



Rally Directions

April 2020 Issue 04
Dates to remember

When we can go rallying again

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

SOCIAL DISTANCING EDITION #1



Turn the page to read about;

- Cancellation of April and May meetings
- Postponement of HARS Social Run
- Postponement of AROCA Tour D'Course
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- Vale Ross James
- The Far-Kurnell Fling Information

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John's Jabber

Hi everyone, welcome to the infectious free edition April edition of the Classic Rally Club's "Rally Directions". I trust you are all safe and well, staying out of harm's way, adapting to a very different lifestyle and getting all those projects at home completed that you thought you would never get time to do. What a month we have just lived through, some serious changes since our last Rally Directions magazine. Self-isolation and cancellation of just about everything worldwide, (except for Horse racing, that seems to be OK) and at this stage no positive end to it all for us in the Club or personally, to start re-planning our year's activities.

As you would already know or have realised the March General meeting was cancelled and now, with all Clubs and Pubs ,restaurants etc. are closed and Government rules are in place, the April meeting is also cancelled. We would assume there will be no May meeting at this stage as well. After that we will have to wait and see how things are going, depending who you listen too or what your own predictions are, we may be shut down for six months or longer. Let's hope we are back safely running events before that.

The HRC Dave Johnson Historic Rally has been postponed, to a later unknown date. Depending on when this pandemic is finally over and what we can fit in at the end of the year it may even be held over to next year's calendar. The Social Lunch Run to Shellharbour Tony Norman organised, which was set down for the 24th May, has been postponed. The Alfa club AROCA Tour D'Course scheduled for 21st June has been put on hold at this stage. It is assumed that the lunch stop at Kangaroo Valley Golf Club will still not be open for a sit down luncheon, for which the Alfa rallies are renowned, so an early call by the organisers has been made to reschedule. So our Events Calendar will obviously change over the next few months until some stability returns to our Rally Club, our

Country and the World and this Corona virus pandemic thingo is well and truly in the past. Thank goodness we have such a well-organized, dedicated, smart man and his committee as the Events/competition Secretary to sort all the new dates out when the time comes.

FFFF can still go ahead, at your own place of residence, with your family or just one other person. Why not post your FFFF pictures on FB or send them into the editor for the mag. We will make a call on the June/July meetings later on and let you know what is happening. At this stage we are hopeful that Jonathan's Sheep Station Rally may still be able to go ahead in August and also the Oct/Nov Alpine Classic running as well, only time will tell.

What a great March edition of Rally Directions Chris put out, lots of things to read about the Buckett List Rally, all the stories were from the Director, Masters and Apprentice crews. The tour people must shake their heads trying to understand some of the terminology they used to describe their interpretations of the instructions. Reading all these stories brought back the memory of the great roads I drove doing the sweep car and it goes to show it was a very tough but enjoyable rally. Well done again Martin and all your crew.

In these uncertain times we need to make sure our communication lines keep active with the magazine and our Facebook page, we rely on your contribution to get us articles and stories with photos to Chris to fill the Mag up. In these unusual times when we can't get together, enjoy our cars, our events and each other's company it is more than ever time to communicate through our media resources. Let us know how you are coping and what projects you may be working on. By the way Chris and I assume after you read the article about changes to the Concessional Registration last month and after taking it all in you realised it was an April Fool's joke. I'm sure you all got it and enjoyed the relief it was not real, I hope the RMS didn't see it as they might just implement it to raise some extra cash.

(Continued on page 4)

Here is a Notice to you all, did you notice the new NOTICE BOARD page, with all the Notices on it, we need your Notices to Chris so others can Notice them.

Thanks to Mike Batten who has kicked off the Desk top rallies again to give your navigator and some drivers a chance to keep the navigation minds ticking over and from closing down. Here's a bit of practice for when we eventually get back in the car and on the road again, should be able to find it on all our media outlets including this magazine.

On a sad note we lost another member this month, good friend to many, Ross James. You can read a small piece I wrote on his passing elsewhere in this magazine. For those on FB, I have really

enjoyed watching the old videos of some of our early rallies posted by Geoff Bott and Wendy Gibbs, great memories for me and I assume a lot of others, thanks, keep them coming. If there are any more, not sure if these can be put on our web page for those that aren't on FB, would be could if someone could make that happen. I usually finish off with "see you all at the next meeting, or see you on the rally road somewhere," but I guess that isn't going to happen in the formidable future, so, see you all in one of our media outlets, stay safe, heathy, and can't wait to catch up when all this is over, bye for now.

JOHN COOPER



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The Far-Kurnell Fling – Event Information (v3)

The Classic Rally Club has organised this **Desktop Rally** to give rally enthusiasts an alternative to the real thing during the pandemic. The HRA in Victoria has run two similar events recently and they were very popular with one attracting over 30 entrants.

For our first event we are using a modified 2009 rally, thanks to Jeff West. The event remembers the landing of Lieutenant James Cook and crew of the HMB Endeavour in NSW on 29th April 1770. You can relive events of 250 years ago trying to find Kurnell, Botany Bay and Cooks River as you endeavour to plot a route towards The Cowpastures.

The official map is the 1:250,000 Sydney Special, Edition 3, issued in 2004. Entrants will need to arrange a map and Rally Roamer before they start plotting the event. The options for the Map and Legend are:

1. Use an original map you already have
2. Buy from Map Centre Parramatta – 9890 2080
3. Buy from Mapworld, Western Australia – 08 9322 5733
4. Buy from Geoscience
[Sydney Special 1:250 000 topographic map](#)
5. Download from Geoscience and print
<http://geoscience-au.maps.arcgis.com/apps/opsdashboard/index.html#/7e8e72ea0cc042f588d1883d0e57d855>
6. Download A4 PDF from CRC Facebook page and print
7. Request A4 PDF emailed from Mike Batten, then download and print
8. If none of these options are practicable then request an A4 hard copy from Mike Batten, which will need to be mailed

A Rally Roamer and Legend will be supplied when taking Options 6, 7 & 8. If printing your map check the scale, each grid square should be 40mm.

Supplementary Regulations:

- The event will start on Friday 17th April 2020 at 2pm, when the Route Instructions and Answer Page will be available from:
 - **Updated 18 April: the best way to get the most up to date documents is from the HRC website:**
<http://hrcnsw.org.au/future-events/the-far-kurnell-pling/>
 - CRC Facebook page:
<https://www.facebook.com/groups/138622836154155/>
 - On request to: mbbatten@yahoo.com.au
- The event will finish on Sunday 26th April 2020 at 5pm
- Information on submitting answers will be included in the Route Instructions. Answers must be submitted on the Answer Page by the finish time above
- The event will be run under the rules of the 2020 National Touring Code
- Scoring will be conducted using the 2009 system, available on request
- Hopefully the results will be circulated by Wednesday 29th April:
 - i) Posted on the HRC website & CRC Facebook page
 - ii) Emailed to entrants on request who have supplied their email addresses

Mike Batten, 0400 174 579, mbbatten@yahoo.com.au. 18-April-2020



It's on again! (we hope)

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.

Keep an eye out for further details on the club website and club magazine.

Put it in your diary right now - 30th August 2020

Cheers

Tina & Jon Mansell



NOTICE BOARD



SOCIAL LUNCH RUN - MAY 24TH POSTPONED

As a result of the coronavirus crisis and the Governments required shutdown of all non-essential public gatherings, I have made the decision that the CRC should postpone this Event, hopefully to a new date later in the year. With this in mind I have identified Sunday 26th July as a possible alternative, subject of course to what transpires over the next 4 months. This date will place the Run between the AROCA Rally on 21st June and The Sheep station Rally on the 30th August. There are currently no other CRC events planned for July except the regular monthly Club meeting. Any further updates will be provided to the editor for inclusion in the CRC monthly Rally Directions magazine.

Tony Norman—Event organiser



Wanted

Classic Rally Club members who would like to run a Desktop rally.

A great experience to hone your navigation skills.

Please contact Mike Batten:

02 46 809 269, 0400 174 579 or
mbbatten@yahoo.com.au



Cancelled Meetings

April meeting cancelled

May meeting cancelled



AROCA Tour D'Course

The AROCA Tour D'Course has been postponed to a future date that will be advised.



I am doing a garage clean-out, free to a good home:

2 X Z445 oil filters suit various Nissan applications, including 1.8 litre Pulsar,

Gregory's Workshop manual for Nissan Pulsar 2000-2005 (no greasy pages),

2 X rear disc rotors, new and boxed TRW brand- suit Volvo 440 and 460 models, from 9/88 to 12/96

Tony Kanak

Many of you will remember Romsey Quints aka Bill Tuckey and his entertaining articles in *Wheels* magazine and many other publications. The following is an article by him on navigation. This was lifted from *Sports Car Quarterly*, Nov 79 to Jan 80 issue by Peter Evans from AROCA and sent in by Tony Wise.



NOW THAT the Repco Trial is over it is time to reflect on that peculiar form of vehicular masochism known as rallying. The very name is itself a reflection of someone's appalling sense of humor. I mean rallying evokes wistful recollections of Wolf Cubbing ("Dib-dib-dib ... Akela! We'll-do-ourbest!") and Baden-Powell and Reliefs Of Mafeking and the Grand Old Flag. By the way, whatever did happen to the Empah? Perhaps it went mad and somebody shot it.

Anyway, rallying as a word is much less suitable than trial. Perhaps ordeal, or agony, or degradation would be suitable. As a way of spending money in order to be as uncomfortable as possible, it has few peers. Among them is certainly the Sydney-Hobart race, which was once very neatly described by one veteran yachtie as being like standing under a cold shower tearing up ten-pound notes (no, I won't convert that to present dollar-values — mainly because by the time I get what's left of the present dollar after Malcolm's had lunch off it, it is about the size and value of a used Mintie wrapper).

I have done a little rallying in my time. Well, treasure hunting, anyway. I certainly haven't experienced the kind of Gumnut Road Race that goes on today. The bind moggies and the renses seel at the kind of performances put up in the dead of night over closed forestry roads by today's loose surface version of a Double-A Fueller funny car from Pomona.

My recollection of even gentlemanly club rallies, wherein it was Not Done to shout at your Lady

Navigator even if she did lose the pen and made mistakes because she was using an eyebrow pencil, is that two otherwise sane people were not meant to be locked up in a steel drum together trying to make it cover some distance in the shortest possible time. It just doesn't work. It doesn't work for 100 kilometres, let alone 20,000 kilometres around Australia.

I find it difficult enough to tolerate anyone in a crowd of 100,000 at a VFL grand final, let alone sitting beside one as you play Cottonmouth Moccasin through the boonies at considerable risk to life and limb. I mean, one can hardly select a navigator on the basis of personal habits, because navigators are Strange Folk, like hobbits or nuclear physicists or brain surgeons. Just because he sits there picking his nose and rolling little balls which he flicks across you out the window, or has the big call for Herbie down the side of the car every time you ge airborne, doesn't mean that you should take umbrage and leave him standing by the side of the Snowy Mountains Highway at three o'clock of a brisk July morning. You just have to grin and bear it, on the basis that if anyone is stupid enough to sit beside you and read maps and do mathematical calculations (while you are indulging in your long-held conviction that the only difference between you and Juan Manuel is luck and a rich father), then he must be an eccentric or a genius, and if either, be tolerated with a faint smile and the occasional pat on the head.

True. Sitting beside anyone in a car going quickly

(Continued on page 9)

is difficult, because if in the left-hand seat you have the firm conviction that the driver is only just out of the mental asylum and anyway got his licence in a chook raffle. If you're driving, you are dedicated to the proposition that the best way of demonstrating your superior skill is to drive around the outside of an 18-wheeler Big Mack on a blind downhill lefthander in thick fog on bald cross-plies, with only one headlight and having forgotten to wear your contact lenses because you were suffering from a hangover.

So given all that, how can two otherwise sane people sit beside each other for 20,000 kilometres around Australia? For instance, I am totally paranoid about keeping the interior of a car completely clean — nothing on the rear window ledge, nothing on the top of the dash, and at the most only an owner's handbook, street directory and pair of gloves in the glovebox. If I find I've brought in a dead leaf on my shoe I break out into sweats and nervous gibberings until I can stop and remove it from the carpet. Every time Mrs Quints uses the ashtray I blanch, remembering that the immaculate little Fiat 500 Bambina she now drives, gives only 20 mpg because it has to carry around two tonnes of butts.

So how could I live with the filthy, disgusting habits of rally navigators? I mean, have you looked inside a rally car? I mean, it's full of dust! All over. There are lolly wrappers and cardboard cups and cigarette butts everywhere, not to mention the shovels and cans and tools and various junk in what used to be the back seat.

If I did go rallying (and I admit that the thought has crossed my mind) I'm certain I would never be able to cope with a navigator who was less than fastidiously neat. He, on the other hand, would probably find it awkward to reconcile the crashings and hangings incurred by leaping from crag to crag with my positive conviction that if you leave an umbrella in the boot it will slide to and fro and punch little holes in the rear guards.

I did go to Surfers and back once with an old friend, Doc Bacardi (so named because he used to fill the motel toilet basin with ice to keep the Coke cold for his Bacardi and growl at everyone: "Don't pee in the fridge") and while he was a Lovely Fella dedicated to safeguarding health standards by personally testing the quality of the ice cubes in every pub we passed on the way north and south, he had some quite repulsive personal habits.

Without putting too fine a point on it, he used to be fond of filling the car with Noxious Odors.

It had taken him probably 15 years of intense, eye squinting practice to achieve the level of professionalism he had reached in producing Disgusting Pongs, so you had to admire the technique. He had the additional charm of being able to describe each stinking zephyr, using phrases like "Pick the bones out of that", and "Sniff up big, fellas, there's enough to go round".

Doc had the rare facility of being able to produce absolutely silent Pongs, or those which ranged up and down the decibel scale from thunderclap to vibrant burble. He also one day showed us a trick with a lighted match, producing a blue flame that charred the rear carpet rather badly in a test car.

I don't think he ever went rallying. Imagine being cooped up for 20,000 kilometres with that. Worse, what about if the navigator not only had Doc's ability with the Repulsive Gases, but also suffered from halitosis, athlete's foot, itchy crutch, pimples, armpits that were less than charmpits, arc the habit of droning on adenoidally for hours about his collection of 300-year-old Gregorian chant manuscripts.

Still, that wouldn't be as bad as having for your navigator a friend of Fred Markone's. His peculiar diversion is to climb up on the rear parcels shelf and Hang A Moon at every police car he passes.

That's when you really find out if you can drive and he can navigate... •

LONDON TO SYDNEY MARATHON 1969

NEWSPAPER CLIPPINGS

98 SUNDAY TELEGRAPH, FEBRUARY 9, 1969

YOU and your car

With David McKay

MARATHON MONARO SHINES AS AN INTER-CITY "EXPRESS"

AS I had reason to use one of our London-Sydney Telegraph team Monaros on a run to Melbourne and back recently I thought you might like to know how a very special rally car performed as a family chariot.



THE END of a long, long trail . . . Car 76 drives into Warwick Farm at the completion of the London-to-Sydney Marathon.

We travelled complete with wife, ten-year-old daughter and six-month-old terrier.

There were several soft bags and airline bags but of the limited boot space, almost all of it being taken up by the 52-gallon tank.

The car was number 76 which had been crewed by Ferguson, Chivas and Johnson and was in pretty good shape mechanically apart from no braking on one rear wheel.

I believe Volvo have a dual-braking system which allows braking on both fronts and one rear always despite failure of one system. Tests have shown that with this system you still have something like 80 per cent efficiency and certainly the Monaro with its specially thick front discs and booster felt safe enough to punt along around the ton and would pull up better than most cars with all four brakes operative.

A long way safer than a Pontiac I once drove with only front brakes — that really was unsafe at any speed!

The interior of the Monaro was just as it finished the Marathon, two front lightweight bucket seats continued to hold one in position at speed and the carefully designed diagonally placed banana-type sleeper in the rear.

All the clocks and navigational aids were in place and proved useful on the long journey to and from Melbourne for teaching small daughter the basic principles of rally navigating.

I have the Marathon of 1980 in mind as a father and daughter team in lieu of the usual uncle and niece play.

This car had no air conditioning, the crew believing that it would adversely affect performance. When GM-H were asked if this might be so the answer came back that if the loss of 6 b.h.p. made all the difference in passing another competitor the unit could always be turned off momentarily! M.p.g. also was supposed to suffer adversely by a few percent, but I found on the Marathon that my air-conditioned car was just as economical as the other two, particularly with its climate fan in place of the fixed fans of the other cars.

Anyway, we could have used an air-conditioner on this jaunt for it was one of the hottest days of summer, over 100 degrees in southern N.S.W., and just right for "air."

The amount of dust in the car from the rally was also indicative of another advantage of "air" for until we rolled number 36 and scooped in a quantity of dirt, our car was as clean inside as if it had never been off the bitumen. We didn't get away from Sydney till after lunch and as I always get sleepy in the afternoon my wife drove once we were clear of the city limits while I dozed comfortably in the "bed."

No lack of sleep

People have been asking whether I have recovered from the Marathon, naturally thinking it was an exhausting undertaking. But the truth of the matter is that with two good crew members doing all the work I was able to sleep most of the way from London to Sydney, apart from the Chusan of course, and I actually got more sleep on the Marathon than I get normally at home, particularly at Tasman time.

I found on waking in Gundagai that my wife had been making even

time from Goulburn where the 60 m.p.h. limit ends. Even time means putting away 60 miles in the hour. This rather surprised me for the run is the slowest part of the trip and I had thought she might have found the big car both heavy and a bit of a handful. But ever since she drove one of the Holden Dealer Team cars to Queensland and back last year on a running-in exercise she has been a Monaro fan.

Not the 186 GTS, but the full house 327 and of course the even bigger engine in the Marathon car with its 285 b.h.p. and 385 ft./lbs. of torque suited her even more.

Not that my wife usually motors round the countryside at over the ton, but she does enjoy the instant response to the throttle and the quick, safe overtaking.

She found the steering quite light enough and this I put down to the superb seating position which has the driver sitting in command of the wheel and not reaching up in a tiring attitude.

I have yet to find a normal road-going car with

a better driving position than these Marathon Monaros.

Our change-over at Gundagai allowed a couple of enthusiasts to inspect the car and ask questions.

They were Holden fans and had their own ideas on the choice of crew. Assuming that Tony Roberts usually finishes ahead of Harry Pirth in Victorian rallies they reckoned that Roberts would have finished ahead of the Ford boys in the Marathon.

All things being equal I suppose they had a point, but then look at some of the best European crews who failed to make the boat!

There is still that big slice of luck in rallying that should be carried in every rallyist's tool kit. Without it you may as well stay at home.

Lucky escape in short cut

Take the winning Hunter for example. I hear that Cowan was navigating for Malkin from notes which proved incorrect for when they breasted a rise at around 100, Cowan called "straight on" where in fact it was a T junction. The Hunter disappeared through a hedge across a paddock and back onto the road the other side to continue none the worse for the short cut. Another crew might have found a ditch behind the hedge or a tractor or a tree.

It's moments like that, according to George Reynolds, that you reach for the heavy duty prayer book.

But back to our drive to Melbourne. We were booked in at Albany that night, but we made such good time to there (and had had a meal at Holbrook) that we decided to head on to Melbourne which we reached in ten hours, overall (including stops) from Sydney.

As a matter of interest we did not refuel between Sydney and Melbourne and had about half a tank on the gauge when we arrived.

As the m.p.g. was carefully checked the next day and it worked out at 18.6, considering I cruised mostly around 60 to 90 it is a very economical, fast, fourer. You would not get better from a six averaging those speeds and there is a lot to be said for a big V-8 engine lurching lazily for long distances.

Apart from the bed we found the generous number of padded boxes and pockets very handy for stowing the inevitable impediments that all families seem to take and add to on a trip.

I had wondered how my wife would take to a hot run of 1200 miles flog in the lap and back-type belt coming down from the roll

bar and not dragging and fouling the right abutment.

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TASMAN FIELD FOR TODAY

FIELD for today's Tasman "100" at Warwick Farm — 45 laps (101.25 miles). Sixth heat of Tasman Championship.

RACING No.	ENTRANT AND DRIVER	CAR
A.N.F. 2.5 Litre:		
1.	World Wide Racing (Graham Hill)	(U.K.) Lotus 49T Ford V8
2.	World Wide Racing (Jochem Rindt)	(Austria) Lotus 49T Ford V8
3.	Scuderia Veloce (Chris Amon)	(N.Z.) Ferrari Dino V6
4.	Scuderia Veloce (Derek Bell)	(U.K.) Ferrari Dino V6
5.	Frank Williams (Piers Cowgag)	(U.K.) Brabham BT24 Cosworth V8
6.	Alec Mildren Racing P/L (Frank Gardner)	(Aust.) Mildren Alfa V8
7.	C. Green (Col Green)	(Aust.) Repco Brabham Climax
8.	Alec Mildren Racing P/L (Kevin Bartlett)	(Aust.) Brabham Alfa V8
10.	Geoghegan Racing Div. (Leo Geoghegan)	(Aust.) Lotus 39 Repco V8

Formula 2—1.6 Litre Class:		
12.	N. E. Allen Comp. P/L (Nial Allen)	(Aust.) McLaren M4a-Cosworth FVA
15.	Frank Williams (Malcolm Guthrie)	(U.K.) Brabham BT21B Cosworth FVA
16.	R. Levis (Roly Levis)	(N.Z.) Brabham BT23C Cosworth FVA
17.	Lawrence Racing (Graeme Lawrence)	(N.Z.) McLaren M4a-Cosworth FVA
18.	Argo Racing P/L (Alfredo Costanzo)	(Aust.) McLaren M4a-Cosworth FVA
19.	Alec Mildren Racing P/L (Max Stewart)	(Aust.) Mildren F2 Alfa
20.	Glyn Scott Motors (Glyn Scott)	(Aust.) Bowin P2 Cosworth FVA
21.	Clive Millis Motors P/L (Clive Millis)	(Aust.) Rennmax Cosworth

SATURDAY'S OFFICIAL PRACTICE TIMES WILL BE FOUND IN TODAY'S SPORT PAGES OF THE SUNDAY TELEGRAPH.

The Bucket List Rally

The First Classic Car Rally on the Mardi Gras Weekend 2020, a Leap Year.

A Leap of Faith, for the Navin Team into the Masters Division.

With all those variables of the weekend laid out in front of us, Shane and I knew we had a challenge ahead of us. But having just dodged the bullet, a trip to China, we were to fly out on Monday 2nd March, I did feel a little bit invincible.

‘Let’s give the Masters Division a go. Nothing to lose and maybe something to gain,’ was the adopted mantra. So...up early on Saturday morning and onto Wyong where we were to meet for the briefing and breakfast at the Wyong Squash Courts. Generally, at a pre rally briefing, competitors are refreshed of their knowledge of the passage controls, the different meanings of the ‘P’ boards and the behaviours expected of the teams whilst on route. But on this particular morning I learnt what really was behind the ubiquitous rally breakfast of the bacon and egg roll.

Waiting in the ever-growing queue, I could see the stress and load that the couple behind the tiny counter were having. I offered my assistance but the lady politely refused, apologising in the same breath with an explanation that one helper didn’t turn up and the other went home because he burnt his hand. I then left it a few minutes and thought this is not good, walked around the counter, gloved up and began working the bacon.

It wasn’t long before we had a bit of a routine going and we were easily changing from flipping eggs, frying bacon to putting the lot together to make a reasonable bacon and egg roll. The coffee was left to male of the crew. (I found the coffee to be really good!) The queue began to lessen for the breakfast roll with the coffee queue growing

because we had run out of bacon and the barista had to run off to buy more.

The lady was profuse in her gratitude for the help but apologetic at the same time. They were simply overwhelmed by the numbers and were not really prepared with enough utensils, space, people power or produce but hey, we got there in the end. What resonated with me was that she, in the middle of all the spitting fat, flipping sunny side eggs and trying to split rolls, she came out with the statement, that if her mother was alive, she would be here helping me. I asked when she passed? Not an uncommon question nor one difficult for me to ask in my line of work, but the response stunned me.

‘Last week.’

I was so pleased that I had spent the time I did with her that morning.

Sunday morning and the second day of the rally and we were at Forster Tuncurry. Shane’s parents had lived there for thirty odd years on Forster Quay. As a family we had spent many a holiday with Iris and Wal. As they grew older and in need of care, we visited them as often as we could, thankful for the excellent care they both received, at different times, from the facilities they were in.

Tuncurry Public School hosted us for our bacon and egg roll breakfast that morning, a very different experience to the day before. Many helpers, a well kitted out tuck shop for the preparation and no shortages of bacon. Whilst eating I noted the Indigenous art that adorned

(Continued on page 12)

the walls and the brickwork of the buildings. Later, looking for the loo I was directed to the administration block attached to the hall, the behind scenes of the school. More Indigenous art work on the walls, a framed copy of the Apology to the Australian Indigenous People and old photos, one of which caught my attention. It was a portrait of Nurse June Mayers, the first Registered Nurse of Tuncurry District.

The school's motto: 'Pride, Opportunity, Commitment, Success.' written in bold letters were words that defined so well what those pictures, the art work, the framed documents and the generosity of the P & C presented. A primary school of 365 pupils of which 3-4 % identified and Indigenous embraced a community and worked together with pride and commitment making opportunity into success.

05.03.2020

The results of the rally are in and have filtered through to us in SA where Shane and I are on a caravan trip. Congratulations to those who placed. Shane and I are happy because it was our first Masters and we lived up to our expectations...last! But as it was pointed out to us, we did do well. We improved through the divisions, coming 4th in the in the last division!

Thank you to the Rally Director and all the officials who assisted on the controls ect. It was a good fun rally and we are looking forward to the next one.

Jen Navin. Driver of the blue VW Golf R & short order breakfast cook!



Does petrol go off and should you be worried?

Well the answer is, it can, but no, you really don't need to be too worried.

In a modern fuel injected engine with a sealed (non-venting) storage tank, you will not have a problem.

But with older carbureted engines which have vented fuel storage tanks, it is rare but mildly possible.

Let me explain. Petrol is made up of several ingredients known as fractions. Light fractions, think gas, are blended in with heavier fractions, (higher density liquids) for easy starting, but too much will see very early vaporization before it gets into the engine. In the days of non-fuel injected cars, in cool to cold winter conditions, there used to be a winter blend petrol which had more light fractions and a summer blend that had less.

With modern Fuel injected engines now in the majority, this is no longer necessary because the petrol is delivered to the injectors under pressure from the tank. It also contains quite a lot of light fractions in the form of Butane, not a problem as under pressure it won't vaporize, and refineries would much prefer to sell their butane as petrol rather than burn it off!!

Petrol under vacuum vaporizes very easily which is why classic cars with their fuel pumps up the front are prone to regular hot weather vaporization. Changing to a low-pressure rotary rear mounted pusher electric pump can help reduce the frequency of this.

So if the fuel in your classic car has been sitting unused for say six to twelve months you are unlikely to experience much of a problem other possible hard starting, easily overcome with some Ether based spray for eliminating hard starting, sprayed around the air intake.

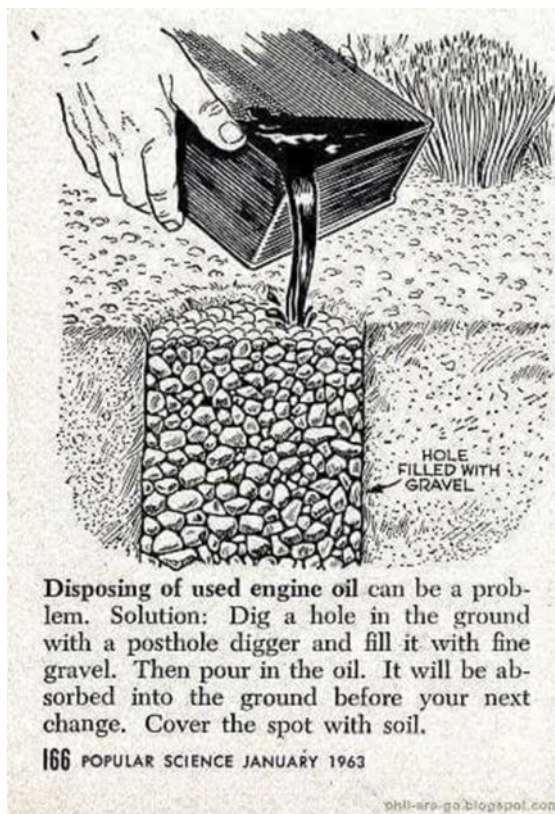
If you feel that the car is a bit sluggish, either top of the tank with fresh 98 octane, add a bottle of octane boost or do both.

One exception, E10 fuel is best not left for any long term in **vented tanks** because Ethanol is hygroscopic (attracts moisture)

For what it is worth, I have a 4stroke 240V 2.2KVA generator which has a vented tank. I needed to make use of it recently after it had been sitting unused for 5 years. The tank had been left 75% full, so I just topped it up with fresh 95 octane, sprayed Ether around the air intake and with two pulls on the cord it was up and running. I needed it for 5 hours and it ran happily.

Hope this helps.

Garth Taylor





VALE: ROSS JAMES

It is so sad to report to you this month of the passing of another one of our long-standing CRC members ROSS JAMES, or Rossco as he was affectionately known to his friends. It came as a huge shock to me as I had a few conversations with him the previous week about his condition and he sounded so good and was so positive he was getting out of hospital and back doing and planning things including returning to our rallies again soon, with his navigator and friend Mal Sinfield. He told me he was hoping to get back to the Alpine Classic this year.

Ross was a very private man with his private life and requested that his illness was not to be made public. He texted me a few times asking for a favour to pick up some caravan parts for him close to where I live, which I had arranged to do and when I tried to ring him about it there was no answer until his wife Jill contacted me the next day with the news of his sudden passing, a bit of a shock. Jill herself is a recent survivor of the dreaded cancer.

Ross had been battling bowel cancer and lung infection issues and was responding well to treatment in hospital. Unfortunately it appears he has had a heart attack which took him from us. Our sincere condolences to Jill, his children and

family. With this pandemic, funeral arrangements will not allow us to attend, however our thoughts and memories of Ross are with us all that knew him. He was a larger than life humorous man, very loyal and caring of others. He campaigned his Volvos ,SAABs and various other cars he had, I especially liked his red Ford Capri he campaigned in Targa events including the old East Coast Classics. He was active in other car clubs, very dedicated to driver safety, training and education, especially with the local youth. A prominent Shoalhaven identity in business and his church and was active in trying to get approval for the Shoalhaven Motor Sport complex. If you were friends on Facebook either personally or through the CRC page, treading through the condolences, the memory posts of Ross's life are truly amazing and a testament of the type of good willed and generous man he was.

Mal Sinfield expressed to me his thoughts of Ross's sad passing and he thanks Ross for taking him on board, making a good fun team together, getting reunited with navigational rallies and the Classic Rally Club. Mal went on to say he will miss him dearly. We say farewell old mate, Rest in Peace, you will be remembered by many.

JOHN COOPER.

2020 CLASSIC RALLY CLUB CHAMPIONSHIP— RESULTS TO DATE

Masters Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Bucket List Tour	Dave John- son 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 John- son 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 John- son 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							
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 John- son 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							
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

20/04/20

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
28-4-20	C.R.C. Meeting	Meeting cancelled	
1-5-20	F.F.F.F.	cancelled	
26-5-20	C.R.C. Meeting	Meeting cancelled	
5-6-20	F.F.F.F.	cancelled	
24-5-20	Social Lunch run to HARS	Postponed to a date to be advised	Tony Norman—0402 759 811 normansoz@optusnet.com.au
21-6-20	AROCA Tour D'Course CC	Postponed to a date to be advised	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, Garth Taylor, Jen Navin, Mike Batten, Tony Kanak, Tony Norman, Tony Wise and Peter Evans from AROCA