



Rally Directions

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

March 2020 Issue 03
Dates to remember

24/03/20 - Club Meeting
Cancelled

11/03/20 - Dave Johnson
Historic Rally

STOP PRESS!!!

Don't believe everything you read in this magazine, like the bit about the President going to Vietnam for a holiday or the Editor cruising around South Africa and Europe, or the bit about seeing you at the March General Meeting, and also the fib about combining the April and May editions of Rally Directions, its all a big fat lie, bloody Coronavirus, so the truth is, the **MARCH MEETING IS CANCELLED.**

See inside for further details.....



Turn the page to read about;

- Cancellation of March meeting
- Notice Board
- **Proposed changes to Concessional Registration**
- Dave Johnson Historic flyer
- Sheep Station Rally flyer
- Social Run to HARS flyer
- Buckett List Tour results
- Director's Cut—BLT
- 03953 J
- Mastering the Buckett Loops
- CRC Championship Results
- A Buckett Full of Points
- 1973 Southern Cross Rally

Classic Rally Club Officers and Contacts 2020

Position: Name	email	Phone (please make calls before 9.00pm)
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: Chris McDonald	crc.editor@classicrallyclub.com.au	0419 255 032
Competition Secretary: Ross Warner	crc.comp@classicrallyclub.com.au	0409810553
Championship Pointscorer: Mike Batten	crc.scorer@classicrallyclub.com.au	0400 174 579
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	0403 037 137
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	
C.A.M.S. Scrutineers	email/location	Phone (please make calls before 9.00pm)
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
Glen Innes (Bronze)	Figtree	0409 293 241
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774

COVID-19 AND MARCH CRC MEETING

Folks, following a suggestion from Peter I have explored the issues as well as presently possible- about the rapidly evolving Covid 19 subject.

I have checked with the Federal Govt on line info, NSW Health and watched the latest news on TV/press.

SO:

In my opinion- based on the views of people more expert than I, in this subject area, the usual March meeting of the CRC should not proceed. This is consistent with the position already adopted to events of this type by other similar organisations that I am familiar with, after consideration and rejection of other options such as mandatory usage of hand sanitiser upon arrival, and increasing distance between seats to at least 1 metre etc. One large building site nearby in Sydney has introduced a requirement for all attending employees to be clean shaven- an example of how this issue is concerning people, and increasingly disrupting normal life. So the CRC cannot ignore the Covid 19 issue.

Not enough is yet certain about how this stated pandemic is going to develop, and given the CRC meetings are hardly an essential gathering and in an air conditioned building (when not enough certain information is yet known about modes of transmission or the life of the virus outside of a host)- so the precautionary principle suggests we don't need to expose our members to any unnecessary risks to their health.

Note that the Ryde area has had documented cases of Covid 19 already, and some of our members are of classic vintage themselves, which appears to increase the seriousness of the risks from this virus. No doubt some people would decide not to attend the March CRC anyway, and modification by people to their usual routines may yet develop further- like avoiding non-essential public exposure.

I recognise that not everyone will agree with this precautionary CRC action, but there are presently unanswered insurance issues as well. Hopefully the situation will become clearer soon and in the longer term we won't have to offer CRC face masks.....

Tony Kanak

Secretary CRC Inc





John's Jabber

Hi again everyone, here is this month's March Jabber from me. Welcome and hope you enjoy the read. Possible apologies in advance from me that I may not be at the March General Meeting and able to catch up with you all. I have a good excuse as Wendy and I should be travelling overseas again, hopefully germ/virus free, (at the time of typing this Jabber I just received a notice that our tour may be postponed) but that's no excuse for you not to get along to the meeting. It should be a very interesting night with the main talking topic being where you all went wrong on the recent Buckett List Rally and where you should have gone. Well done to the organisers, especially Martin Leaver, who set a very challenging rally route that took us over some great driving roads and magnificent scenery, especially after so much rain, with every single thing as green as green, rivers flowing, creek crossings, huge number of old bridges to cross, just a great area to rally in. Thanks also to Greg and Karen Yates and Tony Norman who helped Martin pull off a fantastic weekend away to kick off our rally season. Thanks to all the other Officials who helped out. Andrew Ingis accompanied me as the sweep vehicle, we were often amused with numerous cars going in all directions. I hope Martin and his crew will continue on for next year with another event. The feedback from those participants that I have had the chance to talk to all seemed to have enjoyed the rally and conceded that they made a lot of mistakes along the way, but all agreed it was a great rally to be in.

If you missed the Buckett List Rally, or want to back up for some more rallying, the Historic Rally Club will be hosting the next rally on the 19th April, "The Dave Johnson Historic" so Mal Sinfield is awaiting your entry. Ross and I are in, in the Escort's first outing since shitting out lots of little cogs in the diff, now sporting a new one and ready to go, so don't wait till the death to enter, enter now!

It was sad to inform our members of the recent passing of Wayne Patterson. The CRC was well

represented at his funeral. Gladly I can report that we were able to visit Jim Barret at his home as he was allowed home early from hospital after a major operation, Jim's recovering well and looking forward to getting back in his Mini on an event in the coming months. I'm informed that one of our Club Legends, Barry Ferguson, is doing ok after his recent hip replacement. All the best to everyone dealing with any health issues, we all wish you well.

Tickets are available for this year's Shannons display day at Eastern Creak at Sydney Motor Sport Park, whatever you prefer to call it, on the 16th August. See me to reserve your spot to represent the CRC and enjoy a free day out with over 1000 cars on display.

You may have noticed some old newspaper clippings and articles in the magazine lately, mainly of rallying in the 50,60,70's and of some of our club's Rally Legends, I have in my possession a number of boxes filled with old rally stuff from Dave Johnson, who is downsizing and decluttering, ready for his next move into a smaller unit up Port Stephens way in the future. I have been slowly going through some of his things and will get Chris to put some of it in for you all to read and reminisce over the past.

Don't forget that we need your articles about the present and future to go along with all the past to fill our great magazine up with reading material, so get something to Chris to publish along with your photos. Speaking of Chris, our editor, he too will not, or may not be at the next meeting as he is due to fly out to South Africa and like me is awaiting advice to go ahead or not. Bloody coronavirus! It's now stopped the Australian Grand Prix F1. If Chris goes away you will probably not get an April mag but a combined April/May one the following month. I'm about done for this month, see you all soon I hope.

JOHN COOPER



Starting and finishing from the Mittagong RSL Club, the Dave Johnson Historic Navigation Assembly will be run over 300kms and is open to:

- Masters and Apprentice crews who will have OLD maps to comply with and about 15kms of gravel,
- Tour and Social crews who will enjoy a fully route charted drive over sealed roads,
- The entry fee is \$110.00 which includes lunch for driver and navigator somewhere in the Highlands - you will find out on the day!
- Registration from 6.45am to 8am with the crew briefing at 8.10am
- First car starts at 8.40am with an expected finish of 4:30pm approx
- The Mittagong RSL Club will be open for breakfast from 6.00am

The Historic Rally Club of NSW and ACT would like to extend a warm invitation to ALL Car Clubs to join us.

Dave Johnson, our former Club President, has been an inspiration to many over the years, and along with fellow club member Barry Ferguson, they are rallying's royals. We are honoured Dave is allowing the club to name this event after him.

The Supp Regs and Entry Form will be listed on the Historic Rally Club and Classic Rally Club Websites and Facebook pages.

<http://hrcnsw.org.au/>

<https://www.classicrallyclub.com.au>

Mal Sinfield and Arthur Evans

For more information email hrc@leyton.com.au



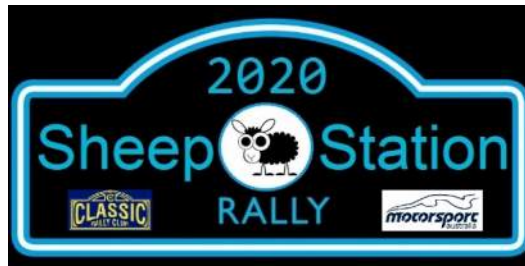
SOCIAL LUNCH RUN TO THE HARS AVIATION MUSEUM AT SHELL HARBOUR AIRPORT ON SUNDAY 24TH MAY.

- THIS PROPOSED C.R.C. SOCIAL RUN WILL BE HELD UNDER A CAMS SOCIAL PERMIT ALLOWING MEMBERS WITH HISTORIC PLATED CARS TO USE THEM ON THE DAY. LUNCH OPTIONS ARE UNDER REVIEW. CAFÉ CONNIE, LOCATED AT THE MUSEUM, CAN OFFER A BBQ AT \$15 P.P. IF NUMBERS ARE GREATER THAN 35. THIS IS A PREFERRED OPTION BUT FOR FEWER PARTICIPANTS LUNCH WILL NEED TO BE PRE-ORDERED ON AN INDIVIDUAL BASIS, AT \$12 P.P. IF THIS SECOND OPTION APPLIES YOU WILL BE SENT A CAFÉ MENU SO THAT YOU CAN MAKE SELECTIONS FROM THE 5 LISTED LUNCH OPTIONS.

- THE FOLLOWING IS A BRIEF OUTLINE OF PLANS FOR THE DAY:
MEET AT HEATHCOTE STATION CARPARK - 09.00 TO 09.30. TIMES T.B.C.
DRIVE THE OLD PRINCES HWY AND OTHER INTERESTING ROADS, WITH A COFFEE/REFRESHMENT STOP ALONG THE WAY - SUBJECT TO FINAL TIMING.
CONTINUE TO THE HARS MUSEUM. ARRIVE APPROX. 12 NOON FOR LUNCH, BBQ OR PRE-ORDERED, AND ENJOY A GUIDED TOUR OF THE MUSEUM.
THE MUSEUM CLOSES AT 15.30 ALLOWING SYDNEY BASED MEMBERS TO AVOID THE LATE AFTERNOON TRAFFIC ON THE PRINCES HWY.

- THERE WILL BE NO C.R.C. ENTRY COST BUT YOU **MUST REGISTER BY THE C.R.C. MEETING ON TUESDAY 28TH APRIL.** THIS IS NECESSARY IF THE B.B.Q. LUNCH OPTION IS NOT ADOPTED AND I HAVE TO COLLECT AND COLLATE THE PRE-ORDERED LUNCH REQUIREMENTS FOR THE CAFÉ STAFF BY FRIDAY 1ST MAY. FINAL NUMBERS ARE ALSO REQUIRED BY THIS DATE TO ALLOW THE MUSEUM TO ARRANGE SUFFICIENT VOLUNTEER TOUR GUIDES. FURTHER DETAILS OF THE MUSEUM CAN BE FOUND AT www.hars.org.au
- TO ENTER YOU NEED TO CONTACT ME ON ONE OF THE FOLLOWING:
E-MAIL: normansoz@optusnet.com.au OR MOBILE: 0402 759 811.
YOU MUST PROVIDE YOUR NAME, NUMBER IN YOUR GROUP AND A POSTAL ADDRESS TO RECEIVE CONFIRMATION AND FURTHER EVENT INFORMATION.

• TONY NORMAN - FOR THE CLASSIC RALLY CLUB 17.03.2020



It's on again!

This is the NOT TO BE MISSED rally of the year. As always the Sheep Station Rally is more than just a rally, it's about a great day out for club members and guests with unbelievable scenery and some great driving roads both sealed and unsealed. If you had fun at last year's event, you'll love this year even more.

We have moved from our usual 2nd weekend in August date to 30th August so that we don't cross up with other events that are of interest to Classic Rally Club members.

Continuing on our traditions from last year with do-able navigation, fantastic driving on many new roads, great food and a social atmosphere with lots of laughs. If you're thinking of stepping up from Tour to Apprentice level, this is definitely the rally to have a go. Once you go Apprentice, you won't go back!

In Masters and Apprentice, once again we will be using 1980's maps and the Navigators will be able to get their heads out of the maps and enjoy the drive also.

Tour and Social will have Route Instructions like last year with the added road signs, speed limits, cautions and navigational tulips to help with their route. There will be a mapped navigation section during the day with Tulip instructions for these classes to test their skills.

For all classes there will be some longish runs where the crews can settle in and enjoy the drive while keeping their average speed up. More than 80% of the Sheep Station Rally will be on previously un-used roads.

This year's event will be starting in Goulburn at a secret location with lunch once again in Dalton at the Public School. The afternoons sprint will head from Dalton over to Taralga where we will have afternoon tea and the rally post-mortem before heading off.

As always this rally is part of the CRC Championship and will be just over the 300 kilometre distance. There will be some unsealed roads in all classes but they are so good you'll not notice them.

Cheers

Tina & Jon Mansell



NOTICE BOARD



Seeking a Picture

Thornleigh 500 Rally In the 1964 Thornleigh 500 car rally, Kevin Bull, Gellignite Jack Murray and Shaun Green won the teams event. A picture of our navigators and us was taken around the teams award. I would love to see it again.

Please contact **Shaun Green** on **0434 582 092**



CHANGE OF DATE

The date for the AROCA Tour D'Course is June 21



NEXT EVENT

Dave Johnson Historic Rally on April 19.

See flyer in this Newsletter



FOR SALE

1962 Valiant / Signet 2 door coupe.

See Classified Section



Updated National Touring Code

See CRC web site for full details



This is the late Ron Pope's rally Triumph he used to rally in the early CRC days.

Ron and son Jim, both foundation members. Ron was our first Secretary. Jim still maintains the car and brought it along to the Bucket List rally start in Wyong

Proposed Changes to Concessional Registration in NSW

The Government is proposing to make changes to the Concessional registration schemes to bring them in line with “user pays” principles.

The current systems allow conditional use that has no reference to kilometres travelled during the year. People with multiple cars pay the same registration for each car regardless of how often they are used or the number of kilometres travelled. People with only one car would most likely travel many more kilometres in that car during the year.

For example; A person with one registered car may travel 5,000 kilometres during the year in that car. A person with four cars is unlikely to travel 5,000 kilometres in each car but is paying four times the registration fees.

The proposed changes will set lower fee for each car but will have a limit on the maximum number of kilometres that can be travelled without further charges. Once the maximum number of kilometres has been exceeded there will be an extra charge in 1,000 kilometre blocks to a maximum of 10,000 kilometres. At the 10,001 kilometre point the charges will be similar to those on full registration.

The proposed charges are expected to be as follows:

\$50 per registration that includes 1,000 kilometres (no change to usage/log book regulations).

Then \$50.00 per 1,000 kilometres or part thereof to a maximum charge of \$500.00

Payment for the extra charges will work in a similar way to the Opal card. A credit card will need to be attached to each registration and blocks of \$50.00 will be withdrawn as each block of 1,000 kilometres is used. It is anticipated that you will be able to use your Opal card and the credit card attached to it to make these payments.

These charges will reduce the cost for those with multiple cars but those with only one car may find their costs will increase.

The new system will require each car to be fitted with a device similar to those used by the fitness industry. These devices include Fitbit, Apple watches and other devices that measure distance travelled using GPS technology. The device will be mounted on the windscreen and will be kept charged by a wireless charger connected to the car battery. To transmit the data to the Government a special Government App will be available free of charge to download onto your smart phone. The device will cost about \$120 for each car. Apart from recording the kilometres travelled the App will also have extra features to enable you to enter data such as fuel used, maintenance costs, insurance details and other information specific to that car. These features will enable the owner to monitor fuel consumption and annual expenditure for the car.

The name for the new system will be in line with the current general use of “My” such as MyGov, MyNRMA etc. The system for classic cars will be known as Myoldcar and the system for modified cars will be known as Myhooncar.

The proposed system is expected to be announced on April 1 with a one year transition period.

Bu-Lah-De-Lah – The Buckett List Tour Director's Cut

The thought bubble for the event started at the 2018 xmas lunch when Greg and Karen were receiving their 15th tour championship trophy and Greg said that he'd love to assist in running an event to put back into the club. Originally, there was a vacant date at the end of the 2019, but *el Presidente* suggested that date was too late in the year to get everything organised. After several dates in March were ruled out by Phillip Island Historics and the Formula 1, and Karen and Greg had a family wedding on 22 February, our departing competition secretary, Tony, landed us on the weekend of 29 February and 1 March.

With most of the recent rallies having been run south of Sydney, the MG Classic not running in 2019 and Greg and Karen moving up the coast, running an event in the Hunter appealed to me. I've run Alfa Romeo club runs, starting in Canberra, that have gone through the area, so along with the MG Classics that I'd competed in, I'd developed a reasonable feel for the roads, but there were many I'd never driven on.

In some stubbornness that came up a couple of times, I stuck with a two-day event for a few reasons. One, it is a fair hike from Canberra, so two days made it seem more worthwhile and put an extra day between the scenic and highly enjoyable trips along Pennant Hills Road, the M1 and the Hume. Two, an extra day will encourage those who have any championship dreams to compete, especially as it is the first event of the year. Thirdly, it is difficult to get enough interesting roads close to Sydney for those who want to come up on the morning of the start. Once an overnight stop was obvious to Greg, he suggested Forster-Tuncurry as a new area for the CRC to go to.

Greg made a couple of other road suggestions, the Wootton Way, which was the old Pacific Highway and an occasional hillclimb track now, and Tallwoods Village. Now a golf course estate, it features suburban streets with 14% gradients, which is unusual to see in Australia, with none of those streets on the map. Rather than a route chart, I decided on a drop-off unmapped herringbone that would land crews on a mapped track. This was intended as a distraction from spotting the shortest mapped route involved driving a longer route to get to the herringbone. I haven't sussed out how the only two crews to find the Z board on the correct route didn't manage to find the start of the herringbone where Andrew and John were waiting at the passage control? But that was start of day 2.

Day 1 started at the Wyong Squash Centre, which is a bit of a different venue to most that I've started at. Its main benefit was the large car park and its proximity to the road out to Yarramalong and Kulnura. I wanted to kick off with a nice drive that was close to Sydney before getting to the Hunter, so the Wollombi Road looked the obvious choice. Jim Richardson had introduced me to the roads around

(Continued on page 11)

Kulnura and then to Wyong. Kulnura was to be the main navigation test in the first 100 km, but on the first recce I decided that one of the dirt roads was too much of a risk to use, so I was left with four roads to create something from. Wayne at the control said he could see cars going every-which-way and telling crews the map may not be correct certainly created some confusion.

On the way out of Kulnura there's a fruit and veg shop with lots of signs saying things like Carrots and Avocados. Hopefully, some crews got a smile out of my joke to modify a P board to say P_{EAS}? The run from Kulnura to Wollombi is quite long, so I had the idea of making crews plot the location of some questions, rather than giving them all as a distance. In several cases the question was before the reference point. If crews were desperate, they could drive to the relevant bridge and then drive back, but it would add many kilometres. One was a straight map scaling exercise, but the others could be used with mapped features and distance markers to determine reasonably precise locations. The feedback was a bit mixed, but generally having something different was seen as a good thing.

Beyond Wollombi, I had a series of out-of-bounds instructions that narrowed the route down to pretty much a single course. If any Masters missed the instruction not to cross a bridge in a built-up area then you can thank Ross for his input during the checking of my instructions.

Division 2 was centred on giving the Masters and Apprentices a challenge around Glen William and Glen Martin. I don't recall driving these roads on an MG Classic, but I'd seen a group of potential loops on the map and decided that I was going to make something of them. My original thinking was that crews would be coming from Dungog – I didn't have much of a route or know where the lunches were going to be at that point, but I knew there'd be a shortest mapped route puzzle in those loops somewhere. After deciding that an earlier route was too long, I eventually borrowed from a Division 3 trick. I had recalled Ross arguing, possibly in 2018, as to what heading east meant, in that it could be interpreted as a heading of exactly 90 degrees. To cover any arguments I defined what using the cardinal headings meant – error bars of $\pm 10^\circ$ - and used that definition again, even if it was not critical to the trick around the Glen Williams loops. Whether the extra use helped or hindered crews late in Division 3 I have no idea.

Another idea I had well before I had a route was to do something unusual with a herringbone. Crews sometimes get caught out by following a herringbone while only being required to drive to the end of it. I think I prevented that by making my herringbone oppose rally traffic. For good measure I made the start of the herringbone a point on a road that that wasn't suitable for road cars with a Z board on the access road. A few crews got that one correct, with rest able to enjoy the Booral Road to Bulahdelah.

In my time of competing in the MG Classic, Jim Richardson had taken us on the Booral Road once, in 2016. It is a fun road, usually without much traffic on it and one I knew would be on the route once Greg had put forward the Forster-Tuncurry overnight stop idea. I had taken an Alfa Club tour along the road in

(Continued on page 12)

2017 and it was then that one of the tour group looked at a road sign and said Bu-lah-de-lah, rather than Bool-a-dee-la. While doing setup it certainly cracked Robbie up. If you see mister Panetta, feel free to say Bu-lah-de-lah until it gets stuck in his head. In a 2018 Alfa tour there was even a Bu-lah-de-lah Top Galah trophy for 'Alfisti spiritedness'.

There were a few cases of multi-tasking officials. Andrew, primarily acting as el Presidente's navigator in the sweep car, played observer at the first control on Day 1 and a passage control official early on Day 3 before he and John reverted to the sweep role. This allowed me to get an extra manned passage control out of my available officials by using the out control to sweep the initial section of the route. There was also a bit of double duty, with checking the causeways in Division 3 during the Saturday run.

The rain in February had put the four crossings of the Gloucester River under a fair bit of water, with Greg finding one of the crossings at least half a metre deep two weeks before the event. Masters and Apprentices ended up with the two deeper crossings while Tour and Social had two shallower causeways and another spot where the water level crossed the road without being called a ford. Depending on road suitability, I had Plan B and Plan C route instructions for Masters, with Plan B avoiding the diversion around Bucketts Mountain completely, and Plan C having Masters and Apprentices follow the longer Tour and Social route along the east, north and west sides of Bucketts Mountain, and then a shortened route around Stroud.

A road I knew little about, but looked promising on the map, was the Booral-Washpool road that runs to the west of Stroud. The southern section is all sealed and is a fun 10 km run. I had the Tour and Social use this section on the Saturday afternoon and then Masters and Apprentices were using it just before Sunday lunch. The dirt road section between Stroud and Washpool, while a bit rough, was still better than quite a bit of the bitumen around Dungog. Still, Robbie kept telling me: "great roads, even in a Commodore".

Division 4 ended up taking a few roads from Division 2 in the opposite direction. I gave the Tour and Social a bit of extra distance to do, after Divisions 1, 2 and 3 all featured greater distances for Masters and Apprentices. It was in one of these extra sections around Duckenfield that the most significant error in the Tour instructions arose. I'd suggested a question to Greg around the Ducks in the Field café, thinking people might spot a Duckenfield sign and use that instead. I only had an approximate distance and it wasn't updated in the Tour instructions, so some crews found it difficult to find.

There was also a glitch in the Masters and Apprentices questions, with a Division 3 question just saying Falcon Ridge, which is exactly what was on the sign. Greg and Karen had identified the sign as a possible question, but I hadn't added their final phrasing. There were a couple of other questions that didn't come close to be legible at 60 km/h and I'll try not to repeat that next time. Thanks to the invaluable assistance

(Continued on page 13)

of Tony, Andrew and Ross I avoided having any mistakes in the instructions that allowed a shorter mapped route than what I intended. In the last minute rush to finish the alternate Division 3 instructions I did forget to change all the division opening and closing timings in the route instructions. This meant the Masters and Apprentices had some conflicting advice, but looking at the results I doubt it had any significant effect – those crews that worked out the route came in on good time and those who made mistakes, missed boards early on, still came in at an okay time, so I dodged a bullet around late time and crews cutting and running.

Overall I'm pretty happy with how the event went, especially with most of us running one for the first time. Tony's input was very helpful in avoiding missing any key steps. Having Greg and Karen review the route distances wasn't a problem after and Andrew and I had done our run in September when the Western Weekend Wander was cancelled. Starting earlier would have been more comfortable, and there were delays, firstly with Greg expecting to be able to step back from work, and it not happening, and then the fires and the rain getting in the way of checking the route.

To save time I decided that I would use unaltered maps, and just work on making them look presentable. I downloaded maps from the Geoscience Australia website in Portable Document Format and then, on Ross' recommendation, used the Bluebeam Revu software to copy and paste sections of the maps onto a white A3 background and then add grid references. PDF files demonstrate some unusual behaviour – while you can successfully take a section of an image and place it in another file, the entire image is retained in the data, so you can end up with large file sizes. Bluebeam Revu is available for a free 30 day trial just by supplying an email address that hasn't already been used.

The Bucket List Tour will be a one off, with a new area, not using most of the Bucketts Way, or the name. Across the competitive categories, the event used 101 of the 151 km length of the Bucketts Way, so there's a bit left for another Event Director. I did come up with a working title of the Goldfish Tour, which may or may not be related to the short term memory of drivers when being told what to do next (remember the discussion Robbie?). The start of next year is likely to be busy for me, so I expect, wherever it is, it will be in the second half of the year.

Overall, I'm really happy with how the Tour and Social categories went, with great feedback from almost everyone. Greg did well with the questions so that we had some separation in the placings, which is good. Masters and Apprentices ended up being more difficult for the crews than I felt it would be, and I'll make a few adjustments for next time. I felt that the Saturday night dinner, where I just arranged a space for us but gave everyone a free choice, went well, as did allowing people to pick their own accommodation to the standard they desired, so I expect I'll keep these aspects for the next event I run.

Cheers,

Martin

0 3 9 5 3 · J

Team Baker had

0

idea that we would **ever** think of obtaining a classic car **but after**

3

years with the club, we felt the Driver had certainly vastly improved, whilst the Navigator had a strong belief in the idea that a classic car was required with a minimum of:

9

attributes – the car had to be **white, two door, manual, reliable**, with **working air con**, does not **leak**, suitably **comfortable** to be able to read maps at speed, a good **sound** system and of course, **fun** to drive!

5

things have now occurred. The 944 S2 has been **purchased** and we **learnt** that owning a 30 year old car with over 300,000 km is like buying a **work in progress**. **Refurbishment** of the engine and suspension is just one of many things that has been completed but this is just the **beginning** of the journey.

3

things are apparent. Classic cars have a **personality**, **Age** does not weary them; and tender **loving care** is a MUST.

J

Judgement is not part of the Baker creed, so please, when you pass a white 944 S2 with Historic Plate 03953J simply enjoy the fleeting vision of a Classic Car.



Mastering the Bucket Loops

by

Mike Batten

John Cooper our fearless leader had some work to do back in 2019. Several of the CRC Championship's long running events would no longer be held. The Jim Richardson MG Classic, Tony Norman's rally with a different name each year and the Batten/Reed Wollondilly 250/Hawkesbury Ramble wouldn't be on the 2020 club calendar.

The request went out for new organisers with the challenge that two-day events were preferred. The first willing team to jump into the fray was Martin Leaver assisted by Greg and Karen Yates with Tony Norman as Clerk of the Course.



**Lauren looks worried, she shouldn't have been.
Team Walker won by a country mile**

This article is about the Masters field which featured most of the usual suspects with the exception of the Moreys, (Bob had entered but wasn't well), Ross Warner and Hendo who was skiing in Colorado. It was good to see last year's Apprentice Champions Jen & Shane Navin moving up for their first run at the Masters level.

What challenges was mild mannered Martin going to dish up? A Bucket List reminds us of the 2007

movie where driving a Shelby Mustang and visiting the Great Pyramid are on the cards. But why did Martin spell it Bucket? Read on.

The catchy named Bucket List Tour was a 720 km run from Wyong, overnighing in Forster/Tuncurry and finishing at Largs near Maitland.

The Bucketts Way is a 151 km road running from near Raymond Terrace via Gloucester to Krumbach near Taree. Between 1928 and 1952 it served as an alignment of the Pacific Highway. Back in those days some of the wide rivers close to the coast were a bridge too far for the Department of Main Roads.

A helpful Route Chart missing the Wyong shopping centre sent Crews to the first challenge, Question 1: "How far from Wye to Yarramalong? Use the sign, the route chart instruction and a single measurement on the map to calculate the distance between the towns".

Sounds easy but we realised right out of the blocks that Martin was going to run an event with many challenges.

Loop 1: We didn't have to wait long for the next brain teaser. Near Kulnura we had to visit three "T junctions", sounds easy but getting it right was something only last year's Champions Peter and

(Continued on page 16)

Valerie Jakrot could achieve. Close behind were Lauren and Alan Walker who after a false start worked out the correct route only to not stop at the Passage Control. Ouch, there goes 30 points down the drain.

The route then went via Wollombi before a circuitous path through Bellbird, Pokolbin, Rothbury and Lochinvar to lunch at the Largs Public School. Sounds easy but most of us made more than 5 attempts plotting a route that ticked all the boxes.

The results were not worked out till after the event, but Division 1 saw the Jakrots down 20, Graham Pettit/Phil Stead 30 then the Walkers on 35.

Loop 2: "Visit a TJ due west of Flat Tops, Pass Glen while heading south and Pass Glen while heading north". There were at least 3

different ways to do this looping near Clarence Town and Martin's correct route was the trickiest. In Masters only the Jakrots got it right, a lot of the rest were losing 80 points by missing a double Passage Control (2 x 30 points) and Martin very kindly capped the maximum penalty for questions to 20 points.

The route then finally reached Bucketts Way before giving navigators a headache working out a reverse herringbone with 22 road junctions and a trick for us to "Visit both ends". Only the Jakrots and Walkers found the Z Board in the Karuah Nature Reserve.

We left Bucketts Way at Booral and the windy road to Bulahdelah gave drivers a chance to let their hair down. Then it was onto another magnificent

driver's road, the old highway alignment over O'Sullivan's Gap to Wootton.

The run to the end of the day in Tuncurry was straight forward. Results for Day 1 were: Jakrots 20, Walkers 46, Pettit/Stead 91 then Gerry and Carol Both on 134. Several Crews were in the 200s.

Martin had booked a room in the Lakes and Ocean Hotel and an informal gathering of rally crews had an enjoyable evening. The sign read MARTIN LEAVER RALLY CLUB.



Valerie was very happy on Saturday, Sunday was another story

Loop 3: Martin tricked the whole field with a Shortest Mapped Route (SMR) interpretation around Tallwoods Village, we were meant to take a side road and use The Lakes Way heading south to plot the correct route. Two Crews found the Z Board on Ton O Fun Rd (11 points) but they then missed the Passage Control (30 points).

Krambach and Bucketts Way lead us to Loop 4. This involved a loop near Gloucester where the obvious route would have been in conflict with the instruction at the top of the page: "Do not travel north on the BUCKETTS WAY...". Several Crews lost points on this one.

(Continued on page 17)

Loop 5: This challenged all Crews doing diabolical loops between Stroud Road and Washpool. The direct route was around 10 km, but we were meant to do around 60 km through Stroud and Booral using guess what? Bucketts Way! Only the Walkers lost no points on this test.

Lunch was provided at the Dungog Public School. The top places had changed again after the Jakrots lost 116 points falling to Martin's tricks. Walkers 68, Jakrots 136 then Reed/Batten 271.

Division 4 was only 118 km long and included two different loop brain teasers. Were we near the end of the difficult challenges? The answer was NO.

Loop 6: The first was SE of Dungog in the Marshdale/Alison area. Two Crews missed the Marshdale VRC, but that was only 11 points.

Loop 7: From East Gresford to Largs Crews had comply with 6 Intermediate Instructions. Getting them right especially the "Travel through three different Localities, each once only" was far from easy. Wayne Gerlach's Passage Control only saw Pettit/Stead in the correct direction. Everyone else lost points.

Final Results for the top 4 were: Walkers 98, Jakrots 289, Reed/Batten 342 and equal on 407 the Boths and Wise/MacLennan.

Martin and his team ran an exceptional event. Their attention to detail was second to none. They plotted a route involving many loops that caught everyone out. Often organisers get too clever and make mistakes and end up with a crew finding a better SMR. This didn't happen in the Bucketts List Tour, mastering the loops Martin came out on top by a country mile.



Peter and Mike leaving Tuncurry, hoping for a better run on Sunday

A BUCKETT FULL OF POINTS.

What a way to start the year ! 2020 was set to go down in history even before it began.

This past summer in Australia has brought us tragic fires, thunderstorms with flooding and now the worldwide issue of the corona virus AKA 'COVID - 19'.

However nestled in between all these dramas – The Buckettt List tour was held over the weekend of 29th Feb / 1st of March. This being a new event held to replace the previous MG rallies, as we were to continue our adventures in some areas that the MG was previously based. Mainly around the Hunter region of New South Wales.



This time round we had the pleasure of some new directors. Martin Leaver leading the charge with the masters and apprentice division, along with the efforts of Greg and Karen Yates to give the tour some great scenery along with a decent challenge. All under the watchful guise of Tony Norman just to keep them on the straight and narrow. The Buckettt list tour expanded the area this year to allow us to take in areas from the central coast all the way up to the 'twin towns' of Forster / Tuncurry. This was chosen as an opportunity for the directors to find some new areas still yet to be explored by the Classic Rally Club, and they most certainly delivered.

As mentioned before, the rally began on the central

coast in Wyong. Being a two day rally Lauren and I were lucky enough to offload our kids to some very lucky grandparents for the weekend. Thereby allowing us to stay the Friday night and catch up with the officials and competitors for dinner that night. All of the directors and officials used to organise and run the event were all calm and collected and looking forward to getting it all underway.

Saturday morning comes and we started at Wyong squash club, allowing use of a very large carpark to arrange cars for the start. Being the navigator I was out and around the car setting up all the bits and bobs a nav needs to try and help work out just what the instructions want. So little did I know about the situation unfolding inside. The breakfast that was organised was set to go off without a hitch until through no fault of the rally organisers the 'wheels came off' – special mention should be made - as Jen Navin stepped in to give a very welcome hand and get the operation back in control.

As the story goes - they were set to have four helpers for breakfast , one ended up breaking an arm the evening before and failed to mention it to the others, one was to bring extra supplies and didn't or forgot to show, so with just two left one had to quickly leave to stock up supplies, and finally, one of the helpers that were there would usually ask her mother to assist in a situation like this – however her mother had past away just the week before..... some things are just way beyond our control.

After the ritual of a Tony Norman drivers briefing and being happily surrounded by a sea of new faces, we were to set off from M1. Given 15 minutes to plot before setting off, all crews had their first chance to see what one Mr Leaver was going to throw at us. So a very short route chart to get you off and out of Wyong, dropping you into quite a challenge of instructions, T junctions and out of

bounds to get you to Via 4 at 174.9 kms ! After plotting, replotting and replotting again time and time again a route that started to really fit the instructions began to form.

Via 2 started with what on paper seems fairly simple, use two different T junctions then follow by a third different T junction. – Simple –

So anyway here's how we stuffed it up.

We managed the first two T junctions quite well, saying hello to Andrew (the observer) as there was a little traffic from the tour cars. Then off to find our answer to a question.....then no answer ? We had forgotten Via 3 'third different T junction' . So after back tracking to save our error we again arrive back at Andrew (ready to observe) we again wave and make nice to only proceed to drive straight through the manned control with Wayne Gerlach watching our stuff up in utter amazement.

I think with the previous error that we were fixing, Andrew as the observer, and Wayne having been a photographer and many of the more recent rallies, little did we think he was to be stopped at. We had no idea till lunch about this mistake, and thank you to the Both's to making lunch so much easier to swallow.

We did get the question though ! So onward and upward.

Heading for Via 4 had us like young children not wanting to listen – with a whole paragraph of instruction of 'Don't do this – Don't do that' along with questions placed many km's 'before this point' on the map – certainly had us on our toes and watching for answers.

Managing to work out what was asked of us, we arrived at lunch and passed Mike Batten keeping his nav seat warm and shuffling maps to plot the afternoon section. Lauren and I managed to arrive about half way though the lunch control window so timing for us wasn't too bad. The school at Largs offered a nice warm lunch with quite a selection, and at least a little down time before the next onslaught for the

afternoon.

With the afternoon instructions along with a little map shuffling, the next division was becoming even clearer. From a master crews perspective we had a loop ahead with a large decision to make concerning which way to 'pass a Glen...' once heading North and once heading South. The welcome faces of Paul and Garth along with lollies and a stamp kept us in the right direction. We did a loop (I'm sure it was to just get some more lollies) oh and a stamp of course, then off to work out just which way to complete the next instruction (passing the Glen's). Consulting the supp regs again and again – conferring if we were travelling within the 10 degrees either side of a cardinal point.....we chose to pass 'Glen William' to the Nth then "Glen Martin' to the South.

Again – another place where we stuffed up !

The intended route was to 'Glen William' first to the Nth – watch the tour cars turn right to head to 'Glen Martin', we'd then do the loop back to the control of Paul and Garth and masters were to travel south to complete both the north and south passing just using 'Glen William'. By choosing to proceed to 'Glen Martin' (no we weren't just following the tour) our distances took a hit and again we were very much on the back foot to find our next questions, also to get back on the correct distance. All part of the challenge. Onward and upward.

For good measure Martin threw a herringbone at us which took us a little while to sort (both of us very glad it was an untimed event). Some 15 – 20 min later we had plotted to the end of day 1 and off we went. This part of the division had us using Booral Road, a great piece of touring road and very welcomed part of the rally. We noted that yet again the Jakrot's were assisting another competitor with car issues, so a big thanks to them yet again.

Onward to Bulahdelah with Wootton being next in

(Continued on page 20)

our sights, the road to be taken to Wootton is the section of the 'Old Pacific Hwy'. Not just the part bypassed by the latest upgrade to the M1 motorway – removing Bulahdelah town centre from the road, but the older section bypassed to cut out the mountains north of Bulahdelah. Many a holidaying traveller would remember as being a grind if caught behind the trucks of the day.

The tall gums both lining and shadowing either side of the road, with the slow ravage of time decaying what was once the prime route back in the day - to become just a very well formed 'back route'. An 80km limit to make sure we were not too adventurous, and giving us time to enjoy the flowing snake of the road up and over the mountain range.

The only other car we saw was that of another competitors as we arrived at another control this time of Glen and Len at Wootton junction. Roads like this are really what our rallies are all about – a shame we were in a 'modern' instead of being able to hear the wonderful exhaust notes of some of the older cars in the field.

From Wootton to Tuncurry it was fairly straight forward with the map reading consisting of counting powerline crossings, a few questions and a mapped bridge before the school at the end. Not at all bad after the big challenges of earlier in the day.

By all accounts the arrangements for accommodation that evening seemed to work well – with competitors having to organise and book their own, with some recommendations given by the organisers. This was followed by dinner at the local pub in Forster. Most crews did show up at this venue and certainly recounted when and where they found it difficult or just like us plainly stuffed it up. Overall i think this may have been the only time when some other crews chose other restaurants around Forster so missed out on the main social catch up – but on the other hand gave them the flexibility to have their own catch up with those closest to them on the rally.

Sunday morning began with a gentle warm sunrise

– looking to be yet again another nice clear and sunny day. Those who caught Phil Stead's Facebook post may have seen a few pics from his morning



walk along Forster main beach as the sun came up, along with his comments 'certainly a different way to start a Sunday of a classic rally'.

Tony Norman again had a short drivers briefing to give all crews a warning that they should encounter a few water crossings that will have a decent amount of water over them.

Instructions for Sunday division 3 were handed out and most heads sunk into the maps. Filled with out of bounds and another herringbone, an unmapped section had to be traversed in order to return to a mapped unsealed road. Having a little 'local' knowledge (Alans parents live in Forster) and having a clever rally director with question placement and use of a Z board, we chose our route and fell straight in – as we found out so did most other crews ! We had plotted a route just as we should have driven, but knowing a certain road doesn't go through, also having a question come up at the right distance, along with a little second guessing whether the directions given via herringbone may lead toward the south but more than likely the north put us in a position of yet another stuff up.

This time Andrew Inglis and John Cooper had the pleasure to hand out information concerning the plotting and use of an irregular route (no z board noted on our road card) only to lead to a little more confusion about what we had plotted next, against what the note was telling us. Anyhow it was

(Continued on page 21)

time to continue and proceed using the herringbone up to the top of the hills behind Red Head. This was an area hit by the fires earlier in the year and seeing the growth on the trees was at least heartening consider the losses on all other fronts concerning the fires.

Now heading inland from the beaches of Tuncurry and Forster, Nabiac was to be where we headed via Avalon road to our next manned passage – a quick visit to Len and Glen this time.

We proceeded to tour along Bucketts way all the way over to Gloucester, where with a little out of bounds rules had us trying out our first water crossing. We proceeded with caution as warned noticing that being in a fairly low ‘modern’ car the area certainly had some rain in recent times.

The second crossing was much the same, just had a little dip right at the bank on the other side so a small splash was to be had on exit. A return to Bucketts Way lead us to the next navigational challenge within the area of Stroud. With a pre-existing out of bounds leading the main direction of travel in the area along with at least three other requirements to complete left us with time drifting away in this area. I think this was one of the times when we managed to see almost all of the other masters cars at some time, yes even Stead and Petit managed to show up here after their little excursions earlier outside Tuncurry.

Dungog public school was to be the lunch stop on Sunday – a welcome break from the rising temperature out in the warmth of the day. A debrief with a few other crews allowed us to get a feel that some were doing it tough this weekend. At this point we knew we might be in with a podium but thought better of letting this get ahead of us. The last division (div 4) was to be tackled and we set off, leaving lunch we were at the back end of the field with in the last five cars to leave lunch. A loop somewhere in the range of twenty kilometres had us return to Dungog then head west followed then by heading southward toward Maitland. This section

included some great sections of road as we played leapfrog with the rail line as we ended up crossing it at least five times since lunch.

The final leg – Paterson to Largs. This section basically came down to how you plotted which way you planned to ‘visit’ 3 localities. Do it right – winner, winner Do it wrong , distances out, miss a control , put yourself in a difficult position to find the last few questions..... so as you can imagine, we decided the later to be more fun late on a Sunday !

We found Paul and Garth who were glad to see us, with our last top up of lollies the sugar hit must have worked as I then found out that our distance at the end was certain to be short. Being past a passage with no way back, the error was now set in stone. We pulled over to really sort out where the questions should be and just go searching from here onward.

(our deepest apologies to Wayne Gerlach as it was his passage we again – didn’t visit)

Down to the last fifteen kilometres and the end in sight, we trolled along to find the correct answer for the second last question. A street sign was to be it and off to the finish we went, a school name and a couple more turns it was done.

The final control was manned by the directors, Martin, Greg and Karen greeting all crews upon the completion of the rally.

We conveyed our thanks to them for the challenge they put forth. Overall the event was challenging and some instructions certainly delivered in a slightly different way.

We thought it was an incredible first event for the organisers and a really good job well done.

As with anything hindsight can be a wonderful thing, and I’m sure some question types, and a few instructions could be tightened up a little but still a very commendable job by all.

37 cars attended, and with the quality of event I can only hope there will be more along to enjoy it again

The Bucket List Tour - 29 February to 1 March - Final Results

The Bucket List Tour Masters Results				Division 1		Division 2		Division 3		Division 4			
Car				Controls	Qs	Con- trols	Qs	Controls	Qs	Controls	Qs	Total	Placing
1	Peter Reed	Mike Batten	Datsun 1600	41	25	82	40	63	20	71	0	342	3rd
2	Tony Wise	Lui Maclennan	Alfa Romeo Alfetta	52	40	71	40	74	20	30	80	407	4th
3	Graham Pettit	Philip Stead	Volvo 240GL	30	0	41	20	148	60	52	80	431	7th
4	Jennifer Navin	Shane Navin	VW Golf R	52	25	93	60	95	20	41	60	446	8th
5	Lauren Walker	Alan Walker	VW Passat R36	30	5	11	0	22	0	30	0	98	1st
6	Alan Watson	Pam Watson	Toyota Celica	82	60	71	80					293	DNF
7	Gerry Both	Carol Both	Alfa Romeo 105 Veloce	52	20	22	40	93	60	60	60	407	4th
8	Peter Jakrot	Valerie Jakrot	Porche 944	0	20	0	0	96	20	93	60	289	2nd
9	Paul O'Neill	Arthur Evans	Datsun Stanza	41	60	82	40	22	80	41	60	426	6th

The Bucket List Tour Apprentices Re- sults				Division 1		Division 2		Division 3		Division 4			
Car				Controls	Qs	Con- trols	Qs	Controls	Qs	Controls	Qs	Total	Placing
11	Mark Hoyle	Tanaz Dhondy	Mazda MX5	74	145	93	100	96	20	60	120	708	3rd
12	Dennis Oste	John Learson	Nissan R31 Skyline	85	220	500	260	Moved to Tour				N/A	5th
13	Donna Wil- kinson	Scott Wilkinson	Volvo P1800E	22	80	DNS							DNF
14	Murray Baker	Nikki Baker	Porche 944	41	40	11	20	93	20	30	40	295	1st
15	Michael Brandt	Andrzej Cieslak	Alfa Romeo Mito Sport	52	260	93	220	132	10 0	52	100	1009	4th
16	Joyce Lawrence	Sue Genner	Subaru WRX Wagon	11	40	63	60	140	20	71	40	445	2nd

The Bucket List Tour - 29 February to 1 March - Final Results Cont.

The Bucket List Tour Competitive Tour Results			Division 1		Division 2		Division 3		Divison 4				
Car			Controls	Qs	Controls	Qs	Controls	Qs	Controls	Qs	Total	Placing	
21	John Croft	Annette Croft	MGB Mark II	11	20	0	20	0	40	11	0	102	8th
22	Simon Furber	Jonathan Loosli	Mercedes-Benz CLK55	41	40	0	40	0	25	0	20	166	11th
23	Lachlan Grave	Michael Birks	BMW 323i	0	0	0	25	0	40	0	0	65	4th
24	Julian Atkinson		Mini Clubman	500	280	500	380	500	340	55	260	2815	12th
25	Scott Warner	Jenni Warner	Datsun 240Z	0	25	0	40	0	40	0	0	105	9th
26	Richard Nineham	Henri Hendriksen	Peugeot 504TI	41	20	11	60	30	60	0	0	222	12th
27	Geoff Hempsall	Michael Malgo	Mazda RX8	0	0	0	25	0	20	0	0	45	3rd
28	Andrew Taurins	Bruce Miller	Mercedes-Benz 280CE	0	0	0	20	0	20	0	0	40	=1st
29	Simon Duff	Mitchell Duff	Lancia Beta Coupe	0	60	0	DNF						DNF
30	Warren Herrick	Glenda Lawrence	Toyota Celica RA60	0	0	0	40	0	60	0	0	100	=6th
31	Tatiana Bonch-Osmolovskaya	Gleb Bonch-Osmolovskiy	Nissan Pathfinder	0	0	0	20	0	0	0	20	40	=1st
32	John Boss	Lynn Boss	MG MGC GT	0	20	0	40	0	40	0	0	100	=6th
33	Chris Holland	Leeza Holland	Mercedes-Benz AMG GTR	0	20	0	40	0	20	0	0	80	5th
34	Jon Dickson	Ivor Davies	Alfa Romeo GTV	0	40	0	20	0	40	30	0	130	10th
35	Ted Norman		Falcon Ute	88	280	55	380		340		260	1403	11th

The Bucket List Tour Social Run Scores			Division 1		Division 2		Division 3		Divison 4				
Car			Controls	Qs	Controls	Qs	Controls	Qs	Controls	Qs	Total		
41	Strat Mairs	Tony Nusco	Mercedes-Benz 560SL	0	40	11	40	0	40	0	0	131	
42	Mark Hertz	Maria Chong	Mercedes-Benz 350SLC	88	280	500	380	500	320	55	260	2383	
43	Ian Peard	Michele Wiese	Triumph Roadster TR8	0	280	500	380	30	320	0	260	1770	
44	Shaun Atkinson	Lindsey Atkinson	Ford Capri	0	0	0	0	0	20	0	0	20	
45	Alan Heritage	Shirley Heritage	MGB GT	30	20	11	60	30	20	11	40	222	
46	Sebastian Gross	Manfred Otto	Scimitar SE 5 GTE	0	120	11	220	0	50	0	60	461	
47	Allana Flynn-O'Neile		Porche 930 Turbo	500	280	500	380	74	320	55	260	2369	

2020 CLASSIC RALLY CLUB CHAMPIONSHIP— RESULTS TO DATE

Masters Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Bucket List Tour	Dave Johnson Historic	Tour d'Course	Sheep Sta- tion Rally	Alpine Clas- sic		
	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Lauren Walker	40m					40	1
Peter Jakrot	38					38	2
Peter Reed	36					36	3
Tony Wise	33					33	4
Gerry Both	33					33	4
John Cooper	32					32	6
Andrew Inglis	32					32	6
Robert Panetta	32					32	6
Graham Pettit	28					28	9
Jennifer Navin	26m					26	10
Alan Watson	0						

Masters Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Bucket List Tour	Dave Johnson Historic	Tour d'Course	Sheep Sta- tion Rally	Alpine Clas- sic		
	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Alan Walker	40m					40	1
Valerie Jakrot	38					38	2
Mike Batten	36					36	3
Martin Leaver	36					36	3
Carol Both	33					33	5
Lui MacLennan	33					33	5
Phill Stead	28					28	7
Shane Navin	26m					26	8
Pam Watson	0						

2020 CLASSIC RALLY CLUB CHAMPIONSHIP— RESULTS TO DATE

Apprentices Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Bucket List Tour	Dave Johnson Historic	Tour d'Course	Sheep Station Rally	Alpine Classic		
	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Murray Baker	30					30	1
Mark Hoyle	26m					26	2
Michael Brandt	24m					24	3
Dennis Oste	22					22	4
	0						

Apprentices Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Bucket List Tour	Dave Johnson Historic	Tour d'Course	Sheep Station Rally	Alpine Classic		
	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Nikki Baker	30					30	1
Tanaz Dhondy	26m					26	2
John Learson	22					22	3
Glenn Evans	22					22	3
	0						



2020 CLASSIC RALLY CLUB CHAMPIONSHIP— RESULTS TO DATE

Tour Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Bucket List Tour	Dave Johnson Historic	Tour d'Course	Sheep Station Rally	Alpine Classic		
	2 day	1 day	1 day	1 day	2 day		
Competitor						Points to date	Position to date
Andrew Taurins	19					19	1
Tatiana Bonch-Osm..	19m					19	1
Greg Yates	16					16	3
Warren Herrick	9					9	4
John Croft	6					6	5
Scott Warner	4					4	6
Simon Furber	2m					2	7
Richard Nineham	2					2	7
Jon Dickson	2					2	7
Ted Norman	2m					2	7

Tour Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Bucket List Tour	Dave Johnson Historic	Tour d'Course	Sheep Station Rally	Alpine Classic		
	2 day	1 day	1 day	1 day	2 day		
Competitor						Points to date	Position to date
Bruce Miller	19					19	1
Gleb Bonch-Osm..	19m					19	1
Karen Yates	16					16	3
Michael Birks	14					14	4
Glenda Lawrence	9					9	5
Annette Croft	6					6	6
Jenni Warner	4					4	7
Jonathan Loosi	2m					2	8
Henri Hendriksen	2					2	8

Proposed Changes the CRC Championship Scoring Rules - 2020 v1

The committee is considering the following changes. Feedback would be appreciated, please contact Mike Batten on 0400 174 579

*Most of the Rules haven't been copied, the proposed new Rules are in red and **Bold**:*

Basic scoring system – events with 3 Categories

Members acting as officials will be eligible for Championship points if they compete in at least **three events three days of rallying during the year**. They will receive the points equivalent to the place in an event in their chosen Category

This section is no longer applicable and is proposed to be deleted:

~~Scoring system – events with different Categories~~

~~For events with only one entry Category, Championship points will be allocated to Crew members in each Championship Category at their level of entry. For example, if an event is run at Tour level only, Masters Crew members will have Tour level points added to their Masters point score.~~

~~When an event has more than one Category that does not directly correspond to Masters, General and Tour, the club Committee will inform entrants before the event how that event's categories will be treated in Championship scoring.~~

Qualifying results

To be eligible to score points in the Championship a Crew member must be a Current Member of the Classic Rally Club on the day of the event.

A Crew member's score for the Championship will come from their best days of rallying (i.e. highest scoring) in the year.

The proposed new Rules are red and **Bold**, the old ones are crossed out:

In general, a maximum of 4/5 (80%) of possible Championship rally days will count towards the Championship. This 4/5 of days to be counted will be rounded to the nearest whole number. To clarify, if there are 9 rally days in the Championship year, a Crew member's best 7 days will be counted. If there are 8 rally days, then 6 days will be counted. If 7 rally days, then 6 days will be counted. If 6 rally days, then 5 days will be counted. An exception to the 4/5 calculation is if 5 rally days then 5 days will be counted.

(Continued on page 28)

~~A maximum of two thirds of possible Championship rally days will count towards the Championship. This two thirds of days to be counted will be rounded to the nearest whole day. To clarify, if there are 9 rally days in the Championship year, a Crew member's best 6 days will be counted. If there are 10 rally days, then 7 days will be counted; if 11 rally days then 7 days will also be counted.~~

No changes to these rules:

Eligible vehicles

For inclusion in the Championship an entrant's vehicle must be eligible to be on NSW H-plates i.e. be notionally at least 30 years old at the beginning of the year, or a model run-on. Model run-ons are defined as having identical body shell, engine and suspension as the H-vehicle equivalent. Minor variations such as trim details are acceptable.

Safety related modifications are acceptable for all vehicles. The Eligibility Committee will adjudicate in the event of a vehicle dispute

A modern vehicle may be substituted for two rally days each year with the entrant still eligible to score all points.

Not previously in Championship Rules:

Future Star in a Rally Car

Crew members need to be under 30 at the beginning of the year. Whether driver or navigator in Tour, Apprentice or Masters, they will all be competing against each other for the Future Star trophy each year. They will get exactly the same points as in the normal Championship, with the same number of rally days counting to the total. They should notify the Championship Points Scorer their date of birth to verify eligibility.

16th March 2020

1973 Southern Cross Rally

Wet and Rugged

In a gruelling contest that tested the endurance of man and machine, Scottish ace Andrew Cowan repeated his 1972 win in the TOTAL-sponsored 1973 'Southern Cross' International Rally.

This year's rally promised to be the toughest ever, and tough it was indeed. 74 cars competed in the event which saw drivers battling for four days to stay on rain-scoured roads in torrential downpours. Creeks became torrents and gravel roads became mudbaths as the greatest field of international drivers ever assembled in Australia vied for honours over the 3,000 kilometre course. The cars came from Japan, Europe, England, and even drivers from as far afield as Kenya and New Caledonia braved the testing conditions.

The course for the Rally began in Sydney and traversed the North Coast of New South Wales, including the magnificent forest areas of the Great Dividing Range. Rally Director Dan White of the Australian Sporting Car Club laid out a course that varied from narrow forest roads to wide bush tracks, including a hill so steep that it descends 2700 feet in less than two

kilometres — you can certainly go down it, but you'll never get up it again! From Sydney the route travelled through Newcastle and Taree to Port Macquarie, then to Coffs Harbour and Grafton, the northernmost point in the Rally. Then through the thick forests around Wauchope and Kempsey, returning to the Taree-Wingham area before the finish at Port Macquarie.

A strong contingent of overseas rally champions entered the race for the \$5,000 prizemoney and the handsome gold cup for outright winner. Andrew Cowan from Scotland, who won the 'Southern Cross' in 1969 and 1972, Jogander Singh, East African Safari Winner, Tony Fall of Great Britain, and Tim Bailoy of New Zealand competed against well-known Australian rally drivers, Barry Ferguson, Evan Green, Doug Stewart, Frank Kilfoyle, Bob Watson and Colin Bond to name a few.

Cars in the Rally were divided into category and class groups. The categories are Production Touring, Special Touring and Special Grand Touring, with further divisions into classes based on

engine capacity. This year's entries showed a strong trend to Japanese makes, including Mitsubishi (whose Lancers took the first four outright placings), Datsun, Mazda and Subaru. Also in the Rally were Holden Toranas and Monaros, Ford Falcons and Cortinas, Leyland Morris Coopers and a P76. Even a tiny 1169 cc, nicknamed "The Mighty Atom", Honda Civic joined the contest. Japanese car makers estimate that a victory in the highly-publicised 'Southern Cross' Rally, which excites interest around the world, is worth an extra \$1 million in car sales in Japan, Australia, Europe and the United States.

The biggest-ever contingent of Japanese journalists, photographers and film-makers ever to visit a sporting event in Australia turned out for the 1973 'Southern Cross'. So highly regarded in Japan is the Rally that it received daily coverage in the press and on television. A colour TV feature was made of the Rally for Japanese viewing in "Golden Time" which has an audience in excess of 25 million.

TOTAL offered drivers an added bonus for helping test a new engine oil —



Two of the 74 starters await their turn for scrutineering. The Subaru in the foreground and the Porsche behind show a typical collection of the external equipment that must be added to a car for rallying.



The Mitsubishi's got a thorough going-over at the official scrutineering at Matraville Transport Section the day before the rally.



TOTAL's Assistant General Manager, Frank Rushworth, and General Manager Marketing, Alain Streichenberger inspect one of the Mitsubishi works team's Lancer GSR's, as yet unavailable in Australia, which arrived in Sydney just days before the start.



Thousands of spectators gathered in Sydney's Hyde Park to watch the start of this year's 'Southern Cross'.

Altigrade GTS. The 3,000 kilometre Rally is a killer for overworked engines, but a very exacting test bed for a new oil.

Drivers using Altigrade GTS qualified for an additional \$1950 in prizemoney which was happily shared by the winners of Class A and Class E who won using GTS.

TOTAL petrol also finished as a winner in the 'Southern Cross' this year. The Mitsubishi team which captured the first four outright places, won on TOTAL petrol, as did the winning Datsun in 6th place. All service vehicles for the Rally were also fuelled with TOTAL.

Friday, September 21—The ballot for starting order was held at the North Sydney Anzac Memorial Club in Cammeray. The evening was an exciting social prelude to the main event with the best lineup of Australian and overseas drivers ever to enter the 'Southern Cross' enjoying a night at the club. Australia's rally champions Colin Bond and George Shephard drew the 74th starting position — dead last. (They were later to forge to the front and place fifth outright.)

Tuesday, September 25 — Drivers and crews gathered at the TOTAL Fpping

Service Station for a preliminary briefing and scrutineering session.

Tuesday, October 2— Tension mounted as the starting day drew near. The final official scrutineering was held at the TOTAL Refinery at Matraville, the day before the Rally began. The 74 cars entered in the Rally made an impressive sight as they gathered in the Transport Section for a final check to ensure top mechanical condition and full compliance with safety regulations.

Drivers in their racing gear mingled with mechanics, members of the press, camera crews and a horde of curious onlookers as the cars were given a thorough going-over. All last minute details were completed and the impressive array of mechanical perfection and skilled racing teams retired for the night, awaiting the start just hours away.

Wednesday, October 3 — As crowds gathered in Sydney's Hyde Park prior to the 11 am start the weather left little doubt that this was to be a very wet Rally. A steady rain fell as thousands looked on through a forest of umbrellas. Entrants were lined up in their starting positions.

and at 11 am the Deputy Lord Mayor of Sydney, Ald. Barry Lewis, flagged away the first car, a Datsun 240Z driven by British ace Tony Fall. Drivers welcomed the rain, at least some of it, which helped lay the powdery dust that blanketed the Rally roads after three months of dry conditions. But too much rain would mean boggy roads and rough going. Everyone wondered if the rain would stop in time as reports came in of heavy falls on the North Coast.

The first 'leg' (or section) of the 'Southern Cross' covered 900 kilometres, about 560 miles, from Sydney through the mountains around Bulahdelah, then to a demanding 125 kilometre run to Wherrol Flat, and on to Wingham, Wauchope and finally ending at a rest stop in Port Macquarie. Drivers hoped to get a day of sleep at Port Macquarie while their service crews worked frantically, preparing cars for the second section of the Rally. Drivers would need their sleep — the first car arrived at Port Macquarie at 4 am on Thursday, after 17 hours of relentless driving from Sydney.

TOTAL dealers on the mid-North Coast also had their busy nights refuelling and



TOTAL Managing Director, Mr. G. M. P. Bizot, joined Sydney's Deputy Lord Mayor in flagging cars across the starting line as the rain poured down.



Car 3, the Chivas/Meyer Lancer, later to finish 3rd in the Rally, stops at one of the service points. Cars attracted a great deal of interest at every stop.

servicing the cars in the Rally. Dealers from all major towns in the area from Raymond Terrace to Grafton received a briefing before the start of the Rally and most of them arranged for meals and refreshments for the crews as they stopped at their stations. TOTAL stations also gave the thousands of spectators a chance to meet the champion drivers competing in the Rally. One TOTAL dealer with a special interest in the 'Southern Cross' is well-known Wingham personality Des West, a top-line racing driver for the past fifteen years who took third place in the State Championship run at Grafton earlier this year.

After the first division of the 'Southern Cross' the Mitsubishi works team were clearly in the lead, finishing in the first four outright places across the line at Port Macquarie. The 1972 winners, Andrew Cowan and John Bryson led the field after a night of bad weather and rough roads that caused ace New Zealand driver Tim Bailey to wedge his Porsche 911T under a fallen tree. Other casualties were caused when cars ran off the road or suffered mechanical failures from the rough conditions encountered the first night.

Thursday, October 4 — The Second Division of the Rally began from Port Macquarie Headquarters on an 800 kilometre run, more than half of it in highly competitive 'special stages', ranging up to 80 kilometres in length. For much of the night competitors were entirely on their own, running in the dark through the mountain ranges and forests west of Coffs Harbour, going as far north as Grafton and returning to Port Macquarie after 6 am Friday.

A spirited contest between the works teams of Datsun and Mitsubishi developed during the second division, but a series of accidents put an end to the Datsun challenge and Andrew Cowan again finished as outright leader in his Mitsubishi when the cars returned to Port Macquarie. Second, third and fourth places were also held by Mitsubishi Lancers, with fifth going to Colin Bond in a Torana and sixth to a Datsun works car.

Friday, October 5 — The third division of the 'Southern Cross' began with service crews having a scant hour to work on the surviving cars. Some entrants had rolled their vehicles but still managed to limp back to Port Macquarie. Others had suspension damage, mechanical troubles, or badly-aligned front ends and wheels from the pounding they'd taken, but the frantic crews did an amazing job and by the third division start most were ready to begin the 700 kilometre route which led them through the hilly Cairncross State Forest areas. At 2 am there was a special competition on the only bitumen stage of the 'Southern Cross' on a road west of Wauchope. It was more rough going with Bob Watson's 240Z running off the road and several other casualties caused by the wicked combination of rain, fogs and eroded roads. Almost every crew had to cope with a puncture during the third division, and Rally officials had to cancel a section west of Wauchope when a bridge collapsed.

Saturday, October 6 — the final night of the 'Southern Cross' Rally left just one question unanswered: "which of the Mitsubishi Lancers is going to win?" Their works team had annihilated the opposition and held the first four outright places in an



The outright winner of the 1973 Southern Cross International Rally — Scottish ace Andrew Cowan and navigator John Bryson in car 5 on one of the better roads in the Rally.



Australia's Colin Bond with navigator George Shephard started in 74th place but skilfully managed to push their Torana XU-1 into fifth outright by the end of the hard-fought rally.



Sportsmanship! Dave Johnson, navigator for Mitsubishi team leader Doug Stewart whose car went off the road and out of the race, gives a helping hand to Frank Kilfoyle and his Datsun 180B in an aquatic setting typical of rally conditions.



A moment of suspense as the all-girl team of Lynne Jarmman and Lyn Stanley cast their diminutive Honda Civic upon the waters.

unbreakable grasp. But 20 more hours of hard driving, including some of the Rally's toughest stages, still awaited participants, and anything could happen before the finish.

The fourth and final division included 550 kilometres of the specially rugged 'special stages', planned by the Rally Director to give entrants a complete cross-section of all Rally conditions. The toughest segments were in the forest areas west of Port Macquarie, and local roadabouts had the opportunity to see the cars during daylight hours as they wound their way along the narrow forest trails. Only 40 of the 74 starters remained for the final leg of the Rally, and conditions were as wet and demanding as the previous nights.



Day and night, groups of spectators lined sections of the route waiting for the cars to appear.

Sunday, October 7 (11 am) — Finally the 1973 'Southern Cross' International Rally was over. Across the line at Port Macquarie, past a gauntlet of newsmen, photographers, spectators and officials, rolled four Mitsubishi Lancer GSR's led by Andrew Cowan, triumphant again after his earlier victories in 1969 and 1972. Navigator John Bryson waved happily from his seat next to Cowan, and the year's premier rally event has found its champions in a team that survived every conceivable hazard and caprice of nature to emerge triumphant. Following the winners were car 16, the Ferguson/Gregson Lancer in 2nd; car 3, the Chivas/Meyer Lancer in 3rd; car 9, the Singh/Connelly Lancer in 4th—an outstanding team victory for Mitsubishi and their Lancer GSR's. In 5th place was car 74, a Torana XU1 piloted by the Bond/Shepherd team, and sixth was a Datsun 180B driven by the team of Kilfoyle/

Osborne. As the dirty, battered cars with their weary crews straggled across the finish line it was obvious to all observers that those who made it that far, no matter what their placing, had done well. Every participant in the 1973 'Southern Cross' International Rally had faced up to a challenge which tested their ability to match up to the world's best in conditions that could only be considered the world's toughest.

Sunday night there was a gala evening at the Port Macquarie Travelodge giving the Rally crews, officials, and the business people of Port Macquarie a chance to wash down the dust and talk over their adventures from the 3,000 kilometres of hard driving behind them. It was a most enjoyable ending to the days spent on the North Coast of New South Wales and even the weariest of participants brightened up in the exciting surroundings.

But the 1973 'Southern Cross' events weren't over yet. The most glittering night of all came on Tuesday, October 9, when the trophy presentation was held at Sydney's Old Spaghetti Factory in George Street North, in the historic Rocks area. Mine host John Courtney reserved his entire restaurant, resplendent with its Victorian decor, for the occasion. All the winners, the biggest international stars of Rallying, were there — Andrew Cowan, Barry Ferguson, Doug Chivas, Joginder Singh, Colin Bond, Frank Kilfoyle, and many more. Frank Rushworth, TOTAL Assistant General Manager, was on hand to present the awards, from the handsome gold cup for the outright victor, to trophies, engraved cups and plaques. It was a magnificent finale, appropriate to Australia's premier Rally event of the year — the 1973 TOTAL 'Southern Cross' International.



The winners! A garlanded pair of champions, Andrew Cowan and John Bryson, at the Port Macquarie Travelodge on Sunday, October 7 after winning the 'roughest ever' Southern Cross Rally.



The winning Mitsubishi team receive their awards at The Old Spaghetti Factory. From left to right: Doug Chivas, 3rd place; Doug Stewart, Team Manager; Joginder Singh, 4th place; Barry Ferguson, 2nd place; Andrew Cowan, 1st place.



TOTAL Assistant General Manager Frank Rushworth presents the award to Colin Bond and George Shephard who finished fifth outright and 1st in Class P.

TOTAL WINS IN 1973 SOUTHERN CROSS

TOTAL's Assistant General Manager, Frank Rushworth, who followed this year's 'Southern Cross' from scrutineering to the awards presentation, tells why the Company is so pleased with the results of the Rally:

"TOTAL's support of Rallying in Australia has paid handsome dividends and we can be proud of the results of our efforts. Rallying is an exciting sport, both in Australia and overseas, and having an event of the calibre of the 'Southern Cross' in this country brings international recognition to our local drivers and car clubs. We are closely tied to the automotive industry and naturally we're interested in achieving peak performance from every type of car. Our involvement with this year's 'Southern

Cross' gave us the opportunity to test a revolutionary new motor oil — Alligrade GTS, under conditions impossible to duplicate in any laboratory or on any testing track, and the winners of both Class A and Class C used Alligrade GTS which proved it can stand up to the tough challenges of rallying. Moreover, the outright winners, Mitsubishi, won on TOTAL petrol, which was also the fuel for the Datsun and Subaru cars in the Rally. As well as proving the high quality of Alligrade GTS and TOTAL petrol, the 1973 'Southern Cross' gave the Company valuable publicity that's simply impossible to buy. TOTAL's support of rallying in Australia is a commitment that has yielded outstanding results in which we, as a company, can take pride."

17/03/20

2020 CRC Events Calendar.

CRC meetings are usually held at the Denistone Sports Club, 59 Chatham Rd, West Ryde at 8.00pm sharp.

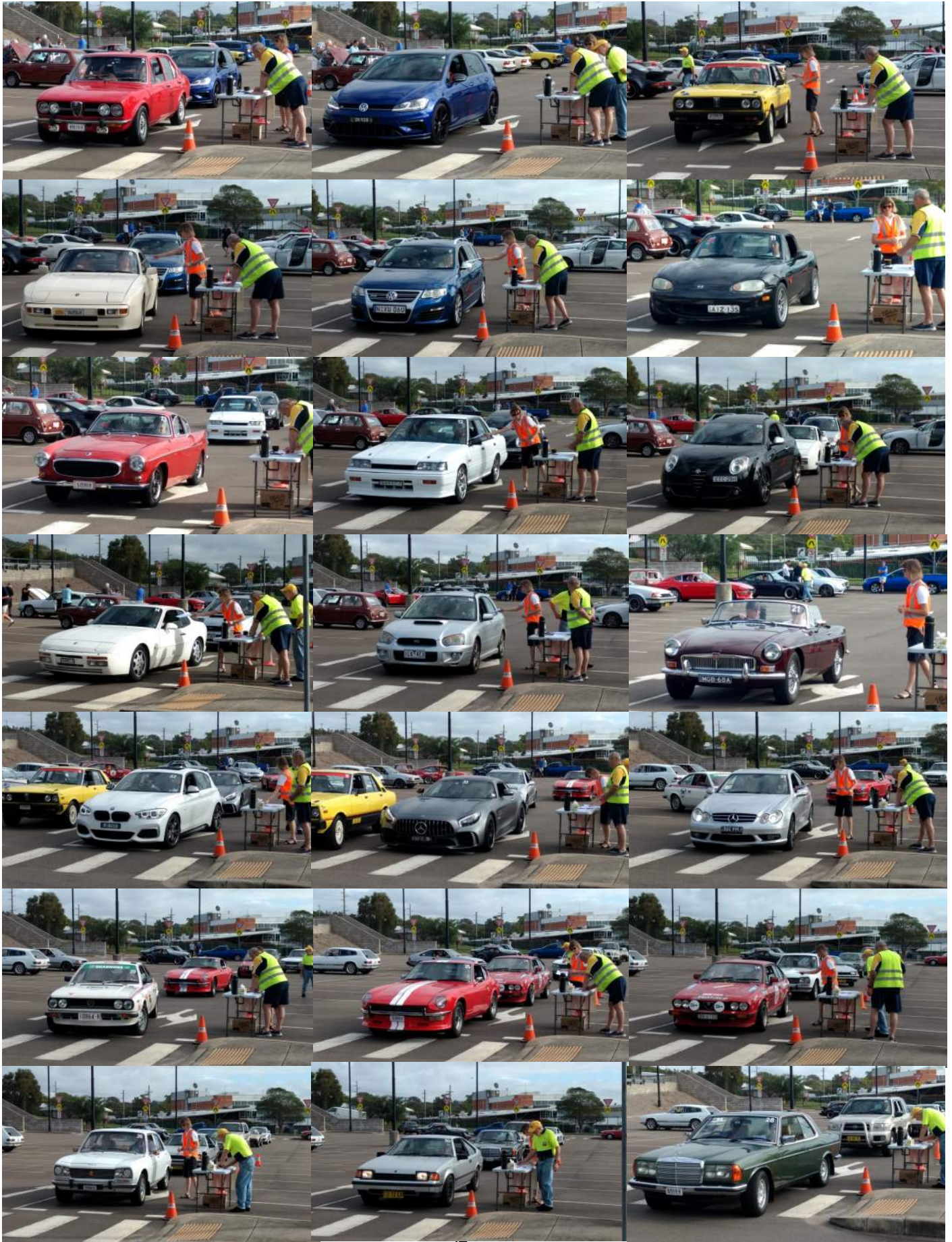
Date	Event - CC indicates CRC championship event	Note	Contact
24-3-20	CRC Meeting	Cancelled	
3-4-20	F.F.F.F.	T.B.C.	
19-4-20	Dave Johnson Historic CC	Navigational Assembly See CRC web site for details	Mal Sinfield 0405 803 222 and Arthur Evans hrc@leyton.com.au
28-4-20	C.R.C. Meeting		
1-5-20	F.F.F.F.	T.B.C.	
26-5-20	C.R.C. Meeting		
5-6-20	F.F.F.F.	T.B.C.	
24-5-20	Social Lunch run to HARS	Social Event	Tony Norman—0402 759 811 normansoz@optusnet.com.au
21-6-20	AROCA Tour D'Course CC	Navigational Assembly	Alan Walker—0432 511 709
23-6-20	C.R.C. Meeting		
3-7-20	F.F.F.F.	T.B.C.	
28-7-20	C.R.C. Meeting		
7-8-20	F.F.F.F.	T.B.C.	
25-8-20	C.R.C. Meeting		
30-8-20	Sheep Station Rally CC	Navigational Assembly	Jon Mansell—0467 632 735
4-9-20	F.F.F.F.	T.B.C.	
22-9-20	C.R.C. Meeting		
2-10-20	F.F.F.F.	T.B.C.	
27-10-20	C.R.C. Meeting		
31-10-20	01-11-20	Alpine Classic CC	Road Rally Phillip Stead—0412 805 122 Graham Pettit—0403 308 752 Alan Walker—0432 511 709
6-11-20	F.F.F.F.	T.B.C.	
24-11-20	CRC Annual General Meeting		
		CRC Annual Presentation and Christmas Party.	

Thanks to John Cooper, Nikki Baker, Mike Batten, Martin Leaver, Greg Yates, Alan Walker

Photo Gallery by: Phil Stead, Len Zech and Greg Yates

BUCKETT LIST TOUR

PHOTO GALLERY







November 2019

FOR SALE

1962 Valiant / Signet 2 door coupe

This marque is rare in Australia, probably about 15 to 20 cars, however many of the body parts (other than the doors) are common with the S Series Valiant. In fact, many of the mechanical parts are the same or similar to those used on later model Valiants and are not difficult to find.

I am selling this car as I am uncluttering and need some more garage space!

Specifics of the restoration and re-build

I planned and coordinated the restoration and rebuild work over the last 5 years – this was my third restoration project. All interior trimming, external bodywork, and painting done by quality craftsmen/tradesmen.

All mechanical and engineering work done by qualified mechanics. (I have job records and receipts for all this work).

The car was imported from Albuquerque, New Mexico (next to Arizona), with full import approval papers available. I believe I am the third owner.

The car was in a very good body condition - an excellent straight body only suffering from *sunburn* – that is, the original exterior paint and interior vinyls were *burnt* by the extreme heat of the New Mexico desert.

The car was converted to RHD with engineer's certificate and RWC being issued.

The dashboard was sourced from an Australian RHD S Series Valiant.

Bare metal body respray with minor panel work by Black Edge Auto Body in Bayswater.

Full interior restoration with original USA seat trimming material on rear and front bucket seats.

Rear and front bucket seats fully reconditioned with new rubber and padding.

New headlining, crash pad re-trimmed, sun-visors re-trimmed, floor carpets, etc.

New parcel shelf, new door trims, and new rear quarter trims – new vinyls on all trim.

New door whiskers and door seals.

New inertia reel seatbelts – (4).

New front and rear windscreen rubbers.

New tinted laminated front windscreen.

New rear venetian blind.

NOS front and rear bumper overrides, with front and rear

bumpers re-plated and polished.

Five new tyres – 1 inch whitewalls.

All external stainless trim, grill and badges polished and painted respectively.

New wheel cylinders (4), brake linings, flexible brake hoses, and brake lines.

Reconditioned dual brake master cylinder.

NOS ball joints and tie rods – MOOG brand.

NOS pitman arm.

New 2 inch exhaust system.

Slant 6 engine, 160 BHP, rebuilt by mechanic, including many new parts, and Pertronix Electronic Ignition.

Reconditioned push button automatic.

Reconditioned radiator and new hoses.

New tailshaft - based on later Valiant tailshaft design.

Fuel tank rust proofed and sealed, and new fuel line.

New wiring loom.

NOS rear stop light lenses.

NOS rear indicators and NOS lenses.

NOS front indicator lenses and NOS chromed indicator bezels (USA style).

NOS front headlight doors.

Re-metallised USA instrument fascia - R/S Series style but uses 2 triangles for the left and right indicators.

New variable wiper control unit and windscreen washers.

NOS wiper blades.

NOS rear speakers.

NOS radio delete plate.

Push button radio. I have not fitted the radio or speakers but the parcel shelf has the cut-outs for the speakers.

Many other NOS and aftermarket parts on the car.

The car is fitted with a Smith's beehive heater (I could not source the original push button heater).

I have another complete set of exterior trim, grill, badges, etc., that will go with the car.

I have many pictures of the restoration – before and after.

The car drives and handles exceptionally well; I have only driven a few hundred miles since the issue of the RWC to ensure everything is ok.

The car is currently on the Victorian Club Permit Scheme.

I have many pictures I can email – best email is 1962Signet@gmail.com

Price - I want big \$'s.

Contact me if genuinely interested - 0434 193 243.

Thanks, Peter

NOS – new old stock

Invitation and Advance Notice

Robertson Heritage Railway Station Inc will host an annual Classic Car Show on **Sunday 19th April 2020** - from 9.30 am to 1.30pm - weather permitting.

Free to public. Gold Coin Donation for cars appreciated.

Fund raiser for the Robertson Heritage Railway Station Inc non-profit association.



Robertson Heritage Railway Station
Classic Car Show
Sunday 19th April 2020 - 9.30 am - 1.30 pm

Exhibited car gold coin entry

- **Historic Farm Machinery**
- **Displays - History and Railway**
- **Working Model Trains Displays**
- **BBQ Food Drinks & Coffee**
- **Art show at the Fettle's Shed**

Image courtesy Adrian Compton © 2017

P: Steve: 02 4885 2393
E: accn@bigpond.com

Free public entry

robertsonrailway.org.au