

- Next meeting February 22
- Magazine deadline March 15

*The official Organ of the Classic Rally Club Inc.
(Affiliated with Motorsport Australia)*

Tony launches the "Twilight Zone" - the first rally for the year



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John's Jabber

How time flies, February already, we are well into 2022 and how disappointing to have to have our January meeting cancelled due to bloody Covid. It would of been a very entertaining and enjoyable relaxed night out. An informal meeting to kick the year

off, Hawaiian shirts everywhere and presentations of awards for 2020/21 Club Championships with Club Legends and special presenters of the new Club Championship Shields. A new date hasn't been set just yet, I'm working on a month where it is suitable to have it again in conjunction with a meeting night at the Golf Club.

Anyway, welcome to February's Rally Directions, your monthly journal of all things Classic Rally Club, hopefully with a bit more content contribution from our members. General meetings are back on at Strathfield Golf Club this month on Tuesday 22nd with the new Bistro caterers increasing the standard club menu to \$30 a head. Our first rally for the year has been won and run back on the 12th of this month. Tony Norman's, The Twilight Zone rally, run out of Mittagong, start and finish at the RSL with a little different format, 24 entries with seven in Masters not bad. With a few date clashes we were down a bit on expected numbers but still enough to have our Club out and about navigating our way around the Southern Highlands. Another great job by Tony and his officials, thank you all. Due to the cut off date of the magazine and the council road closures, wet weather issues and an advanced mathematician to score the Cooper/Warner route card, there may not be results or write ups with pictures until next month, hopefully one from each crew, with photos. Let's see how many we can get. However I will include some of our CRC Facebook comments to give you an idea.

From Jon Mansell, " Definitely Tony's best set out ever, I'll say it again EVER!!!, A no nonsense rally with great use of Southern highlands roads. Enough assistance (in apprentices)

in the instructions as well as some 'gimmies' in the distance of some questions. There was also enough to cleverly challenge everyone's navigational skills and prowess. A few cleverly posted VRC's to pull in those not confident in their navigation to make a WD and via 6 to via 7 in the evening caught out many of us. Shout out to Edul and Shaneen Dhondy for their hard work and assistance as the event Secretary and information coordinator. Great to see more people such as the Dhondys stepping up and helping out with the behind the scenes work with our rallies. We need more people like them to help out. It is great to be back rallying and wonderful to see so many people that I haven't seen for what seems like a year. I think the twilight format is a winner that adds to the challengers of our championship and diversifies our rallying experience."



The Dhondys at registration

From Michael Stevenson (Masters) commented, " Totally agree, Tony provided a Master class in how to set a fantastic rally. He managed to pull one subtle challenge after another with questions and boards to both catch competitors and to keep the rally on track, very well done".

Dominic Votano said, "A very enjoyable day only using simple navigational tricks to confuse. His penmanship is to be admired not just with the hand written notes but the little additions to the official maps with gates and fords blocking our major thoroughfares. A great fun day, unfortunately only entered by only a precious few. A big shout out for an old fashioned rally."

I think Ross and I must of got the different super hard Masters

Instructions. Most enjoyed the RSL facilities with lunch before and dinner after the rally. It was good to catch up with everyone. Robbie Panetta ordered a pizza to share with Alan Walker, he said to the waiter "Will the pizza be long?" the waiter said, "No, it'll be round."

Jon and Tina have been working hard to put together a two day rally, overnighing in Yass, another fantastic area for country road driving. It's fast approaching, to be held on Sat and Sun 19th / 20th March, keep an eye out for Sup Regs, accommodation guide and entry form. We will need a good roll up for this one, so don't delay and get your entry in ASAP. Looking forward to a weekend away with our CRC friends. Speaking of weekends away, the old team is back together again, Ross Warner has found his mojo, and I'm tagging along to present to you all, The Wondaiah Rally, that's a slang term for A Two Day Rally. He tells me no Z boards, WOW that's a change. We are full steam ahead for the date of May 14/15th, staying overnight at the Mercure Maitland Monte Pio Hotel, with accommodation and meals available and a Saturday night function. Check out the flyer in this mag. On another note, congratulations to Ross and Kim becoming Grandparents for the second time. Ivy Rose has a baby sister Zoe.

Calling all past Repco Mountain Rally participants, officials, organisers, friends and interested people of the early navigational Mountain Rallies conducted by the Jaguar Drivers Club. Our Club, the CRC, will be hosting a reunion of these rallies that rekindled and started this whole Classic rally scene off in 1991. I did every one of them consecutively for 20 years, until it just became a Tour social drive event. We are having a reunion on Saturday 21st May at the Penrith Paceway, see the flyer in this mag and join our Facebook page, "Mountain Rally Celebration Day." Let anyone else you know from this era, get them interested to be there to reminisce. Get your money and entry in, don't put this one off.

The re-run of the 1968 London to Sydney Marathon, the first of its kind long distance endurance rallies is again well in the advanced planning stages for it to happen this Oct/Nov 2022 after the unfortunate postponement from last year due to

bloody Covid again. There are a large number of CRC people involved with the organisation and as officials with quite a few of us entering. For those of you that have an interest in this great event doing a rerun will be the closest we will get to doing a Marathon. We will be travelling on as much of the original route as possible, over 3500k's of unsealed roads plus another 2500 k's on bitumen. With around 70 to 80 other cars and crews, it will be something to remember and be quite an adventure. If you are interested in more information give Laurie Mason an email at lauriemason1952@gmail.com There are still a few spaces left to enter.

Some may know I have been preparing a 1994 Falcon Ute for the Perth to Sydney rerun, well Wendy and I are about to test it out on the Historic Rally Club's Tour to the North, another rerun type event where we will be travelling over most of the old dirt roads that were used in the 70's for the Southern Cross Rallies and some from the WRC. 4 or 5 days away up the north coast, catching up with evening socials with many past rally icons, Rally Hall of Famers and some CRC people, looking forward to this one. Will tell you more about it next month. It's so good not having to advise that we have lost a CRC member or friend this month. John Bryson was farewelled in a very private burial with just family. Matthew is working on having a celebration of his father's life sometime in the near future with details to follow when they come to hand. I attended Tony French's funeral which was such a great send off and a tribute to his children and grandchildren on conducting the service.

I hope everyone is staying safe and healthy, and managing the Covid issues. Hopefully in time we will be back to some sort of normality.

Classic Outback Trial is also fast approaching at the end of March, details on their web page. CRC have some crews competing and a few officials and service crews along as well. It is in the Western Plains region close enough to home to come up to spectate. Come and say hi to us who are involved.

See you all at the February meeting and get your entries in for the Southern Cross Classic.

Welcome to the Southern Cross Classic,

Tina & I are excited to bring this famous name to Navigational Rallying.

The inaugural event will be a 2 day rally that will take in some fantastic scenery and driving roads. Like the international rally of the similar name back in the mid 1960's, this rally will be a test of all crews and cars with each division covering a longer distance than the previous.

With the longer distances in mind, we have included some long open runs in each section allowing crews to drive at the state speed limits and pick up time. During many of the longer runs, there will be no need to navigate through these sections. Fuel and luxury stops will also be noted in the route instructions.

***Day 1** will start at The Ampol road stop at Pheasants Nest on the southbound side of the motorway. Lunch will be provided along the way as well as a driver reviver in the afternoon. Crews will arrive after a day of route instructions and enjoyable driving (or tearing your hair out) in Tropical Yass for a social get together over dinner and drinks and possibly a special guest.*

***Day 2** will start with breakfast in Yass and crews will then head through the Southern Tablelands visiting some towns and areas that may have not been visited in our rally's previously. Lunch and driver reviver will again be provided to all crews.*

***Parc Ferme** will be in Goulburn with first cars expected to complete the rally by 3:30pm. At the finish location competitors will be able to have a social get together and relax after a long days competition.*

Navigation

***Masters and Apprentice** will be clear and straight forward with a few challenges along the way. This will be similar to last year's Sheep Station Rally with some additional information for Apprentice crews. The route instructions will have a new style of layout in keeping with a classic event.*

***Tour** will have their usual style of navigation and will have some easy mapping exercises along the way.*

***Social** will have the same navigation as Tour however they will have the option to do or not do the mapping exercises.*

***Organisation** of this rally has been quite challenging throughout Covid and lockdown and we wish to thank Ross Warner for his assistance and also organising our Sunday breakfast as well as the venue.*

Entry for the event is \$200 per crew of 2 people and their automobile. The entry fee includes all maps and instructions, lunch and driver reviver each day as well as breakfast on the Sunday morning.

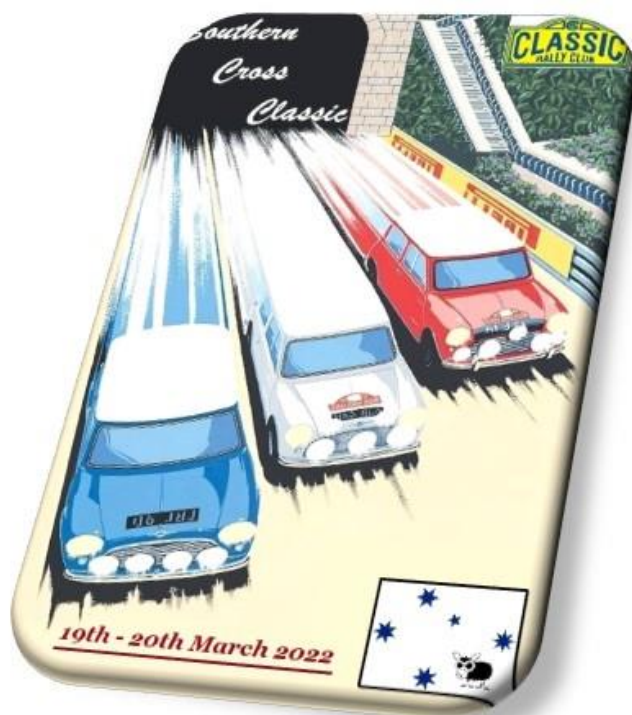
Entrants will be required to organise their own accommodation for the overnight stay in Yass. The cost of Saturday night's dinner is also not included in the entry fee. We will advise all entrants of the dinner venue and cost per head prior to the rally.

We look forward to receiving your entry

Regards

Jon & Tina Mansell

Southern Cross Classic





presents

Repco Mountain Rally Memories

A reunion of all past Mountain Rallyists in the events conducted by
our friends in the Jaguar Drivers Club of Australia

Celebrating 30+1 years anniversary highlighting the early years.

An invitation is extended to all past participants, Drivers, Navigators, Officials,
Organisers, partners, friends, and all interested parties.

SATURDAY 21st MAY 2022

Cost \$40 per head

PENRITH PACEWAY, RANSLEY ST PENRITH
LEVEL 2, SKY LOUNGE, [1:00 PM](#) BAR SERVICE AVAILABLE, AFTERNOON TEA,
HOT FINGER FOOD SERVED.

An afternoon of fellow mountain rallyists to reminisce together about the
good old days of navigation and sporting rallies.

- **Memorabilia**
- **Guest speakers**
- **Original entrants' car display**
- **Continue on in the club's downstairs bar and bistro**
- **Stay the night at Panthers just across the road if you wish**

John Cooper, President, Classic Rally Club Inc.

Email crc.pres@classicrallyclub.com.au

Mobile: 0414 246 157

The JDCA is conducting the current Mountain Rally as a tour the following week.

Info at www.jaguar.org.au

Repco Mountain Rally Memories is not a JDCA event.

NOTICE BOARD



CMC Preserve Link

Below is the link to the February Issue of the CMC Preserve. I hope you enjoy this one.

[February-2022.pdf](#)
(councilofmotorclubs.org.au)



THATS ALL WE NEED.. THE
FREAKING TIRES ARE INFECTED..



The Restoration of the Warner Austin 7



The starting point, 9 years ago.



A view from the driver's seat, a short driver.



A nice rear end



Some budding rallyists waiting for some mudguards.



Petrol Stations Passed- Neptune.....

Last episode told the story of the Fleetwing Service Station enterprise and its rise and fall. Before Fleetwing had started the Neptune brand had completed its own rise and fall- arguably making room in the marketplace for a new entrant, such as Fleetwing.

Younger readers have probably not heard of Neptune petrol or seen a Neptune petrol station, but the end of Neptune was only a couple of years before Fleetwing and then Total exited the Australian motorist's scene.

Now for a bit of a journey right back to the beginning, that shows the value of a classical education in the late 1800s- maybe... Neptune is the god of freshwater and the sea in Roman religion. He is similar to the Greek god Poseidon. In the traditional belief Neptune is the brother of Jupiter and Pluto and the brothers preside over realms of heaven, the earthly world we inhabit and the underworld- the oceans. Curiously Neptune was also worshipped by the Romans as a god of horses- but there will be more in this equine subject area in a later article on the story of Pegasus/ Mobilgas.

Well this seems a bit obtuse to the modern mind- but petroleum has for a long time been sourced from sea bed oil wells. Alternately maybe the com-

pany founders were cosmically influenced- from the naming of the planets of the solar system perhaps- the planet Neptune was discovered in 1846. A third option for the inspiration may have been that the Roman festival of Neptunalia was held on the summer solstice July 22-23 in the northern hemisphere ,as the centrepiece of three festivals that covered many aspects of celebrating with spring water, wine, hot weather and mixed company . The sacrifice of a bull could also be involved bringing a component of fertility ritualism to the event. Maybe the July CRC meeting could have a Neptunalia theme?

ANYWAY- without knowing for certain the thinking behind the adoption of the Neptune name for a petrol and oil business the story proper begins, with the idea of a man named John Kitchen. Now bear with me, I'll keep this moving along-

Kitchen and Sons had a business from 1900 making Velvet brand soap in Port Melbourne. Now in these pre electric and typically pre-gas lighting years and piped or wired energy to every house, candles were also big business, though kerosene for lighting had been making inroads to the candle business. Soap and candles both used oils and fats as raw materials so this was a natural alliance making for the development of an early chemical production facility. To make better candles, cost effectively- and to in-

crease the technical capability of the company to process imported palm and olive oils from SE Asia, for example, the ability to convert and clean fats into desired physical and chemical forms for the target products was an area of constant innovation.

John Kitchen, I surmise, saw the advantage of getting more direct access to petroleum products such as kerosene and naphtha and hence the beginning in 1909 of the Neptune Oil Company of Melbourne. Product was bought from Socony (Standard

ducers Partnership P/L. The Lever Brothers were also soap makers, amongst other things. For example they made Sunlight soap from about 1899 in Balmain NSW.

Have you heard of Lever and Kitchen as it was known from 1962, -makers of many soap, detergent products, and personal care products. Perhaps you've heard of Unilever, the result of a merger between the British Lever Brothers company and a Dutch margarine company?



Oil Company of New York) and some references say Pennsylvania crude was also purchased and refined in Australia. Expansion of the Neptune company's interests into other parts of Australia followed progressively and the introduction of petrol sales began in earnest around 1922.

So petrol sales were NOT an immediate focus. According to one information source the Kitchen family interests were sold to the Lever Group in 1914. I suspect this may be a misprint and the actual date of this merger/acquisition may have been 1924 because in 1924 it is reported that J Kitchen and Sons, Lever Bros, and WH Burford (a soap manufacturer in SA/WA) merged to form Australian Pro-

It seems though that the Kitchen family stayed on with some degree of involvement post the sale of the company, certainly the Kitchen name lived on, and the Neptune Oil company went from strength in a time of burgeoning motorist numbers. Petrol was sold by the Neptune Oil Company under the brand name Waratah, though, not Neptune. It was reported that the Waratah blue petrol pumps were becoming familiar in many locations and that the company staff had been increased to cope with a business that had increased its sales volumes many times over in a few years.

In 1924 the first Neptune Oil Company owned petrol pump was installed in Hunter St, Sydney, in a multi brand service station. It was common in this era for service stations to offer more than one brand of petrol or oil products. A check of Hunter Street last week found no trace of it however.....

In 1926 The Kitchen interests divested themselves of some remaining Neptune assets they held- to Levers, and promptly the whole Neptune enterprise was sold to the Anglo Dutch Shell Group. Soon enough in 1927, The British Imperial Oil Company changed its name to the Shell Company Australia

Limited (incorporated in Great Britain).

As a side effect of these changes at Neptune there was a need for access to proven quality lubricating oils and curiously- given the Shell company ownership, an arrangement was entered into for supply and sale of Veedol branded lubricating oil/grease products, which were available and well known in some international markets. Indeed Veedol is one of the oldest oil brands. This Veedol distribution arrangement lasted until 1936, at which time the Veedol brand left the Australian motoring scene. The Veedol brand later returned to Australia in

named Rod Troon was the brand manager for Neptune and Shell and managed the Neptune Racing Team in 1964-5-6. This team included Norm Beechey, initially in an EH Holden, Peter (Skinny) Manton in Mini Coopers, and Jim McKeown in what was arguably the world's fastest Lotus Cortina. With the writing on the wall for the Neptune name for some reason, the team ran its final year, 1968 as Trident Racing. To some extent the spirit of the Neptune Racing Team lived on a bit longer as Shell Racing, mainly featuring Beechey's magnificent Holden Monaros.



To go with the marketing style of the era, Neptune petrol had, or perhaps would take you to the Z Zone- for king size power, and was said to have "more drive in every drop". Some pumps I have seen also showed it had ICA, usually a Shell petrol component (ignition control additive).

1957 for supply of specialty, and mostly non- automotive lubricants- The Veedol story is well, another story.....

After the end of the world war 2 and the removal of petrol rationing, Shell decided that the Waratah name should be replaced with , well, Neptune! The trident symbol was rolled out in signage, and Neptune garages were built in numerous locations as new builds or as upgrades of existing facilities. From my recollections there was a lot of similarity between Neptune and Shell service stations in terms of style and layout.

Neptune, like other petrol companies had their own road maps until 1967? And the Neptune name lingered until around 1969, by which time everything had been converted to Shell branding. A fellow

Due to my age I only have one personal memory of

getting petrol at a Neptune outlet. It was 1973 and near Werombi, on the uphill from Cobbity on the left, it was a farm that still had a Neptune Depot sign on its fence. Being low on fuel and since it looked like the small depot was still in operation I pulled in on my motor cycle and spoke to the older bloke who filled the tank from what was still branded a Neptune pump. I also listened to some of his motor cycling reminiscences, a history lesson of sorts for the L plater. Almost for sure Shell petrol actually from the Clyde refinery so nothing had changed really....

Passing by a few years later it was hard to tell it had been there at all.

Tony Kanak



The East Denistone Neptune service station was at a location known as Midway, and also Fiveways. It is between North Ryde and East Denistone, vaguely midway... at a complex road junction that still confuses some drivers.... Subsequent to its life as a Neptune/Shell garage, it was a Caltex operation. Cleared by demolition in 2007 the site is now host to medium density shops and offices. Original photo by Jim Sonter, from the internet.

The Tasmanian pic is from circa 1958, exact location unknown. Original photo from Jim Sonter.

The Neptune Depot sign is typical of those that marked the location of country depots for Neptune Products. Today these signs are collector's items as motoring memorabilia.

This Chrysler company product, from their South Australian production facility, getting petrol at a Neptune pump around 1955-6, is an evocative pic of motoring in the period. The Neptune pumps were likely branded Waratah a few years earlier. The side valve six engine of 7.0 to 1 compression ratio wasn't actually going to be too fussy about needing higher octane fuel with tetra ethyl lead.

Twilight Zone Rally—February 12



CRC Event Calendar 2022

Updated 11/11/2021

Date	Day	CRC Championship Events	Other events / notes
12/02/2022	Saturday	The Twilight Zone (NA) Tony Norman	Targa High Country (11 - 13 Feb , from Website)
13/02/2022	Sunday		Targa High Country (11 - 13 Feb , from Website)
19/02/2022	Saturday		Tour of the North. (Thursday to Saturday)
22/02/2022	Tuesday		Club Meeting
4/03/2022	Friday		FFFF
5/03/2022	Saturday		Minis Downunder
19/03/2022	Saturday	Southern Cross Classic (NA) - Jon / Tina Mansell	
20/03/2022	Sunday	Southern Cross Classic (NA) - Jon / Tina Mansell	
22/03/2022	Tuesday		Club Meeting
26/03/2022	Saturday		Classic Outback Trial
27/03/2022	Sunday		Classic Outback Trial
1/04/2022	Friday		FFFF
2/04/2022	Saturday		Classic Outback Trial
3/04/2022	Sunday		Classic Outback Trial
9/04/2022	Saturday		Mt Baw Baw Sprints (8 - 10 April , from Website)
10/04/2022	Sunday		Mt Baw Baw Sprints (8 - 10 April , from Website)
26/04/2022	Tuesday		Club Meeting
30/04/2022	Saturday		Targa Tasmania (26th April to 3rd May - from website)
1/05/2022	Sunday		Targa Tasmania (26th April to 3rd May - from website)
6/05/2022	Friday		FFFF
14/05/2022	Saturday	The Wondaiah (NA) - John Cooper / Ross Warner	
15/05/2022	Sunday	The Wondaiah (NA) - John Cooper / Ross Warner	
21/05/2022	Saturday		Repcos Mountain Rally Reunion
24/05/2022	Tuesday		Club Meeting
28/05/2022	Saturday		Snowy River Sprints (28 - 29 May , from Website)
29/05/2022	Sunday		Snowy River Sprints (28 - 29 May , from Website)
3/06/2022	Friday		FFFF
19/06/2022	Sunday	Tour d'Corse (NA) - Alan Walker	
28/06/2022	Tuesday		Club Meeting
1/07/2022	Friday		FFFF
26/07/2022	Tuesday		Club Meeting
5/08/2022	Friday		FFFF
20/08/2022	Saturday		Rylstone Classic (Not confirmed)
21/08/2022	Sunday		Rylstone Classic (Not confirmed)
23/08/2022	Tuesday		Club Meeting
2/09/2022	Friday		FFFF
3/09/2022	Saturday		Targa Great Barrier Reef from website
4/09/2022	Sunday		Targa Great Barrier Reef from website
18/09/2022	Sunday	Sheepstation Rally (NA) - Jon / Tina Mansell	
27/09/2022	Tuesday		Club Meeting
7/10/2022	Friday		FFFF
25/10/2022	Tuesday		Club Meeting
29/10/2022	Saturday		Perth to Sydney Marathon
30/10/2022	Sunday		Perth to Sydney Marathon
4/11/2022	Friday		FFFF
5/11/2022	Saturday		Bathurst 1000 (From website) and Perth to Sydney Marathon
6/11/2022	Sunday		Bathurst 1000 (From website) and Perth to Sydney Marathon
19/11/2022	Saturday	Alpine Classic (TRE) - Phillip Stead / Alan Walker	
20/11/2022	Sunday	Alpine Classic (TRE) - Phillip Stead / Alan Walker	
22/11/2022	Tuesday		Club Meeting- AGM
2/12/2022	Friday		FFFF