



Rally Directions

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

April 2022
Issue #04

Dates to remember

- Next meeting April 26
- Magazine deadline May 17



COT 2022



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- Ampol Boron
- Twilight Zone Presentation

CRC meetings are usually held at the Strathfield Golf Club, 52 Weeroona Rd, Strathfield at 8.00pm sharp.

Classic Rally Club Officers and Contacts 2021

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Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot (Bronze)	Willoughby	0419 983 247
Glen Innes (Bronze)	Figtree	0409 293 241
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
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John's Jabber

Say goodbye to lockdowns, postponements, Covid restrictions, QR codes and all the other things that have gone along with a pandemic over the last two years. "Back to normal and freedom" they say, well almost. Covid now seems to be spreading quicker

than ever, everyone seems to be catching it, including me. Thank goodness the symptoms are only flu/cold like and not life treating. I, along with over 50 others contracted the Covid virus whilst away at the Classic Outback Trial and had to cut my weeklong rally short by a day and a half and miss the presentation dinner. I came home to isolate. Now we are listed as DNF, grounded in the bedroom at home for a week. Lucky my offsider navigator and two service crew didn't get it, nor did my matron nurse, go figure. I slept a lot, but kept having a dream that I was a horse, I had it for 5 nights on the trot.

It's April and here is your monthly Newsletter, Rally Directions, a few things to report. Firstly, the two day Southern Cross Classic which was to be run back on the 19/20 March was postponed due to floods, extremely bad and unsafe road conditions in parts and the likelihood of predicted extra storms for that weekend. Unfortunately, now with Jonathon's and Tina's busy workload and other motorsport commitments we can't find a spare weekend suitable to reschedule it, so it has been decided to hold it off until next year. Other various postponed and rescheduled events have clogged up the calendar making it impossible to fit it into our schedule this year. The Sheep Station Rally that Jon and Tina run annually is still ready to go for the 18th September. Any monies paid with the entry to the Southern Cross Classic will be refunded by Peter our Treasurer.

Our next event coming up real soon will be Ross Warner's brain child, his long awaited return to setting unique and entertaining rallies. It's a two day rally, overnighing in Maitland and is called appropriately The Wondaiah. Entries are still open but close soon, don't think about it, just get to it

and submit your entry which can be found on the club's web site. It is a good idea when you fill in your entry not to get your preschool child to write it out for you, as being the secretary of this event, some entry forms can't be read. It's also a good idea to read the instructions as to what you need to submit, like attaching the Motorsport Australia Signed disclaimer. This would save a lot of time being chased up at the morning registration. Ross is renowned for giving you a good weekend's rallying, great roads up north. Don't forget to book your own Saturday night accommodation. Just read the entry form carefully.

My 30 year reunion for the Repco Mountain Rallies is fast approaching, Saturday 21st May. If you haven't already committed to this special event, please do so soon. It is open to anyone interested, not just ex mountain rally people. These rallies were the beginning of the resurgence of classic navigational rallies as we now know them and they also lead to the formation of the Classic Rally club. Without the early Mountain Rallies there would be no CRC. I have quite a bit of good response from lots of those that participated, many coming from interstate and even a display of classic cars that were in the rallies.

Now for the big News, the long awaited drawn out Presentation of the 2020/21 Club Championship awards will be presented to all the recipients on Tuesday night, the 24th MAY, in conjunction with the May general meeting. We have some special guests coming along to present the awards. One of whom will be long time CRC Life Member Margaret Brown. Awards include the Life Membership for Garth Taylor, The Bryson Family Sportsmanship Award, The President's Award, the new Championship Shield Awards and all the Championship placegetters. If you are one of these make sure you get yourself along on the night. I hate having to take unrepresented trophies home to sit in a box.

I had a visit from David Wiggly the other day. We had morning tea and he explained that he has lost his ID, so now we will just call him Dav.

The planning for the Perth to Sydney Marathon re run of the 1968 event is being fine tuned at present. So much time is going into the organisation, lots of meetings and countless hours producing the necessary paperwork to present a safe, enjoyable and memorable run across Australia. There are still a few spots left if you are interested in joining the other 70 plus cars already entered, check out their new webpage.

For those that are interested, Ross, Kim, Wendy and I had to postpone our trip to Warrnambool in Victoria for the Austin 7 National meeting celebrating 100 years of the 7. Very disappointing after all the effort and planning to get there. But, due to me getting Covid, the loss of vital engine components by a courier delaying the final completion of the engine build and our tight last minute timeframe as we were away the week before rallying in the Classic Outback Trial, Ross decided to can the trip when the last straw was broken with the Engineer that was providing the final certificate and blue slip also had Covid making getting it registered impossible. It was decided to not rush its completion and plan for the 200 year Nationals.

Many of you will know long time CRC'ers Wendy and Ian Gibbs, (renowned for their high energy antics and adventures). They have taken off on a full lap of Australia, anti clockwise in their little blue Austin Healey Sprite, which has been rallied, raced and been well travelled to all parts both here and abroad. They are doing their trip in the open top Sprite, complete with all their possessions and camping gear in a lightweight box camping trailer that Ian has made.

You can follow their trip with full daily updates on Facebook, " A Spritely Adventure " very informative and entertaining, a great review of many places they visit and travel guide. Unfortunately they are stuck in Rockhampton over Easter with some major engine issues. I'm sure they will be on the way again soon. We all wish them luck.

For those of you that weren't at last month's General Meeting in March, at Strathfield Golf Club, missed out on a fantastic impromptu talk from one of our Club's Rally Legends, Australian rally Hall of Fame, Dave Johnson. He willingly spoke in depth about his 1968 experience in the London to Sydney Marathon in the three car Holden Monaro team. Car 71, with Barry Ferguson the main driver, Doug Chivis co-driver and Dave as navigator. You never know who may turn up at a meeting and I get to have them come up to give us an off the cuff talk about their rallying past.

Don't forget the April General Meeting next Tuesday the 26th. Come along for a feed, social natter/catch up with other members, meet new members and sit through hopefully a fun entertaining meeting, where you get to hear all that is CRC news.

Yours in Classic Rallying John

To All CMC Clubs,

Here is the link to the **CMC April Preserve.**

[April-2022.pdf \(councilofmotorclubs.org.au\)](https://councilofmotorclubs.org.au/April-2022.pdf)



CLASSIC RALLY CLUB

MAY GENERAL MEETING

Tuesday 24th May 2022

You are invited to the



CLUB AWARD PRESENTATION NIGHT

2020/21 CHAMPIONSHIP TROPHIES

Featuring six new Shield Awards

The meeting will be held at the Strathfield Golf Club 52 Weeroona Rd, Strathfield. Bistro meals from Meeting and Presentations from 7.45pm

the Wondaiah



14th - 15th May 2022



Categories to suit all levels of participation:

Social - (No MA Licence required)- Just for the fun of it...

Tour - Competition with no mapping

Apprentice - Mapping but not too difficult

Masters - Challenging mapping

The Wondaiah will start on Saturday in Maitland and finish on Sunday in Minmi. Entrants will travel a meandering scenic route each day. The overnight stop will be at the start location in Maitland, where competitors will have the opportunity to spend a relaxed evening with their new-found rally friends.

The event is open to all cars of any age or marque.

The entry fee is \$ 200 per car (unlimited number of passengers). Accommodation and meals are not included in the entry fee.

Accommodation / breakfast and dinner packages are available directly from the Monte Pio Hotel and Conference Centre (start and overnight location).

Your rally pack will contain all maps and or instructions needed for the event and your windscreen car number. The event is limited to 80 cars, and entries close on Saturday 30th April 2022.

Come and enjoy some fabulous driving roads in the scenic Hunter Valley. If you only enter one event this year, this is the one for you!

An event by the CLASSIC RALLY CLUB Inc.
facebook.com/ClassicRallyClub
John 0414 246 157
classicrallyclub.com.au
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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

CLASSIC OUTBACK TRIAL - now know from here on as The COT

After four false starts the postponed/rescheduled March 2020, August 2020, March 2021, August 2021 then finally it got underway this March 2022, seven day dirt rally through state forests, closed shire roads and private properties, all around the Parkes, Condobolin, Molong, Orange, Sofala, Bathurst, Oberon and Black Springs areas. Three overnight locations, Parkes, Orange and Bathurst.

I've competed in many COTs before and the long distance Red Centre to the Gold Coast. Nearly all have been endurance type events, long days, long stages, true outback rallying, which my large XD Ford Falcon was built, prepared and more suited for. I'm nowhere near the skills of most of the other drivers that compete regularly who have extremely powerful and suitable cars and larger budgets than me. Unfortunately this latest COT was more tuned to special stage rallying in tight forests and more suitable to the smaller cars. Still, we were not there to be towards the pointy end of the results, just to finish the gruelling week is the number one goal, which I have been lucky enough to achieve on all my previous rallies. (not mentioning the Sunraysia Rally). We are there for the challenge, the thrill of driving the closed roads but most of all to have some fun and enjoyment with good friends. We were turning dollars into dust.

My last COT was back in 2016, which was out around the Alice Springs areas in the centre of Australia, just the logistics to get there and back was challenging enough. But we competed, had fun and finished reasonably well, allowing for a considerable amount of cars with DNF's. We had car issues but were able to keep it going and not drop any stages for the whole week, thanks to my crew, Ross Warner, Vince and Kay Harlor. Upon returning from that COT, I developed back issues again, similar to the ones I had back in 2008 after the Red Centre Rally, which at that time a spinal operation fixed me up straight away, with a very short recovery. This time, the same spinal operation



on the other side resulted in three unsuccessful back ops in a week and then going in again for the fourth time to completely fuse my lower spine, many steel bits, screws, cages and bone transplants. Not bad, three weeks in ICU, three months in hospital, wheelchair and crutches for another two months, eight months of rehab on my back and a dropped foot, until I could walk unaided and safely drive a manual car again. Just some small setbacks that you have to get over. Within the next two years I was fully fit, so I thought, prepared the body and the car, all ready for the 2018 COT in Alice Springs, entry paid, all the planning in place, looking forward to getting back behind the wheel and back in the dust.

Fighting fit I thought. Up until a few months before the 2018 COT when unknown health issues caused me some concern, resulting in three weeks in hospital and a diagnosis of Blood and Bone Cancer with Chemo starting immediately. There goes my 2018 COT and a withdrawal of my entry. It was a six months downward spiral; with Chemo,

then a further six months of a different chemo, which was administered in doses in hospital over week long periods. That's when I followed everyone out in the Centre competing in the 2018 COT, checking Facebook and the internet for messages, stories photos and results. Twelve months on and in remission, so thankful, now looking forward to 2020 COT, which comes around every two years.

2020, 2021 came and went. Who could've predicted four postponements due to the Covid worldwide pandemic. The rally car had been ready to go since 2018, the Driver, that's me, has been ready but not fit enough and has not been behind the wheel in anger since 2016, six years ago, maybe a little out of practice. I was now all ready, the XD prepared, service trailer packed and loaded, all the arrangements in place and three weeks out from heading to Parkes for the 2022 COT, I had a serious fall landing on my right arm, resulting in a full tear of the tendon to the rotator cuff, requiring an operation to have it pinned and sewn back on. The decision was made to press on, postpone the operation till a later date, put up with the discomfort, pain and lack of usage/movement and head off, with a plan, that if we considered my driving to be unsafe that Ross and I would swap

positions and just do the full week at Ross's pace. Surprisingly the driving position of the XD suited me with only a little discomfort and reduced driving pace. The new power steering I had installed ready for the 2018 COT certainly made things easier.

Off to Parkes a few days before the rally with Ross and I towing the rally car and our service crew brother Ron and Tim McGrath towing the service trailer. We get through Documentation, Scrutineering and catch up with fellow competitors and officials we haven't seen for a while. The clutch seemed to be slipping and not engaging, probably from lack of use for a few years, so off to Repco and buy a replacement Master cylinder, fit it and make adjustments to the Slave cylinder pivot pin and bracket. All good and the clutch was perfect from then on. Saturday was drivers' briefing at the Parkes Leagues Club, followed by the Prologue 20 ks out of town. It was a fast forest stage only 10.33 ks long. We got through that alright but my times were not that flash compared to others, just a bit rusty from lack of practice.

Day one arrives Sunday, the big Start in the centre of Parkes, then a 90k transport out to the first special stage, only 15ks, another 60k transport to SS2, 21ks of state forest. 3 1/2 ks from the finish control we came up behind a slower car and proceeded to overtake when he pulled over and as we accelerated past putting one wheel width off the dirt into the long grass we smashed into a hidden tree stump, putting us up into the air and landing quite heavily and no drive at the rear wheels upon landing. A massive blow on the first day. We had no phone or two way radio reception. I walked towards a road that was a few hundred metres away through the bush, as we could hear rally cars heading to the next stage. I was able to flag down Rob and Starr Mifsud who turned around and raced back on the tar road to where all the service crews were and alerted Tim and Ron of our situation. They soon got to me and we trekked in with the necessary tools, spares and wheels we needed to repair the car and get us going again. Two flat tyres, two smashed rims, front end steering and suspension issues, the rear diff displaced, a major effort to get us back on the road and going again. We finished the stage and regrouped but needed a





makeshift wheel alignment once we were back out on the bitumen. We decided to give the next three stages a miss and head back 90ks to Parkes to carry out more repairs at the motel.

Day Two, Monday was a little more promising. We got through 432ks including 97ks of five special stages, one flat tyre and another busted rim, our times were reasonable and as best we could do with a car that was not in tip top condition after the stump hit.

Day Three, Tuesday, we left Parkes and our overnight stop would be Orange. We got through all the stages, only 285ks including 94ks of five special stages. We serviced the car at the service point, Orange showground. After wrecking another rim / flat tyre, the service boys were able to buy two second hand steel rims from a wrecker at highway robbery prices and got the rally tyres fitted up, as I was running out of spare wheels. The car's handling was not that good as the power steering was playing up, again because of the stump.

Day Four, Wednesday, some good thinking from Tim discovered that the drivers top ball joint

needed replacing and was hurriedly carried out before the start, which made a huge difference. We got through all the five stages for the day, 215ks with 94ks of special stages. Unfortunately our fellow CRC mate Jeff West tested positive in the morning to Covid, John Henderson and their crew of Peter Thompson and Ted Norman along with Westie had to withdraw and head home. John tested positive the next morning but Thomo and Ted never got it.

Day Five, Thursday, I woke up with a bit of a cough and sore throat. After Westie's episode I did a RAT which was negative, so off to the start. Due to the tree stump hit we appeared to be continually compensating for steering, handling and suspension issues, but we just needed to keep the car going at a slightly slower pace to complete the remaining days and stages. We did the first transport stage 34k a short 9k special stage, with another flat tyre, then a big long transport of 143ks to service and lunch at Sofala then onto a 33k transport for a short 10k stage where we hit a caution gutter a bit hard that gave us another flat. The next Stage was cancelled due to the high water level in the Turon river making it impassable, so back to Sofala service to check the car over after



the big hit in the gutter across the road. The boys jacked the car up to discover that the driver's side rear leaf spring had snapped clean through which rendered the car unsafe and undrivable. Many phone calls looking for a replacement, as I carry most spares in the service trailer but not a leaf spring. We got on to Orange Springs. He said if we could take the spring off and drive the 2 hours from Sofala to Orange before 6'oclock he would make us a new one. Ron and I stayed with the car whilst Ross and Tim made the hike to Orange and back, nearly a 4 hour return trip. They fitted the new spring in the dark and we packed up and headed for our lovely new overnight accommodation on the mountain, overlooking Mt Panorama, arriving after 8:30. Dial in Pizza for tea. The car felt reasonably good driving back to Bathurst and we were all looking forward to a good run the next day.

Day Six Friday, I woke up with a head cold, another RAT and bloody hell, a positive result, rally over. I loaded the XD onto the car trailer and set off for home, alone towing the car, whilst Ross, Tim and Ron were in the service Ranger of Tim's. I was sent straight to the bedroom to isolate myself for the next 7 days. We missed all of Friday's and Saturday's rallying, as well as the Presentation

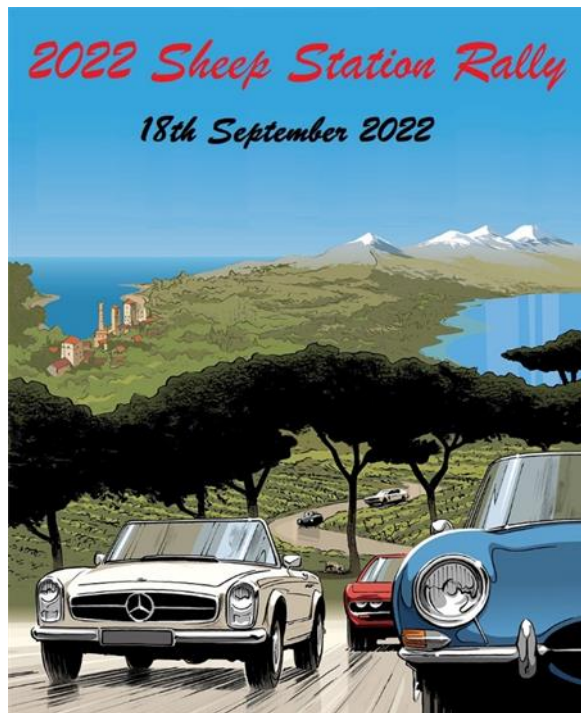
dinner and classified as a DNF in the final results. Not what we were expecting, having a virus knock us out and not the car that had suffered considerably from day one. We were confident that the car would make it to the finish even with a few bandaids on it.

Rob and Starr Mifsud did extremely well, completing every stage with a strong Datsun Stanza. No real car trouble and well serviced along the way by Danny Castro and Rob's two brothers Dave and Stan. A great effort by Starr to have to get back in the navigator's seat a few days out from the start as Rob's navigator Tony Hudson had to pull out due to Covid. Starr obtained an urgent MA licence. She hasn't competed in the car since 2014 when she broke her back. Well done to the Mifsud team on a great effort.

Covid!! Over 50 people came down with Covid either during or after the rally. It certainly gets around. If you want to know who won and who came where, you can look it up yourself on the Classic Outback Trial website. All the info you need is there, just not all the hard luck stories from me. I suppose you can't have all the good breaks we've had over many years of rallying, you have to have a few bad luck stories in your kit to make you realise life is still pretty good. It could be a lot worse and there is always someone worse off than you, no use complaining, let's just get on with the next adventure.

John Cooper





Welcome to the 2022 Sheep Station Rally.

This year's event will be held on Sunday 18th September and hopefully it will be glorious 'SUNSHINE' for the event.

This year's Sheep Station Rally will be starting in Goulburn at a new scenic venue where a light breakfast and refreshments will be available. After some driving and navigational nightmares, Lunch will again be in sleepy hollow of Dalton (prepare to be surprised). The afternoon run will have competitors make their way to the Taralga hotel for a social get together and some light food and refreshments.

Throughout the day there will be a few previously travelled roads however once again we will be travelling along many exciting new roads and passing through an amazing number of new areas, towns and localities and as usual, there will be some interesting innovations and inclusion to this year's event. All this makes this year's rally another Sheep Station not to be missed.

Navigation will be across 4 classes: Social, Tour, Apprentice and Masters.

Masters and Apprentice will have multiple types of straight forward navigation throughout the day.

Tour will have route charted instructions as per our usual Sheep Station style with some additional short and very easy map plotting in division 1 and division 2.

Social will have our usual route charted instructions throughout the day.

This year's event may be the final instalment of the Sheep Station Rally as we are considering stepping away from the challenges of setting and running the Sheep Station and other rallies. So, please make sure you attend this fantastic event in September.

Regards

Jon & Tina Mansell

Southern Cross Classic



UPDATE

Hi Everyone, we hope you had a fun and safe Easter.

As we know, the Southern Cross Classic was postponed recently due to the poor road conditions after the recent wet season.

I did send emails to all entrants advising of this postponement however most of these emails did not arrive to you due to a glitch in our internet system while we were moving house. This also meant that almost all emails sent to me at the same time never arrived. My apologies to anyone that was affected by the postponement and lack of emails.

Since this time, Tina & I have looked at alternative dates to run the event this year and for us it would mean running the Southern Cross Classic and then following up with the Sheep Station Rally (see separate story) mixed in with our other motorsport commitments. Running one classic rally is a big task however 2 classic rallies back to back we feel is just too much for us and we have had to cancel this years event.

Anyone that may require a refund of their entry fee for this years event, please contact Peter Reed (Club Treasurer) his details are listed in the contacts page of this magazine.

Regards

Jon & Tina Mansell

A short history of the Ampol company in Australia

by

Tony Kanak

In 2021 the Chevron company gave notice that the licence agreement to use the Caltex name in Australia would be terminated. This is why Caltex petrol stations have been rebranded Ampol, with the completion of the process due by the end of 2022. This is an exercise that has only a little to do with the original Ampol company, which was founded on the 23rd of March 1936 by Sir William Gaston Walkley as the Australian Motorists Petrol Company (AMP). This was the first oil company in Australia where the public could purchase shares.

Following its listing on the Australian Securities Exchange in 1948 the name was changed to Ampol Petroleum in 1949. Ampol sponsored sporting events and made use of advertising to promote its products. Alone in the Australian marketplace, Ampol obtained agreements with US sources to enhance its petrols via the addition of patented Boron based additives. To see some of the promotional material about Boron, Hydrogen and the rocket age check out, via a Google search- "ampol boron promo flexidisc". You should easily find a youtube video which features the dulcet tones of John Laws giving petrol stations the news of the new petrol marketing campaign. The pics are from period press adverts.

This advertising/publicity material from the "flexidisc" audio recording shows how serious Ampol was about promoting its status as a superior Australian petrol /oil company.

In 1965 Ampol commissioned its Lytton refinery on the Brisbane River, a mere stone's throw from the Amoco Bulwer Island refinery! Crude was sourced from the Qld Moonee oil field via a pipeline, and from other sources. Unlike the Amoco refinery, which was sold to BP with the rest of Amoco's Australian assets, the Lytton refinery remains in operation, after, paradoxically, Caltex Australia closed its

Kurnell refinery, and converted it to an import terminal. But I'm getting ahead on myself- now to the merger and acquisition stages-

No doubt to the benefit of the major shareholders and the chosen few, Ampol was acquired in 1988 by Pioneer International- predominantly a building products company. Pioneer later became Hanson Australia. They still make and supply a lot of concrete. In 1989 Pioneer bought the Solo Oil/petrol reselling network- which had been the brainchild of the ACTU. Two Australian petrol companies were now under the same management. What could go wrong?

Well actually what went right? In 1995 Ampol merged with Caltex- no doubt more shareholder benefits involved, and in 1997 the combined venture was renamed Caltex Australia. This entity was 50% owned by Chevron, and the rest was owned by shareholders via the Australian Stock Exchange.

In 2015 Chevron sold its half interest and then later decided it might want to use the Caltex name itself in Australia at some point- so the agreement to use the Caltex name in Australia was terminated. Which is where we came in....

So Ampol, the slumbering second best brand name is back. An alternative choice from recycling an accessible but even further back brand name would have been Golden Fleece!

Ampol BORON—By-Product of The Space Age

To break into the Australian petrol business in 1937 Ampol had to "go one better" than its established competitors. It did this by marketing a superior petrol. It supplied an 80 octane petrol when the best competitive petrol had an octane rating of only 76.

Ever since, Ampol has jealously preserved the superiority of its petrol and other products by keeping abreast of the latest advances in petroleum chemistry and technology in the United States and Great Britain.

Today, for superiority in the Australian petrol field, Ampol relies on Ampol BORON, which it has marketed exclusively since 1959. We believe it the finest petrol developed in the 102 year history of the world petroleum industry.

Its development began in 1952 when the United States Government asked the American chemical and oil industries to perfect a super high-energy fuel for use in giant rockets destined to travel at tremendous speeds into the void of outer space.

The ideal rocket fuel, of course, is pure hydrogen, now used in liquid form to fuel some rockets. But in 1952 scientists had not solved the problem of liquefying it in quantity without the use of bulky cooling equipment. So they concentrated on compounding hydrogen with BORON, the magical element contained in common borax and found they had a fuel which produced half as much heat per pound as pure hydrogen | a fuel that would send rockets farther and faster than any other then developed.

Up to this time, the highly versatile BORON element had been used mainly as a mild antiseptic (Boracid Acid), as a key ingredient in heat resistant and optical glass and as the material which caused porcelain to fuse to steel.

The success of the BORON rocket-fuel experiments led eminent petroleum chemists in the laboratories of the Standard Oil Company of Ohio to apply



themselves to perfecting a different compounding of BORON to produce a new and superior petrol.

Months of trial-and-error research, followed by months of exhaustive testing, passed before they

announced in 1954 that they had perfected a new petrol which was superior because of its

BORON content. BORON, they found, gave the new petrol more power and more smoothness. It achieved this by causing the petrol to burn more uniformly, in a car's engine, thus releasing its full power. This, in turn, meant more economy (miles per gallon) and better "engine health" because BORON petrol left fewer harmful deposits inside the cylinder.

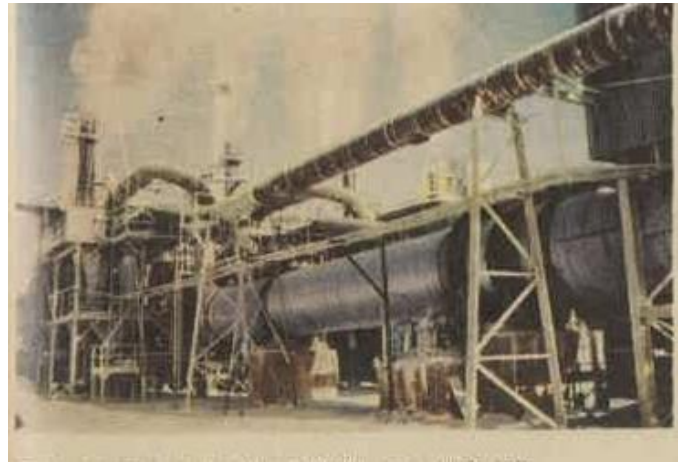
The new petrol proved such a sensation among American motorists that Ampol, again true to its traditional policy of being "first with the latest", snapped up the Australian rights. But it did not introduce Ampol BORON to Australian motorists

until January 1959 - until the new petrol had been thoroughly tested under a full range of everyday motoring conditions in America and Australia.

Since then thousands of Australian motorists have found that Ampol's BORON slogans – “Nothing Matches BORON” and “BORON IS BETTER” are indeed statements of fact: that they get better performance from their car on Ampol BORON than on ordinary petrol. Truck drivers have their own way of extolling the quality of Ampol BORON. They reckon it “as good as another gear”.

There are no known commercial borax deposits in Australia. Therefore, for the blending of Ampol BORON. Ampol draws its supply of BORON from the British owned United States Borax and Chemical Corporation of California which operates a huge open cut borax mine in the Mohave Desert some 129 miles from Los Angeles. This giant hole in the desert produces 70 per cent of the Free World's borax. From it comes a raw material which has become an adjunct of space-age science — and the key ingredient of Australia's best petrol.

20/12/1961 *Australian Women's Weekly*



NOTHING MATCHES
BORON
TODAY'S WONDER FUEL!

- NEW POWER!
- NEW SMOOTHNESS!
- NEW PICKUP!
- BETTER MILEAGE!
- BETTER HILL-CLIMB!

You can FEEL the difference!

AMPOL BORON
THE ENTIRELY NEW PETROL—EXCLUSIVE TO AMPOL



Twilight Zone Presentation



Masters— 2nd Place Peter Reed and Mike Batten



Masters— 3rd place Dominic Votano and Mike Stephenson



Tour — 1st Place Chris McDonald and Roger Wood



Tour — 2nd Place Warren Herrick and Glenda Lawrence

CRC CHAMPIONSHIP POINT SCORE

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6			
	The Twilight Zone	Southern Cross Classic	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic			
	1 day	2 day	2 day	1 day	1 day	2 day			
Competitor								Points to date	Position to date
Andrew Inglis	20	Cancelled						20	1
Peter Reed	19	Cancelled						19	2
Dominic Votano	18	Cancelled						18	3
Robert Panetta	17	Cancelled						17	4
David Shaw	16	Cancelled						16	5
John Cooper	15	Cancelled						15	6
Graham Pettit	0	Cancelled							

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6			
	The Twilight Zone	Southern Cross Classic	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic			
	2 day	2 day	2 day	1 day	1 day	2 day			
Competitor								Points to date	Position to date
Martin Leaver	20	Cancelled						20	1
Mike Batten	19	Cancelled						19	2
Mike Stephenson	18	Cancelled						18	3
Alan Walker	17	Cancelled						17	4
Raymond Arthurs	16	Cancelled						16	5
Ross Warner	15	Cancelled						15	6
Phill Stead		Cancelled							

CRC CHAMPIONSHIP POINT SCORE— Continued

Apprentice Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6			
	The Twilight Zone	Southern Cross Classic	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic			
	2 day	2 day	2 day	1 day	1 day	2 day			
Competitor								Points to date	Position to date
Tina Mansell	15m	Cancelled					15	1	
Murray Baker	14	Cancelled					14	2	
Mark Hoyle	13	Cancelled					13	3	
Andrew Taurins	12	Cancelled					12	4	
Peter Parry	11	Cancelled					11	5	

Apprentice Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6			
	The Twilight Zone	Southern Cross Classic	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic			
	2 day	2 day	2 day	1 day	1 day	2 day			
Competitor								Points to date	Position to date
Jon Mansell	15m	Cancelled					15	1	
Nikki Baker	14	Cancelled					14	2	
Tanaz Dhondy	13	Cancelled					13	3	
Bruce Millar	12	Cancelled					12	4	
Ian Gilholme	11	Cancelled					11	5	

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6			
	The Twilight Zone	Southern Cross Classic	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic			
	2 day	2 day	2 day	1 day	1 day	2 day			
Competitor								Points to date	Position to date
Chris McDonald	10m	Cancelled					10	1	
Glenda Lawrence	9	Cancelled					9	2	
Michael Malgo	8m	Cancelled					8	3	
Edul Dhondy	7m	Cancelled					7	4	
John Croft									

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Navigators									
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6			
	The Twilight Zone	Southern Cross Classic	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic			
	2 day	2 day	2 day	1 day	1 day	2 day			
Competitor								Points to date	Position to date
Roger Wood	10m	Cancelled						10	1
Warren Herrick	9	Cancelled						9	2
Geoff Hemsall	8m	Cancelled						8	3
Simone Dhondy	7m	Cancelled						7	4
Annette Croft		Cancelled							

CRC CHAMPIONSHIP POINT SCORE— Continued

Future Stars in a Rally Car

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6			
	The Twilight Zone	Southern Cross Classic	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic			
	1 day	2 day	2 day	1 day	1 day	2 day			
Competitor								Points to date	Position to date
Tanaz Dhondy	13	Cancelled						13	1
Simone Dhondy	7m	Cancelled						7	2
Please let Mike Batten know if he has missed any other young competitors (under 30 years of age)									

Thanks to John Cooper, Tony Kanak and Jon Mansell

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