

Rally Directions

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

June 2025

Issue #06

Dates to remember

- Next meeting June 24
- Magazine deadline July 15



NEXT EVENT—hidden gems tour—19-20 July

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CRC meetings are usually held at the Canada Bay Club, 8 William Street, Fivedock at 7.30 pm sharp.

Classic Rally Club Officers and Contacts 2025

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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
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
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The Classic Rally Club Inc.,



The Secretary,

P.O. Box. 150,

Northmead, NSW 2150

Classic Rally Club Meetings are held on the 4th Tuesday of each month, January to November from 7.30pm at the Canada Bay Club, 8 William Street, Fivedock.

The opinions and advice provided in this newsletter do not necessarily represent those of the Classic Rally Club Inc. and its officers. No responsibility will be accepted for the opinions, advice and directions contained in this newsletter. Readers should rely on their own enquiries and make their own decisions.



June 2025 President's Report

June brings on the usual Winter chill and the last of the Autumn change and annual leaf drop. Even better when they are in someone else's yard of course !

With plenty of wet weather continuing over the last month it certainly hasn't felt like a great time for getting out and enjoying our next event. However Martin Leaver has put together a wonderful event, and at the time of printing I am really looking forward to getting back out amongst it and enjoying the drive he has on offer for us.

With around 30 entries of which 20 entries in the Tour alone, it should be a great day out for a wonderful social drive, and for those with a little more eye on the competition side having at least seven Apprentice teams taking on the Tour d' Course for 2025 is a great thing to see.

Just remember the fun continues into July with the Hidden Gems Tour – Glenda Lawrence and Warren Herrick have been working hard to get a two day Social Tour together for the 19/20th of July.

So check out the mag and of course the CRC website for all the details and get your entry to Glenda asap. I am sure it will be a great fun weekend away.

The Annual CMC display day is on again in August and we do have the tickets in hand. John Cooper is at the helm for this one, and if you are interested in displaying your car at the event, best to drop him a line to register your interest.

A great way to catch up with fellow members is to attend the upcoming club night on the 22th June at The Canada Bay Club – Five Dock.

I wish you all the very best – so get out there and enjoy it, and remember we love to hear from you.

So drop the editor a message crc.editor@classicrallyclub.com.au

VALE

It is with great sadness I have to inform you of the passing of Laurie Mason's brother. Many of you may have met Laurie's brother over the years especially when they had the London Sydney Vauxhall Ventura out and about.

On another sad note, I have to inform you of the passing of Lyn South, the wife of our long time member Tony South.

Both Laurie and Tony have been friends since their school days, and to have both of them suffering separate loss of their loved ones certainly has them in our thoughts.

Our sincerest sympathy go out to Laurie Mason and his family along with Tony South and his family.

SHORT CUTS

Brumby back in the saddle

Some positive news out of the 'Brumby' camp. It has now been just over six weeks since his heart operation. Enjoying time at home with doctors happy with results and progress.

We are all wishing Steve well with the recovery and look forward to seeing him out on the roads and enjoying a rally with us all soon.

Plenty of life left in the 'old girl' yet

Brian Madigan spotted Robbie Panetta at SMSP on the 14th of June. Rob had blown the dust off and given a once over and entered his Alfa Romeo 75 for an Alfa dominated race meet. Many of the cars entered being much younger than the trusty 75. But Rob still managed some very respectable results and several podium places over the several races that day. The 75 then backed it up further with Tim Panetta having his first run in it under lights later that night.

Lui and Hendo – Peking to Paris

With Paris looming closer and closer – Lui and Hendo continue to do a phenomenal effort – still running 5th in classics and 2nd in class.

For all the latest don't miss out on Lui's posts on their facebook page

'John and Lui do P2P in 2025'



Hidden Gems Social Tour (MA Permit 5824)

19 & 20 July 2025

With the great response and feedback from our first Hidden Gems Social Tour of the Upper Hunter area in 2024, we're running another one in July (more Hidden Gems). A mix of the familiar and new, we're working on some new routes and again there will be a choice of regular (with some dirt) and full tarmac routes.

We'll kick off on Saturday morning at 'Pie in the Sky' in Cowan, lunch in Paterson and stay in Muswellbrook overnight with dinner at the local Workers club. Sunday morning has more great roads and scenery plus pleasant eateries. We start at the 'Hunter Belle café' in Muswellbrook and finish at ~12.30pm at Gundy (Linga Longa Inn) to allow plenty of time to return home or to linger longer in the area to visit local wineries or the War Birds Museum in Scone.

Entry fee is only \$35 per car (all food and accommodation are at participants' expense). Entry forms will be available on the CRC website soon. Entries will be limited to 35 cars. We hope you can join us and suggest booking your accommodation in Muswellbrook as soon as possible. Please contact Glenda Lawrence and Warren Herrick for further information:

whglrallies@gmail.com



ENTRY FORM

To be held under the FIA International Code including Appendices and the National Competition Rules of Motorsport Australia

Hidden Gems Social Tour (Non-Competitive)

Saturday and Sunday 19 & 20 July 2025

Motorsport Australia Permit 5824

Office Use Only

Date received.....

Amount paid.....

Receipt No.....

Car No.....

Driver

Name.....

Address.....

..... Post Code.....

Car Club.....

Contact information:

Mobile.....

Email.....

Emergency Contact

Name.....

Phone.....

Car Owner? Yes ☐ No ☐

Navigator

Name.....

Address.....

..... Post Code.....

Car Club.....

Contact information:

Mobile.....

Email.....

Emergency Contact

Name.....

Phone.....

Car Owner? Yes ☐ No ☐

Car Owner (if not Driver or Navigator)

Name.....

Address.....

..... Post Code.....

Mobile.....

Email.....

Description of Vehicle

Make.....

Model.....

Year: Colour(s):

Registration No.....

Declaration: I, the Car Owner, confirm that the entered Vehicle is/will be registered for use on public roads on the dates of the Event.

Signed..... Date.....

Please indicate your participation below to help with planning / booking venues

- | | | | | | | | |
|----|-----------------|--------------------------|------------------|--------------------------|--------------------|--------------------------|------------------|
| 1. | Preferred route | <input type="checkbox"/> | Regular | <input type="checkbox"/> | Tarmac only | | |
| 2. | Route sections | <input type="checkbox"/> | Saturday morning | <input type="checkbox"/> | Saturday afternoon | <input type="checkbox"/> | Sunday morning |
| 3. | Group meals | <input type="checkbox"/> | Saturday lunch | <input type="checkbox"/> | Saturday dinner | <input type="checkbox"/> | Sunday breakfast |

Payment Schedule

Entry Fee per Car - \$35.00 (no meals)

Direct deposit details for the Classic Rally Club Inc are: BSB 082240 & Account 6542 58676.

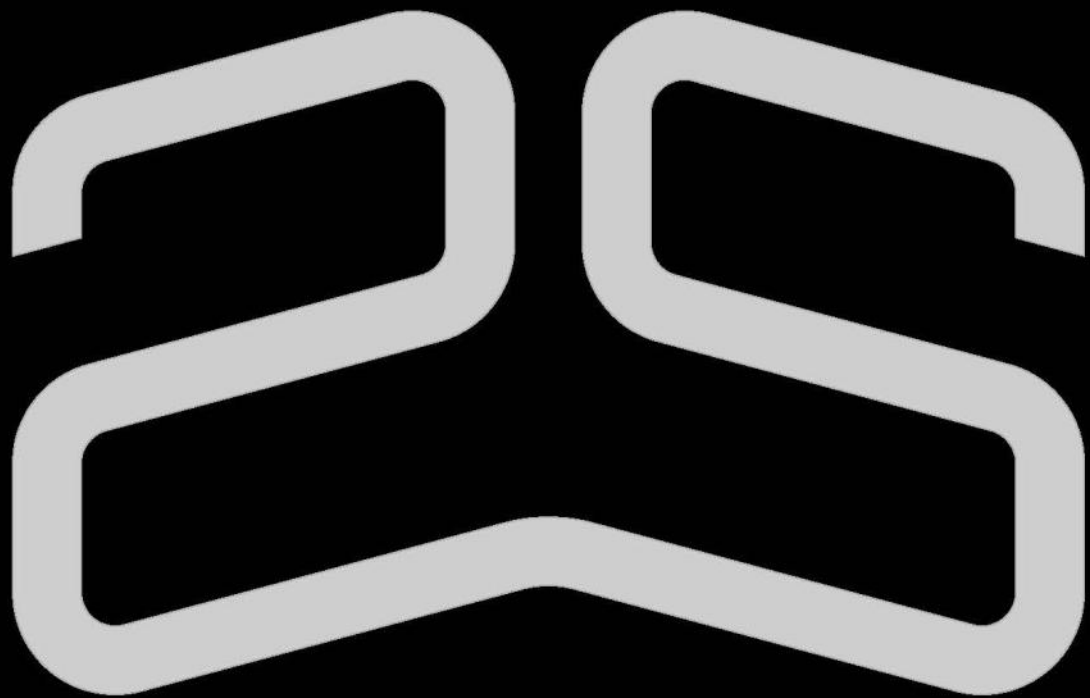
Please include HGST & driver's surname as the reference.

Please email evidence of payment and completed entry form to whglrallies@gmail.com

Enquiries to either Glenda Lawrence (Mob: 0411 269 418) or Warren Herrick (Mob: 0488 925 765)

ALPINE CLASSIC

- 25th Anniversary -



18 -19 OCTOBER ,2025
LITHGOW - ORANGE - LITHGOW

The 2025 Sheep Station Reliability Trial

An on-road Navigational Trial and is open to professional and amateur teams.

Our original Sheep Station event was a back in 2017 and since then, this one-day event has grown in popularity and notoriety, with the Sheep Station event being one of the highlights of ours and many competitors motorsport calendar each year.

The addition of timed sections this year will not only add another element to the competition, it also allows us to undertake the changes we have wanted in the past and make the navigation more straight forward across all categories.

Starting and finishing in Goulburn NSW, this exciting event covers approximately 310 kilometres of unprecedented and enjoyable competition. Along the way competitors will navigate through some of the most interesting roads, offering fabulous scenery with the added bonus of great food and refreshments at each stop along the way.

The morning sections will take in roads that are previously unused in our events and just a couple that we may have used before. There is a good mix of sealed and unsealed roads throughout the day, ensuring a challenging and exhilarating experience for all.

Please note that all unsealed roads are in good condition and can be easily driven by standard road cars

The morning includes an Interesting sign-on, breakfast, and start venue, setting the stage for an exciting day ahead. Participants will then head off to a quirky crew reviver that makes really great coffee before tackling the sections into lunch at the Dalton Hotel. This historic hotel provides a perfect setting for a midday break, allowing participants to recharge and share their experiences thus far.

After lunch, the adventure continues and like the morning, we tackle some new roads en-route to the afternoon crew revival at a new venue with old friends. This will be followed by the run to the flag, featuring a great mix of sealed and unsealed roads back to Goulburn. Upon returning, participants can look forward to some light finger food, a drink or two, and the event debrief, where stories of the day's excitement and challenges can and will be shared.

For those making the trek to Goulburn on the Saturday, there will be an early sign-on before dinner. As usual dinner will be at the Paragon Café. This charming venue offers a cosy atmosphere where participants can enjoy delicious food and drinks (at your own expense) while mingling with fellow competitors and enthusiasts.

This event promises to be an unforgettable experience, filled with camaraderie, adventure, and the thrill of the open road. Don't miss out on the chance to be part of this incredible journey!

We hope to see you at the Sheep Station Reliability Trial for some fun and great competition.

For more information, please contact us at:

southerncrossreliabilitytrial@gmail.com

Entries for this event will be opening very soon, so well worth putting on your calendar. (Current event date is in the CRC Calendar at the end of this issue)

THE RICKSHAW RUN INDIA

By Glenn Evans

Last month's Rally Directions revealed to readers that I was in India, participating in an event called the Rickshaw Run India. Most of you – understandably – would have questioned the wisdom of driving the three-wheeled equivalent of a ride-on mower 3000 kilometres through India's notoriously chaotic traffic ... and your concern would have been confirmed by the news (thanks, Alan Walker) that we had run into the back of a bus almost immediately after our first driver change. We hadn't even got clear of the urban area in which we started. Clearly, I survived. I can't say "unscathed" because a couple of things I ate did not agree with me!

My brother-in-law, Steve, proposed entering the event nearly a year ago. He proposed that four of us enter two rickshaws so that we could assist the other in the event of a breakdown or other mishap. Our group comprised Steve and his Kiwi mate, Kent, in one rickshaw and Steve's brother, Dave, and I in the other.



Kochi Start

The Rickshaw Run India is one of several similar events run by a British enterprise called The Adventurists. Our event in April started in the southern city of Kochi and ended in Jaisalmer, a small city in the northwestern state of Rajasthan. The most direct route between these cities is about

2500 km but we expected to travel over 3000 km to visit several World Heritage sites along the way. We would have 14 days for this journey.



Passing Motorbike

Rickshaw Runs are advertised as adventures, with breakdowns almost guaranteed. Once you leave the start, the only requirement is that you deliver the rickshaw to the finish by 4pm on the last day. You can get there by any route you like. Breakdowns are your responsibility to get fixed. If you have an accident, you get the rickshaw fixed and sort out the cost of any other damage with the other party. The Adventurists will not get involved unless the damage is so bad that an insurance claim cannot be avoided. Your 1,000 British pound deposit is intended to discourage you from leaving damage unrepaired, or from abandoning a rickshaw which cannot be encouraged to proceed. The occasional recalcitrant rickshaw arrives at the finish on the back of a truck.

As of last year, The Adventurists were still running fleets of two-stroke rickshaws and the website still says that these are what you will use. Fortunately for us, all the rickshaws now are four strokes. They are more reliable, more powerful (10.5 bhp compared to the 7 bhp of the two-strokes - woohoo). Best of all, even though they are several years old, they haven't suffered years of abuse at

the hands of Rickshaw Run participants.

The substantial entry fee includes having your rickshaw painted in accordance with a design which you submit beforehand. We had our rickshaws painted to an Indian-themed design by Steve's daughter, Lillian. Dave's and my rickshaw was green and Steve and Kent's was saffron – the two main colours of the flag of India. Prominent on the front was the logo of the India charity we raised funds for, Sambhali Trust.



Selfie on the Road

Each entry to any of The Adventurists' events carries the obligation to raise 500 pounds for a charity called Cool Earth; the purpose of which is to preserve tropical rainforests. Entrants are encouraged to fundraise for this, and are free to donate any excess to a charity of their choice. While saving tropical rainforests is a worthy cause, Cool Earth does not operate in India. We believed that we should make an effort to raise enough funds to enable us to contribute to an Indian charity. We looked at various charities and found Sambhali Trust, which operates in Rajasthan primarily to improve the lives of women and girls. The Trust is based in Rajasthan's second city, Jodhpur, and also operated in Jaisalmer, which is the location of the finish of our Rickshaw Run. We were attracted to the idea of being able to visit the charity we chose to support. Ultimately, we became so enthusiastic about raising funds for Sambhali Trust that we devoted all our fundraising efforts to it and simply donated the required 500 pounds per team to Cool

Earth ourselves.

Rajasthan is a state of over 80 million people in the northwest of India. Its western half – which includes Jodhpur and Jaisalmer - lies in the Thar Desert. Society in its rural areas is said to be "traditional": women have virtually no rights. Girls are valued far less than boys. Rajasthan has the third lowest literacy rate of India's 28 states and eight territories but the greatest discrepancy (27 per cent) between male and female literacy. The discrepancy is even greater in its rural areas. The rates of forced and underage marriage, and of domestic violence, are high.

Sambhali Trust was formed in 2007 to teach women and girls to read and write. Its eight Empowerment Centres now conduct year-long programmes to teach women literacy and maths; about health, nutrition and their rights, and provide training in sewing and embroidery so that they can earn money for their families. They receive medical checkups and, if necessary, are referred for treatment at Sambhali Trust's expense. In the afternoons, the centres become Primary Education Centres, where children who either haven't been to school or are struggling are taught literacy, maths and English, so that they can succeed at school. The Trust funds scholarships (currently 235) for children to attend school and university, and runs three boarding houses so that girls from rural areas can attend school in Jodhpur and live in a safe and supportive environment. The Trust provides crisis support and legal counselling for women who have suffered domestic violence. In recent years, Sambhali Trust has provided crisis support and counselling for the LGBTQI+ community and advocates for their rights.

Steve contacted Sambhali Trust to obtain permission to use some of its published material to promote our fundraising. Our offer to raise funds was received enthusiastically. Being a non-religious charity, Sambhali Trust receives very little financial support from within India; over 95 per cent of its revenue is from overseas donations. Over the past

three years, it has found that some previous donors have diverted their support to the crises in Ukraine and Gaza.

The more contact we had with Sambhali Trust, the more our enthusiasm for helping them grew. We asked if there was any work in Jaisalmer which we could do for them. The upshot was that we would work on various improvements to a house they rent for use as an Empowerment and Primary Education Centre in Jaisalmer, after we completed the Rickshaw Run. We also were offered a tour of the Trust's various facilities in Jodhpur. We committed to spending the nights of 15 and 16 April in Jodhpur before we had to make the final run to Jaisalmer to ensure that we would finish by the deadline on 18 April.



Mehrangarh Fort

Our 14 day Rickshaw Run had expanded to a full four weeks in India.

We arrived at Kochi, the city where the Rickshaw Run would start, on 1 April. Kochi – still also referred to by its colonial name of Cochin - is a port city of some 2.5 million people in Kerala, the southernmost state on India's west coast. The area known as Fort Kochi is on the tip of the promontory which forms the southern side of the entrance to the harbour. Isolated by water from the modern, high rise city on the east of the harbour, Fort Kochi has preserved many buildings from over five hundred years of colonial occupation by the Portuguese and Dutch. Our hotel was across the

road from St Francis' Church, where the Portuguese explorer, Vasco Da Gama, was buried in 1524. (His body later was returned to Portugal.)

We had allowed ourselves two days to acclimatise and sightsee before we had to report at the event's start venue. The next two days, prior to the start, were required for registration, driver and maintenance briefings and to familiarise ourselves with the operation of the rickshaws. For us, this included a three hour tour across greater Kochi and back to experience real traffic, away from the quiet Fort Kochi area.

Finally, the start day arrived. We opted to retrace our route across the city of the day before, rather than queue – possibly for hours - for the small vehicle ferry to cross the harbour. As we had found the day before, we quickly became separated from Steve and Kent in the traffic. Although we could get in touch by phone, via WhatsApp, we didn't actually meet up with them again for about three hours, when we stopped for lunch.



Truck on the shoulder going in the opposite direction

I loved driving the rickshaw in Indian traffic. (Being a passenger ... not so much. I found Indian traffic not so much chaotic as different. If you can let go of your expectations of Australian traffic and embrace driving like an Indian, it's great fun. Motorbikes and rickshaws make up at least half of the traffic, so lane markings don't even qualify as guidance. Motorbikes, especially, will go through any gap. You are expected to avoid a collision, but near misses

which would provoke road rage in Australia are unremarkable; apparently the product of fine judgment on one part and a little give on the other.

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Ellora Caves

Speed limits in India are low: 30 km/h is typical in built up areas. 80 km/h is the typical limit on divided toll roads out in the country and 65 km/h – even 50 km/h – is typical on undivided country roads. That is not to say that these limits are not exceeded but the thing that was remarkable, to me, was that most of the traffic on country roads travels well under the speed limit. Our humble rickshaws were redlined at 70 km/h on their speedos (64 km/h according to GPS) and, even at this modest speed, we passed a lot of other vehicles on the highways.

In order to keep our average speed around 50 km/h, we travelled on toll roads a lot. Motorbikes and rickshaws do not have to pay the tolls, and there is

a narrow lane to the left of most of the toll gates which is just wide enough for two- and three-wheelers to fit between the concrete barriers. We found that a couple of these were barely wide enough for the rickshaw to fit through. Only when we got stuck in one, and had to be pushed back out by the toll gate guards, did we find out that some are not intended for three-wheelers! Even on the toll roads, we frequently encountered cattle, and vehicles (mostly, but not always, motorbikes) traveling against the traffic on the shoulder!

Along the way, we spent a full day taking a guided tour of Hampi, the capital of the Vijayanagara Empire, which existed from the 14th to the 16th centuries. We then visited temples at Aihole, Pattadakal and Badami before travelling to the World Heritage listed Ellora Caves. These are not natural caves; they are temples, living spaces and schools cut out of solid rock over centuries.

Our major stopover was Jodhpur, where we spent nearly three days. Here, we visited the head office of Sambhali Trust, the charity for which we raised money. (Many thanks to those of you who donated.) We visited the four centres it operates to educate women and children and had dinner at one of the boarding houses the Trust runs to enable girls from remote areas to attend good schools in Jodhpur. Sambhali Trust organised a guided tour of Mehrangarh Fort for us, and took us on a walking tour of the step wells and some of the temples of Jodhpur.

The last day of travel by rickshaw was from Jodhpur to Jaisalmer, where we parted company with them. We then spent five days helping to improve one of the Sambhali Trust buildings in Jaisalmer. The main works were the installation of a toilet and the raising of the roof of the building. Two builders were engaged to perform the skilled work; the four of us provided some of the labour. We also visited another Sambhali Trust Empowerment Centre in Jaisalmer, and met with the women and children who would otherwise attend the centre we were working on.

After finishing our work in Jaisalmer, we flew to New Delhi. There, Steve and Kent went their separate ways. Dave and I took a day trip to Agra, by train, to visit the Taj Mahal and the Agra Fort. We spent another day looking around Delhi in the company of Pankaj, one of Steve's colleagues, before boarding our flight back to Singapore and onward to Sydney.

I have not attempted to describe the World Heritage sites and other places we visited. My words could not do them justice. Our schedule prevented us from spending too long at any one

site and we had to bypass many others. I found that engaging a guide was well worthwhile to make the most of our time. The main tourist attractions had official guides but we also got great value from local rickshaw drivers who took us on tours around Kochi and Hampi.

There is far more to see in India than Delhi and the Taj Mahal. The Rickshaw Run was a great opportunity to discover places we probably would never have visited otherwise but we saw only a tiny fraction of what India has to offer.



Arrival Sambhali Trust Jodhpur



St Francis Interior

FROM THE WALKER COLLECTION

AUSTRALIAN MOTOR

SPORTS & AUTOMOBILES
DECEMBER 1970 30 cents



**BLMC'S VERY
AUSTRALIAN SIX**

**'71 FALCON: HOW NEW?
FULL TEST: DATSUN 240Z**

Registered at the G.P.O., Sydney, for transmission by post as a periodical.

There's no substitute for cubes

**There was no substitute for cubic inches at the 1970 Bathurst 500, despite the best laid plans of GM-H and Chrysler with their promising new six-cylinder contenders.
Report by Mike Kable.**

FORD won outright, with its number one driver, expatriate Canadian Allan Moffat, taking line honours 39 seconds ahead of his veteran team mate and past winner Bruce McPhee, after an incident-packed race run in perfect weather before a crowd of 40,000. Their bright orange works-prepared Phase 2 Falcon GTHOs finished as they started, from the front row of the 60-car grid, in what was a predictable result after Moffat's domination of the Sandown 250 a fortnight before. Three weeks after Bathurst, Moffat made it a grand slam for Ford with victory in the Rothmans 250 at Surfers Paradise. This impressive hat-trick, besides his win for Ford in the three-race Tasman Trophy series earlier this year, leaves no doubt about his remarkable superiority at present in production car racing.

The bespectacled 29-year-old Moffat's uncanny ability to pace himself over long distances once again proved a decisive factor in his Bathurst triumph. He ran the race at a slightly slower rate than last year, but this proved too hot for the Holden Torana XU1s and Vallant Pacers, whose early challenge faded away.

Ford's lightning pit work, revolutionised by the use of locally-built compressed air jacks, also saved valuable time, for their cars had two com-

plete tyre changes to avert any chance of a repetition of last year's fiasco, when tyre failures cost Ford the race. The two Falcons — Ford lost its third works car, driven by Barry Seton, with differential trouble around the 100-mile mark — were the only cars to go the full distance, 130 laps. The gap between them probably would have been negligible but for the fact that McPhee was down on power over the last 150 miles. He was nine seconds behind Moffat and gaining fast when one of the two sets of points in his distributor closed up, causing intermittent firing in one bank of cylinders.

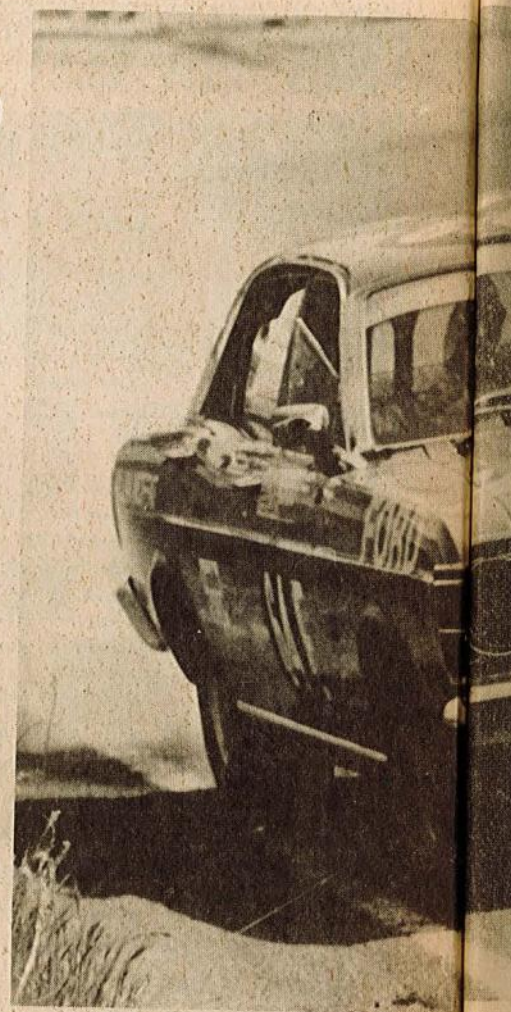
Around the same time, Ford's competitions boss Al Turner, ordered the slow down signal to be held out to McPhee, who had driven a perfect back-up race, covering Moffat throughout. McPhee had no alternative but to drop back and although his engine was way off song, he did manage to finish runner-up for the second successive year without having to make an unscheduled pit stop.

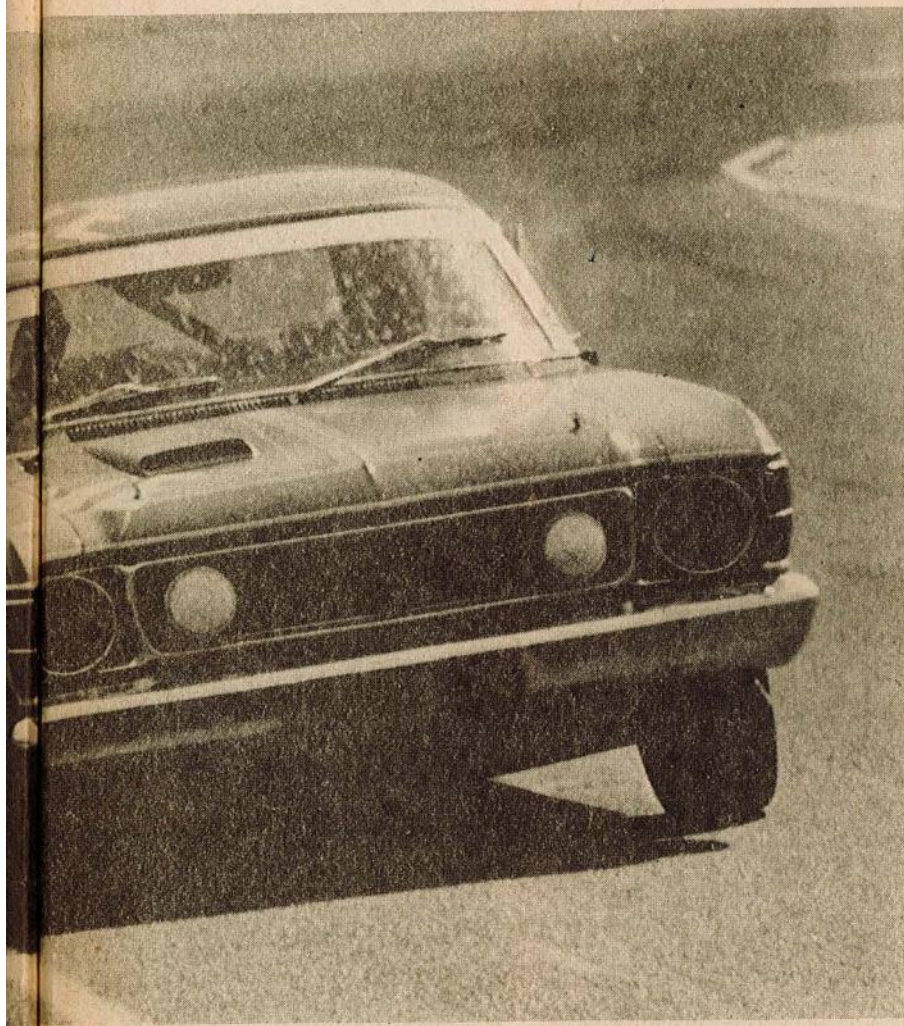
GM-H and Chrysler did not go away empty handed. Don Holland was third outright on 129 laps and won Class C in the Max Wright Motors Torana after two dramatic changes of position in the closing stages. First, Tony Roberts had worked his way up to third in the Sinclair Motors Falcon. Then, with

five laps to go he locked up a brake plunging over Skyline at the top of the circuit and lost control of the car, which somersaulted several times and was wrecked. Roberts, co-winner last year with Colin Bond, escaped uninjured.

Doug Chivas took over third in his two-barrel Pacer and seemed all set to win Class C ahead of the surviving Toranas. But on the very last lap, seconds before Moffat took the chequered flag, the Pacer's right rear Bridgestone blew to shreds and Chivas had to lurch into his pit to have it replaced while Holland roared by. The unlucky Chivas, who had driven a marvellously consistent race, was still far enough ahead of his team mate Leo Geoghegan to finish fourth, also on 129 laps. Geoghegan was fifth on 128 laps and took third place in Class C.

George Garth was a minute behind on the same lap in his Torana while Des West finished seventh and won Class D on 127 laps in the four-barrel Pacer in which he had led the middle





LEFT: There was never much doubt about the result of this year's Bathurst 500 — the smooth-driving Allan Moffat once again proving uncatchable in his works Phase 2 Falcon GTHO.

stages of the race. Eighth place on 127 laps went to Brian Reed and Bob Watson in the Booran Motors Torana while John Goss and Bob Skelton also rolled up 127 laps to be the best placed of the Ford dealer entries in their McLeod Ford Falcon. Warren Gracie and Ron Gillard were tenth on 126 laps in their Torana.

Harry Firth's Holden Dealer Team challenge failed after his front-running Toranas being driven by Colin Bond and Peter Brock/Bob Morris both dropped valves. Firth's mechanics got the cars back in the race, but of course, they finished well down. Bond had stolen the limelight from the Falcons by passing Moffat under brakes at the foot of Conrod Straight on the opening lap, a daring manoeuvre which set up a deafening roar from the crowd all around the circuit.

But the wily Moffat was playing his hand very carefully, giving his heavy car with its 36-gallon petrol tank filled to the brim, plenty of time to settle down before clapping on the pace. He

was content to let Bond lead for the next five laps and then passed the Torana before the leading cars became entangled with the backmarkers.

Bond then held on to second place until lap 30, when he lost the jet assembly from one of his triple carburetors. The remaining Classes, A and B, saw Datsun pull off a double with the 1200 and 1600 sedans. Works drivers Barry Tapsall and John Leighton won Class A on 114 laps comfortably ahead of two Mazda 1300s. W. H. Motors repeated last year's Class B success when its Datsun 1600, driven by Don Smith, led veteran works driver Doug Whiteford across the line by more than a minute, with both cars on 117 laps.

Practice on the Saturday took a heavy toll of the Falcons, which were in such bad shape on the Saturday night that the betting was fairly strong on a Torana or Pacer victory. Moffat was among the casualties. He had spent most of the first 90-minute session stranded up the mountain when a big end bearing let go, blocked an oil

pipe and ruined the camshaft. At that stage he had done only four laps and needed two more to qualify the car.

So the engine was patched up during the second session to enable him to crawl around the required two laps during the third and final session. Luckily, Moffat had been quick to get in the groove and his time of 2 min. 49.3 sec. on his third lap stood as the fastest of the day to give him pole position.

It was a whisker under the 2 min. 48.9 sec. which won Ian Geoghegan the top spot last year. Geoghegan, who has never had much luck in the 500, stood down from this year's race. McPhee turned in a 2 min. 53 sec. lap to put himself on the front row of the grid, which this year was changed to a 2-2-2 order, with the cars stretching a quarter of a mile back to the 100-yard braking marker in Conrod Straight. Seton was next on 2 min. 53.6 sec.

Two of the three works Falcons, the Moffat and McPhee cars, turned out on Goodyear racing rubber developed especially for Bathurst and flown to Australia at great expense. Goodyear also sent out its competitions supervisor, Mike Babich, to give its local racing tyre distributor, Frank Matich, a hand in keeping tabs on the situation as well as gathering much valuable information for next year. The memory of last year's failures was still a bitter one.

The Toranas showed that they were going to be a force to be reckoned with by taking the next four places on the grid, with Bond fastest at a neat 2 min. 54 sec., followed by Holland on 2 min. 54.3 sec. and New Zealander Scott McNaughton, on 2 min. 54.8 sec. McNaughton was down as a reserve and was unlucky not to get a start the following day. He did however, prove his point.

Firth's second car, that of Brook/Morris, was next also on 2 min. 54.8 sec. Then came the Ford privateers, led by Roberts, 2 min. 54.9 sec.; David McKay, 2 min. 55.1 sec. and Bib Stillwell's car driven by Richard Knight and Graeme Ritter, on 2 min. 55.9 sec.

West was fastest among the works Pacer drivers, on 2 min. 56 sec., followed by Digby Cooke's Fair Deal Car Sales Torana on 2 min. 56.2 sec. Two of the four four-barrel Pacers entered struck trouble, Norm Beechey's car having to have its engine changed and Joe Butta putting in a new differential. But this was nothing compared to the mortality rate among the Falcons, which had blown up engine after engine.

All but one of those affected were dealer entries, suggesting that Ford had not passed on the promised "gen" to its dealers. It had, but kept a few tricks to itself and the general problem seemed to be that the cars were over-prepared. The new big sport Cleveland 35 V8s start at a big disadvantage by having such a high compression ratio of 11:1 when the race regulations specify only 98-octane super-grade petrol.

In tweaking them within the allowable tolerances, it is easy to step up the ratio, with resultant detonation and piston and head gasket failures. Ford apparently discovered how to keep the ratio down and still stay within the tolerances. The second problem was keeping the rear brakes intact and although Ford had gone to extraordinary lengths to bed in the rear linings, they were not altogether in good shape on the night before the race.

I believe that McPhee, who always maintains that he is a better engineer than a driver and has proved this at Bathurst so often in the past, was called in on the Saturday night and asked for his opinions, which he promptly gave. The Ford mechanics apparently had a long night of it, replacing Moffat's engine to the one he had used at Sandown and generally going all over the cars.

The Toranas finished practice reasonably intact — their troubles were to come the following day, precipitated perhaps by the fact that they had been squeezed fairly hard in practice. Firth experimented with a mixture of tyres in practice, but turned his three cars out on Bridgestone racing rubber for the race. Holland ran Dunlop CR70s, while Spencer Martin shod his Boyed Motors Torana with Firestones.

Most of the dealer-entered Falcons ran Goodyears, the exceptions being Roberts, who used Bridgestones, Trevor Meehan, who ran Michelin XAS and

Hans Tholstrup of power boat fame, whose CIG-sponsored Falcon wore Michelin XVRs. The works Pacers chose Bridgestones.

Ford had been careful not to show its compressed air jacks in practice and when they appeared on the Sunday, Firth nearly had a seizure. He protested there and then, pointing out that the regulations banned the use of power-operated tools, but Al Turner said he had been given a clearance to use the jacks from the committee of the Australian Racing Drivers' Club. The stewards waived the protest.

Sunday morning produced cloudless skies and endless lines of cars pouring into the circuit, which looked a picture after a fortnight of continual rain which had fortunately eased up on the Thursday. The colourful start was probably the cleanest ever seen in a 500, after drivers had been warned that reckless driving would not be tolerated. Moffat jumped away first, while Bond came through from the second row to split the Falcons as the field thundered through Hell Corner.

Bond saw his chance to take the lead as the front running Falcons, Toranas and Pacers backed off from around 130 mph over the last hump down Conrod and cautiously stabbed their brakes into Murray's Corner for the run up Pit Straight. So the first lap saw Bond's bright yellow Torana, car 39, leading car 64, Moffat and cars 62 and 63, the remaining works Falcons of Seton and McPhee. Then came Bob Beasley in Wright Ford's Falcon, McKay in the Finnie-Ford car, Peter Brock, Ritter, David Sheldon in his lone Monaro GTS 350 which was soon to retire in a crash halfway up the mountain, Holland, Gary Rush in Byrt Ford's Falcon, Digby Cooke, Roberts, Meehan, West in the leading Pacer, Reed, Garth and Spencer Martin, Beechey, Bob Holden in the Alto Ford Falcon, Tholstrup, Christine Cole in Firth's third car, rally ace John Keran in Pat Cullen's Torana, Leo Geoghegan, South Australian Kim Aunger in a Falcon, Les Grose (Torana) and Chivas, heading the bright blue McLeod Ford car being driven by John Goss.

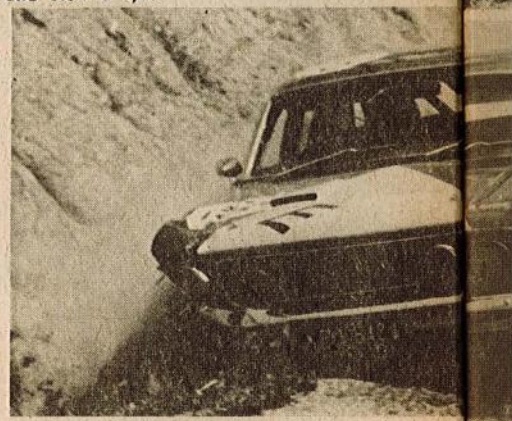
The cars kept coming, with a battle already raging between the Mazdas, Datsuns and Toyota Corollas in Class A. Butta's four-barrel Pacer was the first casualty of the race, stripping a tooth of a timing gear on the very first lap. He was followed into the pits on the second lap by Ritter in the Stillwell Falcon, which came back out again after three laps.

Lap four saw the Leeds/Carne Mazda 1300 which had been the fastest Class A contender in practice, shunted out of the race by John Roxburgh's Datsun on, of all places, the foot of Conrod Straight. The Mazda left the road and tore a fence down as it careered infield.

Lap six saw Moffat back in the lead, heading Bond, Seton, McPhee, McKay, Rush, Brock, Cooke, Sheldon, Holland, Meehan, Martin, Garth, West, Roberts, Keran, Bruch Hindhaugh in Beechey's



ABOVE, RIGHT and BELOW: Bib Stillwell's Falcon, which ran out of brakes coming into the notorious Forrest's Elbow and finished up smacking the bank. Driver Richard Knight was uninjured. In another incident, Rally ace, John Keran, was lucky to escape with a broken leg after his Torana and blew a tyre.



Pacer, Tholstrup, Holden, Goss and Grose. The Wright Ford car was retired with engine trouble and lap 11 saw Sheldon crash through a safety barrier at XL bend, the Monaro's retirement being greeted with disappointment by the spectators who had hoped to see it get up and challenge the Falcons. Aunger went out with the race an hour old, his Falcon blowing a head gasket.

McKay was the next to withdraw, switching his engine off just before a piston was about to disintegrate and coasting from the top of the mountain down to his pit. This was on lap 24, when the hard-driven Toranas were putting in a maximum challenge. Moffat had opened the gap over Bond to seven seconds, with Seton third, Brock fourth, Cooke fifth and Rush sixth, but being hounded by the Toranas of Holland, Garth and Reed.

Lap 27 saw Cooke in trouble, which was quickly diagnosed as a broken valve, the break occurring on the neck of the stem. Identical failures were soon to ground Bond's and Brock's cars. But before that, on lap 30, Bond



dropped 2 min. 38 sec. while a jet assembly was replaced and on lap 33 Seton fell out with a blown diff. Bond's temporary absence left Brock holding second place, some 44 sec. behind Moffat, running very comfortably now at around the 3 minute mark, McPhee was third, while West displaced Meehan to bring his blue Pacer up to fourth.

Lap 38 produced the worst crash of the race, when a tyre blew out on Keran at the fast left hand sweeper into McPhillamy Park Straight at the top of the circuit. His Torana was demolished against a fence and Keran suffered a compound leg fracture.

Round about the two hour mark, lap 40, the pits suddenly became very busy with cars coming in to refuel. Among the works Falcons, McPhee was first in for four tyres, fuel and oil and those of us in the pits heard a new hissing sound as the air jacks, operating through compressed air in rubber bags, lifted the car. These jacks had been such a closely kept secret that not even Seton knew they were in use until he stopped and suddenly found his car of



ABOVE: Last year's winner, Colin Bond, led the Torana attack and had his moment of glory in the opening laps when he led the Falcons. But carburettor and valve troubles put him out of the running. LEFT: Moffat wears his victory garland after his first Bathurst win. He was fourth outright last year.

the ground. McPhee was away again in just over two minutes, Ford reckoning that the jacks had carved at least a minute off their pit stops.

Brock refuelled on lap 45, his stop taking just 1 min. 38 sec., while Moffat pitted on the following lap to let West take the lead which he held until he in turn refuelled on lap 55. Spencer Martin had a painfully slow 2 min. 30 sec. stop and for a brief while, Brock led the race outright. Just before the three hour mark Bond's car was pushed to the rear of the pits to have a broken valve replaced. Brock suffered the same trouble at around the halfway mark.

So Moffat regained the lead and held it then to the finish, making his second scheduled stop in 2 min. 45 sec. and having an agonising moment when the starter solenoid looked like jamming. But all was well, the big engine fired on the second go and Moffat was away. And so the race wore on to the finish, with the two leading Falcons running like trains and the Toranas in a rather disorganised state suddenly finding themselves behind the leading Pacers.

In Class A, John Leffler had opened up a commanding lead in his Avonshod Mazda in the early stages over the works Datsuns, but his co-driver proved rather slower and lost some ground. West had to make an unscheduled stop to replace a damaged wheel, while Brock lost further time in the pits with starter motor trouble.

Moffat made no mistakes over the closing laps and took the chequered flag after 6 hrs. 33 min. 47 sec. of interesting, rather than exciting, motor racing. His winning time was almost exactly a minute slower than last year.

Bond was credited with the fastest lap at 2 min. 54 sec., with Moffat and Seton next fastest on 2 min. 55 sec. McPhee, Cooke, Roberts, Ritter, Reed and Morris each turned in 2 min. 56 sec. laps, which shows how competitive the Toranas really were when they were fully wound up.

Al Turner summed it all up at scrutineering the following day with this comment: "Harry Firth is a great competitor. He could have chosen to just win Class C, but he turned around and did his best to win the race outright."

For the first time in the history of the race, scrutineering was incident-free, so that the provisional results were confirmed by midday on the Monday. In passing, the Fords averaged around 7.5 mpg, while the Holden Dealer Team Toranas gave between 10-11 mpg and could have just gone through on two refuelling stops, although privateer Holland had to make a third stop because of surge. The two-barrel Pacers returned 8½ mpg, while the thirstier four-barrel versions gave 6.8 mpg.

25 in '25

Name:

Member of CRC since :

Driver / Navigator:

Favourite things

Rally:

Car manufacturer:

Racing driver/ sports personality:

First Car:

Dream Car:

Movie:

Actor / Actress:

Place to visit:

Childhood game/toy:

Band/ Musician:

Game:

Colour:

Ice cream/ sorbet flavor:

Season of the year:

Other interests / hobbies:

What would you do with \$100,000 ?

Pet Peeve:

Dog / Cat/ Other :

Five words that describe you:

Goal for the next 12 mths:

Something you'd like to get better at :

Something not many people know:

CRC CHAMPIONSHIP POINT SCORE 2025

Masters Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Ire of Man	SCRT	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
David Stephenson	40					40	1 st
Edel Dhondy	38 (m)					38	2 nd
Graham Pettit	36					36	=3 rd
Andrew Inglis	36					36	=3 rd
David Shaw	34					34	5 th
John Cooper	0						6 th

Masters Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Ire of Man	SCRT	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Mike Stephenson	40					40	1 st
Alan Walker	38 (m)					38	2 nd
Phill Stead	36					36	=3 rd
Martin Leaver	36					36	=3 rd
Ray Arthurs	34					34	5 th
Ross Warner	0						6 th

CRC CHAMPIONSHIP POINT SCORE 2025

Apprentice Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Ire of Man	SCRT	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Rob Panetta	30					15	1 st
Bruce Miller	28					14	2 nd
Bob Morey	26 (m)					13	3 rd
Michael Brandt	24 (m)					12	4 th
Joyce Lawrence	22 (m)					11	5 th
Helen Oste	20 (m)					10	6 th
Murray Baker	16					8	7 th
Geoff Bott	14					7	8 th

Apprentice Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Ire of Man	SCRT	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Lauren Walker	15					15	1 st
Andrew Taurins	14					14	2 nd
Teresa Morey	13 (m)					13	3 rd
Marina Thiveos	12 (m)					12	4 th
Susan Genner	11 (m)					11	5 th
Toby Oste	10 (m)					10	6 th
Nikki Baker	8					8	7 th
Glenn Evans	7					7	8 th

CRC CHAMPIONSHIP POINT SCORE 2025

Tour Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Ire of Man	SCRT	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Doug Barbour	20 (m)					20	1 st
Steven Davis	18					18	2 nd
Stephen Annabel	16					16	3 rd
Dennis Oste	13					13	=4 th
Frances Stephen-	13 (m)					13	=4 th
Greg Yates	10					10	6 th
Chris McDonald	8 (m)					8	7 th
Michael Malgo	6 (m)					6	8 th
Ryan Shaw	4 (m)					4	9 th
Frank Dess	0					0	10 th

Tour Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Ire of Man	SCRT	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Xanthea Boardman	20 (m)					20	1 st
Rochelle Prattley	18					18	2 nd
Jayne Annabel	16					16	3 rd
Karen Yates	10					10	4 th
Geoff Hemsall	6 (m)					6	5 th
Shelly Shaw	4 (m)					4	6 th
Wendy Dess	0					0	7 th

CRC Event Calendar 2025

Day	CRC Championship Events	Other events / notes
January		
Tuesday 28th		Club Meeting (Hawaiian shirt night!)
February		
Saturday 15th	Ire of Man TT (NA)	CRC - Martin Leaver, Andrew Inglis
Sunday 16th	Ire of Man TT (NA)	CRC - Martin Leaver, Andrew Inglis
Tuesday 25th		Club Meeting
March		
Thursday 6 - 8th	HRC - Tour of the Western Slopes	HRC - Historic Rally Club NSW
Tuesday 25th		Club Meeting
April		
Tuesday 22nd		Club Meeting
May		
Saturday 17th	Lunch run - Windsor to Patonga	CRC - Lui MacLennan, Alan Walker
Tuesday 27th	4 William St, Five Dock	Club Meeting
June		
Sunday 22nd	AROCA - Tour d'Course	AROCA / CRC - Martin Leaver
Tuesday 24th		Club Meeting
July		
Saturday 19th	Hidden Gems TOUR	CRC - Glenda Lawrence/Warren Herrick
Sunday 20th	Hidden Gems TOUR	CRC - Glenda Lawrence/Warren Herrick
Tuesday 22nd		Club Meeting
August		
Thur 7th - Sun 10th	Mallee Tour	HRC - Historic Rally Club NSW
Sunday 17th	CMC display Day	CRC - John Cooper
Tuesday 26th		Club Meeting
September		
Sunday 14th	Sheep Station Reliability Trial	Drivetek Motorsport - Jon Mansell
Tuesday 23rd		Club Meeting
October		
Saturday 18th	Alpine Classic (25th Anniversary)	CRC - Alan Walker
Sunday 19th	Alpine Classic (25th Anniversary)	CRC - Alan Walker
Tuesday 28th		Club Meeting
November		
Tuesday 25th		Club Meeting- AGM
December		
	CRC Xmas Party	CRC - Alan / Lauren Walker

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.