



Rally Directions

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

May 2020 Issue 05
Dates to remember

- When we can go rallying again
- Magazine deadline June 16

SOCIAL DISTANCING EDITION #2



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JOHN'S JABBER

Hi everyone, welcome to the May edition of rally Directions I hope you are all safe and coping OK with COVID- 19, self-isolation and stuck at home. With any luck I think there may be some light at the end of the tunnel with us being able to

gradually get back to some sort of normality, here's hoping. As I write this some restrictions are being relaxed and put in to place by the NSW Government, but I think we are still a long way off the pubs and clubs being opened to cater for the larger number of patrons that we would have at a CRC meeting. There is no indication as yet when this might happen so the May General meeting is a no go and we will hope for maybe a June Meeting, so we will let you know when we can confirm this. With no events, meeting or gathering over the past few months, it's getting a little thin on things to report on and write about.

Our annual Shannons CMC show at Eastern Creek has been cancelled for 2020 so I have been told, I will confirm this and let you know in the next magazine. Mike Batten has run the first desk top rally called The Far-Kurnell rally and had around 37 entries and participants, great stuff. He is currently running the second one, The Sydney Special, so if you have missed out having a go at the navigation, get onto Mike and join in. If you're not on the club's Facebook page you are missing out on some great old photos of past CRC events, cars and participants, thanks mainly to Paul Morton, some older videos from Geoff Bott and lots of comments to go with the photos, great memories for a lot of us and an insight to who was around in years past. Trying to remember names, who had what cars and where the photos where taken has been a bit taxing on my worn-out chemo memory brain cells, well that's my excuse anyway. On a sad note there are a few photos of members who have passed along the way and it is welcomed to be able to remember them. With that I must inform you we lost another old mate recently, Gary Phillips. I'm pretty sure there wouldn't be very many CRC events I haven't attended over the past 26 years so I'm really enjoying checking out all the photos. I have hundreds of photos myself in albums but not the knowhow to post them up. One day I will

get around it and work out how it's done.

With any luck Jonathon Mansell is preparing for us his Sheep Station rally, which will most probably be our first event back, set for August. Hopefully most of the restrictions will be lifted by then allowing for a return to rallies for us. If by any chance we can fit anything else in before that we will let you know. There are a lot of CRC members entered or involved with the Classic Out back Trial in early August, either as drivers, navigators, service crews, officials and spectators. We are all crossing our fingers that this event gets the go ahead in some way or another. The Club has three cars entered, after the wheel alignment last week and the new straightened body panels coated with fresh paint not to mention the suspension and brake overhaul I'm almost ready to rally again in the XD Falcon. Rob and Starr Mifsud have a new more powerful motor in their Stanza, and Hendo and Westy have sorted the Volvo, I think.

Well that's about all my bloom'n lot for this month, don't forget without your input, articles, stories and photos our Editor Chris has only his old overseas slides to fill the mag up with, so get cracking and send something to him for him to include. Cheers from me for now.

JOHN COOPER

President.



Sample Holiday Photo - ED

NOTICE BOARD



VALE GARY PHILLIPS

It is with such sad regret that we acknowledge the passing of another CRC member and friend, GARY PHILLIPS, who passed away on the 7th May 2020, aged 67 years. Our condolences to his wife Maureen, family and friends. At this time, I don't have any details of his sudden passing and it was quite a shock to me as I had been in contact recently and all seemed fine.

Gary was an early and very active member of CRC, and the Jaguar Clubs. He was very good friends with Bob Williams and teamed up with him and others on most of our rallies. He even navigated for Brian Foster in his BMW in the East Coast Targa rally. His business was making wire wheels, Wire Wheel Works, which saw many of us have him make or repair our spoke wheels on our MGs and Jaguars. Gary moved up to Morisset and relocated his business there. His passion and excellence was restoring cars and motorbikes, he built and maintained Bob Williams MK4 Jaguar and his beautiful Borgward Isabella, not to mention his own MK4 Jaguar with gold spoke wheels and MGB GT he bought from Geoff Mills as a project and fitted a Toyota 4AG motor that came with the deal. He spoke to me that it was finished and needed information on registration for it on modified plates and how keen he was to one day getting back to our CRC events. Gary was a dedicated carer for his wife Maureen over the past few years and he will be sadly missed by her and remembered by many of us, Rest in Peace old friend.

JOHN COOPER



Cancelled Meetings

May meeting cancelled



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



Sydney Special Desktop Rally

The Historic Rally Club is running another desktop rally to test our navigation skills while we cannot pursue our passion on the road. The Sydney Special is a Desktop Rally open to all enthusiasts willing to accept the challenge of NSW style navigation. CRC members who entered the Far Kurnell desktop rally should have received an e-mail yesterday from Mike Batten inviting you to participate in The Sydney Special.

The official maps, event information, route instructions and the question and answer page may be downloaded from today from the HRC website:

<http://hrcnsw.org.au/future-events/sydney-special/>

Entries are open till Sunday 24 May 2020



AROCA Tour D'Course

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



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



SCOTTISH ACE SCOOPS SOUTHERN CROSS

Article from Australian Motoring News

October 1969 By Checkpoint

Photos by Automotive Promotions

Andrew Cowan was a popular winner in the 2400-mile rally which finished on Sunday, October 12, and he swept his works Austin 1800 through the finish control in Surfers Paradise to the cheers of an enthusiastic crowd and the skirl of bagpipes readied for the occasion. After clinging to a slim lead for days, the burly Scot won by a mere six points from Ford's sole remaining works Cortina of Kilfoyle and Rutherford.

Only 46 of the original 66 starters were able to struggle to the finish, including the oldest car in the field, a 1949 MG Tourer.

Cowan said later he had his share of luck in the rally,



and he had his share of narrow squeaks. He paid tribute to Dave Johnson's navigation and said he would not have got far without his help.

Colin Bond and Brian Hope had a tremendous run throughout in an attempt to avoid further massive point losses and it appeared that had the rally been very much longer he could well have been back up with the two leaders.

So many cars fell foul of diabolical mud conditions that twice officials deleted a section and restored lost points.

The Stages—

Colin Bond, with the advantage of starting from position one in the rally, led after the first special stage and 20-mile through Murwillumbah and Pottsville by one point being the only driver in the entire field to complete the tricky section without loss of points. But this stage was only a taste of what was to come and Bond's lead was a very precarious one indeed.

After completing the 20-mile loop through Pottsville, drivers returned to Surfers Paradise the same night to start the rally in earnest. Most of the field had lost points when they set off so tackle a tight, twisting 500-mile section which took them through mountainous country on the NSW- Queensland

As thought before the rally started, the turning point of the scoreboard came with the tough 40-mile run

(Continued on page 7)



Peter Jansen was sidelined early in the run with engine failure.

through forests in the Mt. Warning area behind Murwillumbah in this section. Colin Bond lost critical points when a rearbrake failed on his Volt 1500 and he lost control and crashed into a tree. He dropped from first to 11th place in the half hour it took to get the car mobile again. But Bond wasn't too perturbed, for he knew the night would take a heavy toll of competitors and the important thing was to keep in the event.

Evan Green, driving a works Austin 1800, blew a headgasket and barely made the control on time, but had lost almost 3000 points in the process of getting the crippled car in while Peter Jansen had an engine blow in the Walton Team Renault 16TS putting him out of the running.

Two of the Ford works Cortinas struck trouble on this night. Tony Roberts had oil pump failure and dropped points while repairing the problem and Ian Vaughan had to replace the gearbox in his works Cortina and slipped well down the field.

As the cars began arriving in Lismore early Thursday morning it was Marathon winner and newcomer to the British Leyland team, Andrew Cowan who had powered his way to the front from his third

position at the start, having lost only 24 points. Frank Kilfoyle,

Ford's only remaining hope, was sitting in second position with a handy 33 points lost, while Doug Stewart and Nigel Collier (Colt 1500) were third only four points behind. South Australians, John Taylor and Graham West (Cooper) were fourth having lost 43 points and the second British Leyland works 1800 was fifth driven by Greg Gerrard and Peter Mulder with 52 points down.

Seven of the original 66 starters were out when the rally got under way from Lismore after crews had spent a long rest period, this section was a night drive of 600 miles to Temora and Toowoomba. It had been raining before this section was attacked and many of the top drivers joined the field in having some very dicey moments.

Andrew Cowan showed the talents of a professional rally driver by losing only one point in the appalling conditions near Toowoomba to take his toll to 25. The gap widened between Cowan and Kilfoyle (who had literally been breathing down the Scottish driver's neck) when the Victorian Ford crew slipped 14 points behind. Taylor and West in the Cooper took third spot from Stewart and Collier in the Colt who slipped right out of the first seven placings and were relegated to eighth with a loss of 91 points when their car suffered



Colin Bond put up a great performance in the...



Barry Ferguson came through the field very quietly in the Monaro.

who immediately stopped and assisted the 1800 back to the road. The battle then raged again between the two.

For Kilfoyle and Rutherford it was yet another year of playing second best. This was their fourth second place in as many years of the Southern Cross while Andrew Cowan became the first

overseas driver to win the event.

Colin Bond drove brilliantly and snatched third place from Ferguson by one point, finishing with 119 points after his early disappointment when a rear brake failed. Based on his points

overheating troubles. Taylor, on 39 points was a clear 31 points ahead of Barry Ferguson in the Firth-entered 5-litre Monaro (Ferguson won the 1967 Southern Cross) but the wiley driver was plodding along according to Firth's pre-rally strategy and was definitely within striking distance of the leaders.

Fifth and sixth places at this stage were Greg Garard (1800) with 71 points, Bob Holden (Cortina) 88 points while Colin Bond had displayed some skilful driving to come through to seventh spot on 91 points. Seven points further down were Bond's team mates, Stewart and Collier in the second works Colt 1500.

This was by far the worst conditions the teams had struck over the four days. Heavy rain had turned competitive special stages into seas of thick, oozing mud which clogged wheels and made many cars immovable.

While Cowan was battling the conditions, Kilfoyle was steadily creeping his points deficit back until it became obvious that it would only take a slip or a blown tyre by Cowan to equalise the positions.

In fact, Cowan did slip. Leading the field in single file down a treacherously-slippery hillside, the mud built up and locked the wheels. The car slid off the road and into the bushes But tremendous sportsmanship was shown by the Ford team and two other Victorians

losses through driving, Bond could have conceivably won the event.

Barry Ferguson and Roger Bonhonne were fourth in the Monaro, and despite the tricky course and trying conditions Ferguson brought the car to the finish without a mark on it—once the thick mud and slush was washed away.

All confirmed it was one of the hardest Southern Cross Rallies, and it was certainly the hardest fought between the rival teams. Thanks to Bond, Mitsubishi won the teams prize with the Stewart/ Collier Colt sitting pretty in eighth position outright.



McKay shows how one can make the Mercedes competitive.

Last year's winner, John Keran, had slipped to 15th place on 139 points after losing almost an hour when the Repco-Volvo almost slid over a bank and balanced on the edge of a drop until crews could drag it back to the road. Bruce Collier (Renault) was ninth on 100 points followed by David McKay (Mercedes) on 110 points.

The third stage saw the rally becoming progressively tougher and crews started to feel the strain despite lengthy rest periods and the sections became more difficult. Kilfoyle and Rutherford hung grimly to their second place in spite of losing their way on one section during the night.

Andrew Cowan dropped 15 points on this leg putting him back to 40, but still 36 ahead of the Ford team. He headed for the final leg with renewed confidence in the unfamiliar car and said he thought he could manage to keep his lead to the finish.

Surprise of the field was Colin Bond who lost less points than Cowan on this section and now moved up to fourth on 105 points, only 14 behind third-placed Ferguson in the Monaro who had edged out the Cooper of Taylor and West when they struck trouble overnight. At this stage only Cowan and Kilfoyle had been able to hold their places. Watson (Renault) had slipped to 132 and McKay (Mercedes) had gone back to 141 for seventh spot.

But the final 600-mile section was really to sort out the men from the boys. Rally director, Alan Lawson, had purposely made the stages progressively tougher keeping the excitement for the final stage with the surviving cars finishing in Surfers Paradise about noon on the Sunday. The support crews were readying to head to the finish as the field headed into this final stage, for anyone who had major problems was going to be out of the running at this stage anyway.

Cowan Slips To A Southern Cross Win.

Despite a first stage lead by the Sydney team of Colin Bond and Brian Hope, Andrew Cowan went to an early lead in the 1969 Southern Cross Rally and held it to the finish, just managing to stave off a last-minute challenge by Ford's only surviving crew of Frank Kilfoyle and Doug Rutherford thanks to the Ford team's sportsmanship in helping Cowan out of a

It was agreed the rally was one of the toughest ever set, the conditions being worsened by heavy rain which turned rough muddy sections into virtual quagmires.

Mitsubishi took out the teams prize after a tremendous drive by Bond to come back into third place after experiencing brake failure and hitting a tree.

The rally took a heavy toll of competitors and those that survived did so only by skill and excellent car preparation.

Full story and photos on page 8.

Rindt Stays With Lotus

AFTER WINNING the USGP, Jochen Rindt says his 1970 plans are to stay with Lotus. He doubted he would contest Indianapolis, but was confident of a full CanAm series in a Lotus sports car now under development.



Andrew Cowan, navigated by Dave Johnson, powers through a special stage on the Queensland /NSW border on his way to the first win ever by a visiting International driver in the Southern Cross Rally which finished on Sunday, October 12.

COOPER WINS MALLALA GOLD STAR

Garrie Cooper made himself a local hero for South Australian racing fans when he took the Elfin Repco 2.5 V8 to an exciting win in round four of the Australian Gold Star Series. Leo Geoghegan was second, and the only other driver on the same lap in the Lotus 39 Repco V8 while Max Stewart (Mildren Waggott 1.6) was third, four laps in arrears. John Harvey, expected to do well in the race was sidelined with engine failure, but he was there to cheer Kevin Bartlett on when Bartlett pushed the Mildren Waggott 1850 mono across the line after an epic struggle to finish with a broek throttle cable.

Full story and photos on page 5.

SECRETARY'S COLUMN- COVID 19 SPECIAL:

Hello everyone, with no meetings at the moment I thought I'd give you a bit of light entertainment from the items that arrive at my desk, for the CRC.

From a recent MG magazine there was a thought-provoking article, already a reprint- that told the story of an unsuccessful attempt at automotive brand theft. Perhaps that is a bit strong but read on and you'll see what I mean.

Now up until 1938 Pierce-Arrow was a manufacturer of prestigious cars in the USA, and they were very expensive and the company struggled to find sufficient sales in the economically troubled 1930s, despite some cross shareholding with Studebaker, and access to their dealer network.

Today the cars made so long ago by Pierce- Arrow continue to hold interest of a small number of people, who may be members of the Piece-Arrow Society, which exists in the manner of many marque specific car clubs for defunct manufacturers.

Much more recently a fellow decided to build, in low volume, and market some modern Bentley based stretch limousines, which could, not surprisingly no longer be called a Bentley. So, presumably seeking some brand with cachet in terms of a prestige name- he attempted to trademark the Pierce-Arrow name, to use it for his modern creation. The Pierce-Arrow Society was not pleased, pointing out that it was not possible that anyone could construct a new, modern Pierce-Arrow, they were made from 1901 to 1938....No way was the plan to build replicas of the original vehicles, it was to apply the name to a totally different item.

Now the P-A Society had held, since the 1950s, something called a collective membership mark, which was type of trademark. The Society claimed that the new trademark application would falsely suggest an association with the P-A Society. While the P-A Society acknowledged it does not own the rights to the Pierce-Arrow name, or claim to be a legal

successor to the Pierce-Arrow Motor Car Company- it successfully argued that it is the de-facto successor to the original company with respect to the preservation of the memory of the Pierce -Arrow automobiles... and the protection of the Pierce-Arrow marque and trademarks.....

The ruling from the trademark appeal found that although actual rights to use the name had been extinguished when the original company went bankrupt, and the fact that the P-A Society had not produced any sort of more recent fame or reputation (beyond what was inherent in the brand history until 1938) the current trademark application for the Pierce-Arrow name WOULD NOT DIRECTLY SUGGEST A false connection between the P-A Society and the modern entrepreneur seeking to sell rather heavily modified Bentley vehicles.

However the US Patent and Trademark Office's Trademark Trial and Appeal Board (the rubber stamp they have needs an oversize inking pad) did rule that the granting of the requested current trademark could cause confusion, that some potential customers might think that the P-A Society had a hand in this venture, or endorsed it, or participated in the scheme in some way.

The entrepreneur considered appealing the Office ruling against his plan to use the Pierce-Arrow brand name but did not proceed. Instead he obtained the right to the name of the also defunct auto manufacturer, Peerless. Peerless was one of the prestigious 3P manufacturers- Packard, Pierce-

Arrow and Peerless, and they made quality cars too up until 1931, in Cleveland, and had plans for a V16 model. Like a lot of automotive dreams this recent Bentley based one may take a while to reach the market....

Now this appeal situation poses come questions about brands coming back from the dead, as well as

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replica vehicle production, particularly of defunct car- or motor-cycle brands where the ownership and recent usage of the brand name are difficult to demonstrate. But this ruling demonstrates that effective car clubs for defunct brands might have some control over who uses the name in the present or future, and for what.

Some relevant factors will be whether the forward usage of the name is consistent with the heritage of the original brand's design, size/performance, place of manufacture, market position and pricing/prestige. A continuous production history might be relevant too, even if a legal ownership right to the name might be demonstrated. Consider Bugatti and Maybach recent vehicles- nothing at all to do with the original entity, and many decades of silence since the originals were made. Interestingly the Japanese invent new premium brand names- like Lexus and Infiniti, more sophisticated or confident thinking perhaps?

The same issues of dubious heritage linkages could be said of other brands too, like, well Bentley. Also the Triumph motorcycles made today in Thailand, still trade on warm nostalgia, with for example, T shirts of Steve McQueen on Triumph machines from the 1960s. Even with the "german?" Triumph he rode in the movie "The Great Escape"!

With motor cycles the Triumph name has been sold, licenced or transferred several times since their 1970s wind up, and with breaks in production and completely new designs (which were absolutely critical to modern success) there is not much true linkage with the past, notwithstanding retro styling and naming of some models. If the heritage of the past is now largely based on myths, then so are the

brand linkages- mostly myths.

Similarly the scandal about the carcass of the recently bankrupted modern Norton Motor cycle production concern, with a typical production of a mere 1.5 machines per week, so long after the last "real" English Norton factory closed in 1976 cannot help but to devalue brand value. Since the 1970s there was a long hiatus for the Norton motor cycle brand and in the middle stage, a short term brand relocation to the USA. The Norton name is now being purchased by an Indian company. Surely though the remaining value of the brand name cachet cannot overcome all aspects of reality since Norton's era of scale production of award and race-winning machinery. It is too early to tell what the recent Indian produced Harley Davidson motor cycles might do to Harley's long term brand image, the Harley badged Italian Aermacchi models of the 1970s didn't seem to help very much , in that era.

Both Pierce-Arrow and Norton, as two of many examples, originally got started on the strengths of the product- they couldn't kick start (pun intended) success off the use of a famous but irrelevant to their product brand name.

The issue of falsely claimed, or at least "suggested" close lineage and heritage is growing rapidly, especially in the Italian auto and motor cycle industries, but also with other European/Japanese arrangements and mergers and acquisitions. You can fool some of the people most of the time? Locally what does the Holden brand mean now and in the future? After the apparent success of the Chinese MG SUVs, can we expect to see the Riley and Wolseley brands re-appear? And GM is not using the Pontiac and Oldsmobile brands anymore, maybe they will park the Holden name in the same way?



Tony Kanak

WHO IS JACK SCHITT?

He has a rally named after him (Schitt box rally). Some of you may be aware of the following but for those who haven't read this before please enjoy it.

For some time many of us have wondered just who is Jack Schitt? We find ourselves at a loss when someone says, 'You don't know Jack Schitt!' Well, thanks to genealogy efforts, you can now respond in an intellectual way.

Jack Schitt is the only son of Awe Schitt. Awe Schitt was married to O. Schitt, the fertilizer magnate, and owner of Needeep N. Schitt, Inc. They had one son, Jack. In turn, Jack Schitt married Noe Schitt. The deeply religious couple produced six children: Holie Schitt, Giva Schitt, Fulla Schitt, Bull Schitt, and the twins Deep Schitt and Dip Schitt.

Against her parents' objections, Deep Schitt married Dumb Schitt, a high school dropout. After being married 15 years, Jack and Noe Schitt divorced. Noe Schitt later married Ted Sherlock, and because her kids were living with them, she wanted to keep her previous name. She was then known as Noe Schitt-Sherlock.

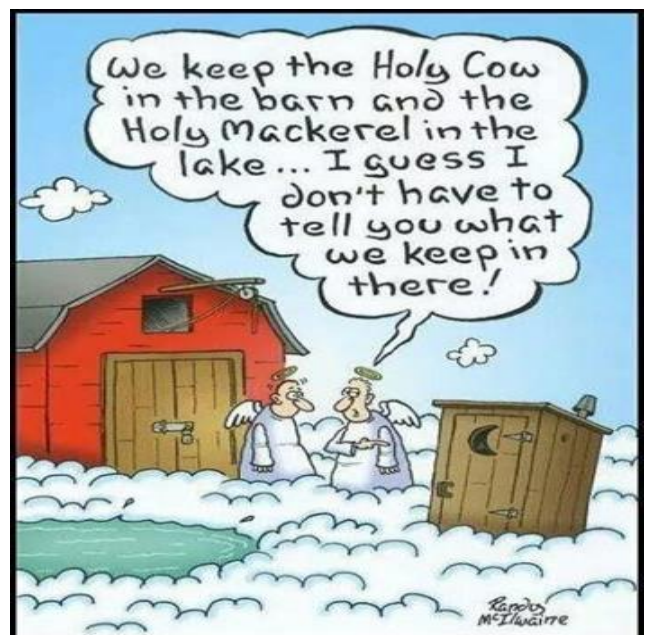
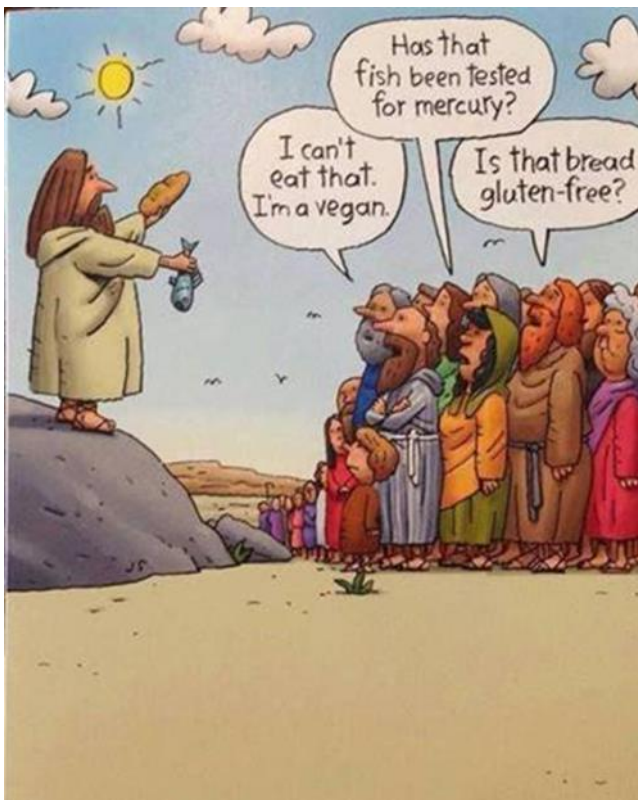
Meanwhile, Dip Schitt married Loda Schitt, and they produced a son with a rather rather nervous disposition who was nick-named Chicken Schitt.

Two of the other six children, Fulla Schitt and Giva Schitt, were inseparable throughout childhood and subsequently married the Happen brothers in a dual ceremony.

The wedding announcement in the newspaper announced the Schitt-Happens nuptials. The Schitt-Happens children were Dawg, Byrd, and Horse. Bull Schitt, the prodigal son, left home to tour the world. He recently returned from Italy with his new Italian bride, Pisa Schitt.

Now when someone says, 'You don't know Jack Schitt,' you can correct them.

Sincerely, Crock O. Schitt



Hopefully Helpful Handy Hints for Historic Hobby type vehicles; part of an occasional series-

During the not so much happening, in an automotive sense, recent era of 2020- the opportunity was taken to attend to some vehicle maintenance issues, that were not urgent. After all, why not put the "isolation" to good use?

Now older vehicles sometimes harbour hidden dark secrets that are part of old age, and these issues can be difficult deal with in some situations because:

The availability of replacement parts is poor or non-existent,

The workshop manual type information does not/did not cover this part of the classic vehicle anatomy,

Access to the problem parts is complicated and the repairer is on their own in terms of devising a repair procedure.

Sometimes all three conditions apply.

For the subject vehicle the problem was the passenger door window regulator, which although new in only 1972 had lost its grip on the widow glass, and since this failure whilst out and about, the glass had been persuaded to sit in the closed position for what ,by now was rather too long.

Getting to the window winding/regulator mechanism will vary a bit from vehicle to vehicle so I won't cover removing the internal door card/armrest/ winder/ handle- or the removal of the regulator mechanism from the door itself. Suffice to say- it was originally put together in a

sequence of operations and it will come apart as a reversal of the process.

In this case the channel part of the regulator, that grips the bottom edge of glass, had wasted away and lost its grip on the window glass. The adjacent picture shows the failure/channel remains as pretty much total. That is the pieces of rusted metal and rotted rubber in the picture. Now the regulator mechanism was originally zinc plated, and the channel was lined with rubber to hold the glass tightly- but naturally the water runs down the glass and collects guess where?

What could go wrong?

Well how to replace the damaged part of the regulator was the question, since new or used regulators for this model (OK it's a Volvo 142) have availability comparable to well any other thing you can't get...

Now from experience I knew of an aluminium extrusion which Bunnings or similar stores have in stock. Available in one metre lengths with change from ten dollars, it was not too hard a task to make this regulator work like new, and last even longer than the original factory design... The purchased

aluminium section is at the upper part of the picture.

Some careful hacksaw work removed the rotten channel, the remaining metal was treated with rust passivation chemical, and Tectyl anti rust goop, and the section cut from the purchased aluminium



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piece was riveted to the mechanism with large solid pop rivets because most people can't weld steel to aluminium.

Checking the restored regulator for fit on the glass showed that some minor persuasion for curve and width of the channel in the aluminium "sail track" was needed and the revamped assembly was fitted and test-run. It was good.

To finish, the glass was cleaned with methylated spirits and propped in the fully up position. You could also use duct tape to hold the glass up. The channel, or now- sail track was loaded with clear bathroom silicone for (hey!) aluminium and glass- and the window winder handle used to bring the channel up to the glass and press itself into position.

A visual check inside the door with a torch showed all was well and a careful up/down test was smooth as silk. Next morning with the silicone almost cured, a few other tasks were done inside the door (renew speaker cable, clean drain holes, and also the opportunity to lubricate door lock parts was taken) before the door card etc was refitted.

You can do this, and not have to try to find someone else who will...

Tony Kanak

Tail Piece by Garth Taylor

At the end of August 1984, Shell in Sydney blended up what was to be the last tank for that year, of winter mix Super petrol. The following day they experienced an industrial dispute that halted all fuel deliveries for a month, with petrol deliveries resuming at the end of September. A week later Sydney experienced two of its HOTTEST October day temperatures and because it was winter mix Super had been released onto the market, cars started to 'cease to proceed' all over Sydney. NRMA servicemen were not impressed!! The advice that Shell gave to people who phoned in, and it is still valid today, was to open the bonnet to let some of the heat out and if they had access to some cold water, to pour some over the fuel pump and along the visible fuel lines as would help de-vaporize the fuel and allow the pump to start working again. Fortunately for Shell the day temperatures dropped again and no further problems were experienced.

UPDATE - SOCIAL RUN TO THE HARS AVIATION MUSEUM

This Event was originally planned to be held on Sunday 24th May and full details were published on Page 6 of the March edition of Rally Directions, which can still be found on the CRC website.

I have recently been in touch with the Museum and their Café facility and, subject to possible further easing of the Covid-19 restrictions by Gladys, they hope to be open for business around mid-June.

I have suggested that the CRC might wish to re-organise the Event for Sunday 19th July. General details will be as per the earlier flyer but I am proposing to adopt the B.B.Q. lunch option at \$15.00 p/p.

This would avoid any need to try and organise individual lunch options. I will do what I can to keep things moving along and hopefully this can be our first post-Covid get together. Please contact me for further info or to provide any Expressions of Interest in attending should the plans for the 19th July be realised.

EVENT ORGANISER - TONY NORMAN 0402 759 811.

MOTORSPORT AUSTRALIA—RETURN TO RACE

Motorsport Australia has released its 'Return To Race' document that outlines strategies it hopes will see a resumption of the sport.

The document has been submitted to the state, territory, and federal governments and includes a six-point plan building on the Australian Institute of Sport's (AIS) Framework for Rebooting Sport in a COVID-19 Environment.

According to the eight-page document, motorsport is estimated to contribute almost \$3 billion into the Australian economy, generating approximately 30,000 full-time jobs.

It has been produced after consultation with a number of key bodies, including the Motorsport Australia National Medical Advisory Committee, AIS, Supercars, the FIA, and Motorsport UK.

"Motorsport is unlike any other sport. We certainly believe it's a low risk sport when it comes to any potential transmission of COVID-19 given that motorsport is conducted outdoors, usually on a large site area," explained Motorsport Australia CEO Eugene Arocca.

"However, that doesn't mean we can just go back to running events as we previously did.

"Return To Race clearly outlines all steps our event organisers, officials and competitors should take to make our events as safe as possible based on the framework put forward by the Federal Government."

Included in the document is a three-level Resumption Strategy, outlining what aspects of the sport can take.

It highlights that no activity can take place at Level A of the AIS framework, where events are limited to no more than two people with no contact or equipment sharing allowed.

At Level B, the Motorsport Australia document reasons most events could return, with special consideration around rally and offroad events where co-drivers are used.

In that instance, co-drivers, navigators, or passengers would need to be a member of the same household as the driver, while all other relevant event regulations were adhered to.

Level B restrictions also mandate gatherings can be no greater than 10 people with spacing of four square metres of space per individual.

A full return to sporting activity comes into play at Level C, with no restrictions on co-drivers though a continued focus on hygiene measures.

The Key Principles outlined in the document cover off government guidelines, hygiene, monitoring, restrictions on individuals, educational measures, and social distancing.

They come in addition to the Federal Government's Resumption of Sport and Recreation Activities which was published earlier this month.

Of these the latter will have the greatest impact, with Article C of the Social Distancing principles stating:

"No mass gatherings including drivers and officials' briefings, officials sign on gatherings, media conferences etc. Support the use of technology (Zoom or Microsoft Teams) to replace these essential parts of a race meeting."

It also outlines a limitation on the number of personnel to only those who are essential, and restrictions on the number of competitors, officials, and support personnel granted access to the event.

Also including is a comprehensive 'Event Organiser COVID-19 Matrix' designed to help events adhere to all restrictions.

It is complemented by an Event Organiser Toolkit and Resource Centre which includes necessities such as signage, example venue plans, minimum official numbers, and checklists.

There are also resources for competitors and officials to access, along with advice to spectators.

For the latter, it currently advises that "spectators and non-critical team personnel must not attend any Motorsport Australia activity under these temporary COVID-19 protocols".

Jon Mansell

Link to the web site information
<https://www.motorsport.org.au/covid-19>

The Far-Kurnell Fling Final Results

Place	Name	State	A	D	H	P	V*	W	G	A	J*	K	G	W	G	Z	F	M	Y	F	F	B	B	TT	S	C	C	S	O / I*	O / I*	X	E	Q1	Q2	Q3*	Q4	Total		
1	Pam Watson	NSW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	70	x	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95
2	Arthur Evans	NSW	-	-	-	-	-	-	-	-	-	25	-	-	-	-	-	70	x	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	2	1	-	98
3	Chris McDonald	NSW	-	-	-	25	35	-	-	-	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	-	-	106	
4	Valerie Jakrot	NSW	-	-	-	-	-	-	-	-	35	-	-	-	-	-	-	70	x	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	107
5	Mal Sinfield	NSW	-	-	-	-	-	-	-	-	35	-	-	-	-	-	-	70	x	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	2	11	-	118	
6	Steuart Snooks	VIC	-	-	-	25	35	-	-	-	35	-	-	-	-	-	-	70	x	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200	
eq 7	Mark Tolhurst	NSW	-	-	-	25	35	-	-	-	-	-	-	-	-	-	-	70	x	x	x	x	x	-	-	-	-	-	-	-	-	-	-	25	35	11	-	-	201
eq 7	Andrew Owen	QLD	35	25	-	-	-	-	-	-	-	xx	xx	-	xx	xx	xx	70	x	x	x	x	x	-	-	-	-	-	70	-	-	-	-	-	-	-	1	-	201
9	Martin Leaver	NSW	-	-	-	-	-	-	-	25	-	25	-	-	-	-	-	70	x	x	x	x	x	80	-	-	x	x	x	-	x	-	-	-	-	2	-	-	202
10	Peter Batt	NSW	35	25	25	-	-	-	-	-	35	-	-	-	-	-	-	70	x	x	x	x	x	-	-	-	-	-	-	-	-	-	-	11	2	1	-	204	
11	Andrew Taurins	NSW	-	-	-	25	35	-	-	-	35	-	-	-	-	-	-	70	x	x	x	x	x	-	-	-	35	35	-	-	-	-	-	-	2	2	-	239	
12	Michael Brandt	NSW	-	-	-	25	35	-	-	-	35	-	-	-	-	-	35	70	x	x	x	-	x	-	-	-	35	-	-	-	-	-	-	-	-	11	-	246	
13	Andrew Inglis	NSW	-	-	-	-	-	-	-	35	35	25	-	-	-	-	-	70	x	x	x	x	x	80	-	-	x	-	x	-	-	-	-	-	-	-	11	-	256
14	Geoff Hempsall	NSW	-	-	-	-	-	-	-	-	-	-	-	-	-	35	-	70	x	x	x	x	x	80	-	x	-	x	x	-	x	-	x	35	35	-	2	-	257
15	Ian Richards	QLD	35	25	-	25	35	-	-	-	35	-	-	-	-	35	-	70	x	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	1	-	261	
16	Graham Dobel	NSW	-	-	-	25	35	-	-	-	35	-	-	-	-	35	-	70	x	x	x	x	x	-	-	-	-	-	-	-	-	-	-	25	35	-	2	-	262
17	Simon Brown	VIC	-	-	25	25	-	-	-	-	35	-	-	-	-	-	25	70	x	x	x	x	x	80	-	-	x	x	x	-	-	-	-	-	2	1	-	263	
eq 18	Brian Ward	VIC	-	-	-	25	35	-	-	-	35	-	-	-	-	-	-	70	x	x	x	x	x	80	-	-	-	-	-	-	-	-	x	25	-	-	1	-	271

The Far-Kurnell Fling Final Results Continued

Place	Name	State	A	D	H	P	V*	W	G	A	J*	K	G	W	G	Z	F	M	Y	F	F	B	B	T	S	C	C	S	O / I*	Q / I*	X	E	Q 1	Q 2	Q 3*	Q 4	Total		
eq 18	Peter Reed	NSW	-	-	-	35	35	-	-	-	35	35	-	25	-	-	-	70	x	x	x	x	x	-	-	-	25	-	-	-	-	-	-	-	-	-	11	-	271
20	Steve Brumby	NSW	-	-	-	25	35	-	-	-	-	25	-	-	-	-	-	70	x	x	x	x	x	80	x	x	x	x	-	-	-	25	35	-	-	1	-	296	
eq 21	Geoff Floyd	VIC	35	25	-	25	35	-	-	-	-	-	-	35	-	-	-	70	x	x	x	x	x	80	-	-	x	x	x	-	-	-	-	11	-	-	-	316	
eq 21	Tony Norman	NSW	-	-	-	25	35	-	-	25	35	-	-	-	-	-	-	70	x	x	x	x	x	80	-	-	-	-	-	x	35	-	11	-	-	-	316		
23	Dan White	NSW	35	25	-	25	-	35	x	25	35	-	-	35	-	-	-	70	x	x	x	x	x	-	-	-	-	35	-	-	-	-	-	-	-	-	320		
24	Peter Canals	VIC	35	35	x	-	-	-	-	-	-	-	-	-	-	-	35	70	x	x	x	x	x	80	-	-	-	x	x	-	x	35	35	-	-	1	-	326	
25	Glenn Evans	NSW	-	-	-	25	35	-	-	35	35	-	-	35	-	-	-	70	x	x	x	x	x	-	-	-	-	35	-	-	-	25	35	-	-	-	330		
26	Alan Watson	NSW	-	-	-	25	35	-	25	35	-	x	35	x	-	-	35	70	x	x	x	x	x	-	-	-	-	25	-	35	-	-	11	-	2	-	333		
27	Jayne Annabel	NSW	-	-	-	25	35	-	-	-	35	-	-	35	x	x	35	70	x	x	x	x	x	80	x	-	-	-	-	-	x	25	-	-	-	2	-	342	
28	Nikki Baker	NSW	-	25	-	-	-	25	-	35	35	-	-	-	-	-	-	70	x	x	x	x	x	80	-	x	x	x	-	-	x	25	35	11	-	11	-	352	
29	George Davidson	VIC	35	25	-	-	-	-	-	x	35	-	-	-	-	x	35	70	x	x	x	x	x	-	25	-	-	35	-	-	-	35	35	11	2	11	-	354	
30	Carol Both	NSW	25	-	-	25	35	-	-	-	35	-	-	-	-	-	25	70	x	x	x	x	x	80	-	x	x	-	x	-	-	25	25	11	-	11	-	367	
31	Tony Dirickx	NSW	35	25	-	25	35	-	-	-	-	35	-	-	-	35	-	70	x	x	x	x	x	80	x	-	x	x	-	-	x	35	35	-	11	2	-	423	
32	John Fraser	NSW	35	25	-	35	35	-	-	-	35	-	-	25	35	x	x	70	x	x	x	x	x	80	x	-	-	x	x	x	-	x	35	11	2	11	-	434	
33	Roger Wood	NSW	35	25	35	35	35	35	35	25	35	-	-	-	-	-	-	70	-	-	-	x	x	80	-	x	x	-	x	-	-	-	-	-	-	-	445		
34	David N Wallace	SA	35	35	25	-	-	35	x	25	35	25	-	25	35	x	x	70	x	x	x	x	x	80	-	x	x	x	x	-	-	25	-	11	2	11	-	474	
35	Ted Norman	NSW	-	-	-	35	-	-	-	25	35	35	x	35	x	70	x	70	x	x	x	x	x	80	x	x	x	x	x	-	-	25	35	11	2	11	11	480	
36	Andrew Roberts	VIC	35	35	x	35	x	35	-	x	35	x	x	35	x	35	35	70	x	x	x	x	x	80	x	-	x	x	-	x	x	35	35	11	2	11	-	524	

The Far-Kurnell Fling Final Results Continued

Notes:

Changes from Provisional Results in red

Interstate Challenge and Organiser's Answers on Tab 2 & 3

Use Landscape when printing Provisional Results and Portrait for Pages 2 & 3

x = Incorrect but penalty scored separately

xx = no penalties as alternate route complied with NTC

V* = Incorrect reference point. Not SMR complying with the Pass rule

J* = Incorrect reference point. Not SMR complying with the Pass rule

MM = Loop from VIA 7 to VIA 8 maximum penalty was 175 points. A maximum of 70 will be given

TT = Loops from VIA 8 to **VIA 13** maximum penalty was 200 points. A maximum of 80 will be given

O or I* = Incorrect reference point, opposed rally traffic or missed VIA 11

Q 2 = Spot elevation correct. Cape Baily = 2 points

Q 3 = template _ . _ Incorrect penalty = 1 point. Minor error = 2 points

If you enjoyed this one try the next one—currently running

Sydney Special Desktop Rally

The Historic Rally Club is running another desktop rally to test our navigation skills while we cannot pursue our passion on the road. The Sydney Special is a Desktop Rally open to all enthusiasts willing to accept the challenge of NSW style navigation. CRC members who entered the Far Kurnell desktop rally should have received an e-mail yesterday from Mike Batten inviting you to participate in The Sydney Special.

The official maps, event information, route instructions and the question and answer page may be downloaded from today from the HRC website:

<http://hrcnsw.org.au/future-events/sydney-special/>

Entries are open till Sunday 24 May 2020

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 Station Rally	Alpine Classic		
	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 Station Rally	Alpine Classic		
	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		
Competitor						Points to date	Position to date
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		
Competitor						Points to date	Position to date
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	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 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							
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

Subject: Reaching out, 3D Printing, CAD & Design Work Services

Hi there,

My name is Greg Kuhn, I'm a freelance Designer and have my very own brand GRK Creations.

I specialise in recreating and redesigning parts and products usually to improve the manufacturer design if the parts are known to break or if you are after something custom.

To create the parts we use rapid prototyping which is 3D printers. This means we can only do plastic parts but there is a range of plastic blend we can use. This doesn't limit us as we have connections to a wide range of manufacturing services so we can get parts made if we can't ourselves.

I wanted to personally reach out as a fellow car enthusiast and start a relationship to spark interest within your club and engage your members so we can create together.

As a car enthusiast I know sometimes when restoring cars, some parts are hard to find or you want to change a certain thing for the better or the parts just break.

My services include

- CAD, 3D modelling of the part so it can be 3D printer or remanufactured to Australian standards.
- Technical Drawings (for more in-depth parts for machining)
- 3D renders (to showcase an idea or concept before creating also great for marketing)
- 3D printing
- Graphics

I would love to offer your club these services and will give your club a 10% discount if they mention they are a member. I would also like to help reach out and offer to help your club with any design needs you have for events or meetups or even website graphics.

So please let me know I would love to get involved in your club and be apart of the community.

Thank you for taking the time to read this email.

Looking forward to hearing from you.

Greg Kuhn

info@grkcreations.com

0481963580

19/05/20

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, Mike Batten, Tony Kanak, Tony Norman, Jon Mansell