



# Rally Directions

The official Organ of the Classic Rally Club Inc.  
(Affiliated with C.A.M.S.)

October 2018  
Dates to remember  
October 23rd - Club Meeting.  
November 3rd/4th - Alpine Classic



### Notices

- The Club's Annual general meeting will be held on Tuesday 27th November '18 at 8.00pm at the Denistone Sports Club.
- Our Christmas Party and Presentation Day will be at Castlereagh Hall on Sunday 9th December. There will be an optional, short run beforehand starting at Eastern Creek.

### Turn the page to read about;

- Next year's provisional event calendar.
- The MG Spring Classic.
- Ted Norman's adventures as a Pit Floozie on COT 2018.
- How the Brumbys went at Targa Great Barrier Reef.
- The latest Club Championship Positions.

## Classic Rally Club Officers and Contacts 2018

<b>Position: Name</b>	<b>email</b>	<b>Phone (please make calls before 9.00pm)</b>
President: John Cooper	crc.pres@classicrallyclub.com.au	0414 246 157
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	0419 233 494
Treasurer: Peter Reed	crc.treas@classicrallyclub.com.au	0418 802 972
Membership: Glenn Evans	crc.mem@classicrallyclub.com.au	0414 453 663
Newsletter Editor: Bob Morey	crc.editor@classicrallyclub.com.au	0402 479 661
Competition Secretary: Tony Norman	crc.comp@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Championship Pointscorer: Mike Batten	crc.scorer@classicrallyclub.com.au	0400 174 579
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	(02) 4261 3018 or 0417 285 138
Webmaster: Harriet	crc.wm@classicrallyclub.com.au	
<b>C.A.M.S. Scrutineers</b>	<b>email/location</b>	<b>Phone (please make calls before 9.00pm)</b>
Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
John Henderson (Bronze)	Newport / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Paterson (Silver)	Blaxland	(02 )4739 0577 (H) or 0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot (Bronze)	Willoughby	0419 983 247
<b>R.M.S. Inspectors for Club Plate vehicles</b>	<b>email</b>	<b>Phone (please make calls before 9.00pm)</b>
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774

## Johns Jabber

Hi Everyone,

We have missed August and September magazines due to Bob Morey our editor in chief having extended leave travelling across the top of this great country of ours. Bob I hope you and Jane had a great time (*Thanks John we did*) and I don't think the members have been too disadvantaged as they have all been informed and kept up to date with the electronic email and Facebook communications network (don't you just love modern technology). I have recorded a few things over the past few months to write about.

The July general meeting was well attended at Denistone Bowling Club where the Alfa trophies were presented.

Both Robbie Panetta and I were left stranded without our top Masters navigators for the Wollondilly 250 Rally in July so we teamed up to do the Tour category with this being Robbie's first ever time in the Navigator's seat. We had a great lunch at Thirlmere Public School after a good mornings drive not long after lunch, at Garth's and Paul's control, I snapped an axle in the Escort leaving us to get a lift home in the tilt tray truck with the Escort on the back.

Ross Warner and I did the first full Recce of this year's Alpine Classic in his E-Type Jaguar and combined a day out at the VSSCA Cootamundra sprints on the Saturday. Ross enjoyed his run down the airstrip up against Peter Fogerty in his supercharged MGY. You may have seen it on the Tour d' Course. As you do at most vintage or car events, if you have been around long enough, you bump into some other old timers who you haven't seen for a while, hence a good catch up with ex CRC members Brian Wilson and Phil Spear as well as a lot of the Cootamundra Vintage Car Club guys who knew us from some of Westie's early rallies down that way.

The Club had 12 cars on display in August at this years CMC Shannon's Day at Eastern Creek along with almost 1900 other cars. A very cold & windy day prevented us from putting up our banners but there was a lot of interest in our rally cars and a lot of visitors called by for a chat. This is still one of the best car shows of its type with large numbers of cars, people and stalls so if you have never been along put it in your diary for next year!!! You never know who you will see there.



The MG Spring Rally was again run up north this year, starting with a nice dinner and chat on the Friday night at the Gosford RSL, an early breakfast at the start location, crew briefing by Jim Richardson and off on a very long day in great country with free flowing roads. With my Escort in sick bay Ross and I ventured off in my Ford Mustang and I thoroughly enjoyed my drive using up some of that V8 power. Saturday's night function and overnight stay was at Scone and an early to bed for me. We were first car on the road in the morning and saw the most kangaroos I have ever seen on and near the roads.

Very cautious driving with not much over 80kph was the priority pluss looking out for and dodging all the skippys.

The August general meeting had a good attendance. The Wollondilly Trophies were presented to the winners and Tony Wise and Carol Both presented Lachlan and pop Jim Barrett with their Alfa trophy. Mike Batten gave a talk on his early rally years as it was the 40<sup>th</sup> anniversary of him winning the NSW State Driver Championship in 1978. He also won it in 1980 & 1982. Mike spoke about how he won the championship in his budget prepared Datsun 1600 without even getting a first place, numerous second places and consistency proved the answer to obtaining enough points to win the championship.

With a gap in our rally calendar I proposed a social lunch run to get the members out in their classic or modern cars. All went well with the preparation with Lindsay Trivett volunteering to organise the run. Unfortunately, it coincided with one of my chemo treatments where I was stuck in hospital and this prevented me from attending but many thanks to Lindsay for his effort.

September's meeting also saw me as a non-attendee again as I was just out of hospital and just not up to going unfortunately.

Ross Warner has all the Alpine Classic Rally entries in and we have a record number, all approvals are completed and are ready to rock and roll. A massive effort again by Ross, in fact the countless hours he puts in to organise this event is amazing. This year will be the 20<sup>th</sup> consecutive running of the club's major event and we have a few surprises planned. Unfortunately by now if you haven't entered you have missed out.

On a personal note I would like to thank all the CRC members who have given me so many best wishes and encouragement with my cancer treatments. Its very much appreciated. I would also like to extent my best wishes to any members who are having any illness issues especially those doing it a lot tougher than me.

Get ready for the Alpine, get your paper work in correctly to make Ross's life a little easier and see you all at scrutineering or on the rally.

John

Something to think about. **25 YEARS AGO** (Quarter of a Century)

It doesn't seem like that long ago the CRC was celebrating 20 years of existence with "The 20 rally & Function in Mudgee".

Well 2019 brings us up to 25 years and maybe the club should do something to mark the occasion. So how about everyone put on their thinking caps and give us some suggestions on how we could celebrate this milestone. Don't leave it too long to let me know, lets see how many ideas I get sent and is anyone willing to organise it, please don't leave it to just the regular few that do.

### **Secretary's Stuff- October 2018**

Hello everyone, welcome to this bumper issue of the magazine. I have a couple of subjects to share with you on this occasion:

**First** - Please note the 2018 Annual General Meeting of the Classic Rally Club will be conducted on November 27<sup>th</sup> at the Denistone Sports Club , commencing at 8pm. Part of the AGM is the election of the Executive Committee for 2019. At this time this group is the President, Secretary and Treasurer, and the three incumbents are all offering their services for another one year term.

Would any member who wishes to stand for office, or is considering whether to do this, please contact me to discuss how you might help the Club during 2019. Anyone who wants to try their skills (and patience) as an event director, or assistant might also put their hand up at this time, or any time....

Note that only the couple of positions, known as the three Executive Committee positions are actually elected at the AGM, many other roles are filled by direct appointment by the Executive C'tee. Also nothing prevents people starting or exiting roles at any time, by agreement. So if you have a good idea that you can help put into practice, don't hesitate to come forward. That process is the explanation for how the CRC is paying a minor assistance role with the imminent marking of the anniversary of the first London to Sydney Marathon, now 50 years ago.

**Second** - I have the pleasure of announcing that we have a workable and affordable plan now on how to refresh the CRC website to enhance its appearance and functions. This should give us a user friendly process which will enable us to update the site as frequently as required. There will be more news on this exciting development soon, and we hope it will be launched before the 2019 Rally Season gets underway.

**Third** - CAMS seem to be seeking affiliation details and funds earlier and earlier in recent years. Likely it is only a formality but the decision to affiliate and pay, for 2019 Affiliation is correctly left to the new Executive C'tee, so this doesn't get approved until after the AGM on the 27<sup>th</sup> of November, at the earliest. This is still plenty of time to ensure continuity. It seems CAMS are keen to get these matters completed before Christmas holidays intrude into the time of car club officials who are part-time volunteers. Have no fear it will be attended to, and likewise for the Council of Motor Clubs affiliation.

**Fourth** - those of you with classic cars with carburettors might have noticed that new replacement mechanical fuel pumps for some classic cars have been getting more rare, as new items for sale, or as unused old stock. In many cases the original manufacturer of these fuel pumps has deleted coverage of the older models, or the maker doesn't exist any more, or the factory and tools and people who made them are no longer in place. This is a problem especially with non-rebuildable pumps- you aren't supposed to be able to get them apart, or you can't obtain service parts such as the diaphragms or valves.

In many cases you will get a blank look from parts gurus, and maybe a suggestion to adopt the semi-universal solution, a "universal" electric fuel pump. These electric pumps can and do perform well, though some folks report occasional total failures. They don't help originality though, if that is important to you.



In my case as a long term "redblock" engined Volvo 142 driver, I thankfully spotted a fuel leak from the vent holes in the fuel pump body (under the diaphragm) before too much fuel was wasted, or gulp- the illumination from a large orange warning light (fire). Note though that the car was still driving OK up the Blue Mountains, only the consumption seemed a little heavier than usual.

This pump had been on the car a long time, and it was made in 1969, according to the date stamp. In stock I had another Pierburg 1979 made pump in the boot, wrapped in bubble wrap, so no sweat, half an hour later we were mobile again. For a little while all seemed good, then it was noted engine oil was coming from under the centre of the mounting flange at an annoying rate, at least it wasn't petrol.

The cause? Well reuse of the old hard gasket pump to engine block and about eight thousandths (0.2 mm) warpage in the mounting flange of the die-cast pump body. Hmm, check my other spare pumps- this degree of warp in the mounting flange was average- probably because these pumps always had a tendency to leak a little oil. So in the time-honoured way, the first response was typically to tighten the mounting nuts a bit more- warping the body a little further.

Now whilst wonder chemicals that didn't exist in 1972 when this car was made, can do a lot- think Silastic from Dow Corning originally, now from many others- it would be better to get the flange more flattish. The problem is though the lever arm that rides the camshaft sticks out from the flange, and is not removable. Also the pump shape makes holding it in a lathe, or on a milling machine, at the correct angle, almost impossible to do with a machine cutting process.

Now this procedure below is more a bush mechanic fix than an engineering shop solution, but in brief a good fix was achieved this way:

On a surface plate with a large slot in it, hold the pump flat and identify the location and extent of out of flat condition with a feeler gauge. Then with a sharp 2<sup>nd</sup> cut file dress the high spots, which will be outboard of the mounting holes in most examples.

*(Continued on page 6)*

Then recheck with feeler gauges. With some skilled usage of the file you can eventually get the pump flange to the point where no more than a 1.5 thou feeler will fit through the gap to the surface plate.

To finish off the process, I then used grinding paste on a piece of ground steel plate with a 20mm hole on the centre, rotating the pump back and forth until the whole flange showed a grey "ground" finish. At this point the flange seemed near as dammit to completely flat. Wash thoroughly, cut a new mounting gasket from new 0.8mm ACL gasket paper, coat with a little 3Bond adhesive/sealant and refit, torquing the mounting fasteners to only 15 lbs ft, as the manual instructs. This is a low value, which is not much for a 5/16" stud, so it seems the factory knew these pumps could easily be warped by excessive tightening. I also used nyloc nuts, so the not-very-tight nuts wouldn't come loose in service.

Job done, no more oil weepage. I did another fuel pump for a friend later and it took less than 30 minutes once you have the feel for the job. If you have a similar need and think I can help- just call me. I'll still be keeping my eyes open for a new old stock mechanical pump. My son may want to get 20 plus years of service out of this car too?

Tony Kanak

### COMPETITION SECRETARY REPORT FOR OCTOBER

Since my last report in July I have been working on the PROVISIONAL Event Schedule for 2019. This is despite the fact that we still have the small matter of The Alpine Classic in early November to be run and won. I understand that entries are now closed and as at last count Ross and John have around 77 crews prepared to tackle the Event. Best wishes and good luck to all.

Below is the current Event Schedule for 2019 as of 15th October, all being well!

**1. SATURDAY 23rd FEBRUARY - THE ESCARPMENT ESCAPE.** I am again organising the first Event of the year and am hoping to attract more entrants in Tour Category than the single crew that competed in my AUTUMN CHALLENGE in March. I have still not found a rational reason why so many Tour regulars were conspicuous by their absence - would be good to get a total of at least 30 entries across all categories to avoid another loss-making event. I hope to have the Supp Regs and Entry Form approved by CAMS before Xmas and these should be on the CRC website early in January. You should find a flyer elsewhere in the magazine. Enough of the self-promotion.

**2. SATURDAY 13th or SUNDAY 14th APRIL - MIKE BATTEN/PETER REED RALLY.** This will be run in the Hawkesbury Region and I am sure Mike is already out there looking for re-alignments! No name yet - maybe the HAWKESBURY 250 - who knows. Will confirm which day the Event will be run in due course when confirmed by Mike.

**3. SUNDAY 19th MAY - PHILL STEAD/BOB MOREY RALLY.** I believe the organisers are looking at the Blue Mountains and areas to the West for this Event so there should be some good roads and challenging Instructions based on the previous rallies put together by this team.

**4. SUNDAY 23rd JUNE - TOUR D'COURSE** As in previous years this Event will be prepared and run by the Alfa Romeo Owners Club Australia - AROCA for short! Carol Both, the Chief Organiser, has given verbal confirmation that the proposed date is acceptable so we can all look forward to a great lunch somewhere in the Southern Highlands, and an interesting rally to boot!

**5. SUNDAY 18th AUGUST - THE SHEEP STATION RALLY.** Jon and Tina Mansell are putting together another Event this year after a break in 2018. I understand that the Event will be based in Goulburn and be run on roads in the area to the North and West of the town - but don't take my word for this. It is still a long long way off so things may change in the meantime.

**6. SATURDAY 14th and SUNDAY 15th SEPTEMBER - THE MG SPRING CLASSIC.** The dates given above have been discussed with the MG Car Club representatives and appear to be acceptable at this time. Further details are to be determined and confirmed by the Club but it is hoped that we will once again be able to enjoy a 2 day Event that is open to our membership.

**7. SATURDAY 2nd and SUNDAY 3rd NOVEMBER - THE ALPINE CLASSIC.** With this years Event still to be run it seems somewhat perverse to be looking at dates for next years ALPINE. Lets just wait and see how things go this year before committing any organisers to putting their hands up for a repeat dose next year. Go Ross and John!!

The following should be noted in regards to the above: Events 1 to 6 will be run as NAVIGATIONAL ASSEMBLIES as defined by CAMS NTC. Event 7 will be a TOURING ROAD EVENT as defined by CAMS NRC. There is currently an 8 week gap between Events 4 and 5. A further Rally or Social Lunch Run may be arranged for SUNDAY 21st July. Further information TBA at a later date. The Historic Rally Club - HRC - are running a 3 day Touring Road Event on THURSDAY 28th to SATURDAY 30th MARCH. CRC members are invited to enter and if interested should contact Dave Johnson or Mal Sinfield. This Event is **NOT** part of the CRC Club Championship.

Finally I would like to wish all the best to John Cooper with his current medical battle and hope that he is back in the drivers seat in 2019. That's all for now folks - I've got blisters on my fingers!

<u>18/10/18</u>		CRC Events Calendar.		
CRC meetings are usually held at the Denistone Sports Club, 59 Chatham Rd, West Ryde at 8.00pm sharp.				
Date	Event - CC indicates CRC championship event	Note	Contact	
	23/10/18	C.R.C. meeting		
3/11/18	4/11/18	Alpine Classic CC	Southern Tablelands & Riverina NSW	Ross Warner & John Cooper
	9/12/18	C.R.C. Presentation & Xmas Party	Details T.B.A.	
Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from <a href="http://www.classicrallyclub.com.au">www.classicrallyclub.com.au</a>				
<b>Other Events;</b> The CRC has received an invitation to these events so cars with conditional registration (Club Plates) can be driven to and used in them.				
	4/11/18	AHRG Evan Green Memorial	One day Touring Assembly. Lower Hunter Valley NSW	<a href="http://www.historicrally.com.au">www.historicrally.com.au</a>



**Evan Green Memorial 2018**

**Sunday 4th November**

**A 200km tarmac event starting from Williamstown and finishing in Hexham. Full details at**

[www.historicrally.com.au](http://www.historicrally.com.au)

## 2018 MG CLASSIC Report - Jim Richardson

With 3 days till entries closed it looked like we might have to cancel the event as we only had 17 starters but the last minute dot com kicked in (probably because we were holding the event 3 weeks earlier than our usual time) and we managed to get 35 entries so at least it would be financially OK. We then saw 3 late withdrawals due to medical and work situations. The MG club was well represented with 7 entries and most of the officials making up 33% of the people on the event.



Starting at Peats Ridge for breakfast we had a couple of loops around Kullnura then a great run down Bumble Hill and across to Hue Hue Rd. Up through Mulbring, Morpeth and skirting Luskintire to our usual lunch stop at Mount Pleasant school. A quick downpour of rain got the farmers excited but only a small amount of rain fell in the afternoon as we managed to circle the army base then head through Jerrys Plains, Denman, Aberdeen, the horse studs and Scone to our night stop in Muswellbrook. Dinner at the RSL was great with a quiz and prizes to keep all entertained whilst a few drinks flowed and questions were asked.

Rain overnight saw some mist as we went west in the morning and the kangaroos were out in force but lucky for us, and them, nobody came to grief. Once again we enjoyed great fast sports car roads as we found our way back to the lunch finish at Stamford Merthyr Infants School for the usual feast and socialisation.

As usual the Masters was keenly contested with 9 crews and only 40 points between 1<sup>st</sup>, 2<sup>nd</sup> and the 2 equal 3<sup>rd</sup> placed crews. 6 apprentice entries saw MG members John Clarke and Alan Heritage step up a class for a big learning curve.

Tour with maps had 13 starters and proved a bit hard for some crews as they did not take advantage of the help envelopes supplied.

The social tour saw the red MGB of Barry Graham/ Laurie Mason hold off the White MGB of Dom David/Louise Barbour.



Many thanks to our hard working officials Ray and Ruth Pobje, Bernie and Carol King, Garth Taylor and Paul Morton, Robert Smith and Stuart Ratcliff. And the Taylor photography team.

Jim and Bev Richardson, Doug Barbour and Xanthea Boardman



## Our 2018 MG Classic – 25<sup>th</sup> and 26<sup>th</sup> August 2018 by Peter Reed

The 2018 MG Classic was the 5<sup>th</sup> MG that Mike Batten and I have competed in. We have both always enjoyed the MGs especially the great roads and scenery but also all the challenges that Director Jim Richardson throws at crews. In our first 3 rallies I drove and Mike navigated with the highlights being our wins in Masters in both 2014 and 2016.

Last year we switched seats and I navigated in Apprentices which was a challenge, especially as I over complicated things and went to the wrong “coal preparation Plant” which lead to us getting stuck in a deep ford and having to be towed out of the water. I hadn’t realised that this was the ford that Jim redirected us from the previous day (but from the other side of the ford).



This year we drove up in the morning to the Corrugated Café which was the same start location as last year. This year we got the board very close to the start that we missed last year so that was a good start. I also looped anti clockwise to pass the Landing Ground in the shortest distance, so we got the board not a WD at the Passage Control before we had a great drive down the Yarramalong Valley.

After the keep “Wyee on your right”, we went down the little side road to Webber Road as this was slightly shorter. The side road came up a little later than I expected but when we found the P Board in Webber Road we were happy. With the next instructions of “Keep a Rail Commuter parking symbol on your right” and “Pass through a Country Club” there was a choice of which order this was to be done in before the next Via Point of ‘Keep a 5 Distance marker on your right’. I discounted going to the commuter parking symbol near Wyee as it looked like you would have to use a road in the opposite direction plus I thought it would have made the overall Division distance too long. Also, I thought the order Jim had them in was probably not the order they needed to be done in! So, I decided to Pass through the Country Club first before going to the Morisset commuter parking. We then got the S7 P Board in a back street (only just as it was nearly invisible - Doug nearly got us!).

To get to Mandalong, it looked like Gimberts Road was shorter as it looked like it joined the slip road by the Expressway. I did not really feel it was correct but we decided to have a look and see if there was a board. There wasn’t plus the question did not come up at the right distance. So, we retraced our steps and went down the more obvious route with the School Bus question coming up just across the Expressway at the correct distance.

We then passed the “5” on our right then the State Route Marker and then headed for Freemans Waterholes and Mulbring! I had worked out to not go straight ahead down the unmapped road into Mulbring but to turn right to go around the block. When we saw the Passage Control we stopped immediately as has been our practice – having driven previously into ones we shouldn’t have (especially if Tony Norman was manning them). I was happy to drive in but we still had a brief discussion to make sure before driving in.

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I had been working ahead trying to work out Maitland so had been planning to turn right at the T north of Mulbring but asked Mike to stop at the T (where there was the photographer). I then realised when I joined the 2 maps together that the road did not go through. Then I saw the "come in sucker" P Board just around the corner on the road to the right which I felt was not the correct route! So, we turned left then went the longer and correct way to Maitland. With the next question coming up at the right distance we knew we were still on the correct route.

We have previously had trouble in Maitland so I stopped and consulted Mike before we headed to Morpeth to head along the scenic route north of the Hunter to Mt Pleasant School after working out the 2 mines, quarry, waterholes and ruins. This took a little time as we were driving along but it fell into place by the time decisions were needed before we had to turn left or right.

There were not too many cars in at lunch but after the usual wonderful selection of food we decided to get going again as soon as we could - to give ourselves as much time as possible for Division 2 which turned out to be a wise decision!

In Division 2 when we set off I had not worked out where we were going but felt we were probably heading up to around Scone so would head towards Ravensworth. However, I could not get that to work and eventually saw that we needed to head instead towards Mt Thorley, Jerry's Plains then on to Denman, but not directly, then back towards Muswellbrook via Wybong Rd and then head north. When we went through Garth and Paul's passage control I thought we might be back again but, at that stage, did not realise that it would be 3 times!

During Day 1 we always found a board in time to stem any doubt about whether we were on the correct route plus all the Questions were very close to the correct distance. It was quite late when we got to the Muswellbrook finish and were surprised we were at the front of the field! I am glad we got moving early after lunch.

At the dinner in the Muswellbrook RSL that night we were very surprised that we were leading Division 1 with no points lost. I suggested we celebrate by getting a good bottle of red so I went downstairs to see what I could find. Their best wine cost \$19 a bottle!

Next day in Division 3 I still had looping in my mind so I made a mistake with the powerlines - looped rather than crossing different power lines. I knew there was a question soon about animals that would confirm whether we were on the right route. Mike had mentioned some good advice from Hendo that if there was something soon that would confirm the correct route then don't waste lots of time trying to look at all the alternatives - just look at alternatives if your chosen route doesn't work. The animal question should have highlighted my error except there was a valid answer within 200m of the Question distance. My animal was a horse however when we got to Garth and Paul's Passage Control and asked the distance we realised that something was wrong - but by now it could not be fixed! So, we forgot about it and continued on through Myambat into Denman again, then down the same road as Day 1 in the opposite direction to Jerry's Plains. We got the Warkworth redirection then avoided the State Route Marker and headed to Branxton, did the loop to the north then crossed the railway line at Greta. I felt we were now on the home straight until I realised there was a map priority trick heading into Kurri Kurri. Gully Road went through on the 1:250,000 but not on the NRMA map. In the Supp Regs the more detailed map had priority. So, we went down Frame Road and then Ginger Road. The only worry we had was the duck question did not come up at the correct distance when all the others in the whole event were spot on. I couldn't see anything wrong with the route, so we continued on to the finish at Stanford Merthyr school.

Peter and Valerie Jakrot were very close in 2<sup>nd</sup> at the end of Day 1 so I thought my power line error where we lost 40 points would have seen them take over first place. However, they fell for Jim's Kurri Kurri map priority trick!

It was very pleasing to win our first Masters navigation event with me navigating and Mike driving. In each of earlier events in the year I had made a major mistake which lost too many points to get near the podium.

A big thank-you to Jim, Bev, Doug and Xanthea for all the work they did in creating another wonderful MG Classic - great roads and great challenges. We look forward to the 2019 MG Classic!

Thank-you also to all the other officials who helped make this such a great event.

Peter Reed

### **New CRC member John Loosli tells us about his MG Rally.**

Our first foray into rallying was a great experience! Jeremy's 1965 Mercedes Fintail proved much more robust than we had thought. The extensive tool assortment in the boot was not needed!

We did discover that the headlights definitely need an upgrade to better see the kangaroos. Perhaps we should have pinched one of the many spots off Greg Yate's 500 SLC. He wouldn't have noticed!

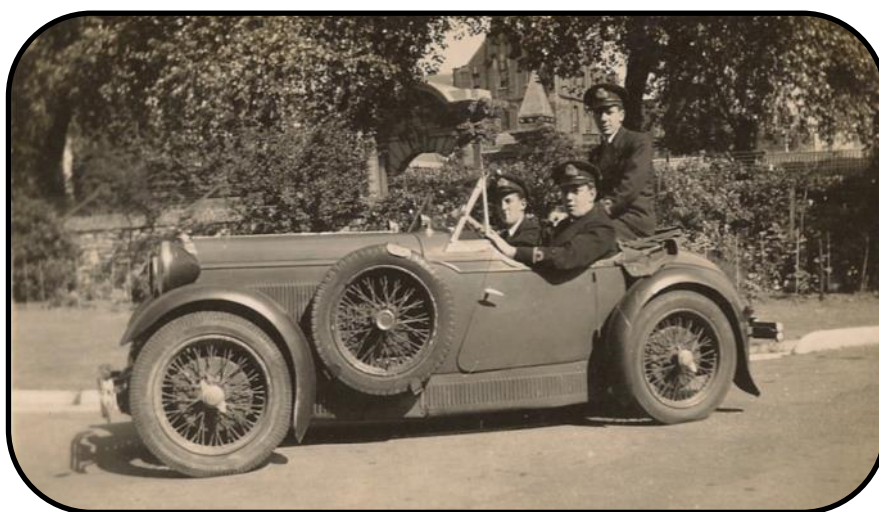
Our first hour out from the Corrugated Cafe was a shambles, making some very silly errors including driving straight past the first control! However we soon began to grasp the principles of map reading and P-board spotting.

Swapping roles as driver and navigator seemed to work for us. And I guess our background in sailing helped with navigation, as to our surprise we managed to get third place in the Tour class.

Fabulous back country roads, spectacular mines - what a weekend! And sharing it with other like-minded car nuts! What's not to like?

We would like to dedicate our podium place to my father. In the attached photo, he is at the wheel of an early 1930s Wolseley Hornet (very similar to the first MG Midget - the 8/33 M-type) at the first post-war 1946 Henley Boat race.

He was a 20 years old RAN officer doing Lieutenants training with Royal Navy. Apparently you could fit 3 men across the back when doing a pub run!



Five years later, he was back in Australia and saving hard for an Aston DB2. But then he met my mother and realised he couldn't afford both! But that's another story...

### **The COT 2018 as a Pit Floozie with Thomo for Hendo & Westie by Ted Norman.**

Well this adventure started with an offer to fill in for Gerald Lee who has done this job with Thomo many times for John & Jeff. Gerald has had a back operation and was not able to do this year's event, so after a few missed calls and emails to me it came to pass that I was invited to be the Thomo Wrangler in the outback adventure that is the COT.

As I had been skating on thin ice at home, I had been away for a month riding my motorbike around northern parts of Aus, to improve my chances of gaining approval for another 10 days away, I went for the FIFO option to save the travel time to and from Alice.

That meant Jeff & Thomo left Bathurst on the 12th August for a 4 day drive to Alice Springs and John Hendo and Glenda Hendo left a day or two earlier to meet up with friends and then meet Jeff & Thomo in Port Augusta. They all then convoyed then to Alice. This plan went well enough except for Hendo's towcar running low on rear wheel rubber and having to slow down to make it to Alice.

My FIFO plan went well with an early flight out of Sydney via Melbourne and into Alice a few hours before the cars arrived on Thursday 16th August. Then after a nice afternoon catch up with the team and a lot of other people and cars that I knew from my rally years, it was into the paperwork and scrutineering of Hendo's Volvo with its upgraded engine and me learning the job of wrangling Thomo. After we sorted a couple of little problems the Volvo was ready for showtime on COT2018. Dinner and drinks followed shortly after this was achieved.

Day One Saturday 18th was the Prologue to sort the field into a starting order close to a road speed order. There were no real problems that I can recall and I began to realise that my job was pretty easy with Thomo hooking into any problems and I was left to struggle to find my way around the service trailer. A welcome function followed the Prologue with dinner & drinks.

Day Two Sunday 19th Total 190km = 73km Transport and 117km Competitive, was out along the road to Finke and because the area has been very, very dry, just dust was the issue. A Hendo dinner and drinks followed.

Day Three Monday 20th Total 462km = 321km Transport and 141km Comp so that was a big day for us and the Volvo. I think that was the day we had an exhaust pipe failure and with a bit of help from a local exhaust shop we were ready for the next day's adventures. We had another Hendo dinner & drinks after that fix.

Day Four Tuesday 21st Total 427km = 257km Trans and 170km Comp very rough and rocky roads and by the end of day a couple of rubber fittings in the steering column were in need of a Thomo fix and it was ready for the next day. Again a Hendo dinner and drinks followed.

Day Five Wednesday 22nd Total 341km = 242km Trans and 99km Comp. At this stage some of the other teams had run into various problems and Hendo and Jeff did keep out of trouble and made up places in the field by completing all stages. Some more Hendo dinner and drinks to celebrate. The CRC Team of Rob Mifsud and Tony Hudson were one of the teams in trouble. They got bogged in sand and burnt out the LSD in their Datsun, but with a nice offer from an accident damaged fellow competitor in a similar Datsun, a replacement diff centre was fitted at night and they were back in the rally.

Day Six Thursday 23rd Total 382km = 291km Trans and 91km Comp. With a very long drive on rough dirt roads for service crews also. No real problems for Thomo to fix and no one was complaining about my sandwiches for lunch, and so off for Hendo D&D that night.

Some of the other cars were working late into the night with various problems including a replacement auto gearbox for an overseas entered Mercedes. It was flown in from Sydney overnight and I do think that the shipping cost was more than the cost of the expensive replacement gearbox, but the car was back in the rally.

Day Seven Friday 24th Total 396km = 212 Trans and 184km Comp another long day and a few other cars having problems improved the Volvo's placing on the rally, with a steady drive by John and good calls by Jeff plus a little bit of skill getting the car out of a sand bog.

Day Eight Saturday 25th Total 188km = 98 Trans and 90km Comp. By this stage of the rally my leave pass had expired and I was only present at the start to wave them off and wish them luck. I had to be on a flight home at about midday. So Thomo had to find his own way to the service points and also take care of any problems and do the lunch. The team also had to take care of the dinner and drinks at the end of rally party without me!

I did enjoy my part in COT 2018 and was very pleased that Hendo and Jeff, plus Thomo, kept the well prepared Volvo in good shape to finish a well deserved 14th Overall and 2nd in Class 4B at the end having completed all stages.

A well built car and a credit to John and Jeff and now the Volvo is being prepared to go in the Peking to Paris 2019 with Lui. See Facebook [John and Lui do P2P 2019](#) and notice all the repairs needed after the very rough COT 2018. But with the same plan to keep going each day and stay out of trouble John and Lui should do well on the drive to Paris.

Ted Norman

## Many Hands Motorsport's Alfa Romeo journey to Targa Great Barrier Reef 2018 by Steve Brumby

When Targa Australia, the organisers of Targa Tasmania, announced there would be an extra event in 2018 our ears pricked up. I have to admit our hopes were for an event in NSW - somewhere near the team's base in Bathurst would be excellent - we awaited the anticipated revelation. At the same time, it was also announced that those four events; Targa Tassie, Targa High Country, Targa North West and the new one would make up the inaugural CAMS sanctioned Targa Australia Championship. As so it was resolved to do as many of the events as possible in 2018.

The first event of the championship was Targa North West, and as alluded to it is conducted in the North West of Tasmania. Getting down there is expensive and a big ask (especially if you're the one who has to ask the team's Chief Finance Officer!) as it is for most of the teams and as such we elected to watch from afar.

Targa Tas was the second event and as previously reported, with Heather becoming the youngest ever competitor in the history of the event, we managed to place fourth in our category.

When it was announced that the third championship round for the year would be Targa Great Barrier Reef based in Cairns, without taking much of a look at a map of Australia, we signed up. Even as the event approached the mammoth task of getting there and back didn't really sink in.

So it was, with the car prepped and ready to go I loaded it up and headed north, and north, and north, and a bit more north. Four days and 2300kms north! My god it's a long way.

Worth it for the weather though; 4 degrees when I left home and 30 odd when I arrived. Quite wisely the team boss and the celebrity navigator flew in on the day I arrived in Cairns.

Thursday morning saw us doing final prep and calibrating the rally computer in the morning before scrutineering and documentation in the arvo. In the evening was the welcome party which pretty much alerted us to the mood the rally would take. Normally, in Tassie or at Mt Buller the welcome party sees us all huddled together in a room trying to stay warm whereas in Cairns it was by the pool - at the casino - with exotic animals and very well-dressed Porsche tour entrants. Welcome to the tropics! The other warning sign was that it was going to be hot in the car!

In a funny sort of twist all the locals were raving about the local roads, as opposed to friends who had done recce telling us there were some goat tracks out there. We decided to be ready for anything and as it turned out we got everything.

Friday dawned warm and Heather was keen as mustard. We hadn't been in the car since Tassie in April and it felt good. Day One consisted of 5 closed road stages amounting to around 62 competitive kilometres and we were pretty happy to hold an early lead after the first stage! We finished the day in fourth place and were pretty happy with our efforts. The 20km Gillies Range stage was magnificent and one of the busiest we've ever driven. As the stage notes say "If you're not turning left, you're turning right". There was no respite.

In the evening the car was selected to be displayed at the mini Targafest at the Cairns Convention Centre. To be chosen was an honour and we love being at the Targafests in any case. It's a chance to get kids (and some big kids) into the car and make their day as well as ours. When I was a kid I would have jumped at the opportunity to sit in a race car and, to be fair, I still do.



Saturday saw seven stages, again totalling around 60 competitive kms and the afternoon saw us tackling Lake Morris and Copperlode stages again. It was hot and this out and back road is a huge challenge; narrow and very winding, with big gutters and massive drops waiting to catch you out. All up we had a cracking day and managed to climb into 3<sup>rd</sup> position.

Saturday night was a dip in the hotel pool followed by Targafest on The Esplanade in Cairns. We were just astonished. Estimates said 25,000 people turned out to have a look at the cars and it certainly felt like it. It was massive.

The final day had us completing 6 stages, including two big 30km ones. We were up and down in 3<sup>rd</sup> and 4<sup>th</sup> all day. Unfortunately, the last stage was downgraded and our final chance to claw back the mere 5 points to get back into third place was washed away, or rather burnt away, because the final stages were delayed by fires in the area and the road closure time just slipped away. So, we finished in fourth. We were very happy with that but one more place, just 5 points and a step on the podium would have been great. We'll get there eventually.



Having said all that, we had a ball in and out of the car. A really well organised event, along with great competitor friends and some really good moments make it all worthwhile, no matter how far you have to drive to get there or where you come in the field.

On the upside, fourth in Tassie and fourth in Cairns puts us fourth in the Championship with a very good chance to improve that at the final round, Targa High Country in November. We will be doing our very best. Stay tuned.

Steve Brumby

#### **A note to Rally Directors from Geoff Bott.**

Some time ago I was on the subcommittee that came up with recommendations of standards for Touring Road Events. Based on the premise that a question was asked simply to identify whether a competitor had passed by a certain point and to ensure that this was as simple and straightforward as possible, it was decided that all answers to questions should be on the left-hand side of the road and able to be identified when passing at a speed of 60 km an hour.

Having participated as both a competitor and an observer on the number of events in recent times it is clear that while all questions are on the left-hand side of the road, the issue of being able to be read at a reasonable speed is simply not being complied with.

The result of this is that competitors will stop in order to be able to read them or write down the answers. This leads to some competitors jamming on the brakes suddenly and disrupting both local traffic and also other competitors. I have seen many cars just stop in the middle-of-the-road as drivers panic. Even worse, then reversing back up the road with little thought of who it may be affecting around them. Similar issues arise when say the name of the property is located on a board that is at an angle so that you can only read it when you are directly in front or actually passed it. Oftentimes after passing these annoying signs in poor locations, they will be perfectly acceptable signage or feature that complies with the standard.

I realise that with an untimed event it takes some imagination on the part of the event organisers in order to be able to separate competitors in the results. However, I am of the view that separation of the places and the results of event should take second place to safety. I urge all event directors to keep this in mind for all future events.

Classic Rally Club Championship 2018									
Masters Navigators									
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
<b>Competitor</b>									
Phillip Stead	17	18	14	20	20	35		110	1
Martin Leaver	20	16	15	19	11	35		105	2
Peter Reed	14	13	16		18	40		101	3
Alan Walker	16m	19m		18	17	26		96	4
Ross Warner	15	12	19.5	18		28		92.5	5
Valerie Jakrot		15	13	13	13	38		92	6
Carol Both	13	14	16	18	10			71	7
Glenn Evans	11	9	12			24		56	8
John Henderson		18	18	17				53	9
Lui MacLennan		20	17	15				52	10
Mike Stephenson	18				18m	32m		52	10
Teresa Morey	19	16		16m				51	12
Pam Watson		10		14m	14m	30m		40	13
Ted Norman	12m				12			24	14
Ian Reddoch					19			19	15
Harriet Jordan		17m						17	16
Ray Arthurs					16			16	17

Mal Sinfield

Moved to Apprentice after Round 3

Classic Rally Club Championship 2018									
Masters Drivers									
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
<b>Competitor</b>									
Andrew Inglis	20	16	15	19	11	35		105	1
Mike Batten	14	13	16		18	40		101	2
Tony Wise		20	17	18	17	26		98	3
Peter Jakrot		15	13	13	13	38		92	4
Graham Pettit	17	18	14	20	20			89	5
Robert Panetta		18	18	17		35		88	6
John Cooper		12	19.5	18		28		77.5	7
Dominic Votano	18			18m	18m	32m		54	8
Bob Morey	19	18		16m				53	9
Gerry Both	13	14		16	10			53	9
Alan Watson		10		14m	14m	30m		40	11
Lauren Walker	16m	19m						35	12
Natalie Martin	11	9	12					32	13
Tony South	12m				12			24	14
S Mairs						24		24	14
Gerald Lee					19			19	16
Michael Olsson		17m						17	17
David Shaw					16			16	18

Jann Sinfield  
Jon Mansell

Moved to Apprentice after Round 3  
Round 4 placed 6th Masters - points to Apprentice

Classic Rally Club Championship 2018									
Apprentice Navigators									
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
<b>Competitor</b>									
Scott Wilkinson	15		13	11	15	30		84	1
Shane Navin	13m	14	11m	15	11	26		79	2
Mal Sinfield	5m	3	13		14m			35	3
Tina Mansell	12m	15m	14m					29	4
Lindsay Trevitt	10					18m		28	5
Nikki Baker	14m	12m	6m	13m	12m			27	6
Jayne Annabel		13m	8m		13m			26	7
Lachlan Watkins	9			14				23	8
Laurie Cunningham	11m		9.5					20.5	9
Tanaz Dhondy			7m	12m	8m			20	10
Winton Brocklebank			15m					15	11
Ian Gilholme			12m					12	12

Tom Payne            Moved to Tour after Round 3  
Lindsay Trevitt        7th in Tour in Round 6

Classic Rally Club Championship 2018									
Apprentice Drivers									
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
<b>Competitor</b>									
Donna Wilkinson	15		13	11	15	30		84	1
Jennifer Navin	13m	14	11m	15	11	26		79	2
Jon Mansell	12m	15m	14m	10	10m			39	3
Mike Birks						28		28	4
Murray Baker	14m	12m	6m	13m	12m			27	5
Stephen Annabel		13m	8m		13m			26	6
Jim Barrett	9			14				23	7
Jann Sinfield	5m	3			14			22	8
Graham Thompson			15m					15	9
Peter Parry			12m					12	10
Brian Doyle	10							10	11
Mark Hoyle					8m			8	12

Jon Mansell            Round 4 placed 6th Masters - points to Apprentice  
Kevin Payne            Moved to Tour after Round 3

Classic Rally Club Championship 2018									
Future Stars									
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
<b>Competitor</b>									
Tom Payne		11		7	6			24	1
Lachlan Watkins	9			14				23	2
Tanaz Dhondy				12m	8m			20	3
Shaneen Dhondy		1m		8m	5m			13	4
Hollie Taurins		2m	4					6	5
Sean Walsh		3m						3	6

Please let Mike Batten know if he has missed any other young competitors (under 30 years of age)



Classic Rally Club Championship 2018									
Tour Navigators									
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Karen Yates	10	7	9.5	9.5	8.5	4		46.5	1
Jim Deves		10m		9.5m				19.5	2
Tom Payne		6		7	6			19	3
Karen Devereaux		8.5m			7m	18m		18	4
Alan Ongley		6	7.5					13.5	5
Shaneen Dhondy		1m		8m	5m			13	6
David Wigley		8.5			4m			12.5	7
Julie Braithwaite					10			10	8
Janice Yipp			9.5m					9.5	9
Roger Wood					8.5m			8.5	10
Brian Doyle			7.5					7.5	11
Hollie Taurins		2m	4					6	12
Dave Hawkins		5						5	13
Sean Walsh		3m						3	14
Henri Hendriksen		1						1	15
Colin Segelov					1			1	15
Jocelyn Vettoretti					1			1	15

Tom Payne  
Lindeau Truitt

Moved to Tour at Round 4  
Points for 7th in Round 6 to Apprentice

Classic Rally Club Championship 2018									
Tour Drivers									
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Greg Yates	10	7	9.5	9.5	8.5	4		46.5	1
Alan Cummine		10m	7.5	9.5m				27	2
Kevin Payne		6		7	6			19	3
Graham Dolbel		8.5m			7m	18m		18	4
Tony Quist		6	7.5					13.5	5
Eduh Dhondy		1m		8m	5m			13	6
Geoff Bott		8.5			4m			12.5	7
Jeremy Braithwaite					10			10	8
Peter Eastham			9.5m					9.5	9
Chris McDonald					8.5m			8.5	10
Andrew Taurins		2m	4					6	11
Ian Packard		5						5	12
Craig Walsh		3m						3	13
Danny Castro			3					3	13
Richard Nineham		1						1	15
Jon Dickson		1						1	15
Simon Robinson					1			1	15

Kevin Payne moved to Tour at Round 4

# Xmas Party

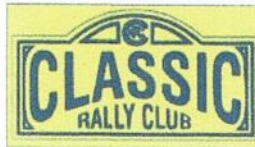


*The Club's Christmas Party and Annual Presentation will be held on Sunday 9th December 2018.*

*Venue: Castlereagh Hall, Castlereagh from Midday  
Cost: Free to all CRC members, BYO drinks.  
RSVP to John Cooper 0414 246 157*

*To get you in the mood Garth & Paul are running a GPS Challenge starting at Red Rooster on the M4 westbound at Eastern Creek & finishing at Castlereagh. Be there at 9.30 for a 10.00 start and bring a GPS device. To find the necessary route you will have to visit a number of observation points given by GPS co-ordinates.*



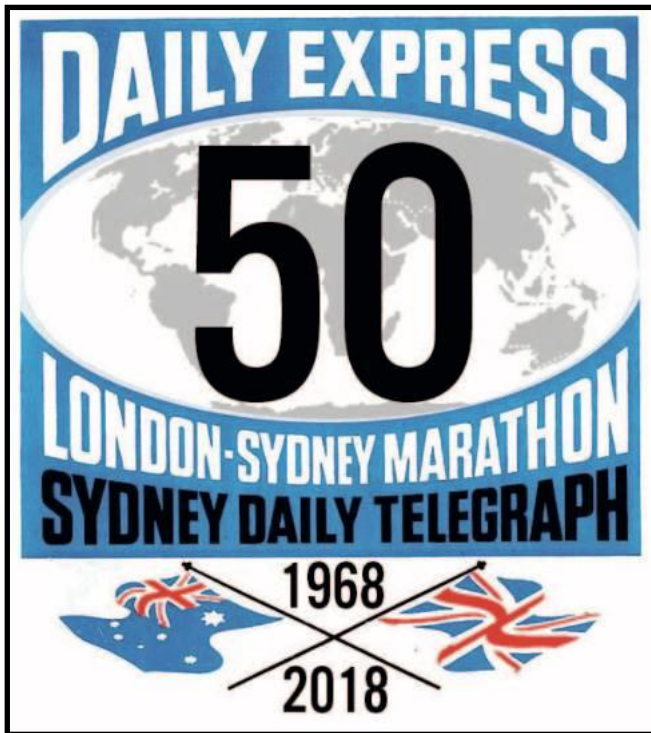


## THE ESCARPMENT ESCAPE - SATURDAY 23<sup>rd</sup> FEBRUARY



- GET OUT OF THE CITY AND ENJOY THE CLEAN AIR AND STUNNING SCENERY OF THE ILLAWARRA ESCARPMENT AND THE SOUTHERN HIGHLANDS.
- THIS EVENT, THE FIRST OF THE 2019 CLUB CHAMPIONSHIP, WILL START FROM THE AUSTRALIAN MOTORLIFE MUSEUM IN DAPTO, HAVE A LUNCH STOP IN CAMBEWARRA & FINISH AT THE SHELLHARBOUR CLUB.
- INCLUDED IN THE ENTRY FEE OF \$125 ARE THE FOLLOWING:
  1. ENTRY TO THE MUSEUM TO INSPECT THE EXHIBITS. EARLY ATTENDANCE AT REGISTRATION WILL ALLOW MORE TIME IN THE EXHIBITION AREA.
  2. LUNCH AT THE CAMBEWARRA PUBLIC SCHOOL - A GREAT LOCATION.
  3. A DRINKS VOUCHER FOR USE IN THE SHELLHARBOUR CLUB AT THE END OF THE EVENT. HAVE A CHAT TO YOUR FELLOW ENTRANTS.
  4. ALL OF THE USUAL DOCUMENTATION, MAPS, CAR NUMBERS ETC.
- INSTRUCTIONS WILL BE AVAILABLE FOR THE USUAL 3 COMPETITION CATEGORIES AND FOR SOCIAL RUN ENTRANTS.
- ANY CREWS ANTICIPATING TRAVELLING DOWN ON FRIDAY MAY BE INTERESTED IN BOOKING ACCOMMODATION AT THE SOVEREIGN INN IN FIGTREE - 4271 1122. THIS MOTEL IS 8 KMS FROM THE START VENUE.
- SUPPLEMENTARY REGULATIONS AND ENTRY FORM SHOULD BE ON CRC WEBSITE **EARLY** JANUARY AND YOU ARE ENCOURAGED TO GET YOUR ENTRY IN EARLY - IF ONLY TO MAKE MY LIFE EASIER!
  
- FOR FURTHER INFORMATION CONTACT THE FOLLOWING:  
TONY NORMAN - EVENT DIRECTOR 0402 759 811 OR 4293 1574.

## 50<sup>th</sup> ANNIVERSARY CELEBRATION of the 1968 LONDON to SYDNEY MARATHON—Laurie Mason.



The first London to Sydney Marathon was held between 24 November and 17 December 1968.

The event was the brainchild of the proprietor of the UK's Daily Express Sir Max Aitken and two of his Executives, Jocelyn Stevens and Tommy Sopwith. The story goes that David McKay and Max Stahl, journalists with the Sydney Daily Telegraph, and Australian motoring legends themselves, heard of the event and spoke to the then owner Sir Frank Packer who agreed to sponsor the Australian Section of what has since become known as the Greatest Marathon of them All.

Of an original 100 Entries, 98 cars left London on 24 November to travel the 10,000 miles or 16,000 kilometres to Sydney across Europe, the Middle East, Asia and India, and then on to Australia. The field spent 9 days travelling by ship from Bombay to Fremantle, regrouping to depart from

Gloucester Park in Perth for Sydney at 6.00pm on 14 December 1968. The finish was at Warwick Farm in Sydney with the first car arriving at 1.19pm on 17 December 1968, crossing the continent in less than 3 days.

The event was truly eventful, with a head-on collision ending the event for the leading Citroen DS21 driven by Lucien Bianci and Co-driver Jean-Claude Ogier, with less than 100 miles to the finish. Scottish Driver Andrew Cowan with Co-drivers Brian Coyle and Colin Malkin driving a Hillman Hunter would take the win in the first of the Great Marathons.

Of the Teams that entered, 57 were British, 18 were Australian, 4 were Russian and 2 were Swiss. There were 27 different manufacturers represented, with 43 different variants of vehicle.

The Great Marathon was followed by a worldwide audience to see who would win the G.B.P. 10,000 prize money..

During 2018 the event has been celebrated in many parts of the world. In the UK the event was celebrated at the National Motor Museum in Graydon. On 1<sup>st</sup> December 2018 a Reunion Event conducted by the Historic Rally Club of NSW will be held at the Club Paceway at Penrith. The RAC on the 8<sup>th</sup> August 2018, held a very special Reunion Dinner in Sydney .

From the 15<sup>th</sup> December to the 17<sup>th</sup> December 2018 a 50th Anniversary Rerun Event is scheduled to be held to finish at Warwick Farm at precisely 1.19pm on Monday the 17<sup>th</sup> December. This timing is to coincide with the first car finishing the Marathon 50 Years ago.

### The 50<sup>th</sup> Anniversary Rerun Event

The Event is to be run under the sanction of the Confederation of Australian Motorsport (CAMS) and is being promoted by the Classic Rally Club of NSW. The Event will be conducted as a CAMS Permitted Social Tour.

The Event will be known as the 1968 London to Sydney Marathon 50<sup>th</sup> Anniversary Rerun.

The Event will retrace the section of the original route from Wangaratta in Victoria to Warwick Farm in NSW. The Event will follow the original route over the Victorian and NSW Alpine regions, then head north through the Southern Great Dividing Range up to Nowra then to Sydney.

*(Continued on page 21)*



Photo by Bruce Thomas

Overnight stops will be held at Lakes Entrance, Jindabyne and Nowra. The Entry fee starting at \$225.00 has been kept to a minimum by allowing Participants to choose their own accommodation and meals to best suit each participant along the way.

The Organisers have made great efforts to ensure that the Route will follow the exact 1968 Route, and where roads may no longer exist, or roads have been modernised, a similar section of road will be used in the locality that best represents the original route.

The Event will be run as a CAMS Touring Event – National Assembly (Social). The Event is open to any CAMS Affiliated Car Club Member who holds a current (at the time of the Event) Australian Full or Provisional Road License or Road Permit (i.e. Learners Permit) that allows the Driver to validly drive in Australia (under supervision if appropriate).

The Event is being organised to celebrate the achievement and success of all those involved in the original 1968 London to Sydney Marathon, the forerunner of many other great International Marathon events. The Rerun seeks to encourage all those interested in motoring and motor sport, to participate in and to celebrate the 50<sup>th</sup> Anniversary of the 1968 Marathon by driving part of the route across the Great Alpine Regions of Australia.

A very special lunch stop will be held at the now famous “Hindmarsh Station” that saw the finish of the last competitive section of the Marathon. This will be a very special event in itself with the local community coming along to help celebrate. The final day of the event will finish at Warwick Farm following a leisurely drive North from Nowra with Participants choosing whether they tackle the Old Princes Highway through Wollongong or take the Motorway.

At the conclusion of the event, a celebration lunch will be held at the Warwick Hotel on the Hume Hwy at Warwick Farm to start from 12.30pm. All Members and Visitors are welcome to join this part of the Event. This will be a time to recognise the efforts of all those who successfully made the finish in 1968, and to wish all Entrants and Officials a bon voyage home to wherever they have come.

Entries are already being received for the 50<sup>th</sup> Anniversary Rerun with already four original 1968 Marathon cars entered. Also at this time, five Australian Rally Hall of Fame legends have nominated for the event.

This is a once in a lifetime opportunity for motoring enthusiasts who enjoy a drive, but are willing to take to the dirt where necessary, to participate in an Event that will relive some of the roads and memories of that momentous event on the World Rally Calendar. This event is designed and costed to enable any motoring enthusiast with a current Australian Road License (Provisional or Learners Permit included), to enjoy this once in a lifetime motoring challenge.

Entries are now Open. An information document is available on the Club Facebook Page and the website shortly. In the meantime send me an email for a copy. My email is: [lauriemason1952@gmail.com](mailto:lauriemason1952@gmail.com)

A few random photos of CRC members taken over the last couple of months



Richo and his audience at the MG Briefing



Ross all set for a run at the Cootamundra Sprints



The scene at The RAC Annual Dinner which celebrated the 50th Anniversary of the 1968 London to Sydney Marathon



Hendo and Westie during the Prologue at COT2018



Serious business at the start of the MG

**Thanks** to John Cooper, Tony Kanak, Tony Norman, Jim Richardson, John Loosli, Peter Reed, Ted Norman, Steve Brumby, Mike Batten, Andrew Inglis, Greg Yates, Laurie Mason and Geoff Bott.