

- Next meeting July 25
- Magazine deadline August 15

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



Tour d'Course 2023 Briefing

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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

Position: Name	email	Phone (please make calls before 9.00pm)
President: John Cooper	crc.pres@classicrallyclub.com.au	0414 246 157
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Competition Secretary: Jon Mansell	crc.comp@classicrallyclub.com.au	0467 632 755
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Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	
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Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
John Henderson (Bronze)	Newport / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot (Bronze)	Willoughby	0419 983 247
Glen Innes (Bronze)	Figtree	0409 293 241
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774



John's Jabiru



Hi everybody, this is your President John and welcome to the July edition of Rally Directions I am still currently AWOL up in the Northern Territory.

I just left Darwin and now residing in Kakadu National Park.

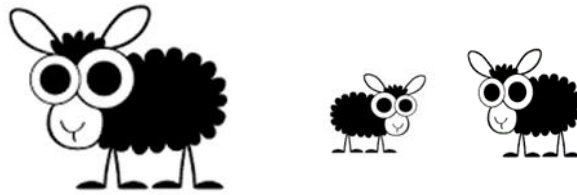
I will be back for the next meeting in August so I hope to catch up with all of you then,

all the best,

John



2023 Classic Sheep Station



2023 will mark the 6th running of the Sheep Station Classic and the first time it will be run over 2 days.

Day 1 will start in Robertson with first cars on the road no later than 8:45am. The event will use an interesting route out of the Southern Highlands as we navigate our way towards the overnight stop in Goulburn.

Day 2 will leave Goulburn and take you through some previously unseen areas with amazing scenery and views. The event will have an early finish at Dalton Hotel and then get you on your way home early.

Along the way you will navigate along many new roads and through areas that CRC have not previously visited. Saturday will have approximately 40% of new roads with new areas and localities to visit. Sundays fantastic drive travels through at least 85% new roads and localities.

The navigation will be of the usual Sheep Station event style of challenging but do-able. Careful map reading and plotting will be rewarded as we may catch you out somewhere. That said, as always the navigation is designed to keep you moving and not parked on the side of the road trying to work out what's next.

For Masters, Apprentice and to some extent Tour and Social, there are some unsealed sections throughout the weekend. These are of extremely good quality and will take you through some fantastic areas.

We will also be running a full tarmac class that we have called 'Targa'. The navigation for this class will be a mix of Route Charted and Tulip instructions. This additional class will not be part of the club championship and will be scored separately. Social entrants can run in this class but will not be scored.

The Classic Sheep Station will cover approximately 660 kilometres over the 2 days. There are many long open runs throughout the weekend so navigators can get their heads out of the maps and enjoy the drive also. To help keep crews fresh and on their toes all weekend we have crew reviver points along the way with toilets and refreshments available as well as food and refreshments.

Saturday night Dinner will be at one of the clubs in Goulburn. During the dinner, there will be 4 x \$50 vouchers raffled off and possibly some other awards given. If you have an outstanding Sheep Station Trophy, then you will receive it during dinner.

For those of you bringing 2 cars, we suggest either leaving the 2nd car in Goulburn or Mittagong as these will be easy via points on your way home to pick up your cars.

Entries will open soon so don't miss out.

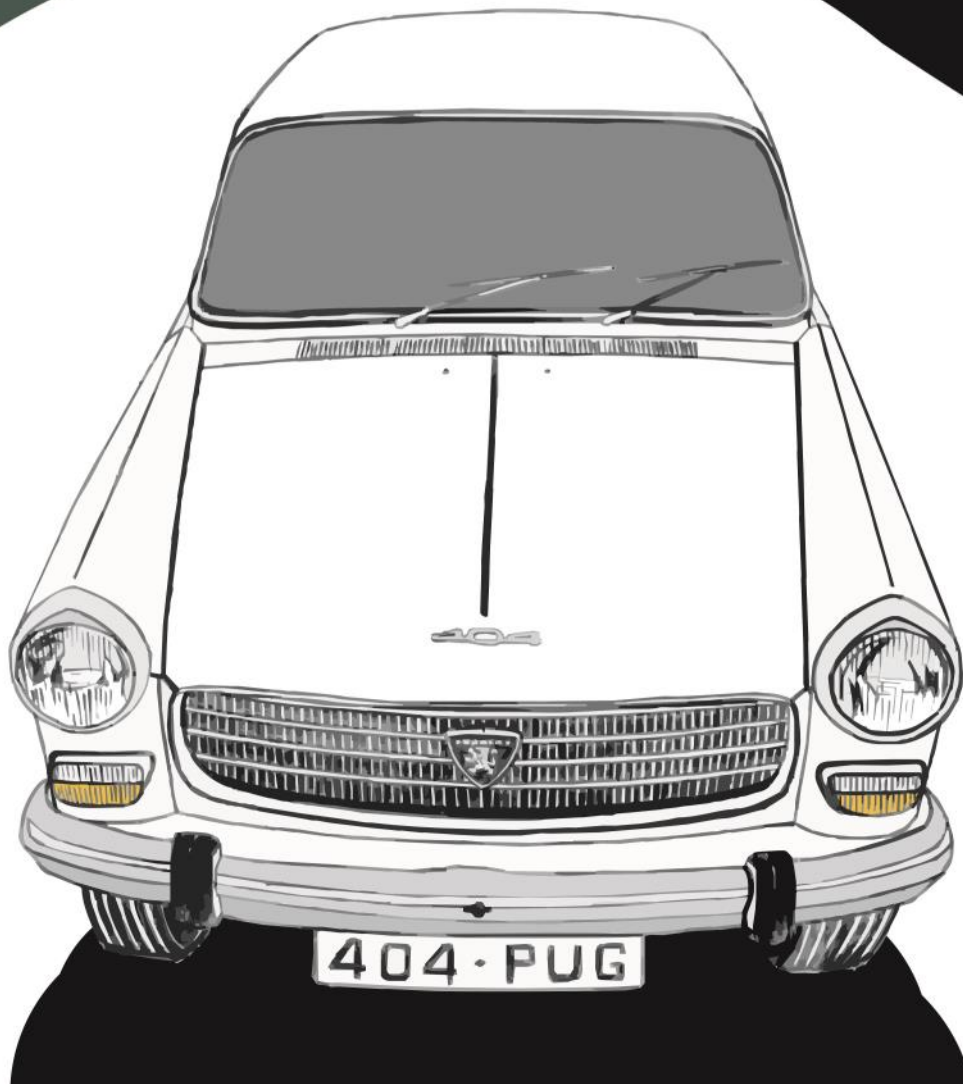
If you have any questions, please contact us - rally@drivetekmotorsport.com

Jon & Tina Mansell

XXIII

Alpine Classic

14-15 October 2023



No Targa = No Worries !!!!!

The 2023 Alpine Classic entries are now open!

Come out and enjoy some of the finest country touring NSW has to offer. This year's event encompasses just over 800km over the weekend of the 14th and 15th of October.

That's right over 800km of fantastic touring roads for you and your teammate to enjoy!

The Alpine Classic holds a special place within the Classic Rally Club, and this year will be no exception. The event is a Touring Road Event (TRE) that gives crews the extra challenge of keeping an eye on the clock as each section within the event has an overall average speed to get you to the next section. The timing of this event allows it to stand alone amongst the other Classic Rallies within the CRC championship, for this very reason.

We have catered for all levels of experience, to make sure all entered have an enjoyable event. We are more than happy to give guidance to those unsure of which category would best suit them.

Classic Rallying is a wonderful way to not only enjoy getting your pride and joy out for a great run, but gives you the opportunity to be able to work together as a team, having a driver and a navigator testing their skills and wits against other like-minded crews in a challenge that is hard to beat.

To top it all off, you have the social side, catching up with other crews and seeing how much fun this style of event can really be.

Important things to note – we can only accept 80 entries – that's it!

So if you want to be in this year's event you should look at getting an entry in sooner than later.

It is also a great idea to book your accommodation early.

If choosing to stay for the Friday night (13th), we are starting in Lithgow this year, and the Zig Zag Motel is always a good option.

Accommodation for the Saturday night should be booked early to avoid disappointment. We are overnighing in Orange this year with the dinner to be held at the Orange Ex-Services Club.

So if this has raised your interest – get out there and get involved, we know you'll enjoy it.

Just remember – if you don't have a classic car – no worries, all you need is a team of two up for a weekend of great driving roads and a sense of fun.

And if you aren't quite convinced – register your interest at alpineclassic@hotmail.com and keep updated about the event.

We look forward to having you along this year.

The Alpine Classic team.

In 2023, The Alpine Classic will start in the New South Wales town of Lithgow. It will take our crews through a series of challenging and fun sections on great roads with incredible scenery. The route taken on each day is shrouded in secrecy to keep competition interesting. Overnight our crews will be staying in the town of Orange, New South Wales with an included dinner being held on the Saturday evening. The following Sunday morning our crews will start again at Orange, working their way through a different challenging route with more fascinating country New South Wales scenery, with their afternoon finish at Lithgow.

Participating crews have the opportunity to choose a navigation level suitable to them with four navigation categories available:

* **Social Tour** - although not a competition category (and technically it's own separate social event), this still provides a chance to get out on scenic roads in your car, and enjoy the company of fellow enthusiasts. Navigation is via simple route chart without the challenge of navigational tasks, ideal of first timers. No Motorsport Australia licence is required for this event.

* **Tour Category** - a competition that features simple route chart instructions and which is very popular with less experienced crews. It offers the thrill of real competition and boasting rights after the event without the challenge of map reading.

* **Apprentice Category** - a competition which is for those crews who like a challenge of map reading, finding the correct route using more comprehensive map interpretation and navigation skills with some helpful hints provided by the event organisers.

* **Masters Category** - the most challenging level of competition for those crews who revel in matching wits with the event's organisers (*there are no helpful hints for these crews*).

There are a limited number of crew registrations available for this event so early entry is strongly recommended.

Price: \$475 for a two person crew.

Inclusions:

- Breakfast on Saturday morning
- Lunch - both days
- Dinner on Saturday night
- All maps and instructions required to complete the course
- Embroidered hat for each crew member
- Embroidered patch for each crew member
- Alpine classic stickers
- Alpine classic window banner
- Car number
- Motorsport Australia permit fees as applicable.

To become a crew in our 2023 event please visit www.thealpineclassic.com.au and download the entry form from the downloads link.

We'll catch you there.

The Alpine Team.

Secretary's Stuff- July 2023

Hello everyone, a couple of items to bring to your attention this issue:

The SMSP Display Day is on August 20th- this event is also known as the Shannons Sydney Classic. For many years the Club has participated in this most major event showcasing a huge range of interesting vehicles, approximately 2,000! If you are not part of the CRC display you can of course attend anyway just pay the entry fee. The display positions cost the Club \$25 each, and are free to the displayers- in return for their accepting of an early start and the inevitable task of positioning so many vehicles throughout the SMSP precinct. Oh- and there is an optional circuit tour included for the displayers too, on a club by club basis.

Twelve tickets were obtained by the CRC and have all been distributed by hand, or by Australia Post. For those who know how this event works, you can read on. For people who may not be so familiar with how this event works, please note the following-

CRC will be in Area B. You will be directed when picking up your "Shannons Bag" at the point of entry to SMSP. President John Cooper expects to be on hand to assist with the vehicle display for CRC folks. THE CRC does not participate in the concourse judging option, but neat and tidy presentation is suggested, and for the people too...

The display vehicle entry tickets must be fixed to the inside of the windscreen before arrival, the day before is a good plan- the adhesive is deliberately not too permanent- or hard to remove.

No more than the approved carrying capacity for the vehicle-in terms of the number of people per car. No stunts like nine people in the 1965 Chev Impala at the drive-in theatre, thanks to the cavernous boot. (I was one of the nine, damn those long entry queues)

Other rules and regulations (hey its 2023 don't you

know) are on the back of the entry ticket/sticker.

Next item- some time soon, if not already- you will be invited to complete an on line survey for the Australian Motoring Heritage Foundation. This survey is a serious attempt to fact find about the total classic/heritage motoring activity, the numbers of people, vehicles and money involved. Oh- and also votes...

More about this when it happens, please participate.

Last- on a mechanical item. Have you seen what happens when an incorrect ignition coil is fitted to an older vehicle which still has its original points (contact breaker) ignition system? In this case the new points fitted as part of the ignition system overhaul where all wearing parts were replaced- turned to burned up junk in less than 200 kilometres. Why- well the new Bosch coil needed a ballast resistor which the car didn't have. The old coil had an internal resistance of 3 ohms. The new one was more like 1 ohm. What happens in this situation?

Well the current switched by the points goes up from the manageable level of about 3-4 amps in the original set up to much more, and the moving arm of the contact set had gone blue with heat, and the contact surfaces were badly eroded. The symptoms - hard starting, misfiring. Only when the points were removed for inspection was the cause obvious. Too much time was spent swapping back to the old spark plug cables, rotor, distributor cap and coil. But by then the points were fatally damaged so no improvement was obtained.

I loaned a used 3 ohm (so internally resisted coil, needing no additional external resistance) to this project to get the show back on the road. A local parts store sourced a new set of Bosch contact points (made in Turkey this time) and Bob's your uncle. Now all of the other new parts can make

their contribution over the next couple of years.

For homework I'm going to try to get a suitable ballast resistor to get this 1 ohm coil up to 3 or 4 ohms. A problem I think, as this coil is really made for modern electronic ignition and so is lower resistance than the older models that used ballast resistors, with contact points, like the Bosch GT40R. The ballast resistors available today are typically only about 0.8ohm so adding one of these won't get the needed resistance value. Really this coil is a misfit. As Sol, from old Castrol ads might have said "Coils ain't coils".

Last, but not least-

"He bought a new Golf GTI".

"Oh- I didn't know he was a keen driver"...

"He's not, more of a putter actually".



HRC NSW/ACT
<https://hrcnsw.org.au>

Come with us to the Mountain ! Bathurst Tour 2023 Friday-Saturday Aug 25-26th 2023

Tour Organiser and Road Director: Mike Batten.

Continuing the format of the HRC's successful 2022 Tours with another 2 day non-competitive drive in the NSW countryside.

Day 1: Mittagong to Bathurst 400km Day 2: Bathurst return 360km

**Mittagong - Taralga - Mt Jerrong - Shooters Hill - Oberon - Tarana - Sunny Corner - Palmers Oakey - Capertee
Upper Turon - Bathurst - Crudine - Aarons Pass - Windeyer - Rylstone - Mt Horrible - Limekilns - Mt Panorama**

Mike is taking us from Mittagong to Bathurst visiting some iconic rally areas of the 50s and 60s together with a drive around Mt Panorama.

Great driving 760km on sealed and good unsealed Shire roads with some fantastic scenery tossed in to keep everyone happy. Only 5km of poor surface where care needs to be taken.

The course is easy to follow with Route Chart style instructions.

We are working hard on having Social Functions in private rooms at Bathurst RSL and guest speakers for both Friday and Saturday evenings.

Register your Expression of Interest to receive all information updates by responding to hrcroadtours@gmail.com
Enquiries to Mike Batten 0400 174 579

Entries will be accepted from all style of vehicles, classic and modern, as long as they are registered for use on the road (Trade Plate and Unregistered Vehicle Permits not accepted). Rally preparation of cars is not necessary but cars with low ground clearance are advised not to enter.

All drivers need only to hold a full civil licence and with all crew members need to be members of a MA affiliated Car Club. Membership of the HRC is available see the HRC website.

A Notice of the Event with additional details and Entry Form will be available shortly together with accomodation suggestions.

Entry Fee will be \$160 plus any function meals.
Meals and accomodation are not included in the Entry Fee.

Keep up to date on the following link: <https://hrcnsw.org.au/future-events/bathurst-tour>



Tour d' Course 2023

Event Review
by Alan Walker



The annual Tour d' Course was again bathed in sunshine, as the day began cool and crisp but warmed up to a beautiful winter's day. Starting at the Southern Gateway Centre located at Bulli Lookout, this year's rally had 40 cars ready to enjoy the best scenic roads the South Coast and Southern Highlands had to offer.

After a warm coffee and details of Tony Wise's drivers briefing filling their heads, all crews retreated to their cars with all documents and maps in-hand ready to explore the route the organiser's had planned for them. The route was to set off down through the area of Mount Kembla, a short loop around to find the control of Paul Morton outside the NRMA Motorlife Museum at Dapto, a stretch through the still grassy fields of Avondale, past the new housing estate of Calderwood, and climbing the hill southward to Jamberoo.

Heading east from Jamberoo to Jerrara, all crews were on a course to encounter the second manned passage of Jon and Tina Mansell. This area had a big loop followed by a small one with Masters and Apprentices heading into the loop in a different order to Tour. All in an effort to make sure you had time to enjoy the sweeping vistas around the lush green hills of Saddleback Mountain and Fountaindale Roads. Now to head a little further South and find our way into the basin of Berry.

A few little challenges for the teams using maps here had the grey matter working overtime. The route so far weaving between some built up areas, ensuring crews had use of some nice 'lesser' used roads of the region. From Berry up to the Lunch venue of Kangaroo Valley Golf Retreat, the teams would have to use roads in the areas of Woodhills and Wattamolla. This area was hit with some terrible storms some two years ago, and the roads we were to use is no exception. With evidence still in several areas of landslips, causing crews to momentarily pause at a couple of stop lights, before using the near deserted section of road that lay ahead. The beautiful changing colours of the

leaves in the trees and lining the edges of the road, had this section saturated in reds, yellow, and oranges of all tones.

Lunch was a buffet style, with various pastas and salads on offer, held within the warm cosy retreat of the golf clubhouse. The room filled with eighty competitors' smiles and chatter as teams recalled the views and challenges of the mornings 180 kilometres. Warm food filling the bellies of all the teams, the afternoons' instructions we made available.

Division 2 was to be a much shorter section of only just under 80 kilometres. Using the switchbacks up the mountain to find the route heading for Robertson. This section used some direction instructions just to make sure the mapping crews still had to work a little in the afternoon too. Then the aptly named Tourist Road was used, and with the Tour winding through the tree lined course it was a prime position for Paul Morton to be placed as a photographer. The sunlight flitting through the trees and the colourful cars approaching garnered some very nice shots.

With the end getting ever closer, crews now needed to return back to the Illawarra Highway, and take the back way into Moss Vale. Jon and Tina's second control was positioned here, and even though the weather had changed to brisk and cloudy, it was noted many crews still had wide smiles as they received the well-deserved stamp on their road cards. From here the Masters and Apprentices had a herringbone instruction to complete to get them to 'near' the finish. Leaving roads on the left and right had the teams pass under the low clearance of the rail line and a couple of turns to perform before the final stretch on the Illawarra Highway.

I did say 'near' the finish the herringbone instruction falling just a couple of turns short of the final right into the driveway of the Sutton Forrest Inn. Making these teams work out that a small clockwise loop was to be taken to gather the final

VRC board for them.

The cars starting filling the carpark at the Inn around mid-afternoon and road cards were being returned to be scored. Both Lauren and Lui hard at work collating the initial provisional scores giving teams some idea of how it all went. Banter and chatter filled the air beside the fire inside, queries being raised alongside the marked-up maps being looked over to see just where it all took place. With the last car in being the sweep, Ron Cooper.

It was a great day out enjoyed by all. We'd like to again thank the officials that made it happen and to all the crews that came out to enjoy the run, and of course the Alfa Romeo Owners Club who whole heartedly get behind the rally each and every year.

Well done and thank you again.
Alan and Lauren Walker

Officials (Thank You !!)

Paul Morton (passage and photographer)
Jon and Tina Mansell (x2 passages)
Glen and Joyce Innis (Lunch control in and out)
Ron Cooper and Jim Faye (sweep car)
Lui Maclennan (Registration and Scorer)
Tony Wise (Briefing / venue and catering)
Alan Walker (Director)
Lauren Walker (Clerk of Course / Admin)

The future of the Tour d' Course

As some of you may know, this year is to be the last year that it will be organised by Lauren and myself. Over the last few years and even through the challenges of COVID and general issues around low attendance, we have enjoyed each and every year that we could put together a fun, challenging and most of all well prepared event. With the fact that year in and year out, still hosted a great attendance rate of around 40 cars with the assistance of some dozen officials.

There will be no need to worry however, as we are more than happy to be working with, and making sure that the next organiser has a stable footing to be able to bring you another fantastic Tour d' Course in 2024. This great event, run by the Alfa Romeo Owners Club for over 20 years, and being part of the Classic Rally Club championship all that time, has Lauren and I, more than happy to have been a part of it for so long.

We are still going to be put to good use though – with our next challenge (beside two young kids, of course) is that of the Alpine Classic. Yet another very special event that deserves the attention it so rightly needs. Look forward to that one this year - 14/15 October! Put it on your calendar.

So a very special thank you to Lauren, and all of those that made it happen over the years.

Alan





2023 Tour d'Course



Final Results Summary

Car	Driver	Navigator	Vehicle	Qs	VRCs	PCs	MCs	Total	Place
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Masters

3	Andrew Inglis	Martin Leaver	BMW	11	0	0	0	11	1
4	Graham Pettit	Phillip Stead	Ford	11	0	0	0	11	1
1	Edul Dhondy	Ross Warner	Subaru	22	42	0	0	64	3
5	David Shaw	Ray Arthurs	Ford	22	66	0	0	88	4
2	Robbie Panetta	John Henderson	Alfa Romeo	0	69	30	0	99	5

Apprentices

6	Geoff Bott	Carol Both	Jaguar	77	192	60	0	329	
7	Paul Wajon	Paul Forrest	Alfa Romeo	88	252	30	0	370	
9	Tony Norman	Glenn Evans	Subaru	0	12	0	0	12	1
8	Bruce Miller	Andrew Taurins	Ford	22	0	0	0	22	2
10	Michael Brandt	Marina Thiveos	BMW	11	12	0	0	23	3

Tour

17	Sarah Priestly	Peter Robinson	Alfa Romeo	0	0	0	0	0	1
14	Geoff Hemsall	Michael Malgo	Studebaker	6	0	0	0	6	2
11	Maxwell Lincoln	John Crowley	Toyota	6	0	0	0	6	2
16	Warren Herrick	Glenda Lawrence	Toyota	6	0	0	0	6	2
13	Justin Bedingfield	Isla Murdoch	Volkswagen	17	0	0	0	17	5
18	Brad Wilson	Andrew Wilson	Alfa Romeo	29	0	0	0	29	6
15	Jim Louizos	George Louizos	Alfa Romeo	41	0	0	0	41	7
12	Lachlan Watkins	Jim Barrett	Austin	84	84	0	0	168	8

Social Tour

19	Shaneen Dhondy	Nina Dhondy	Subaru						DNS
20	Colin Grundy	Barbara Grundy	Alfa Romeo	28	24	0	0	52	
21	Chris McDonald	Sienna Rawnsley	Subaru	264	0	0	0	264	
22	Steven Sher	Shelley Sher	Lancia	264	0	0	0	264	
23	Dion Shapiro	Nadine Shapiro	Alfa Romeo	264	12	30	0	306	
24	Toby Oste	Helen Oste	BMW	6	0	0	0	6	
25	David Francis	John Francis	Alfa Romeo	50	48	25	0	123	
26	Kevin Payne	Thomas Payne	BMW	29	0	0	0	29	
27	Ashley Navin	Jennifer Navin	Porsche	56	27	0	0	83	
28	Lindsay Farrell	Ross Farrell	Alfa Romeo						DNS
29	Warren Nix	Peter Osborn	Abarth	176	192	60	0	428	
30	Edward Failla	Linda Losurdo	Alfa Romeo	264	264	30	60	618	DNF
31	Marino Lorizzo	Pia Lorizzo	Mercedes	204	144	80	60	488	DNF
32	Enrico Bonomo	Elli Akbarian	Alfa Romeo	264	192	0	0	456	
33	Frank Dess	Wendy Dess	Porsche	264	264	0	0	528	
34	Chris Reid	Therese Postma	Alvis						DNS
35	Danny Paris	Tania Paris	BMW	76	12	0	0	88	
36	Celine Gardner	Aiden Gardner	Mazda	6	0	0	0	6	
37	Marcus Philips	Ramone Philips	Alfa Romeo	264	60	0	0	324	
38	Mark Pendergast	Jennifer Slick	Nissan	45	24	0	0	69	
39	Richard Nineham	Sue Nineham	Kia	17	0	0	0	17	
40	Wayne Brighton	Joyce Williams	BMW	17	12	0	0	29	

Please direct any scoring queries to Lui: lumaclennan@hotmail.com 0418 645 623

Direct navigational queries to Alan: tourcourse@gmail.com 0432 511 709

Subject to any amendments to the Provisional Results, these will become Final at 16:00 on Sunday 25 June

**** Cars 6 and 7 moved to Tour for Division 2**

Tour d'Course 2023 Photos



Tour d'Course 2023 Photos Continued



Tour d'Course 2023 Photos

by Paul Morton



Tour d'Course 2023 Photos Continued

by Paul Morton



Fit Safety —
Fit 'Hardibestos' FIVE STAR

There's a precision-fitting brake re-line kit for all popular makes and models of cars, trucks and buses



Wholly manufactured by
JAMES HARDIE & COY. PTY. LTD.
PIONEERS OF THE BRAKE LINING INDUSTRY IN AUSTRALIA

NEW SOUTH WALES: Bennett & Wood Ltd.; Bennett & Barkell Ltd.; Smith, Sons & Rees Ltd.; Brooklands Accessories (N.S.W.) Pty. Ltd. VICTORIA: Motor Spares Ltd.; E. A. Machin & Co. Ltd.; Brooklands Accessories Pty. Ltd.; Berry, Roche & Tamac Pty. Ltd. QUEENSLAND: Engineering Supply Co. of Aust. Ltd.; Elphinstones Ltd.; Butler Bros. Aust. (Pty.) Ltd. SOUTH AUSTRALIA: Duncan & Co. Ltd.; Motor Traders (S.A.) Ltd.; J. N. Taylor & Co. Ltd. WESTERN AUSTRALIA: Coventry Motor Replacements Pty. Ltd.; Atkins (W.A.) Ltd. TASMANIA: W. & G. Genders Pty. Ltd.; E. A. Machin & Co. Ltd. NEW ZEALAND—North Island: Motor Traders (N.Z.) Ltd., Auckland, South Island: Mace Motor Parts Co., Christchurch; J. & A. P. Scott (Wholesale) Ltd., Dunedin.

RIVETING IS RELIABLE — FIT SAFETY, FIT 'HARDIBESTOS'

FSH6

Fit Safety- fit “Hardibestos” FIVE STAR:

An interesting pictorial advert from 1958, as it appeared in the magazine, Sports Car World (Volume 3, number 3).

Now in this era 99% plus of vehicles on the road had drum brakes. So stopping these vehicles was a significant business, with drum brake lining technology. Citroen and Jensen enthusiasts can argue about which make of car had the first disc brakes on a production car. Maybe there are other contenders too, but disc brakes were still over the forward time horizon when this ad appeared. Silent, long life and light pedal were all promoted as favourable features of the Five Star lining material, and these characteristics still are important- with respect to friction materials for automotive brakes. Later dust free or low dust and non- hazardous would come to the fore as needed characteristics...

The parent company was James Hardie and Co, and as the self-proclaimed pioneers of the brake lining industry in Australia they could and did make friction materials for just about any application in Australia- including for railway applications.

At this time asbestos was still regarded as a miracle mineral with multiple uses- not a toxic product. So the address of Head Office was known as Asbestos House. Before much longer though this usage and promotion of asbestos would become known negatively and ultimately James Hardie would go through machinations to sort out its financial compensation liabilities, and exit the friction material business. Their soon to come arrangements with the UK Ferodo company is another story too.

Another not-so-subtle point is made in the ad too. Namely that riveting the friction material to the brake shoe is reliable. This might be a dig at the alternative method of attaching friction linings to brake shoes, known as bonding, which is basically a high temperature adhesive.

Bonding prevented the too often seen rivet tracks from worn down linings on the friction surface of the drum. Notwithstanding the usage of soft metal rivets the cast iron brake drums didn't take kindly to rivet attack- which occurred when linings wore down to about 25% of original thickness. Bonding the shoes meant no rivets to have to manually install (though Hardie says “Easy To Fit”), and the ability to get some extra life from the brake shoes before replacement.

However to this day bonding vs riveting for drum brakes each have their proponents, and I have seen enough bonded linings separate from the shoe to believe bonding is not 100% reliable especially when water enters the brakes, or over long periods of time, or when the shoes are made of aluminium- such as a motor cycle application. Aluminium shoes may not take kindly to the effects of the bonding oven. Plenty of older cars used in competition might go with bonded and riveted attachment, to ensure foolproof 100% contact between brake shoe and lining.

However in normal automotive service I cannot imagine today's service technicians removing worn out linings from brake shoes and riveting on new linings. The dust, the time, the hourly \$ rate! In the past the time of the home mechanic, or the apprentice's time at the workshop was cheap?

Last but not least the picture shows heavy traffic was already well known in 1958. Plenty of Holdens, BMC products, a Rover, a Vauxhall, a big Ford and sundry American cars are in this traffic hold up-on the Sydney Harbour Bridge I suspect, which explains the buses at the top of the picture.

Conditional Registration of Historic Vehicles

For all enquiries regarding club plates please contact

Ron Cooper CRC Club Plates Registrar
rondcooper1275@gmail.com Mobile 0403 037 137

49 Wongawilli Rd Wongawilli NSW 2530

The scheme is designed to allow historic vehicles (more than 30 years old) to be registered under conditional registration which provides limited usage of the vehicle and also provides Compulsory Third Party insurance cover both at a very reduced cost. The Classic Rally Club is very grateful to the RMS and the relevant Minister for the scheme which allows the preservation of historic vehicles for road use without incurring the cost of full registration and insurance. The scheme works very well so long as it is not abused; it is not intended for day to day driving such as driving to work, going shopping, commuting to the railway station or driving the kids to school. The introduction of the 60 day log book trial allows members to enjoy 60 days use of the car for driving sake. The Classic Rally Club will not tolerate any abuse of the scheme by club members.

Types of Conditional Registration available to CRC members

1. Historic Vehicle Registration H Plates (HVS)60 day log book which allows 60 days per year use plus club events This an accord between the RMS and individual car clubs
2. An annual signature and club stamp required to ensure you are a financial member of the CRC RMS Form for HVS 1259
3. Classic Vehicle Registration (CVS) similar to above but with modification allowed provided they are certified by and engineer's report. This is an accord between RMS and the CMC /ACMC An annual club RMS form for CVS 1835
4. Rally Registration for outright rally cars, note this is the only way cars with full roll cages can be registered in NSW.

When your renewal with the RMS falls due, they will send you a new Historic Vehicle Declaration form. You MUST have that form signed by the Club Plate Registrar, so allow enough time for this to be done before your registration falls due.

Procedure for renewing at the RMS:

- **Get a pink slip. (The preferred option) You need to send a copy of the pink slip to me.**
- **A return stamped address envelope would be appreciated.**
- **Fill in the Historical Vehicle Declaration and mail to me. Email copies not permitted by RMS. Alternatively you can complete the writeable PDF on the RMS web site and that can be emailed to me but it needs to be posted back.**
- **Club Plates Registrar will complete Section 4. and sign**
- **Take or post your Conditional Registration renewal and pink slip to RMS or Services NSW for processing.**

Don't forget that all movements of your car, other than those set out in the constitution, must be logged with the Club Plates Registrar or logged in your logbook if your car is on the 60 day scheme to ensure your CTP insurance is valid. To log in vehicles not on the 60 day scheme contact me on mobile 0403 037 137 or email rondcooper1275@gmail.com.

Club Rules in addition to RMS Conditions

The scheme is designed for Classic Rally Club members who will be active in club events not just to provide cheap registration as per the overview of the scheme.

The club reserves the right to withdraw eligibility to those who do not participate in club activities.

Members should be financial members for 12 months prior to applying for club plates.

Members with club plates must comply with all RMS conditions and club rules and directions from club officials.

The club reserves the right to accept or reject any cars and to withdraw acceptance to the Historic and Classic Plate schemes.

In addition to the RMS costs the Classic Rally Club charges members on the HVP scheme \$25 per year and require them to sign a document annually requiring members to agree to the conditions of the scheme and to provide information on the insurance of their vehicles.

CRC CHAMPIONSHIP POINT SCORE

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Coot-amundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic	Best 8 Days	
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Andrew Inglis	36	34	20	40m	14.5	19.5			164	1
Robert Panetta	32	36	18	36	18.5	16			156.5	2
John Cooper	36	40	16	38	18.5				148.5	3
Graham Pettit	38					19.5			57.5	4
Tony Wise			19		18.5	16			53.5	5
Peter Reed				34	18.5				52.5	6
Edul Dhondy	40m	38m				18m			40	7
David Batten	34								34	8
Dave Shaw					14.5	17			31.5	9
Rob Mifsud			17						17	10
Bob Morey					14.5m				14.5	11
Mark Hoyle					14.5				14.5	11

Geoff Bott's points for Round 5 listed in Apprentice

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Martin Leaver	36	34	20	40m	14.5	19.5			164	1
Ross Warner	36	40		38	18.5	18m			150.5	2
Mike Batten	34	32	17	34	18.5				135.5	3
Alan Walker	40m	38m	19		18.5	18			95.5	4
John Henderson			18	36	18.5	16			88.5	5
Phill Stead	38					19.5			57.5	6
Raymond Ar-					14.5	17			31.5	7
Teresa Morey					14.5m				14.5	8
Tanaz Hoyle					14.5				14.5	8
Carol Both					12				12	10

CRC CHAMPIONSHIP POINT SCORE— Continued

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Michael Brandt	30		14		13	13			70	1
Bruce Miller	26		15			14			55	2
Jon Mansell		30			13	11			54	3
Murray Baker	24				14.5				38.5	4
Geoff Bott				30	7				37	5
Carol Both	28m								28	6
Joyce Lawrence				28					28	6
Tony Norman			13			15m			28	6
Graham Thompson		26m		26m					26	9
Alan Watson			13m						13	10
Alan Cummine					12m				12	11

Justin Bedingfield's points for Round 5 listed in Apprentice

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Glenn Evans	28m	30		30	11	15m			100	1
Andrew Taurins	26		15		14.5m	14			69.5	2
Susan Genner		28m		28					56	3
Andrzej Cieslak	30				13				43	4
Nikki Baker	24				14.5				38.5	5
Marina Thiveos			14			13			27	6
Winton Brocklebank		26m		26m					26	7
Tina Mansell					13	11			24	8
Pam Watson			13m						13	9
Jim Deves					12m				12	10

Glenn Evans entered Round 3 as a driver in Tour

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Warren Herrick	18m		7	14		8			47	1
Dennis Oste	20				5				25	2
Tina Mansell	6			16					22	3
Dominic Votano				20m					20	4
Geoff Boyd		20							20	4
Doug Barbour				18					18	6
Michael Malgo			8.5m		9.5				18	6
Justin Bedingfield	16m		6m		9.5m	6m			17.5	8
Jon Dickson				16					16	9
Geoff Hempsall	8m					8			16	9
Edul Dhondy			8.5m		7m				15.5	11
Gerald Lee				12m					12	12
Sergio Cariolato	12m								12	12
Glenn Evans			10						10	14
Sarah Priestly						10m			10	14
John Croft					8				8	16
Richard Nineham					6m				6	17
Tony South					4				4	18
Ron Cooper					3				3	19
Lachlan Watkins						3			3	19

Edul Dhondy entered Rounds 1 & 2 in Masters

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Glenda Lawrence	18m		7	14		8			47	1
John Learson	20				5				25	2
Tanya Votano				20m					20	3
Jim Deves		20							20	3
Xanthea Boardman				18					18	5
Geoff Hemsall			8.5m		9.5				18	5
Isla Murdoch	16m		6m			6m			16	7
Michael Malgo	8m					8			16	7
Simone Dhondy			8.5m		7m				15.5	9
Cate Lee				12m					12	10
Irene Cariolato	12m								12	10
Jennifer Navin			10						10	12
Peter Robinson						10m			10	12
Annette Croft					8				8	14
Sue Nineman					6m				6	15
Jonathon Mansell	6								6	15
Jim Barrett					3	3			6	15
Ted Norman					4				4	18

Jonathon Mansell's points for Round 2 listed in Apprentice Drivers

CRC CHAMPIONSHIP POINT SCORE— Continued

Future Stars in a Rally Car

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Coot-amundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor										
Isla Murdoch	16m		6m			6m			16	1
Simone Dhondy			8.5m		7m				15.5	2
Tanaz Hoyle					14.5				14.5	3

Please let Mike Batten know if he has missed any other young competitors (under 30 years of age)

CRC Event Calendar 2023

Day	CRC Championship Events	Other events / notes
January		
Tuesday 24th		Club Meeting (Hawaiian shirt night!)
February		
Saturday 18th	The Ire of Man TT - (NA) Martin Leaver	
Sunday 19th	The Ire of Man TT - (NA) Martin Leaver	
Tuesday 28th		Club Meeting
March		
Saturday 18th	The Cootamundra Trial - (NA) HRC	
Sunday 19th	The Cootamundra Trial - (NA) HRC	
Tuesday 28th		Club Meeting
April		
Saturday 15th	Name TBC (NA) - Tony Norman	
Wednesday 26th		Club Meeting
May		
Friday 5th	Autumn Glory Tour of North Eastern Victoria	<i>Non CRC Championship day</i>
Saturday 6th	Autumn Glory Tour of North Eastern Victoria	
Sunday 7th	Autumn Glory Tour of North Eastern Victoria	
Sunday 21st	The Tulip Run - (NA) Jon Mansell	
Tuesday 23rd		Club Meeting
June		
Sunday 18th	Tour d'Course (NA) - Alan Walker	
Tuesday 27th		Club Meeting
July		
Tuesday 25th		Club Meeting
August		
Tuesday 22nd		Club Meeting
Friday 25th	Bathurst Tour 2023 - Mike Batten	<i>Non CRC Championship day</i>
Saturday 26th	Bathurst Tour 2023 - Mike Batten	<i>Non CRC Championship day</i>
September		
Saturday 16th	The Sheep Station (NA) - Jon Mansell	
Sunday 17th	The Sheep Station (NA) - Jon Mansell	
Tuesday 26th		Club Meeting
October		
Saturday 14th	Alpine Classic (TRE) - Alan Walker	
Sunday 15th	Alpine Classic (TRE) - Alan Walker	
Tuesday 24th		Club Meeting
November		
Tuesday 28th		Club Meeting- AGM
December		
Sunday 3rd		Club Christmas Party