



# Rally Directions

The official Organ of the Classic Rally Club Inc.

February 2015



*In this issue:* Geoff Owens had a run in the Twilight Rallysprints at S.M.P. in his Datsun 260Z with Vince Harlor navigating. Dave Oliver of DOPHOTO.com.au took this great photo of the Datto as well as the others of the event in this issue. Also inside we have details of our Rally Legend John Bryson's exploits and all you need to know about Chev. Corvettes, along with coverage of the CRC Training Day and more.

*Upcoming events:*  
(Full details inside)

- \* **Saturday 28th February 2015.** Highway 31 Revisited. Our first Championship event of the year is a one dayer starting and finishing in Mittagong. Enjoy all the usual features of a CRC rally as you explore the old Hume Highway. Tony Norman will accept late entries up until the Club meeting on Tuesday 24th February.
- \* **Sunday 29th March 2015.** Wollondilly 300. A new event on our calendar from Mike Batten and his crew. Start in Penrith, finish at Sutton Forest. Masters, Apprentice, Tour and Social Run categories with no unsealed roads for Tour & Social Run & less than 2.0 km of good dirt for the rest of the field.

## Classic Rally Club Officers and Contacts 2015

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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.

## JOHN'S JABBER

Here we are up to February already, seems like only yesterday I was on my Christmas break with the family and grandkids. I wish I was still there, but some of us have to keep working and plodding along. My thoughts are with all you retired ones, one day I'll do the same.

On the rally scene the club has conducted a Navigational Training Day, run by Tony Norman with the intent to help those who are contemplating the step up from Tour to Apprentices, with map reading and road plotting. Thank you Tony for your efforts and I assume he will have a report elsewhere in this edition. Tony's Rally, "Highway 31 Revisited", the first for the year will be on Saturday 28<sup>th</sup> Feb. If you don't have your entry in by now you better move quickly. Mike Batten's rally, "The Wollondilly 300" follows Tony's on Sunday 29<sup>th</sup> March.

Don't forget that a few of our members compete, and a lot of us head out to watch, in the NSSCC Thursday night Rally Sprint Series at the Eastern Creek (Drag way). It's a free entry night and a good spectacle and a good opportunity to catch up with rally enthusiasts. The Feb meeting was held on the 19<sup>th</sup> and the last event for this summer is the March 19<sup>th</sup>.

For those of you interested or contemplating doing Targa style events, Geoff Bott has produced an information booklet on all the necessities. It can be found on Geoff's Facebook page "Targa Skyline" or the club's page, or by contacting Geoff for an email copy.

As your President one of my intentions was to beef up our monthly meetings with some guest speakers, not someone trying to flog us products but someone interesting, like Colin Bond, rally and racing legend. Colin has agreed to come to our March meeting – this is 90% confirmed at this point and we will announce details in the next magazine. It should be good to hear some of his rally stories. This is courtesy of Peter and Sharyn McAlpine, and if you know of or can persuade suitable speakers please let me know.



February's FFFF at Liverpool was well attended, with good company, cars and food. We now seem to hang out at the pizza shop next to Harry's Café de Wheels. The March FFFF is a drive to Bulli Beach and a chance for all our Southern friends to come along and meet up. If you can make it for a great drive through the National Park and Coast Road we will see you there.

Until next month, see you along the rally route.

John

## PRESIDENTIAL NOTES

### Club Membership

Glenn has been busy processing all our club membership renewals and getting our club membership cards out to everyone who has already renewed. Don't forget to renew ASAP, if you're reading this in your posted mag or email these may soon disappear if memberships aren't renewed, and most importantly if you have a club plated car, no membership, no registration.

We are also looking for all those previous members and new members to come along, get back into the Classic Rally Club, for rallies, trials and socials, and much, much more.

### March 2015 FFFF

For those heading down to Bulli from outside the area of Bulli, or those just wanting a convoy, smart drive through the Royal National Park and Coast Road. Meet at Loftus Oval Carpark from 6:30pm and we will leave at 7:00pm sharp, if you miss the start head straight to Bulli Beach Café, Trinity Row Bulli, and hopefully a large number of Southern members and friends can go straight there to meet and greet us. There is a large selection of good food, drinks, ice-creams and it is licensed.

### \*\*\*April's FFFF is Good Friday.

Nothing has been booked. An informal drive or catch up could be planned by yourselves if you wish.

## Club Plate Rego

Here an interesting piece found on the Australia Confederation of Motor Club's Facebook page. If this scheme can get approvals up and running, along with our current Club H Plate and R Plate rally rego, it would certainly fill a gap and need for a lot of other vehicles, especially those rally cars that may be too altered or modified for H Plates but don't have a CAMS logbook for R Plates. Let's keep an eye on this and show our support.

*"...Dear all motor enthusiasts,*

*I can understand why there is a little concern and confusion amongst a minority of enthusiasts on H plates about the current discussions surrounding a Modified Registration Scheme. The H plate scheme is a perfect balance of club/enthusiast organisation and self-policing in NSW. It is a scheme to be admired and the individuals involved applauded.*

*It is disappointing therefore that some individuals in our community are suggesting that we are seeking to change the H plate scheme. Nothing could be further from the truth!*

*To my knowledge, NO ONE, not the Minister, the Ministers staff, the RMS, the ACMC nor myself are advocating 'any' change to the H plate scheme.*

*What is being proposed is completely separate, a completely additional registration scheme for people who own modified vehicles. It would give them a home, it would bring a great number of safe, roadworthy vehicles, out of their garages and onto the system, more revenue for the RMS and Government, affordable enjoyment for their owners and support for our \$11bn aftermarket industry that supports 30,000 jobs.*

*In the last, nearly four years of enthusiast unity through the ACMC, we spent the first 2 years saving our community, the subsequent two years have been spent improving conditions, too numerous to list, through a Minister who listens to our concerns and takes a considered approach for the greater public good (the VSWG is proof of that).*

*The ACMC is based on mutual support across disciplines, the modified discipline has the support of the ACMC for the proposed concept of a Modified Vehicle Registration Scheme, and that includes Historic/Classic/Vintage representation, because that representation is across the issues and understands that it has absolutely no negative impact, what-so-ever, on the existing Historic Plate Scheme.*

*Kind regards, Alan Hay Patron of Australian Confederation of Motor Clubs"*

## **CRC POSITIONS VACANT - John Cooper**

As I have previously stated, the Club needs more people to step up and lend a hand with some club duties. We have a few positions that need consideration from you and are required now or in the future; these are:

**Magazine Editor**

**Christmas Presentation Co-ordinator**

**Christmas Fun Rally Co-ordinator**

**Regalia Officer**

**FFF Co-ordinator**

**Rally Officials**

Bob Morey has done an outstanding job as Editor of our Rally Director's magazine and will be retiring from the position at the end of this year. We need someone to take over with the skills to maintain the high standard Bob and previous editors have set. If you are interested now might be the time to come forward so that you can learn the ropes from Bob, which may make the change over fairly effortless. Think about this one.

*Comment from Bob:* *Thanks John, the Editor's position is a great way to be involved in the Club's activities. You get to hear all the news first! The basic functions of M.S. Office are all I use to produce the mag. When I started 3 years ago I had never used desk top publishing software. The Club has provided a lap top, and the software for the Editor so the only extra needed is an internet connection. I very rarely have to hassle anyone for contributions. I am happy to produce the mag. till November this year and will do all I can to assist anyone interested in taking on the Editor's role.*

## END OF YEAR PRESENTATION AND CHRISTMAS PARTY

Our end of year presentation and Christmas function is a free event designed to give something back to our members. 2014's event took place in December, just before Christmas, and was attended by just over 100 members and their families. It was again hosted by the Birks family on their property at Oakville. A very big thank you to Mike and especially Chris for all your organisation, the use of your place, Chris's excellent catering and also to all your helpers. Sadly their generosity is no more as they have sold up and moved to the South Coast for retirement, so plans are already underway for a new location.

As tradition has it there was a fun rally run to get to the Christmas party venue, for which we owe many thanks to Mike Birks, Ted Norman, Tony South and Laurie Mason for another great run called "Haulin' the Hawkesbury". Everyone seemed to really enjoy the event. On arrival at Oakville we were spoiled with prawns and nibbles before an excellent feed was served up to us.

The presentation kicked off with one of my first declarations as Club President in honouring some of our club members with "Rally Legend" status. Framed certificates were presented to Barry Ferguson, Dave Johnson, John Bryson and Bob Holden (who unfortunately couldn't be in attendance on the day. We will catch up with him later).

John Bryson presented the "Bryson Family Award for Sportsmanship", which went to Ted Norman and Tony South for their assistance to a competitor on the Clarence Classic, going out of their way with their car trailer to rescue a broken down competitor's vehicle (no names or brand of car).

The "President's Award" went to Len Zech and Glenn Evans for their photo shoot contributions throughout the year, especially on the Alpine where they continued on regardless of their unfortunate episode with a tree.

Pas De Deux trophies were presented by Jeff West and Wendy Maher, as were "Haulin' the Hawkesbury" trophies that were becoming a bit soft.

The main awards went to:

### TOUR DRIVER

1<sup>st</sup> Place – Greg Yates / 75pts

2<sup>nd</sup> Place – Jim Baird / 61pts

3<sup>rd</sup> Place – Len Zech / 54pts

### APPRENTICE DRIVER

1<sup>st</sup> Place – Chris Hallan / 116pts

2<sup>nd</sup> Place – Doug Barber / 110pts

3<sup>rd</sup> Place – Tanya Arthur / 93pts

### TOUR NAVIGATOR

Eq. 1<sup>st</sup> Place – Karen Yates / 61pts, Eq. 1<sup>st</sup> Place – Lachlan Baird / 61pts

3<sup>rd</sup> Place – Glenn Evans / 54pts

### APPRENTICE NAVIGATOR

1<sup>st</sup> Place – Phil Stead / 117pts

2<sup>nd</sup> Place – Xanthea Boardman / 110pts

3<sup>rd</sup> Place – Dominic Votano / 109pts

### MASTERS DRIVER

1<sup>st</sup> Place – Peter Reed / 153pts

2<sup>nd</sup> Place – Rob Panetta / 147pts

3<sup>rd</sup> Place – John Cooper / 132pts

### MASTERS NAVIGATOR

1<sup>st</sup> Place – Mike Batten / 153pts

2<sup>nd</sup> Place – John Henderson / 146pts

3<sup>rd</sup> Place – Lui MacLennan / 123pts

**RIISING STAR IN A RALLY CAR** went to Lachlan Baird.

Congratulations to all the place getters and also congratulations to all the competitors in all categories for your participation in our events.

To cap off the formal awards the new perpetual trophy of "A Halda in a Metal Case" Encouragement Award presented by Ross Warner to someone that had made a big mistake during the year went to Carol Both (Surprise, surprise).

It must be noted that on the day Lachlan Baird was presented with a 2<sup>nd</sup> place trophy, not Eq. 1<sup>st</sup> in Tour which was an oversight by us and our sincere apologies if we caused any discontent or confusion to him or his family.

John Cooper

## COMPETITION SECRETARY REPORT FOR FEBRUARY

Our year got underway early this month with a non-competitive Training Run, for the benefit of newcomers and those members who wanted to try navigating at a higher level. There was a total turnout of 13 crews with 1 attempting Masters, 7 trying Apprentices and 5 opting to do Tour. All but one team, namely Peter and Valerie Jakrot, were new to CRC events and from the comments at the finish I hope we may see some of them again through the year. Our next events are as follows:

**SAT 28TH FEBRUARY - HIGHWAY 31 REVISITED.** Entries have been coming in over the last couple of weeks and as of 14th February we have 22 confirmed teams. Thank you. Remember the closing date is **24TH FEB** at the CRC meeting. Note that posting your entry on this date will not qualify you for inclusion in the rally! Otherwise I think everything is going well and I look forward to seeing all entrants in Mittagong.

**SUN 29TH MARCH - WOLLONDILLY 300 .** Details of this event can be found elsewhere in the magazine and Entry Form/Disclaimer and Supp Regs can be downloaded from the CRC website. I am sure Mike Batten will be putting on an interesting! event so would encourage members to get your entries in early - it makes the Director's task so much easier.

**SUN 19TH APRIL - LUNCH RUN.** Not one of our formal rallies but a chance to get out and enjoy a stress free drive. Greg and Karen Yates will be the primary organisers and as of writing I understand that they are looking to head north of Sydney to a suitable lunch venue. More details to follow but again please make a note of the date.

**SAT 30/SUN 31 MAY - BARRY FERGUSON CLASSIC.** This 2 day event, organised by Dave Johnson and his team, will be run as a Touring Assembly this year. Masters and Apprentices route may have more than the typical amount of un-sealed roads but Tour will be predominantly on sealed roads with only minor sections of good gravel roads. The event will use Cootamundra as its base, as per 2014, so expect to be travelling on roads not usually encountered on our regular other events.

**SUN 21ST JUNE - AROCA TOUR D'COURSE.** The date for this year's event is a little earlier than usual but I am sure however that it will be just as enjoyable as previous years and that the organisers will find a suitably attractive lunch venue to match their high culinary standards!

Details of our events in the 2nd half of the year will be included in later editions of Rally Directions.

We anticipate a full and entertaining year of events and hope that members will support the Club and its Rally Directors to make the time and effort put in by these people worthwhile. And I personally agree with that last paragraph!!

Hope to catch up with everyone through the year.

TONY NORMAN - COMPETITION SECRETARY. Contact Mobile No: 0402 759 811 - not after 9pm.



### TOURING CODE - Provisional

The new CRC Touring Code (which will be considered and eventually adopted by CAMS) is now available and can be viewed and downloaded on the CRC web site by using the following link;

[http://www.classicrallyclub.com.au/docs/provisional\\_crc\\_touring\\_code.pdf](http://www.classicrallyclub.com.au/docs/provisional_crc_touring_code.pdf)

The CRC Touring Code has been adopted as a provisional document for the current year, after which we will review it and consider what changes, if any need to be made. These will be the rules for our TAs after March for the rest of 2015. We suggest those competing in our event from April onwards read this code. The code will now replace many sections of Supp Regs, so both organisers and competitors need to refer to it.

**Note from the Editor.** The deadline for the March edition of the magazine will be one week early than usual in relation to the monthly Club meeting. I am going away mid March. Please have contributions for March's mag. to me by Friday March 6th, thanks.

Bob Morey



## Invited Event - (Classic Rally Club) Saturday 7th February 2015 / WRITE UP



Last weekend Saturday 7th February 2015 saw the Classic Rally Club's pre-season rally, held out in West Pennat Hills.

The FIAT club was again kindly invited to participate. We are happy to say there were several FIAT Club members join the day, some in FIAT's while others bought some very interesting and varied cars.



The day was a fun way to learn and try out what is involved and required to undertake a classic car rally without the pressure of competition points. The best part was it was free!

Thank you CRC and all who participated!

**Giovanni Ciampa**  
( social events co-ordinator )  
FIAT CLUB of NSW Inc



## CRC Training Day - a Thank You from Craig Walsh

Dear Tony,

Thank you for organising today. Despite the breakdown, Sean and I had a great day. It was a good opportunity for Sean to try the Apprentice instructions. This should prepare him for the next few years, post 12yo (currently 10yo). Plus I relish these one-on-one days with Sean.

Sean did well doing the mapping. He understood that, and even corrected me in one leg when he identified a shorter mapped route than I had (he was very proud to tell you that!). Having said that, Mike Batten pointed out to us that we had made a mistake by not paying close enough attention to the instructions. Thanks, Mike. Lesson learnt.

Sean was a bit slack in terms of his instructions to me converting the mapped route to the road. We learnt lots there and now we have an agreement whereby he measures the distances to the next turn and tells me how far we need to drive. By mid-event, that was working well and we were back on track and getting it right.

I'm still not sure what happened to the BMW, but it is currently without fuel pressure. We stopped on a side road in the shade (that we knew to be off the route) to re-group and work out where we were and where we were headed.

Car would not start!! Called NRMA and no fuel pressure, but fuel pump working ok. End result was that we were trailered by NRMA to Wardsport in Brookvale. Michael Ward met us there and locked the car away for an inspection on Monday. Wonderful service by Mike to interrupt his Saturday evening.

I was very surprised at this as NEVER has this car let us down due to mechanical failure (in 11-12 years). Yes, I have crashed at Targa Tasmania on a couple of occasions requiring some running repairs, but always the car has been 100% mechanically reliable (only driver error). I will be keen to hear of the problem and (more importantly) the long term solution. Mike Ward will be onto it on Monday.

I thank you and all of today's CRC team for making Sean so welcome today, and more generally at these events. Everyone (especially you) makes Sean so welcome and that means a great deal to me.

We will "apply" for a school sport dispensation for the event in 3 weeks and hopefully can enter that in Social. Sean and I are keen.

Thanks again for organising these events, especially today. See you soon.

Regards,

**Craig Walsh**

## Northern District Sporting Car Club Twilight Rallysprints - Steve Brumby.

It would have been interesting to have been there when the conversation took place. "Hey – why don't we run a tarmac rally sprint competition around the carpark at the dragstrip at Sydney Motorsport Park? Let's do it on a Thursday night!"



It is a fabulous concept that really is a credit to the organisers at North Shore Sporting Car Club. They also took the risk of making it a single club activity meaning you have to be a financial member of the club to compete and it has been a successful membership drive for them as well.

The concept is simple; sprint through the 3.5km course laid out in the carpark and through the dragstrip at Eastern Creek as quick as you can for 5 times with your best 3 times aggregated to give you your final result.

I have managed to secure a navigator's seat with a friend, Brad Arnold in his very well prepared and presented Datsun 1600 dirt rally car. I owe a lot of my motorsport ignition to Brad. When he married my wife's best friend he talked us all into coming along to a Hills District Car

Club motorkhana and it triggered me into buying the Alfa and joining the CRC so it's been great to get into a car with him.

CRC has been well represented at these events with Geoff Bott's "Arnold" GTR a regular runner as well as Vince Harlor in the left seat of the 240Z along with a constant group of spectators from the club.

Having "navigated" the course 10 times now I could certainly do it in my sleep and so should our drivers but as a determined navo I like to think that I continue to add value to every run.





I am now able to make such comments as 'long straight' and 'don't run into the barrier like we did last time'. At our first hit out on our first run (on gravel tyres!) we managed to slide sideways into the barriers of the first chicane. Although our hit was pretty soft the damage was real and disappointing on such a well presented car. The hit was on the passenger side so; of course it was my fault.

As I said NSSCC have had an increase of membership due to the event. When you consider they have extended the field to accommodate over 80 cars and all the crews have to be members I'd say they are doing pretty well out of it.

Their online membership system is also pretty slick and I note that when you use the PayPal payment option it sets up a 12 monthly automatic payment so if you don't opt out you are a member for life!

All of those 80 odd cars are interesting, with dirt rally cars, tarmac rally cars, race cars and even drift cars represented. Of particular note at the last event were Neal Bates and Coral Taylor in the Celica GT4 WRC, a very quick BMW E30 – the fastest 2WD car. The sensational looking and very quick Lancia Stratos replica, and for the muscle car fans amongst us a very sharp Valiant Charger.

From a spectators perspective it is a very accessible event. You park in the "paddock" among the competitors for a start and because of the layout there are one or two points where you can take in almost the entire layout. I'd certainly encourage attendance.

The final two rounds of the series are Thursday 19 February and Thursday 19 March. Drivers brief is generally around 5:15pm with recce runs at 5:30 and competition kicking off at 6pm. The event generally finishes around 10pm.

Steve

## THE ROAD TO MANDALAY RALLY/TRANS AMERICAN RALLY by John Cooper.

CRC Club Ambassadors Gerry Crown and Matt Bryson are currently competing in the 2015 Road to Mandalay Rally which started on the 1<sup>st</sup> of February. This is a 24 day event which starts from Singapore, drives up through Malaysia into Thailand, on to Burma and finishes in Rangoon after driving The Road to Mandalay. They will again be in the Leyland P76 with which they came equal second in the Trans American Rally in 2012.

I understand this is a shake down for the return entry to next year's Peking to Paris Rally, when they defend their winner's title. At the time of writing this info for the February issue of the magazine Gerry and Matt were in 1<sup>st</sup> position on day 10, leading the rally, but things may have changed by the time you are reading this. I am sure we will get an updated full report from either Steve or Matt for inclusion in a later mag.

Gerald Lee posted the following message on the CRC facebook page, which we share here in the mag:

*"While we've all been cheering on Gerry Crown and Matt Bryson in leading the Road to Mandalay Rally, we seem to have overlooked the efforts of another of the CRC family... the NZ all-girl crew of Heather & Joanne Worth in their Volvo Amazon. Some of us will remember this incredibly enthusiastic pair when they came over to do a couple of our events last year. They seemed to have just hit their straps on the Road to Mandalay with 4<sup>th</sup> fastest time on day 7 stage but unfortunately have encountered major engine problems and are now limping along on 3 cylinders. They certainly are a couple of determined Kiwis – I notice they won the Spirit of the Tour Award at this years Targa NZ AND they've entered the 2016 Peking to Paris!"*

Hopefully the girls got their car sorted and back in the competition without losing too many places, again by the time you are reading this the rally will almost be over and we will have an update at the February meeting.

Speaking of Trans American Rally, CRC members John Henderson and Jeff West will be backing up their Sydney to London Rally with an entry into this year's Trans American in June. Starting on the East Coast in Nova Scotia and travelling across America to finish in San Francisco 22 days later.

With the Volvo staying in the shed in Australia John has bought a 1973 Corvette T-Top 350, 4 speed, in Kentucky USA and is having some work done to it ready for the Rally in June this year. This all sounds fantastic and hopefully John will keep us informed with regular updates along the way and after the event, just like the Sydney to London. You can follow progress on his Facebook page, "John and Jeff do Trans Am 2015".



Check out the website of ERA, The Endurance Rally Association for information on both of these rallies. Also Steve Maher does a great blog for the P76 adventures and daily updates at his Facebook site "P76 On The Road To Mandalay 2015". Like these pages to follow along, even give all the guys some encouragement and feedback.

John

### VALE ROBERT WORBOYS – John Cooper



It is with sad regret that we have lost another of our CRC members, far too early, with the passing of Rob Worboys aged 75. Rob passed away peacefully in his sleep on Australia Day 25<sup>th</sup> January 2015 at his home in Orange.

Jeff West had lunch with Rob on the Thursday before and Rob played his weekly beloved comp golf on the Saturday before going home to bed that night. Rob leaves his three sons, brother, sister, grandkids and many friends, to all of whom we wish to express our thoughts and sympathies.

A small contingent of members from our club attended Rob's funeral in Orange. Rob had been an active member of our club for many years and with Jeff West won the Club Championship Driver in 2005 and 2007. He had just won the 2014 Bathurst Light Car Club's Navigational Trial Series.

Rob had competed in all forms of motorsport over a long period, including hill climbs, ARC and NSW rally series', motocross and track racing. He designed and built his own hill climb specials, had owned and driven such cars as the ex John Goss Tornado and ex Colin Bond Round Australia Ford Works Cortina. Being predominantly a Ford man Rob operated the Ford Dealership and NRMA agency in Blayney, and was a self-taught and competent motor mechanic from an early age, working on and for his parents farm at Spring Hill. The many Facebook condolence messages left on our Club page overwhelmingly describe him with the word gentleman.

This gentleman will be remembered and missed by many.

Rest in Peace Rob

## A Brief History of Corvettes by John Henderson

Somewhat inspired by having just bought a Corvette to do the Trans America Challenge later in the year with Jeff West, I thought some words about the earlier Corvettes would be of interest.

The Corvette's origins are a little unclear: some say returning US servicemen, having seen European sports cars wanted a home grown one, others that Harley J Earl, GM's chief designer fell in love with the XK120 when he saw it at Watkins Glen in 1951 and wanted the world's biggest company (at the time) to have a sports car on its menu. Either way in 1953, GM's Flint, Michigan plant produced the first run of 300 Corvettes, all white with red interiors, powered by a 3 carb straight 6 with a 2 speed auto. For a little extra you could order a heater or an AM radio.



extra you could order a heater or an AM radio.

The undeniably pretty (at the time) body covered what was basically a 1952 Chev sedan chassis and suspension, albeit with better steering and a quicker motor. It really wasn't a sports car in any sense, but it was the beginning, the first generation Corvette. In 1955 a small block V8 replaced the 6 cylinder in 1955 and the 6 was never seen again. In 1957, fuel injection on a 283ci V8, 4 speed box and an optional tachometer could be had on a car that could do 132mph and even handle somewhat. Somewhat.

The Corvette continued to develop both in styling and power until the end of the first generation (or C1) in 1962. The trademark four round tail lights had appeared the year before and the engine was now the well-known 327 V8.

The second generation in 1963, called the Sting Ray, saw a completely restyled body, with hidden headlights and a transverse leafed independent rear suspension. This was a car that Corvette chief engineer, the legendary Zora Arkus-Duntov, was not ashamed to be seen driving in Europe. And Corvette started racing.



1965 was an interesting year. The first big block (a 396 V8) was introduced, fuel injection was discontinued - and didn't come back for nearly 20 years - and 4 wheel disk brakes with 4 pistons per caliper - became standard. Pretty revolutionary in '60s America.

The end of the second generation came in 1967: the same year that the L88 big block was introduced along with a safety inspired split braking system. The L88 was officially rated by GM at 430hp but privately tested at over 500hp. The muscle car era was really here.

The C3, this time called the Stingray, came out in 1968 with the big block option now 427ci or 7 litres. The fuel crisis had not yet arrived. C3 Corvettes also had a targa roof option with a separate panel on each side for those who didn't want to fiddle with a convertible top.

By now the Corvette was being openly compared with the Jaguar E-type, although the most optioned-up Corvette was a good 20% cheaper than an E-type.



They had a lot in common - good looking bodies with huge bonnets (hoods in the US), plenty of power, 4 wheel disk brakes, fully independent suspensions and small cabins with lots of instruments. But they were built to very different philosophies. Finesse vs brute power, perhaps. The E-type was a much more sophisticated car in most respects - plus it had a boot, albeit a pretty small one.

The Corvette was still, in many ways, a fancy Chev sedan with a plastic body and IRS. For some reason there are many songs featuring Corvettes, not so E-types. Maybe that says something about the cars - or maybe about the owners...

The Jag's sophistication came at a price. Damage that gorgeous E-type bonnet and you are without the car for some time while the panel shop painstakingly repairs and realigns it. Do the same on a 'vette, and Bubba with a tin of resin can do a pretty easy repair job. Inside the engine bay, if anything goes wrong on the Jag, it's an expensive exercise. The American V8 might be agricultural, but that's part of its attraction - simple to fix, and for the hothead, easy to get a lot more power out of it. And the Corvette wasn't blessed by the Prince of Darkness and it didn't have a penchant for leaking oil!



Just for fun, here's a photo of my car head to head with an E-type convertible of the same vintage. OK, the E-type is pretty! 1973 was cosmetically interesting - and unique - for the Corvette. It kept the chrome bumper of earlier years on the rear and had the first of the impact absorbing urethane bumpers on the front. Chrome bumpers were never seen again.

On the track, they were both pretty competent in their own ways. The Jag took to it naturally and the Corvette's power and 50/50 balance helped overcome a suspension perhaps more suited to the drag strip. But with a little attention to detail and some decent shocks, they handled surprisingly well.

By 1970, Corvette engine capacities had increased to 454 for the rat motor and 350 for the mouse. But the rot was starting to set in for these sort of performance cars. 1974 was the last year for the big block in Corvettes and various forms of pollution control strangled the 350. In 1982, the last year of the C3, it had only 190hp. It was also the last year for the 8 track stereo, which I'm sure none of us miss.



I rather lost interest in Corvette models after 1973 when urethane bumpers took over and the engines got strangled. But things have changed somewhat: in the US now you get an enormous performance bang for your buck out of the current Corvette. It's priced at \$79k vs \$153k for a comparably equipped Porsche 911 Turbo. Hmm... I'll finish with a quote from Chevrolet:

"Z06 is engineered to be lightweight and rigid with an aluminum space frame, carbon-fiber hood and removable carbon-fiber roof panel. It was also

designed to be powerful, with a supercharged 6.2L aluminum V8 engine delivering 650 horsepower and 650 lb.-ft. of torque....and a choice of two transmissions – a 7-speed manual or an all-new 8-speed paddle-shift automatic – as well as a choice between coupe and convertible."

If our government wasn't so greedy for car tax dollars, I reckon you'd see a few of those on the roads in Australia.

John Henderson

## The Unrecognised Impacts of Automotive Vacuum Leaks - Tony Kanak

It was in a typical, traditional English pub in Lancashire that I overheard this discussion. Whilst on holidays in the district, early in January 2015, I had popped in to sample a pint of the local ale. For now- to avoid bringing too much notoriety to this pub and the actual town, I'll keep the name of both to myself.

The history of this pub needs a little elaboration though, to put the theme of this note into context. You see, in the UK it is not only in the hallowed halls around the major universities of Oxford and Cambridge that the English educated types known as boffins, are known to congregate. It turned out this pub had a history as a meeting place since the industrial revolution, for boffin types to discuss their work, ideas and thoughts.



Only the plaque in the attached photo gives any of this history away- as Frank Whittle- the father of the jet engine used to frequent this place. I suppose this was such a noteworthy event in the pub's history that it couldn't escape such a plaque? Also for those whose English geography is a bit rusty- the major UK nuclear installation of Sellafield is a bit further up the west coast, from this town- which is simultaneously near enough and far enough away from the Sellafield security to enable convivial discussion on perhaps complex or esoteric scientific matters.

Now on to what I overheard...

The subject of the discussion was the issue of the impacts of vacuum leaks on automotive engines, and the little recognition, so far, of the seriousness of this subject.

You see there are huge numbers of cars and internal combustion engines presently in regular operation, and a common feature of their operation is the vacuum that exists within the inlet manifolds of these engines. Between the carburettor butterfly(ies) or the throttle body (if fuel injected) and the inlet valves- a gas column at less than atmospheric pressure exists. Expressed crudely, this low pressure zone, or partial vacuum within the inlet manifold- is what causes fuel and air to be admitted to the cylinders of the engine when the inlet valves are open.

Over a long period of engine development, this "vacuum", relative to atmospheric pressure has been harnessed to do more and more jobs on engines. It connects with positive crankcase valves (PCV), which were introduced in the 1960s as an early form of engine breathing vapour recovery. It provides vacuum for power brake boosters. It provides signals to a diaphragm attached to the distributor to balance ignition settings with engine load. It also provides operating pressure changes for air conditioning controls on some vehicles, and transmission kick down signals, and information related to emission control systems. And probably more besides, this list is not necessarily complete.

Now many of these connections to manifold vacuum are only via simple rubber hoses. Let's assume four connections per engine, and one billion vehicles in existence- as per UN vehicle number estimates. If only 5% of these vehicles had a "vacuum leak" via ill fitted, missing or deteriorated hoses then, cumulatively that is lot of atmosphere being drawn into these engines, in a way that is not designed for. You see normal air used by engines for combustion in the cylinders is admitted at only small pressure drops, compared to atmospheric pressure, at normal throttle openings. However manifold vacuum can at times reach levels sufficient to lift a column of mercury 760 millimetres!

Now, even based on this conservative estimate about the maintenance of the planet's vehicle fleet, that is perhaps enough "leakage" and a resulting impact on the atmosphere to cause a drop in barometric pressure enough to subsequently cause changes in the weather. Almost everyone knows that a falling barometer indicates change/worsening weather, especially sailors and aviators. The climate change relevance is obvious but unremarked so far!

At this point I'd finished my pint of ale, and in quietly getting up from the poorly lit table in the corner, I had been noticed by the others- and the conversation abruptly ceased. Like many other technical issues of an environmental nature, this one warrants careful thought....

Tony Kanak

## RALLY LEGENDS - John Cooper

It was with great pleasure that as President of the Classic Rally Club one of my very first duties was to create new titles within the Club, the Honorary Award of RALLY LEGEND.

This award I feel was appropriate for someone who has been with, or has had an association with, our club so we can recognise their contribution, achievements and participation in the motorsport of car trials, rallies and motor racing.

In return the club benefits from their association with us. We are able to draw on their experience to mentor, to encourage, to inform and consult, not to mention the bragging rights we have that these long standing competitors are part of the Classic Rally Club.

The 2015 inductees were Barry Ferguson (Australian Rally Hall of Fame), Dave Johnson, John Bryson and Bob Holden.

Over the next few editions of our Rally Directions journal I will have some individual background on our RALLY LEGENDS. This month we feature John Bryson, with this article being published in Australian Rallysport News by another club member, Jeff Whitton. Written some years back Jeff has kindly given permission to us to re-print it in our magazine.

### John Bryson: a rallying living legend

*The term "Living Legend" tends to be a little overdone these days but somebody would have great difficulty in convincing me that the term was misplaced when talking of legendary rally competitor, John Bryson. Mention Bryson's name these days and those 'in the know' will immediately associate him with many other great names in rallying – Andrew Cowan, Roger Clark, Evan Green, Ken Tubman, Barry Ferguson, Doug Stewart and so on. Jeff Whitten takes up the story:*

In his heyday one of Australia's most capable and experienced competitors on both sides of the car, John Bryson has probably had more successes in his 44-year competition history in a wide variety of events than almost any other rally competitor.

Need proof? His record of outright wins and significant placings in the Southern Cross Rally (three wins), the 1968 and 1977 London-Sydney Marathons, the London – Brighton Veteran Car Run, the Mallee Desert Rally, the Papua-New Guinea Safari, 1979 Repco Round Australia Trial, Total Economy Run, the BP Rally, the ARC, the New Caledonia Safari, the Peking to Paris, the London-Sahara-Munich World Cup Rally and the Trial to the Nile, stand as testament not only to his love of the sport but to his amazing ability. His epic journey in a Leyland P76 through the Sahara Desert with the late Evan Green must also go down as one of the rides of his life.

Rapidly approaching retirement, Bryson may have slowed down a little but the rallying fire in his belly is still very much a-flame. Although most of the events that he has contested in his long career are memorable, the young Bryson first came to real prominence in 1972 when he was chosen by the crack Mitsubishi rally team in Japan to guide

Scotsman, Andrew Cowan, in the Southern Cross Rally which was based in Port Macquarie at a time when there was increasing interest in Australian endurance rallies. Chosen for his record of being a top-class navigator and a great tactician, Bryson teamed up with Cowan as senior navigator for its team to record Mitsubishi's first Australian rally win, leading a classy field of works, semi-works and privateer cars home in their Colt Galant.

Working perfectly as a team, the pair went on to repeat their victory in both the 1972 and 1973 'Crosses, driving a Lancer with full factory support from Japan. Despite concerted efforts from other factory teams, particularly Datsun and Holden, the wily Scot and the laconic Aussie recorded decisive victories and were widely recognised as being an unbeatable combination. That they established star status both here and in Japan, is not surprising. Mitsubishi's participation in motorsport and in particular, rallying, can be indirectly attributed to John Bryson.

It was a result of Doug Stewart's fourth outright in the 1964 Ampol Trial that caused Mitsubishi to think about entering one of their Colt 1000's, a small family car with transverse leaf front suspension and column gearshift, in an Australian endurance event for evaluation.

Stewart teamed with Bryson to enter the Colt in the 12/12 Mountain Rally, an event which they won outright by more than seven minutes. Their win was the first for Mitsubishi outside Japan, the factory so pleased with the result that Stewart was asked to evaluate the next model Colt, the 1100. Two cars were tested over an 8,000 mile course and stood up to the conditions so well that they were handed over to be used as rally cars.

One was used in competition by Doug Stewart who had as navigators Barry Lloyd and Bryson at different times, the other by Colin Bond and Brian Hope. With testing proving successful, factory-prepared Colts were entered for the 1968 Southern Cross Rally, marking Mitsubishi's first step into international rallying. When Andrew Cowan and Bryson won the 'Cross in 1972 in a Galant, Mitsubishi's rallying career really began in earnest. Although he's probably not so bold as to take credit for it, it was partly as a result of Bryson's expertise that the Japanese manufacturer, from that moment on, became such a dominant force in rallying worldwide.



Much of Bryson's reputation can be attributed to his navigational skills, map reading ability and "office management", but he was equally proficient on both sides of the car. No doubt when Mitsubishi were looking for an accomplished all-rounder to accompany Cowan, Bryson would have been on top of their list. As well as having amassed around 180 trophies for his navigating abilities, the Bryson trophy cabinet has even more trophies for driving – 188!

If that's not enough, the list of cars that he's competed in, either as a driver or a navigator is like a "Who's Who" of makes. That's not surprising considering Bryson often contested 50 events or more each year, such was his fascination with rallying and motorsport.

Always a little unconventional, perhaps a touch eccentric, Bryson really had the media working overtime during the 1979 Repco Round Australia Trial when he decided to marry his long-time navigator, Sonia Kable-Cumming, at Broken Hill during the event. It was hardly the best time to get married (they weren't to experience their wedding night until they arrived in Perth 48 hours later) but it was an opportunity that guaranteed them media coverage. Competitors had just two hours to service their cars and grab a bit of rest before they were on the road again, but Bryson's date with his bride was made even more perilous when their turbocharged Mk.2 Escort in which they were competing, broke an accelerator cable and speared off into the scrub on the first stage out of Melbourne. The car nevertheless made it to Broken Hill, with its occupants, in time for the ceremony. As long-time friend and rally companion, the late Evan Green, once said: "Bryson is to navigating what 'Gelignite' Jack Murray was to driving – he does outlandish things, sometimes purely for effect, but usually for a more serious purpose'.

The young John Bryson grew up in far north western Queensland on a sheep and cattle station, an upbringing that obviously whet his appetite for "the great outdoors". He was educated at Brisbane Boys College and went on to become a Civil Engineer, seeing service in the Australian Regular Army when just 18, and spending four years in Japan and one in Korea. Early in his life he became interested in car rallies and trials and took leave from his civil engineering career to work as a journalist for the Sydney Sun newspaper so he could participate in long-distance car rallies. His army experience taught him all about map reading and, more importantly, survival in harsh conditions. The stint at the Sun was followed by a spell at the Daily Telegraph and Modern Motor, his first assignment for Modern Motor was his report on the 1964 Ampol Trial. His time with these organisations was a very rewarding one and he met a number of rally competitors with whom he was later to forge a strong friendship. He credits his introduction to motorsport to Evan Goodwin, who was not only an excellent driver but imparted much of his navigational knowledge on Bryson. "He was the epitome of the average club member who passed the love of rallying on to me," Bryson said. "Then Max Winkless and Jack Forrest re-inforced on me that rallying is a sport, even when sponsorship is involved.

I still believe that today although many people tend to forget that fact. The aim of the game is always sport and enjoyment.”

One of these friends was Evan Green, a journalist, motor racing commentator, rally driver, car preparer and long-distance rally fanatic. Green and Bryson teamed up to compete in a number of events both here and overseas, including the Australian Rally Championship, the Rally of New Zealand, the New Caledonia Safari and the 1977 London to Sydney Marathon in which they finished 10th outright and won their class in a Range Rover. However their biggest single effort was taking a Leyland P76 V8 on the London – Sahara - Munich World Cup Rally in 1973, the dramatic story of which has been told in that fabulous book “A Bootful of Right Arms.” At the time Bryson was running a motorsport equipment outlet at Roseville, a Sydney suburb, and had a number of contacts in the sport who he was able to call on to assist with the building of the P76 and the financing of the project.

When Bryson and Green teamed to enter this event, they had only been together as a team for one season, but Green was impressed enough with Bryson’s ability to know there was no-one better to share this epic with. Bryson’s never-say-die attitude and his unorthodox but successful methods of achieving success at all costs, were one trait Green admired in his navigator. “An example of his unorthodoxy occurred in a NSW rally when John was riding with another driver when a stone broke their windscreen,” Green tells in “A Bootful of Right Arms”.

“They were driving without a windscreen when, on a tight section, a farmer in a truck pulled out of a paddock and drove down the road in front of them. The road was narrow and the farmer, being a typical bush motorist, was reluctant to glance in his rear view mirror, so he blocked the road and prevented the rally car from passing. Dust and stones were pelting into the cabin, horn blowing and light flashing had no effect. At a slow pace, the farmer continued to block the road, unaware of the car behind.” Instructing his driver to pull up as close as he could to the back of the truck, Bryson climbed through the windscreen and onto the car’s bonnet then leaped onto the back of the truck and poked his head through the driver’s window. “Excuse me,” he said, “but would you mind pulling over?” The startled driver did, as Bryson jumped back into the car and took off.

Bryson’s career is best remembered for his navigating and co-driving abilities but despite his expertise in those areas, he is a driver of some repute as well. His mounts have included the mundane and the exotic – from an FB Holden through to a 1934 Wolseley Hornet and a Rover 90. Other mounts have included an Alfetta GT, Aston Martin DB6, Morris Cooper ‘S’, Ford Escort BDA, Mazdas, Peugeots, Falcons, Cortinas, Volkswagens, Volvos and a Subaru FF1100 which he describes as ‘better than a Cooper ‘S’.

Having ridden with so many drivers in his long career, Bryson has no hesitation in naming Andrew Cowan as the best driver he has been with, an opinion gained no doubt from partnering the Scotsman to three Southern Cross Rally wins. “Cowan is closely followed by Doug Stewart, Gerry Crown, Roger Clark, Barry Ferguson, Evan Green and Brian Hilton,” he says. “Roger Clark was certainly the fastest driver I’d been with but I felt safer with Green, Stewart and Crown.”



His opinion of the cars he has co-driven vary enormously, as you might expect, dependent on the types of events the cars were being used in. “For long distance events, the Leyland P76 we used in the London-Sahara-Munich World Cup Rally was without doubt the best car for that event; for twisty stuff I’d go for the Lancia Stratos (he navigated for former waterski star, Ron Marks, in a Stratos some years ago). I love the LA Lancer for club events but it needs a good driver to get good results. I think a big horsepower, rally prepared Escort is the way to go.”

Having competed in so many car trials and rallies over the years, you’d get the impression that John Bryson would have little time for anything else, but that’s far from the case.



His personal high points include being President of the North Shore Sporting Car Club, an honorary member of the Thornleigh Car Club in Sydney, and President of the NSW-based Society of Advanced Motorists for a 10 year period. His rallying career has also seen him, often with wife Sonja, who he credits as being the best navigator ever to share a car with him, officiating, directing and administering hundreds of car club events throughout Australia. He and Sonja were the inaugural road directors and route selectors for the highly-successful "Camp Quality Capers" which not only raised considerable sums of money for children with cancer, but introduced many people to rallying at a higher level.

Retirement? That's not on Bryson's mind just yet – there is still plenty of unfinished business to attend to before then. Although John and Sonja, with sons Matthew and Graham, are wrapt in their huge self-built sandstone home they have built in the hills north of Sydney, the call of the bush will see them back on a rural property when it is time for him to retire from his job as construction engineer with Hornsby Shire Council.

As far as motorsport events are concerned, there's no retirement on the horizon just yet. He and Gerry Crown (of Crown and Andrews board game fame) plan on entering the 'Carrera Mediterrana' from San Tropez to Tunis in April 2005, driving Crown's EH Repco Holden that they used in the Peking to Paris. Then, of course, Bryson is preparing to run a four-state event in 2006 at the request of a number of European competitors to bring them "Down Under" and give them a three week tour of significant parts of Australia with some serious regularity-style rallying as well. This event will be run through the Classic Rally Club because John sees classic rallying as the only way for most enthusiasts to enjoy affordable rallying.

One gets the impression that there will always be events for Bryson to enter in years to come. And if those events look like drying up, then he'll most likely create his own events for others to enjoy. John Bryson is one of Australia's rallying legends yet he doesn't wear this badge on his sleeve, preferring to let others think of him as one of rallying's most successful pioneers. There is so much more to the John Bryson story that this article has not even touched on – it would take many thousands more words to do that – so perhaps the book that he is writing might somehow fill that void.

Though a large majority of Australia's current rally competitors may have never heard his name, his achievements stand in the record books for all to see. Not too many of those competitors will ever achieve the dizzy heights of success that he can lay claim to. People like him are undoubtedly one of a kind.

***Bryson's major events:***

- Rally New Zealand
- Australian Rally Championship rounds
- Grand Prix Rally
- Criterium d' Antibes
- Esso 500 (Winner)
- 1970 Ampol Trial
- Mountain Rally (Winner)
- Mini Monte (2nd.)
- NSW Clubman Series (second twice)
- New Caledonian Safari
- London to Brighton Run
- Total Economy Run (Class win)
- 1979 Repco Round Australia Trial
- Jaamtlands Rally, Sweden.
- Southern Cross Rally (3 wins)
- Peking to Paris
- Trial to the Nile
- Redex Re-run
- 1964 Ampol Trial
- 1968 London – Sydney Marathon
- Round Australia in under 6 days.
- S.A. ARC round
- Papua-New Guinea Safari (Winner)
- World Cup Rally
- Mallee Desert Rally
- 1977 London – Sydney Marathon (10th.)
- BP Rally

In addition to the above major events, John Bryson has competed in hundreds of other rallies, trials, hillclimbs, club events, motorkhanas etc. since 1961.

**FOOTNOTE:** The Brysons are avid collectors of classic rally cars that they will ultimately get around to restoring. The list includes a rather special Mk.1 Cortina for stage-type events, a couple of Mercedes Fintails (a 220 and a 300) and Sonja's 3.5 Rover-engined Triumph Stag. In addition there's a collection of "gunner" cars "that we're gunner get around to restoring one day" – the World Cup Leyland P76, two Cortina GT500s, a Galant two-door, a Morris 1100'S' and a 998cc Mini Cooper "which is why I need to quickly retire to a country property and start restoration", Bryson adds.

**Further comments from John Cooper:** I have reproduced Jeff Whitten's article in full, which being a few years old is now a little out of date, and some corrections and additions need to be included here. John Bryson was born in 1931, he continued full-time employment with Hornsby Council as an Engineer right up until 2013 when his department was closed down and he and others were made redundant, forcing his "early" retirement.

John and Gerry never got to do the "Carrera Mediterrina" but after the 1997 Peking to Paris, finishing 2<sup>nd</sup> in the EH Holden, they contested the Trial to the Nile in 2002 in the EH from Germany, through Eastern Europe, Jordan to Egypt and return, and in 2007 entered the 100<sup>th</sup> Anniversary of the Peking to Paris Rally.

However the road rules in China forbid anyone over 80 years old to drive, which meant that both John and Gerry couldn't compete in the same car. So John handed the seat to son Matthew so he could drive in China and Gerry the rest of the way through the other countries. Their entry in their 1940 Buick suffered mechanical problems with a broken diff housing, but they managed to repair it, get back in the rally and finish, setting fastest time on many stages. They went from 1<sup>st</sup> to last and finished in 20<sup>th</sup> position.

In 2008 Matthew's entry in the gruelling Red Centre Rally saw John Bryson swapping his service crew position to that of navigator just days before the start in Alice Springs, leaving Sonia to do all the driving of the service wagon on her own. John, then aged 77, and Matt were up to 6<sup>th</sup> outright in their Lancer until a broken suspension part put them out of contention but they still finished this epic rally.

The four State, long distance rally mentioned in the article has never been run, due to problems with the European backers. John and Sonia have all the route, permissions and documentation done ready so that one day it may be all systems go. To bring overseas cars and competitors to Australia they believe is still a chance, and if so I'm sure the Classic Rally Club would play a role in providing officials or maybe even the odd competitor.

A couple more great photos of CRCers at the Twilight Rallysprints from DOPHOTO.com.au



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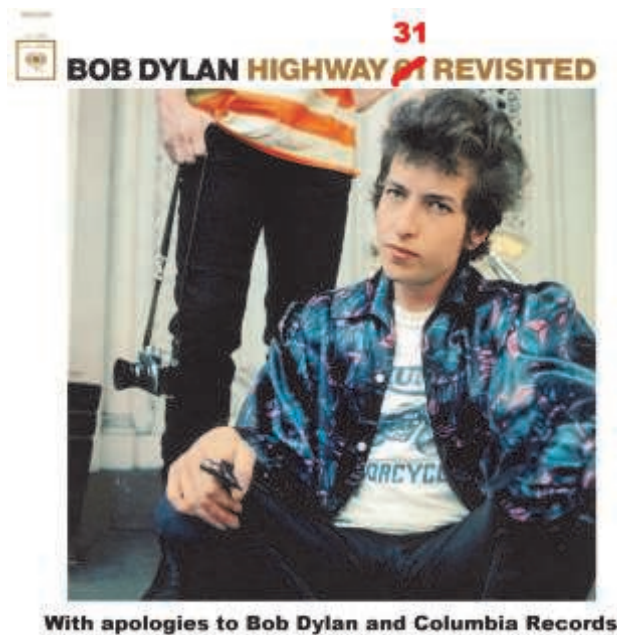
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# Highway 31 Revisited



*Saturday 28th February 2015.*

- \* A One Dayer, this is the first event in the 2015 C.R.C. Championship.
- \* The Start is at Mittagong R.S.L. Club and the route will travel parts of Highway 31, and the surrounding countryside, that you probably forgot existed!
- \* Lunch will be at Goulburn with the Finish back at the Mittagong R.S.L.
- \* The Event will feature the usual competitive navigation categories; Masters, Apprentices and Tour.
- \* The Event will also have a C.A.M.S. Social Licence to allow entrants to participate in a non-competitive category.
- \* Entrants must be members of a C.A.M.S. affiliated Car Club.
- \* The Entry Fee is \$100.
- \* The Supplementary Regulations and the Entry Form are on the Classic Rally Club web site. An Entry Form is in this copy of the magazine.

**TONY NORMAN, EVENT DIRECTOR - Mobile 0402 759 811 or Home 9804 1439.**

# Wollondilly 300

“Back to the 60s”

Sunday 29<sup>th</sup> March 2015



- A One day event covering close to 300 km
- A round of the 2015 C.R.C. Championship
- Start - Penrith Whitewater Stadium Cafe, McCarthys Lane, Cranebrook NSW 2749
  - ◆ Breakfast, coffee and tea are available
- Lunch – a secret location in the Wollondilly Shire. Good quality food supplied
- Finish – Sutton Forest Hotel
- The categories will be:
  - ◆ Masters
  - ◆ Apprentices
  - ◆ Tour
  - ◆ Social Run – a non-competitive category with no CAMS licence required
- Masters and Apprentices:
  - ◆ Navigation is a mixture of that used in the usual CRC events as well as the style of the Barry Ferguson Classic. Accurate map reading will be rewarded
  - ◆ Quality and easy to read maps supplied
  - ◆ The plotting will be relatively straight forward - no cryptic challenges, no working out a route to cross 17 bridges and no map traces
  - ◆ Not many questions with no tricks
- Tour and Social Run:
  - ◆ Route Charting and around 60 km of simple map reading
  - ◆ Social Run can elect to have no map reading
  - ◆ Fair yet challenging questions and no counting a large number of signs
  - ◆ A special detour for a rest break at a spectacular lookout
- A minimum of unsealed roads at the time of survey:
  - ◆ Enjoyable roads, lots of twisty sections and great scenery
  - ◆ Masters & Apprentices – less than 2 km of smooth unsealed roads
  - ◆ **Tour & Social Run – NO UNSEALED ROADS**
- Entry fee \$90
- Enquiries to:
  - ◆ Mike Batten – 02 46 809 269 or 0400 174 579
  - ◆ Peter Reed – 0418 802 972

# Performance Data

From current Autotests

The figures published here are extracts from Autocar road tests of current models or their near-equivalents. The month and year of the test's publication are given in the first column.

**Fuel consumption:** The mpg figure is the overall consumption for our test period, including performance testing. Many owners will achieve significantly better consumption figures, the following formula provides a guide ("mpg" refers to the quoted overall test figure)

DRIVING conditions style	severe	average	easy
hard	-10%	mpg	+10%
average	mpg	+10%	+20%
gentle	+10%	+20%	+30%

	Month Published	Year	Max mph	0-60 sec	D-60 mpg
<b>ALFA ROMEO</b>					
Alfasud	9/73	92	15.1	27.4	
Alfasud Ti	12/74	100	14.0	26.2	
Alfena	4/74	110	10.8	23.5	
Alfena GT	10/75	117	9.4	23.7	
Montreal	7/72	137	7.6	14.9	
2000	3/73	114	9.9	21.8	
2000 GTV	7/72	120	9.2	21.1	
<b>ASTON MARTIN</b>					
V8(A)	9/73	146	6.2	12.4	
<b>AUDI</b>					
80LS	4/73	95	13.2	30.4	
80GL	8/74	101	11.5	34.5	
80GL Estate	8/75	103	12.2	31.0	
80GT	11/74	106	9.5	29.5	
100LS	5/69	108	11.9	23.7	
100LS(A)	9/71	106	11.8	23.2	
100GL(A)	6/75	103	11.9	23.4	
100 Coupe S	3/72	112	10.6	23.6	
<b>AUSTIN</b>					
Allegro 1.1					
SDL	9/75	87	16.5	30.8	
Estate	9/75	87	16.5	31.2	
1500(A)	4/74	84	17.3	23.4	
1750HL	11/74	100	11.0	26.0	
Maxi 1500	5/68	86	18.6	24.0	
Maxi 1750	10/70	89	15.8	24.5	
Maxi 1750HL	12/72	97	13.2	24.8	
<b>BMW</b>					
1802	4/75	96	14.1	25.6	
2002	2/71	107	10.1	25.5	
2002 Ti	12/71	116	8.3	25.4	
2002 Touring	2/72	105	11.1	22.5	
2002 Turbo	11/74	130	7.3	21.7	
316	1/76	100	12.9	23.2	
320	11/75	109	10.2	21.2	
518	5/75	100	14.1	21.6	
528	5/75	121	9.1	19.9	
520i	6/73	114	10.5	22.4	
525	8/74	117	10.6	23.7	
2500	8/69	121	9.3	21.8	
3.0Si	12/71	131	7.4	17.4	
3.0CS	8/72	139	7.5	20.7	
3.0CSL	10/73	132	7.3	16.7	
3.3L(A)	5/74	124	9.9	17.7	
<b>CATERHAM CARS</b>					
Super Seven	9/75	114	6.2	28.3	
<b>CHRYSLER</b>					
180	4/71	99	13.6	23.5	
2-litre (A)	5/73	101	12.8	23.1	
<b>CITROEN</b>					
2CV6	3/75	89	32.7	45.9	
Ami 8	7/70	72	31.7	32.2	
Ami Super	6/73	88	17.1	21.4	
GS	3/71	90	18.0	23.3	
GS 1220	3/73	94	14.9	24.8	
GS Pillar	12/75	94	15.9	28.6	
GS X2	1/76	94	15.4	29.0	
CX2000	5/75	110	12.2	23.2	
SM	8/73	139	8.2	17.9	
<b>COLT</b>					
Galant 2000	2/75	100	11.9	24.0	
Lancer	8/75	95	13.0	29.4	
<b>DAIMLER</b>					
Sovereign II (A)	10/74	116	10.3	14.3	

	Month Published	Year	Max mph	0-60 sec	D-60 mpg
<b>DATSUN</b>					
100A	8/71	86	16.8	34.8	
120Y	9/74	90	16.0	31.9	
140J	8/75	94	15.3	28.9	
180B	7/72	103	12.5	24.9	
200L	6/73	100	12.6	24.6	
260Z 2+2	2/72	120	9.9	23.9	
240C	5/72	103	12.3	21.6	
260C Estate	7/75	98	14.4	20.2	
<b>FERRARI</b>					
365GT B4					
Daytona	9/71	174	5.4	12.4	
365GT 2+2	10/75	150	7.1	11.0	
<b>FIAT</b>					
126	8/73	82	62.2	36.8	
133	8/75	73	28.9	36.0	
127	10/71	83	17.4	32.0	
128	3/70	86	16.3	29.2	
128 Rally	12/72	88	14.3	28.1	
128S 1300	9/75	90	13.9	32.3	
128 Coupe 1300	8/72	89	13.1	28.5	
124	1/72	84	14.6	26.5	
124S (A)	9/73	82	14.8	26.6	
131 1300S	5/75	91	16.1	25.6	
124 Coupe 1800	6/73	107	10.5	24.0	
132S 1800	2/73	104	10.6	23.2	
132GLS	7/74	108	10.4	23.8	
130 (A)	9/72	113	11.4	15.7	
130 Coupe (A)	12/72	116	10.6	20.6	
<b>FORD</b>					
Escort 1300 Ghia					
Popular	7/75	79	20.8	32.1	
RS1800	7/75	111	9.0	25.5	
RS2000	1/76	109	8.6	24.7	
Cape II 1600GT	3/74	104	11.4	27.4	
2000S GT	5/75	108	10.4	24.0	
3000GXL	3/73	122	8.3	20.7	
Cortina					
1300L	10/75	88	16.4	27.0	
1800XL II	9/73	93	15.1	23.7	
2000E	10/73	102	10.6	24.1	
2000E Est	2/75	99	12.6	25.3	
Granada					
2000GL	12/75	85	14.4	19.3	
3000GXL	4/72	113	9.1	19.1	
Coupe	10/74	110	10.3	18.7	
Ghia	6/74	106	10.7	21.0	
Est. (A)	1/73	109	11.5	17.4	
<b>FORD (USA)</b>					
Mustang II (A)					
VB (A)	5/74	97	13.0	20.5	
	4/75	107	10.1	14.8	
<b>HILLMAN</b>					
Imp					
Avenger 1300GL	8/71	80	21.1	32.4	
1600S	8/74	85	17.5	27.9	
1600GLS	10/74	92	14.5	35.0	
1600GLS (A)	6/75	100	12.2	28.3	
1500GT	4/74	92	14.5	22.1	
Hunter Super	9/73	97	12.9	26.4	
GT	7/75	92	14.3	24.3	
GLS	10/69	98	13.9	22.6	
	5/72	108	10.5	21.5	
<b>HONDA</b>					
Civic (A)					
	8/73	85	18.3	32.8	
<b>HUMBER</b>					
Sceptre Estate					
	12/74	95	13.5	24.5	
<b>JAGUAR</b>					
XJ 3.4	9/75	110	10.9	16.7	
XJ6 4.2	5/71	123	8.7	18.0	
XJ12 (A)	3/73	146	7.4	11.4	
XJ 5.3C (A)	11/75	147	8.3	13.8	
<b>JEEP</b>					
CJ6					
	9/74	82	16.5	13.7	
<b>JENSEN</b>					
Interceptor Conv					
Jensen-Healey	10/74	126	7.6	12.5	
GT	5/75	116	8.3	21.2	
	1/76	119	8.7	19.5	
<b>LADA</b>					
1200					
	1/75	86	16.4	28.3	
<b>LAMBORGHINI</b>					
Urraco S					
	9/74	143	8.5	18.7	
<b>LANCIA</b>					
Fulvia Coupe S3					
Beta Coupe 1600	11/74	104	11.9	26.8	
Beta 1800	2/75	113	10.4	24.0	
Beta Monte Carlo	11/73	109	10.7	24.3	
2000 inj	11/75	119	9.8	25.2	
	5/72	115	10.4	20.1	

	Month Published	Year	Max mph	0-60 sec	D-60 mpg
<b>LOTUS</b>					
+2S 1300-5					
Europa Special	10/72	121	7.5	25.6	
Elite 903	4/73	121	7.7	26.8	
	1/75	124	7.8	20.9	
<b>MATRA-SIMCA</b>					
Bagheera					
	8/75	101	12.3	30.8	
<b>MAZDA</b>					
1300					
816	8/74	93	15.1	25.7	
929 Est	8/75	93	15.2	32.8	
RX2	10/74	92	14.0	22.5	
RX1	8/72	111	10.3	17.8	
	8/73	108	10.8	18.0	
<b>MERCEDES-BENZ</b>					
220	6/69	102	13.6	20.2	
230 4	10/73	110	13.8	22.7	
240D	3/75	83	21.3	29.0	
250 (A)	12/68	108	12.7	17.3	
280CE (A)	1/73	124	8.9	17.6	
280E Executive	10/74	126	10.1	21.1	
280SE	7/73	120	9.7	16.7	
280SE 3.5 (A)	6/72	128	8.4	16.0	
350SL (A)	8/71	126	9.3	14.7	
450SEL (A)	5/74	134	9.1	14.7	
450SLC (A)	10/75	136	9.0	14.1	
600 (A)	9/67	130	9.7	11.6	
<b>MG</b>					
Midget 1500					
MGB	6/75	101	12.3	27.9	
MGB GT	4/75	105	12.1	26.1	
MGB GT V8	7/71	102	13.0	23.7	
	8/73	124	8.6	23.0	
<b>MINI</b>					
850					
1000	4/73	70	27.5	35.6	
1275GT	5/75	82	18.7	34.2	
	10/74	86	14.8	30.8	
<b>MORGAN</b>					
Plus 8					
	9/68	124	6.7	18.3	
<b>MORRIS</b>					
Marmite 1.35					
Coupe	4/71	84	17.3	28.9	
Marmite 1.6	5/71	95	13.7	29.9	
Marmite 1.8HL	1/76	102	11.4	27.2	
<b>MOSKVICH</b>					
1500					
	3/75	83	14.5	34.4	
<b>NSU</b>					
Ro80					
	7/74	110	13.1	16.0	
<b>OPEL</b>					
Kadett E					
Kadett Coupe	8/75	74	23.3	35.0	
Ancona 1.9SR	8/74	92	15.5	32.0	
Rekord 2100D (A)	9/75	103	11.6	25.7	
Commodore	1/76	81	27.4	27.0	
GS E (A)	11/74	115	10.7	18.1	
GS Coupe (A)	4/73	112	11.4	18.2	
<b>PEUGEOT</b>					
104					
204	5/73	84	16.5	31.2	
304	12/72	84	17.4	28.2	
304 Est	9/75	87	16.5	28.7	
504GS	5/72	91	14.5	25.0	
504 (A) (A)	6/75	100	12.0	23.5	
504 Est	4/71	96	14.8	19.9	
504L Diesel	2/72	89	14.1	20.9	
604	12/74	84	21.7	31.1	
	11/75	113	9.4	19.6	
<b>POLSKI FIAT</b>					
125P					
	8/75	92	15.6	29.0	
<b>PORSCHE</b>					
911					
911S	8/74	130	7.8	23.2	
Carrera 3.0 Sportomatic	8/74	142	6.1	23.2	
Turbo	1/76	141	7.3	21.0	
	9/75	153	6.1	18.5	
<b>PRINCESS</b>					
1800					
2200HL	4/75	96	14.9	27.0	
	3/75	104	13.5	20.7	
<b>RELIANT</b>					
Scimitar GTE					
Scimitar GTE (A)	2/70	121	8.9	20.8	
Kitten	4/70	113	10.7	20.4	
	10/75	78	19.6	41.5	
<b>RENAULT</b>					
4					
5TL	3/73	72	32.1	37.6	
5TS	1/75	79	20.0	35.0	
5	5/75	94	13.4	21.9	
5TL	11/69	73	29.8	32.1	
12TL	9/74	84	17.2	34.6	
12TR (A)	7/70	89	16.5	27.9	
	8/74	88	16.4	30.3	

	Month Published	Year	Max mph	0-60 sec	D-60 mpg
<b>12 Estate</b>					
	8/75	90	17.6	31.2	
<b>12TS</b>					
	1/73	94	12.9	30.0	
<b>16TL</b>					
16TL (A)	11/70	89	16.4	26.0	
16TS	5/71	90	16.8	28.0	
16TS (A)</					

# Campbelltown Steam & Machinery Museum

## “Oil, Steam & Kerosene” Family Fun Day

16th & 17th May 2015  
9.00am to 3.30pm

**‘Great Value! – Step back in time’**

Bargain Rates • Adults \$12  
• Children \$6 • Family of 4 only \$28

**‘A great day out for the whole family’**

Free Train Rides  
Steam Machinery  
Blacksmithing  
Vintage Cars

Free Wagon Rides  
Ploughing  
Vintage Oil Engines  
Military Vehicles

and much, much more

- Burgers • Pies • Ice Creams • Drinks •
- Stalls •
- Free BBQ Facilities •

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Menangle Park NSW 2563  
Email: [csmm.info@gmail.com](mailto:csmm.info@gmail.com)  
Phone: 0417 215 513

See our website: [www.csmm.com.au](http://www.csmm.com.au)



Later Open day is October 17th & 18th 2015



16/02/2015

**2015 CRC Events Calendar.**

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde.

Date	Event - CC indicates CRC championship event	Note	Contact
24/02/15	CRC Meeting		
28/02/15	Highway 31 Revisited C.C.	1 Day T.A. Mittagong to Goulburn & back. Usual 3 categories.	Tony Norman - <a href="mailto:normansoz@optusnet.com.au">normansoz@optusnet.com.au</a> or 0402 759 811
6/03/15	F.F.F.F.	Bulli Beach via Royal National Park	
	CRC magazine deadline.	<b>N.B. a week earlier than normal, the editor is going on holiday.</b>	
24/03/15	CRC Meeting		
29/03/15	Wollondilly 300 C.C.	1 day T.A. - Start in Penrith finish at Sutton Forest	Mike Batten - 02 46 809 269 or 0400 174 579 Peter Reed - 0418 802 972
3/04/15	F.F.F.F.	Details T.B.A.	
19/04/15	Lunch/Social Run in conjunction with Thornleigh Car Club.	T.B.A.	Greg and Karen Yates are co-ordinating this event.
17/04/15	CRC magazine deadline		
28/04/15	CRC Meeting		
1/05/15	F.F.F.F.	Details T.B.A.	
15/05/15	CRC magazine deadline		
26/05/15	CRC Meeting		
30/05/15	31/05/15	Barry Ferguson Classic C.C.	2 day T.A. SW NSW
5/06/15	F.F.F.F.	Details T.B.A.	David Johnson
12/06/15	CRC magazine deadline		
23/06/15	CRC Meeting		
21/06/15	A.R.O.C.A. Tour d' Course C.C.	1 Day T.A. T.B.C.	
3/07/15	F.F.F.F.	Details T.B.A.	
25/07/15	26/07/15	Clarence Classic C.C.	2 Day T.A. Northern NSW.
17/07/15	CRC magazine deadline		
28/07/15	CRC Meeting		
7/08/15	F.F.F.F.	Details T.B.A.	
14/08/15	CRC magazine deadline		
25/08/15	CRC Meeting		
4/09/15	F.F.F.F.	Details T.B.A.	
12/09/15	13/09/15	MG Spring Rally CC	2 Day T.A. in Hunter Valley T.B.C.
18/09/15	CRC magazine deadline		
22/09/15	CRC Meeting		
2/10/15	F.F.F.F.	Details T.B.A.	
16/10/15	CRC magazine deadline		
24/10/15	25/10/15	Alpine Classic C.C.	2 Day T.R.E. in Central West NSW
6/11/15	F.F.F.F.	Details T.B.A.	
13/11/15	CRC magazine deadline		
24/11/15	CRC Meeting - AGM		
4/12/15	F.F.F.F.	Details T.B.A.	
mid December	Club Christmas Party	T.B.C.	

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.

2/05/2015	3/05/2015	Thornleigh President's Trial (ex Night Owl)	Details T.B.A.
16/05/2015	17/05/2015	Campbelltown Steam & Machinery Museum Oil, Steam & Kerosene Family Fun Day 9.00am to 3.30pm	86 Menangle Road, Menangle Park.

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

9/05/15	Wheels at Wollondilly	Wollondilly Anglican College, 3000 Remembrance Drive, Tahmor	<a href="http://www.wac.nsw.edu.au/wheels">www.wac.nsw.edu.au/wheels</a>
17/05/15	National Motoring Heritage Day		<a href="http://www.councilofmotorclubs.org.au/">www.councilofmotorclubs.org.au/</a>



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Dave Oliver - DOPHOTO.com.au, Craig Walsh, Jeff Whitten. Thank you all.