.00
Alpine Classic	\$29,480.00	\$27,516.99	\$1,963.01
Pas de Deux	\$2,355.00	\$1,563.73	\$791.27
Clarence Classic	\$14,280.00	\$16,308.40	-\$2,028.40
Three Rivers Rally	\$2,170.00	\$1,537.00	\$633.00
Autumn Challenge Rally	\$2,880.00	\$2,738.50	\$141.50
BFC 2014	\$12,301.00	\$11,527.84	\$773.16
	<u>\$87,227.00</u>	<u>\$89,706.75</u>	<u>-\$2,479.75</u> Loss on Events

#### Income:

Membership Fees	\$14,219.30	
Club Plate Fees	\$1,356.00	
Regalia Stock sale	\$35.00	
<i>Monies collect from raffle BFC</i>	\$318.55	<i>To be donated to a Charity</i>
<i>Adj Alpine Classic Oct 14'</i>	1,896.00	215.00
<i>Adj 2014 BFC expenses in 2014/2015</i>		-1,417.60
<i>Adj 2013 Drive day from 2012/2013 year</i>	-300.00	-5,369.50

#### Expenses:

Club Magazine & Printing	8949.45
Insurance Oamps	354.75
Web Fees & Domain registration	536.17
Hall Hire (Meetings)	1800.00
Christmas Party	2750.76
CMC Affiliation Fee	180.00
PO Box Rental	168.00
Cams Affiliation Fee	1090.00
Cams Awards Night representation	200.00
Year End Trophies	311.00
Postage/stationary club Membership	151.40
CMC Eastern Creek Display Day	180.00

**As per Bank Reconcilliation      S/Total      \$104,751.85      \$99,806.18      \$4,945.67**

Less Raffle monies to be donated to Charity	\$318.55		-\$318.55
Less 2014/2015 Alpine Classic Adjustments	\$1,896.00	\$215.00	-\$1,681.00
Less 2014 BFC expenses paid in 2014/2015		\$1,417.60	-\$1,417.60
Plus interest from Term Deposit			\$1,066.76

**\$2,595.28 Profit**

Term Deposit as at 28 March 2012	\$28,163.46	
Term Deposit as at 28 March 2013	\$29,230.22	Return of \$1,066.76 From investment

CRC	Bank Reconciliation as at 30/6/2014		
Opening Balance	1/07/2013	5,927.02	CR
Plus deposits to	30/06/2014	104,751.85	
		<u>110,678.87</u>	CR
Less payments to	30/06/2014	99,806.18	
		<u>10,872.69</u>	CR
Bank Statement as at	30/06/2014	10,872.69	CR
	Balances with Statement as at 30/6/2014		



17/09/2014

## 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 <a href="mailto:xanth@iprimus.com.au">xanth@iprimus.com.au</a>
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 <a href="mailto:alpineclassic@hotmail.com">alpineclassic@hotmail.com</a>
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](http://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.

30/08/14	6/09/14	Classic Outback Trial		
	9/11/14	Marulan Driver Training Day	Marulan Driver Training Centre	<a href="mailto:crc.pres@classicrallyclub.com.au">crc.pres@classicrallyclub.com.au</a>

**Provisional 2015 CRC Events Calendar** Note: none of these dates from April onwards 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 - <a href="mailto:normansoz@optusnet.com.au">normansoz@optusnet.com.au</a> 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 - <a href="mailto:normansoz@optusnet.com.au">normansoz@optusnet.com.au</a> 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	



## The final words on the COT 2014



A wheel came off!



A Spectator



The Finish

Contributors to this edition: Mike Batten, Phil Bernadou, Xanthea Boardman, Geoff Bott, Chris Brown, Grace & Steve Brumby, John Cooper, Steve Hollowood, Andrew Hutchison, Tony Kanak, Lui MacLennan, Gary & Wendy Maher, Tim McGrath, Starr Mifsud, Tony Norman, Ian Smith (Autopix), Steuart Snooks, Lindsay Trevitt, Ross Warner and Jeff West. Thank you all.