



# *Rally* **Directions**

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

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**March 2010**

## **Classic Car of the Month** **Mini Cooper**

The Mini, voted the second most influential car of the 20th century, after the Ford Model T, was designed in 1956 by Sir Alec Issigonis. It was first produced by the British Motor Corporation and its successor models and variants were produced from 1959 until 2000.

The original is considered an icon of the 1960s, and its space-saving front-wheel-drive layout influenced a generation of car-makers.

The Mini Cooper and Mini Cooper S, were both very successful rally cars, winning the Monte Carlo Rally 4 times from 64 until 1967.

## **CRC Trackday - Wakefield Park** **Monday 02 August**

With the closure of Oran Park at the end of last year the Classic Rally Club is returning to Wakefield Park Raceway for this years Trackday.

Note that Monday the 2nd August is a bank holiday in NSW but not a Public Holiday.

The entry form/disclaimer should be available with the April issue of Rally Directions so keep a look out for this. The entry fee this year will be \$120 per driver.

Drivers must have a minimum CAMS L2S competition licence or purchase a Wakefield Park licence for \$50 - valid for 12 months.

So heres your chance to blow the cobwebs out of the S.U's or

Webers and enjoy some enthusiastic driving on a circuit originally planned and built for Historic racing.

Mark the date on your calender

**... it's the only CRC  
event which allows  
you to dust off the  
crash-hat and not  
have to worry about  
losing points for  
wearing lead boots!**

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## Scrutineers

Please remember that these people are volunteers and carry out the scrutineering role as a service to fellow CRC members. If your are using a regional scrutineer please take a scrutineering form appropriate to the event.

Beb Fox (Bronze)	Canberra	(02) 6295 1115 (W)
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## DEADLINE FOR NEXT NEWSLETTER - 16 APRIL 2010

Classic Rally Club Meetings are held on the 4th Tuesday of each month, January to November from 7.30pm at Denistone Sports Club, 59 Chatham Road, West Ryde

## Please make phone calls before 9.00pm

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.



# Ms Pres Says

Welcome to the March edition of Rally Directions and the start of the real rally season. Since the last edition we've had Dave Johnson's lunch run to the Southern Highlands with lunch at the Sutton Forest Inn. As always in that part of the world, it was a lovely run and slightly less usual for that neck of the woods, gorgeous weather.

John Young had teed up lunch at the Inn and I'm sure I can speak for all that attended that a good time was had by all. In events such as these, route charting is the way to go and a tie breaker 'mystery question' is the only way to call a winner for the day. Dave had picked a corker – how many of you out there take note of when there's a dividing centre line in the road or not? And for those wierdos who might, do you measure it? Needless to say, guesswork came into play and the best guessers on the day were Steve and Brenda Cox, who went home with a cute little model of Whiff from Thomas the Tank Engine. Had you been there and been answering the questions en route, the significance of the prize would be understood. Thanks again to Dave and John for giving us all a great Sunday's outing.

The following weekend saw the first event in this year's championship calendar, Jeff West's Kosciuszko Classic. Westie managed to gather a fantastic field of fifty eight entries with a very healthy group of eighteen Masters contesting the top spot. Having spent the last couple of years in the driver's seat, it was great for me to be back on the left hand side. It was probably a bit of a double edged sword, as I knew there was going to a serious amount of rust in the brain but significant applications of lubricant seemed to get things moving! All in all, a great weekend though maybe a bit on the long side for



most. There was also the introduction of a new tie-breaker, which potentially made the oldest car the winner. It sounded good on paper but I'm not convinced – if anyone out there has any alternative ideas for a tie- breaker, please get in touch. It has been suggested that if a tie-breaker

has to be used for awards, then at least the equal runners should both receive equal points on the championship pointscore and I think I agree with that. Everyone put their thinking cap and let's try and come up with a better solution. Regardless of that, a big thankyou to Westie and all his officials for putting on a great weekend and getting the season off to a top start.

With the demise of the Highland Fling – and with their move to Grafton, it was hardly surprising that the Gibbs were forced to pull the plug – we have no championship event scheduled for April. Members of the CRC will still be busy though. Several members will be involved in the FoSC meeting at Mt Panorama over Easter, either competing or officialing. For those of you who have a spare day or so over the break, consider coming up to Bathurst and having a look. It's a fantastic meeting of historic and classic cars with around six hundred entries, so there's something for everyone. The CRC will again be manning the dummy grid, so if you're at a loose end, pop in and say hi!

Targa Tasmania, running at the end of April and into May, will also have a bunch of CRCers out on the road and also officialing, so it just goes to show that life within the club can be busy, even if we have no scheduled events.

The next event on the calendar will be the South Coast Classic,

running on the weekend of 15 and 16 May. Mike Stephenson assures me that everything is on track, so look out for the entry form and get it off soon. The overnight stop will be at Nowra this year which will be a pleasant change from previous years (and maybe gives Mike a chance to use a couple of officials from that part of the world – hint, hint!)

I've been sent some information by Ross Runnals from the HRA in Victoria about the BP Ultimate Rally, running from 6:00pm Thursday, 6th May till 3:00am Sunday 9th May. It's running as a navigational TRE and may well be worth considering. Have a look at [www.hra.org.au](http://www.hra.org.au) for information and consider being part of event that spans fifty two years!

Also on the email came the announcement of a two day event being run by Mountain Motorsports in the Bass Coast region of Victoria over the weekend of April 24 and 25. It involves navigation as well as driving tests on both days and is on fully sealed roads For more information, contact Tim McNielly on 0401 905777 or [tim@mountainsports.com.au](mailto:tim@mountainsports.com.au)

Somewhere in the mag will be Dave Johnson's report on the March desktop rally. I'd personally prefer that the results weren't published but I guess it's too late for that! I think that he and I must have been using a different compass. It will be of benefit to those who took up the challenge and also to those who may like to follow the completed route and figure out how his brain works – good luck! If you haven't tried a desktop rally, give it a go, as it is great training for when you're out on the road. Thanks Dave for putting it together and I just hope I have more luck with the next one!

Happy and safe motoring to you all. I'll see you on the blacktop or at the March meeting.

*Lui*

# February 2010 Desktop

By Dave Johnson

Here are the results of the last Desktop. Have a look at the description below as an explanation of why and what happened.

## Penalty points for desktops

Below are the penalty points to be applied when marking desktops. Each reference point has been treated as a Passage control we would find on a normal event;

Missing a reference point	35 points
WD into a reference point	25 points
WD out of a reference point	25 points
WD into and out of a reference point	35 points max
Visiting a reference point more than the correct number of times	25 points
Maximum points for rally	400 points

Pam Watson	75 points
Geoff Watson	135 points
Bob Morey	160 points
Carol Both	195 points
Gerry Both	220 points
Alan Watson	225 points
Lui MacLennan	400 points
Henry Stratton	400 points (maximum points allocated)

## Description of the event and interpretation of the instructions

The course started up at Commodore Heights in Ku-ring-gai Chase National Park. To get into the first via and Ref A you needed to use the track cutting across from abt. GR3383 2750 to GR 3359 2738 which was visually shorter than the minor road. Using the track brought you into A from the NNW.

You had to turn west as you approached State Route (SR) 3 as you have only crossed 1 Res boundary shortly after leaving A. Then using the minor road thru the base of the Y of Terrey Hills and

then the track to the south that curves around to meet SR 3 which you can now use as you have 2 more Res bdy crossings under your belt. Turn left (gen NE ) onto SR 3 and into B from WSW and TR (SSE) towards Belrose and using the track and minor road across the bridge to the Via then Left (gen N) up SR 3 and around into B from NNE and straight thru to the via near Turramurra and cross the RW between Gordon and Pymble RS. Now to plot the next leg we had to avoid bridges over water and so we have to head up towards Parramatta. Originally we had you going thru F, but when many didn't go thru F we checked it out again and realized that the N/S road between the "A" and the "R" of

PARRAMATTA didn't have a bridge on it even though it crossed water, it was therefore a legitimate use.

To get to this area there were 2 ways, both collecting 1 SR marker, one going up near Thornleigh and into D and the other --SHORTER --- down through Ryde and E. So via E was the correct route. As you now had to get down to the RJ at abt GR 3153 2551 then both ways appear similar in length (via F and Via rd between A/R) so there is no penalty for getting or not getting F.

You will note that the E/W road on the top of the R of Parramatta cuts the RW from Dundas to Rosehill. The instructions identified that thoroughfares broken by words or symbols were considered continuous, but as it is hard (but possible) to consider a RW a thoroughfare then it might be arguable to consider it continuous and therefore to remove any ambiguity I inserted "at least "before 8 required crossings of a RW instead of saying "9". Then down past Villawood RS and across to Yagoona to pick up a second SR marker and H. Then south past the P of Punchbowl and TR (West) thru J, then TL (SE) above the "b" of brickworks into K (M2).

Leave M2 to the west and then south thru "h" of chimney. Questionable if you were "within" 1km of a RS here. TR after the chimney and left just before the RW and TR across RW before Ingleburn but getting the 3 RSs. Under the Dual C'way thru "m" of Denham Court to M. Down the main drag to N (1st DM) and then NNW to get 1st locality at Cobbitty, thru "n" of Camden Aerodrome to come into O from WNW. Exit to NE and then S thru "g" of Macarthur Bridge to pick up a 2nd DM then TR and generally straight west to 2nd locality of Mt Hunter. Generally SE to Cawdor

( P ) and then S past Mt Prudhoe to Remembrance Drive then TR and straight into Y (remember we declared it a XR and picking up the last DM. Then TR to the Via . Continue straight on basically keeping left until you come to the RW just north of Thirlemere, then S keeping beside the RW all the way to Colo Vale. You have then kept within 1 km of an abandoned RW for at least 2 kms. (closer to 20 kms.) but that might have encouraged you to deviate as someone actually did. The words were “at least” . Now you have only passed 1 “aband” RS and if you plot to the next Via there are only an “abandoned” RS at Yanderra. So you have to leave Colo Vale to the SE to go around the Aylmerton block to get another aband RS. You crossed the Dual C’way so you can now cross an ‘active’ RW.

Then head north up to SR 89 and up to Yanderra, crossing a 500m contour somewhere along the way and then using the road mapped as unsealed into W from the S or SSW because it is shorter than around on the principal road nearer the RW. Then straight up SR 89 into the via and then Y leaving along the Maldon Road. There are only 3 “aband” RS around. Maldon, North Menagle and Camden Park. Easy to pass the last 2 on the left but Maldon might have seemed incorrect as you would need to go close to a landing ground, which we banned at the start of the Section, but now cleared as we have crossed the 500m contour. So around the block at Maldon – anticlockwise – getting V from the SE and TR to get the other two “aband” RSs.

Some people plotted R incorrectly at the northerly RJ and not the one with the DM and unfortunately received 2 WDs. No tricks just straight into Kentlyn.

A couple of people didn’t record

Q nor did they record an entry direction.

There are some examples in the entries submitted that indicate a bit of lack of attention to detail and a more disciplined approach to filling in the computerized form would improve some scores. A couple of directions completely omitted and at least one reference point 50kms of course. 2 people didn’t record the finish point Q.

I would like to comment on compass points as we gave a lot of tolerance in the stated directions.

There is 22 ½ degrees between each of the compass points that we normally use and there is a tendency when a road is nearly at one of the cardinal points (N S E W) but obviously not straight up and down or whatever to call it by its next adjoining point. A direction that is say 5 deg south of East will get called ESE when it is really closer to E than ESE but we tend to use the other in these cases only because that is the obvious direction we can identify.

Jeff West uses a simple compass rose on clear plastic that he can readily place over the map and uses the correct direction every time. It is an excellent idea and one that I can commend to you after looking at some of the interpretations submitted in this desktop. Ted Norman at Click Print gave these out to club members several years ago. Ted will be bringing some more along to the next CRC meeting.

Another point that I would like to make is about people who set our rallies. If during the running of the event or in marking/ scoring you become aware that your previous “correct” route is wrong, then fix it so competitors are not disadvantaged. Nothing

destroys the competitors faith in a director of an event (desktop or real on the road) when a mistake occurs or exists and it doesn’t get fixed. Please have the strength to rectify an anomaly even though you might have spent months on the section involved and it now needs neutralizing. I know that is why we have Stewards (except in AASA event) but when did we really have our last protest ?

I hope that these notes might help your future navigation.

- Dave.



# Speed

by Tony Kanak

Folks it is time to discuss a serious subject: **SPEED**- a single word that conjures up so many images, issues and memories...

Speed is simply defined as the distance covered by a person or device or thing, measured over a unit of time. Hence kilometres per hour, feet per second and so on are measures of speed, or velocity- for the physics students reading this article.

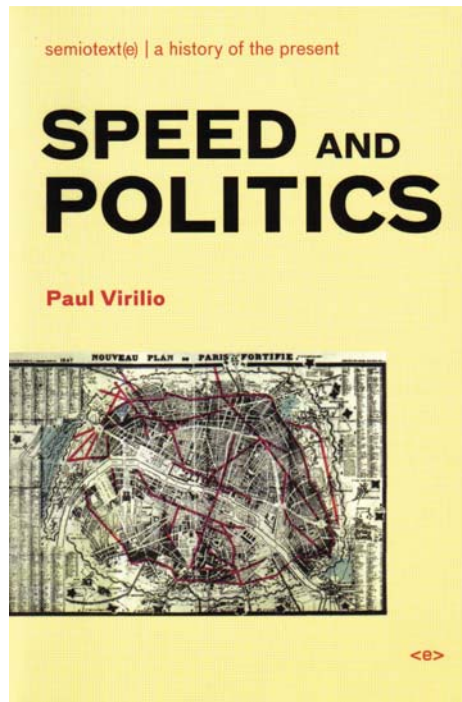


Speed, as a measure of motion is something we are all familiar with- and as motorists it is something we manage all of the time. Some of us motorists become a little blasé from time to time about tight control of speed and those who regulate the roads are looking closely at this situation. Speed, and even minor speeding over the speed limit has become a bogeyman in road safety circles. Publicly funded programs that may never end are attempting to ingrain the view that even a couple of kph over the limit is akin to drink driving as a social and legal offence. Once the career safety bureaucrats have succeeded in convincing the populace that the speed limit is like a safe/suicide situation akin to an on/off light switch where death or injury awaits excursions to the high side of the legal speed limit- then there will be clamour to lower the speed limit further to create more of a safe margin....

Is this depressing for the experienced competent motorist? YES!

Is there much that the CRC or the individual can do about this trend? Sadly not that much, but we can ensure that we don't hasten the ever more regulation process by behaving responsibly. This will keep the attention on the P Platers! (not that they all deserve it). Probably the most effective action

**Polling of the public seems to indicate too, a hardening of attitudes amongst drivers and non- drivers alike, against those who speed.**



is political action, engage with your local state and federal MP as a responsible motorist, to see where they stand on the subject of a future that doesn't unreasonably penalise and criminalise the motorist.

But first why all of the fuss, when we know about the "problems" with rigid speed limits?

No doubt in certain times and places the one size fits all, state

ceiling of 100kph except where higher is permitted can seem to be an annoying obstruction because weather, roads conditions, vehicle capability, prevention of boredom and myriad other factors cause many motorists to grin and bear

it, or go a little faster and risk the licence and wallet robbing consequences. However obeying the law is part of the social contract between the motorist citizen and government, and point to point speed detection and more tools and tricks are coming to make sure the motorist is getting the message.

The psychology of the process to obtain compliance is an interesting subject that will be discussed again in another time and place, but as we all know the latitude and penalties associated with exceeding the speed limit are becoming ever more severe, and record numbers of drivers are losing their licences to drive.

Polling of the public seems to indicate too, a hardening of attitudes amongst drivers and non-drivers alike, against those who speed. Today there are plenty of even 40 year old drivers who have rarely ventured out of the slow city motoring confines, or motorways or congested traffic conditions to explore the open road. I believe these non-enthusiast drivers tend to see themselves as adequately skilled machine operators, who gain no enjoyment from motoring and who surround themselves in an air conditioned sound lounge, isolated from the true task and skill characteristics that were associated with motoring in the past. To such drivers anyone going faster than them, or who dares, (gulp) to overtake without a formal passing lane is an idiot. Only driving their way at up to 99 kph is safe.

Against that sort of real world backdrop, motoring delusions of grandeur are not realistic on today's roads, in today's highly regulated Australia. Rail against excessive restrictions on your freedom if you must, but please don't do it as part of a CRC event. We have to manage the present for the club, and maintain the possibilities of the future.

Nostalgia, as a word, is almost as evocative as speed, and some of what is offered in this article may provoke a sense of loss of what once was, or a resentment of ever more focus on a stick but not a carrot approach for improving behaviour on the road.

Older CRC folk will remember the old prima-facie speed limit situation in NSW.

However more than 30 years of "continuous improvement" in the official responses to the road toll have produced

a never ending process to tighten and control how you may operate a vehicle. I don't need to list all of the changes, suffice to say that the adjustments to what you may do have been ratcheted tighter so often that the ratchet must just about be, er, rat....?

## **Contemporary Reality, Classic Cars and Perceptions about Safety**

I trust this focus on reality and the present era has demonstrated that why, no matter what we might wish was the case, on the public roads in this state the law is the reality which must be recognised.

CRC calendar events are not an EXTREME SPORT. As a car club with a focus on using these roads for recreational activities linked with driving there is no other position that we can take.

Classic cars that have been well maintained, developed or "restified" can have plenty of performance and can have reasonable safety characteristics compared to "cooking" variety sedans for the same era. When these cars are raced as per CAMS regulations though, mandatory equipment includes roll cages, helmets, suits, gloves, window nets

and so forth.

This is because we know how to provide this level of safety for circuit racers pushed to the limits.

These safety aids and precautions are appropriate for these cars, when they are being RACED, which involves aggressive

operation at high speed, in a way that is well beyond what was intended when the original vehicle was designed and made. Note that these circuit safety requirements are not a feature of the supp regs for CRC events.

These RACING type safety precautions are expensive, complex in some cases to provide, inhibit the originality of the vehicle and by consensus of the stakeholders (meaning CAMS, relevant insurers, the Police and the car clubs) these extra features are not required for safe operation of the vehicles on public roads used in accordance with the laws pertaining to contemporary motoring. To say it again, a touring

road event is certainly not a race type situation.

This continuing sanction to run these road-based CRC style of events "above the radar" is dependent upon reasonable attitudes and behaviour from participants. It is not a right that is guaranteed into the future.

I hope I have demonstrated again that CRC events are not therefore, about racing on the road. For sanctioned speed events of this Targa Tasmania type you need closed roads, and all of the requisite planning and approvals that are part of expensive to conduct events like Classic Adelaide and Targa Tasmania. It is self-evident that these events are a very different style of event to what we do in NSW in touring road assemblies and the like.

## **What we do try to provide - as a worthwhile motoring experience**

Now one of the guilty pleasures of driving somewhat faster than "normal" is the sense of heightened emotional state that one obtains from a mix of interaction with the vehicle's operating characteristics- that is accentuated by the higher than "normal" speed. What events like those in the CRC calendar do try to provide, in the face of progress, is access to less travelled interesting roads that are a rewarding drive in a classic vehicle at modest and legal speeds. Wanton speeding, especially into the more expensive infringement zones is ABSOLUTELY not part of the plan. In other words neither the CRC, nor the police, or the other motorists can in any way condone autobahn type speeds on typical secondary roads. Few in the club will see it a superb achievement either.

If there is no pleasure obtained from travelling these roads in CRC events at legal speeds then either your time with this sport is spent, or your car is too highly developed, or has become boring to you, or perhaps is too modern? The club is about classic vehicles, classic style navigation events and camaraderie. It is not a marque specific club. Please come along, be a part of it, enjoy it but don't threaten it! As has often been stated the CRC cannot offer all aspects of the potential automotive experience spectrum- for some experiences you need to look somewhere else.

### A Plea for Sense

We at CRC Headquarters have received some unfavourable comments about the driving of some vehicles in recent events. These comments were not only about pointless, even ostentatious excessive speed but also

inappropriate overtaking. Now so far we have not deigned to conduct tribunal type inquiries into such statements- but if need be, we can. Check the CAMS Manual for more information on the subject of judges of fact, conduct of tribunals etc. There is lots of material there...

Please make sensible driving a commitment for the 2010 CRC Calendar.

Don't allow it to be your big mistake that threatens the future of this classic motoring activity. Even the most radical driving and upper end vehicle performance still won't win you a sheep station. If you really have a serious need for speed, check out circuit opportunities like supersprints and regularity. These are accessible entry level events that show dramatically the differences between the

### Please make sensible driving a commitment for the 2010 CRC Calendar.

experience of cutting a perfect lap and annoying and or threatening other road users, yourself and your licence. If you want the noise and smell of burning rubber, flat gear changes and as much speed as you can find in a quarter mile try the drags at WSID on Wednesday afternoons/evenings. Organise a group of like minded folks to go

with you. Ask at a monthly CRC meeting for a show of interest- you might be surprised.

Expect to hear more about this subject of SPEED- **WE TAKE IT SERIOUSLY.**

Comments are welcome.

- Tony Kanak

## Celebrating 20 years of Classic Rallying

**Around 800kms of sensational NSW roads!**

**Mittagong » Goulburn » Lithgow » Millthorpe » Hartley**



## the 2010 Jaguar Mountain Rally

**Tour:** Fully Route Charted (NO CAMS licence required)

**Challenge:** basic map reading & Plotting (CAMS licence required)

## Sat 10 & Sun 11 July

**All for only \$395 per crew of two**

for full details see supp regs

..... for pre rally Friday night accomodation at Mittagong RSL Motel/Springs Motel...call Janelle on 4871 3133 & mention Jaguar Mountain Rally

**For further Details contact Gary & Wendy Maher 02 4571 1229**

**For entry forms and regs go to [www.jaguar.org.au](http://www.jaguar.org.au)**



# Lancia Delta HF Integrale

**Eric Young**

Last Month's Rally Directions rally car of the month excited me, my friend has the Lancia Delta HF Integrale that Greg Carr ran back in the late 80's. But it has not seen the light of day for many years.

The car was originally built for, and raced by, the Lancia works team, our Lancia Delta HF Integrale. It is left hand drive and fully prepared for rallying with six speed gearbox, new brake discs, pads, callipers, new turbocharger assembly and full urethane rock protection for safari type rally.

Every time I see this car in Ross's workshop just wish I could unpack it and take it home.

A true Champion Car and what a sound!



## History of the Lancia Delta HF Integrale

1988			
Rally of Portugal	Miki Biasion	Winner	WRC
Acropolis Rally	Miki Biasion	Winner	WRC
Argentina Rally	George Ricalde	Winner	WRC
Rally Australia	Greg Carr	Third (First Australian)	WRC & INTERNATIONAL
1989			
Rally Tasmania	Greg Carr	Winner	ARC
Forest Rally WA	Greg Carr	Winner	ARC
SA Rally	Greg Carr	Winner	ARC
Rally of Indonesia	Greg Carr	Retired while leading	APRC
Alpine Rally	Greg Carr	Winner	ARC & INTERNATIONAL
Rally Australia	Greg Carr	Retired while first Australian	WRC & APRC
Rally of Queensland	Greg Carr	Winner	ARC
Rally of Canberra	Greg Carr	Second (due to a flat tyre)	ARC & INTERNATIONAL
1990			
Rally of New Zealand	Greg Carr	Retired in top ten	WRC

ARC = Australian Rally Championship

WRC = World Rally Championship

APRC = Asia Pacific Rally Championship

# 2010 Kosciuszko Classic

Lui MacLennan

Car No 6 Lancia Fulvia

The weekend of the 6th and 7th March saw the third running of the Kosciuszko Classic, an event organised by Jeff West that alternates with his other major event, the Riverina Run. Jeff has now put twelve of these terrific events on and we owe him a big thankyou for giving us many great weekends away, whilst often frustrating our brains! Due to many hair tearing sessions, there are probably a few competitors who are somewhat less hirsute than some years ago – or should we be blaming the passing of time? I'm all for blaming Westie!

Many competitors had a leisurely drive down to Goulburn on the Friday evening and took advantage of accommodation and a pleasant meal with friends as a gentle lead in to the event itself.

For this crew, working on Friday night meant an early start on Saturday from Sydney and a scoot down the Hume on Saturday morning to the start. Registration was dealt with efficiently, windscreen banners applied and virginal maps marked up ready for destruction later in the event! There were many new faces, new members and some very tasty machinery that we'd not encountered before. A mighty field of 58 were ready for an enjoyable weekend.

After the usual drivers' briefing, it was time to hit the maps and get under way. Having plotted to lunch in the car park, we found ourselves heading generally west out of Goulburn (and waving merrily to the radar team in the 50kph zone), and then onto the old Cullerin Road to Gunning. Many crews missed a slight kink in the road and overshot a corner but the nice Mr West had

a strategically placed question on the Wollondilly River which saw everyone back on track in no time. It was soon after this that a set of the morning instructions was seen flying out the window of a car ahead of us. Had the Boths really spat the dummy this early in the piece or was the wind tunnel in the Alfa being a little devilish? A cautious but hasty U turn on their part proved it was the latter. A fine drizzle had set in by now but the country was showing the benefits of the summer rains that they've enjoyed this year – for once, Westie was having a 'green' rally.

After passing through Yass, we approached the navigator's nightmare of Bowning. Why is it that all the old tricks seem to happen in a town starting with 'B'? In this instance, a somewhat ambiguous description of an unmapped road saw several crews gaining points rapidly. By using a different interpretation to the Clerk of Course, they missed two passages and a VRC. That hurts.... It was, however, great to see our intrepid photographers Southy and Anne in the middle of town.

Having passed through Binalong (another 'B'), we moved onto the 1:100 000 map and made our way down to Jugiong via a herringbone for a well earned lunch. The road down was an absolute stunner and makes you realise just how lucky we are to have the opportunity to drive them. No one else en route from Sydney to Melbourne would ever think of using that road but what a joy they miss! Mechanical issues were starting to be raised. The Watsons had holed the sump but were soon on the way again due to a helpful local mechanic and the McAlpines were having problems as well. Lunch was not the most exciting affair of bangers





and rissoles on white bread but the good folk of Jugiong were all out there helping and the break was surely appreciated after more than 200 kms on the road.

With the 'new' Hume Highway now bypassing the town of Coolac, we were route charted down to Pettit – surely a missed opportunity to take advantage of the re-alignment but maybe access to the old road was limited. Once off

the main drag, we were again travelling some fantastic drivers' roads and on some fabulous stretches of tarmac that have never before been used on our

events. How many people do you know that have actually been to Adjungbilly?? We were, of course, being lulled into a false sense of security and as we approached Tumut, evidence of Mr West's evil mind came to the fore. Not being able to use bridges without being told so, a twenty odd km detour was necessary to follow the correct route. The detour also included some careful map reading in town, in order that we had the opportunity to visit Margaret and Jo at their passage control. More mechanicals in Tumut, with Simon Duff's new 'Targa car' running on empty – and that referred to water rather than fuel! Another sneaky bit of map reading was needed to avoid an IR penalty at Rosewood and a few crews fell foul again. More gorgeous roads and of course we're now surrounded by lush tracts of forestry plantings and apple orchards. Can it get any better? No but it can surely get worse! Finding the map trace on the map was easy for this crew – finding the actual road was a nightmare – to this day, I still don't know what happened but eventually we were on our way

**Finding the map trace on the map was easy for this crew – finding the actual road was a nightmare – to this day, I still don't know what happened but eventually we were on our way again**

again, refuelling both the vehicle and esky at Tumbarumba and heading up to the finish at Laurel Hill. Maybe 458 kms in one day (and that doesn't count the 200 kms to the start) is a tad long. As most of you will be aware, Laurel Hill is an old prison camp which is now set up to cater for group accommodation. With the prison theme in mind, Westie had suggested that competitors appear

that night as 'infamous characters'.

Most arrived tired but happy at the final control and settled onto the lawns, sharing beverages and nibbles but

as night began to fall, there was the emergence of many shady characters from the rooms. There were old prison lags, gangsters and molls and political figures from both the past and present. The most oft repeated guise however, was one that involved checked shirt, baggy short shorts and black shoes. I think there was usually a cushion stuffed in there somewhere as well and occasionally a bandaged knee. Who on earth could this infamous character be? The evening festivities were well received and our infamous characters paraded for judging. First placed crew were Adolf Hitler and Joseph Stalin (better known as Dave Shaw and Ray Arthurs), best female was the lovely Pauline Hanson (Trish Mills) and best male was Osama bin Lostalot (beautifully presented by John Bryson – and I challenge him to get through Sydney customs in that get up!) Four clean sheeting crews in the Masters and only six in the Tour was probably a reflection of Westie's demand for correct spelling to the observation questions but hey, it was in the regs and at the





top of each question sheet. One witty crew suggested that they might substitute a spell checker for the Halda on Westie's next event! Perhaps Mr West should also be losing championship points for spelling the name of the event as both Kosciuszko and Kosciuszko??? Refer cover sheet vs page 1 of Instructions!

Sunday dawned bright and beautiful after a thunder, lightning and rain storm during the night. Big brekkie was had by all and we gathered near the cars to collect the instructions for the next morning's run. This sad navigator was struggling a little, which I'm sure had nothing to do with the lack of sleep and excess of soda water the night before but there was a rally to complete and complete it, we must. We hit the road and again were travelling through the scenic forestry plantings of the Southern Alps. Plotting on the run has its downside when on winding roads but eventually most things fell into place and I'm assured the scenery was wonderful. Again, an ambiguous wording of a via had me worried. Cross a line drawn between two points means (to me) that the line is between the two points – not through and beyond for about ten kms! Grrrrrrrrrr... Time lost but we didn't seem to be the only ones losing it. I started counting the crews beside the road and vehicles opposing us and we were gradually climbing up the running order. Having passed through Gundagai and waved to the dog on the tuckerbox, we were back on the 1:000 000 map. I'm not sure why I detest these maps but I guess it's just a lack of familiarity. Again we were using roads less travelled on our way back to re-visit Jugiong (and why couldn't we have stopped for a break at the Long Track Cafe??). Mr West missed a golden opportunity to take advantage of a road re-alignment on the way but

no doubt he's now filed it away for use in the future and we'll all be kicking ourselves when he catches us napping next time.

From Jugiong, we were heading generally north on the fabulous McMahons Reef Road, where Glen & Joyce Innes were ready to pounce on many unsuspecting crews with an IR penalty but lunch at Binalong was beckoning and we were on the homeward run.

The good ladies of Binalong again put on a great spread for us, we bought their raffle tickets and the team of Eric & Jenny Young didn't go home empty handed. I'd like to point out that the hamper they won looked a damned sight better than the one that Darren and I picked up three years ago! From Binalong, it was fairly plain sailing (with a little bit of bastardry thrown in at Bowring for good measure) to the sting in the tail close to the finish. Mr West had redefined a T Junction to state that when entering, you had to travel 'up' the riser of the T. Lots of crews didn't and paid the price. It was with sighs of relief that we finally made it back to Goulburn to be told of an horrific accident between there and Marulan (ie home). For this reason, most crews bid a hasty farewell and hoped to avoid the traffic jam by taking the Bungonia road. One dopey navigator chose the scenic route via Windellama but hey, it was a really nice (long) detour back to the Hume. Those heading south didn't fare so well either. Both the Hume and Sturt highways were cut due to flooding but some imaginative plotting solved the problem.

A huge thanks to Westie and his band of helpers for putting on a fantastic event for the start of the CRC season. It was a well executed event and sent many happy punters home with smiles on their faces. Results and photos are included in the mag.

















# Northern Spin on the Kosi

by Heather Dux Triumph 2500 PI

Your northern correspondents headed south once again to take part in the Kosciuszko Classic organised by our own inimitable Prof. West. This time, we had a passenger, my younger sister, Glenys. Don thought she might like to share our experience so she would know what we enjoy so much about these rallies. Now, Glenys is my junior by 3 ½ years and when young, we fought like cats and dogs. I think the age difference was a barrier. She was a skinny little kid with a wicked left hook which I often felt after she found out I'd ratted on her over

On Saturday morning we attended the briefing at the Sports ground and I think Glenys was befuddled after the first five minutes. Then we took off. The poor woman was sitting in the middle of the back seat so she had good viewing access through the windscreen. While we were on good tarmac everything was fine but once we hit some rough road or dirt roads, she got rocked around quite a bit.

She's not tall but Don reckoned that if she hadn't had a seat belt on she'd have dented the roof from the inside.

She saved our bacon a couple of times and prevented us from doing some circles like Alan Cherry does to re-adjust his Fred Flintstone trip meter. While I was bossing Don around

she spotted the answers to some of the questions, bless her little cotton socks. As usual, we made mistakes and on Sunday morning, we got a WD/IR!!! We have entered the company of some very prominent people who have more expertise than we do and they have WDeed too. We feel privileged to be a part of this stellar group but I think once could be enough.

Back to Saturday and the dinner. The quest for Jeff to have our ralliers to dress up as disreputable people was hilarious. There were some really despicable people who showed up but the cream of the crop, to my mind, was John Cooper. Three people came as our beloved leader, Prof. West, patron saint of flannies and stubbies [the shorts]! One was a lady, you were

too pretty Pam and John's rival, Alan, was too slim. What made John our choice was the fact that this crafty chappie was the equal of devious Jeffrey; he 'borrowed'

**While we were on good tarmac everything was fine but once we hit some rough road or dirt roads, she got rocked around quite a bit.**

Jeff's daggy, faded outside stubbies from his bag and wore them with an old flannie and a huge pillow up the front. There was a very

unspeakable object protruding from his left stubby leg at times which I must say has never been observed when the Prof. was wearing his signature attire. I think most of us were sore with laughter. There were a few 'hoods' 'ggod time girls' and our beloved Margaret and Jo who came along as a pair of rough looking convicts. Osama bin Lostalot was also there. Our members who couldn't make it certainly missed out on a great night. The food was great too and compared with the last Kosi, the weather was balmy.

Sunday morning promised some heavy storms but fortunately they stayed well away from us but the lightning looked rather severe. I can imagine if it had headed our way, many of our classic cars would have been looking for bridges and overpasses to hide under. The whole Rally was great fun and I think Glenys enjoyed herself even though she and her family are 'sports nuts' rather than 'car nuts'. It has given her an idea to hold a very modified 'rally' in Yeppoon to raise funds for one of her granddaughters to give to Charity. As usual, our beloved green lady performed like the gentlewoman she is. They don't build them like that these days!! We can't wait for the Jaguar Mountain Classic to be on the road again. Thanks Jeff for a wonderful time.



some misdemeanour. So you can imagine my thoughts about her sitting behind me during a six day trip! I think marriage, maturity, motherhood and grannyhood must have mellowed her because she behaved impeccably and I didn't have to worry about a belt around the ear for old time's sake. We travelled through some rain, through Gloucester and down the freeways to get to Goulburn by Friday afternoon. Eric Young had booked a table for us at the Paragon Cafe for dinner on Friday night and seven of us including Cherries, Youngs and us rolled up for our usual marvellous meal. This has become something of a tradition because their mixed grill includes lamb's fry which may be among Eric and Don's favourite foods.



## 2010 Outback Trial

**The Frontier Services 2010 Classic Outback Trial promises another unforgettable outback motor sport experience.**

The second Classic Outback Trial will be staged throughout western and central New South Wales in August this year following enthusiastic acceptance from the competitors, local communities and sponsors that participated in the 2009 Trial.

The 2010 event will again be sponsored by outback services provider Frontier Services who will use the event to create awareness of their Outback Links Program. This important program helps to reduce isolation and disadvantage in outback Australia by linking appropriately skilled and gifted

volunteers with people who could use a helping hand. Entrants in the Frontier Services 2010 Classic Outback Trial from 22 - 28 August will be tested over more than 25 special stages, ranging from rugged bush tracks to great forest roads.

This is a full on rally event, with competitive sections timed to the second linked by transport sections.

Competitive sections will vary from 8kms to over 60kms, over challenging farm and forest tracks. The event is for the serious rally competitor, but as in 2009 there is no night running, which allows participants to get together each night to swap stories over a drink or two.

For further information including supplementary regulations and entry form, contact: Philip Bernadou on:  
T: 03 9836 9911 M: 0412 498 602  
E: [pora1@bigpond.net.au](mailto:pora1@bigpond.net.au)  
[www.classicoutbacktrial.com.au](http://www.classicoutbacktrial.com.au)



## 1936 Stainless Steel Ford

This is the 1936 Ford Tudor Sedan built for and owned by Allegheny Ludlum Steel. This is 1 of only 4 in existence and is the only one currently running & in road worthy condition.

These cars were built using 100% stainless steel body work for Allegheny, as promotional and marketing projects. The top salesmen each year were given the honor of being able to drive them for one year.

The v-8 engine (max 85 hp) ran like a sewing machine and was surprisingly smooth and quiet.



# South Coast Classic Rally

**15th and 16th May 2010**

**The Classic Rally Club NSW invites members and members of CAMS associated clubs to enter a multi-club Touring Assembly. Those new to the sport can also be accommodated with provision of a 30 day CAMS licence and club membership for a reasonable cost.**

The event starts with breakfast at Centennial Park, Bowral then travelling to Nowra on Saturday with overnight accommodation and dinner at the Archer Resort and finishing at Sutton Forrest on Sunday afternoon. The route takes in the scenic views of the South Coast as well as the hinterland around Wollongong, Kiama, Nowra,

Kangaroo Valley and the Southern Highlands.

The route covers approximately 750 kilometres of great roads with approximately 4 kilometres of VERY good unsealed road over the two days. The rally is untimed with three levels of entries: Tour, Apprentices and Masters. The Tour is route charted so that any entrant is capable of successfully completing the event. The Apprentice and Masters levels require map reading skills and an understanding of classic rally navigation.

The entry fee remains at a low \$396 per team of two (additional crew \$160) which includes the rally pack, breakfast, lunch, dinner and

accommodation on Saturday and breakfast and lunch on Sunday. All you need is a registered road worthy car, a friend of a suitable age to be a navigator or driver and you could enter the event at a level that suits your experience.

Entry is limited to 60 teams so make sure you mark the weekend of the 15th and 16th of May and join us.

Entries close Friday the 30th of April 2010

Contact Mike Stephenson on (02) 9674 6608 or [stephenson@tpg.com.au](mailto:stephenson@tpg.com.au)

## 2010 Wings Wheels & Wine

**Saturday May 1st 2010 – Mudgee Airport**

Dear Exhibitor,

“Wings Wheels & Wine” is a one day event staged by the Mudgee Aero Club annually at the Mudgee Airport in Central Western NSW and annually attracts around 5000 patrons. As the name implies, the day encompasses an exciting array of aircraft, motor vehicle and regional Wine & Food displays and exhibits. The organising committee would like to invite your Club and its members to Mudgee on Saturday May 1st 2010 to participate in the day by putting your vehicles on display. On the day, a number of prizes will be awarded to vehicles chosen by all participating Club members and by visiting vehicle enthusiasts.

As your members may choose to make a weekend of the trip, we would encourage you to make

early accommodation enquiries through the Mudgee Region Visitor Information Centre directly on 02 6372 1020 or via [www.visitmudgeeregion.com.au](http://www.visitmudgeeregion.com.au).

**‘the day encompasses an exciting array of aircraft, motor vehicle and regional Wine & Food displays and exhibits.’**

“Wings Wheels & Wine” is now in its fifth year and is attracting more and more response each year. It is an exciting event in a beautiful part of NSW. In 2010 WW&W also coincides with a Race meeting at the Mudgee Racecourse on Sunday May 2nd so why not stay and really make a weekend of it?

The Committee would welcome your Club’s participation as an exhibitor. The attached registration form is required (completed) no later than March 31st 2010 and preferably as soon as possible. Each Club Vehicle participating will receive a FREE Pass for the driver however, any additional passengers will be asked to pay the modest entry price at the gate on arrival.

Tickets will be available online at [www.wingswheelsandwine.com.au](http://www.wingswheelsandwine.com.au)

We look forward to your participation.

Penny Ferguson  
Event Marketing Coordinator

# Tour d'Corse

6th June 2010

Join the Alfa Romeo Owners Club of Australia and friends for the Tour d'Corse – a Touring Assembly with 3 levels of navigation – Masters, Apprentices and Tour. The event will be an un-timed navigational event with straightforward instructions, covering a distance of around 300 kms on 99% sealed roads.

The roads used are some of the best driver's roads within a reasonable distance of Sydney and travel through some beautiful countryside.

The Tour d'Corse has a well deserved reputation for fine coffee and food, and this event will be no exception.

Masters will be provided with the usual navigation problems sufficient to determine a winner.

Apprentices will be given the same instructions as the Masters but with advice to navigators to ease the brain strain. The Tour category will be provided with simple route charted instructions but with a few extra challenges to ensure a winner.

The start and finish will be at the Mittagong RSL Club where breakfast can be purchased from 6am. The first car will be away at 9.30am. Lunch, which is included in the entry fee, is after around 140 kms.

All official maps will be supplied and all CAMS affiliated clubs are invited.

The Supplementary regulations will soon be available on the AROCA and CRC websites. Please direct any enquiries to Tony Wise on 0417 211 848 or [tmwise@bigpond.net.au](mailto:tmwise@bigpond.net.au)



## Oran Park Narellan NSW - The End

Photographs by Garth Taylor





# CRC at the 2010 Blayney BillyCart Bash

A few members and their friends were involved in an unofficial jaunt to Blayney on the weekend of 13/14 February to do a recce of the Blayney BillyCart Bash. This is an event that was huge in the '60s and has recently had a revival as a fundraiser for the various charity and sporting groups in Blayney that support young people.

Ron Cooper was 'group leader' and organised us for the weekend. Gathering at Glenbrook at the base of the Blue Mountains, we had a scenic trip to Blayney via many a rally 'back road', including the infamous Sodwalls Super Highway. A pitstop at the O'Connell Pub was a pleasant break and then it was off to Blayney and into the mother of all storms as we approached the town!

Motel accommodation was organised prior to us leaving and after drying out, we sauntered to the local pub for a pleasant evening's meal with our mates. We were also joined by the organisers of the Bash, who were thrilled that the CRC had made the effort to be there.

Up bright and early on the Sunday morning, we were greeted by a rather dismal looking day but we had important billycart spying to be done, so after a great brekkie in the main street, we made our way to the track. Parking had been organised for us to be 'on display' and the PA made regular comments about the classic cars that were to be admired.



The billycart races ranged from Under 8s in sedate machines to Open Classes in high spec monsters being piloted by the speed demons of the town. We were there to observe and take notes on what was the best set-up. Some of them were seriously fast, whilst others had to be pushed over the finish line! They were all fun to watch.

By lunch time, we'd had enough of the foul weather and decided to pull up stumps and head home. Suffice to say that there may well be two or three entrants from the CRC in 2011.

At this stage, my plan is to book out the cheap and cheerful motel we stayed in (24 rooms) and make it an official CRC social event for 2011! I'll keep you posted. Thanks to Ron Cooper - it was a hoot of a weekend.





# Classic Rally Club Farewell to Summer Lunch Run February 28, 2010

**Steven & Brenda Cox**

**The morning of the February 28th began with prospects of a fine day to mark the end of summer. I left home at 7.15am with a reasonably tight schedule involving picking up Brenda from work at the Naval base at Woolloomooloo at 8.00am and then getting to Sutherland station for the 9.00 start of the CRC Lunch Run.**

As there is no time to waste, and I was not familiar with leaving the city to the South, I decided to rely on technology by using the GPS mapping function in my mobile phone. All was fine until I misunderstood an instruction at a highway exit which led to that dreaded message; "Recalculating Route". Things then went very astray, with requests to "Turn Right" at a number of intersections with No Right Turn signs.

We eventually found our way to the start point at 9.30 with the last 2 cars still to leave. We were issued our instructions and headed off feeling much more comfortable with my wife Brenda looking after the task of navigation. A quick check of the question sheet revealed that we should be counting railway boxes painted with murals, which we immediately began, hoping we had not missed any. As we headed up the highway and towards the Royal National Park I

decided that we should get some fuel. A small detour and all was sorted. Our route to rejoin the rally took us back past the start point so we had a chance to check our count of the railway boxes.

Onward to the scenic drive through the Royal National Park passing two fantastic lookouts, along the spectacular Seacliff Bridge and on through Stanwell Park. After the climb up Bulli Pass we had to negotiate the tangle of highway ramps to arrive at the lookout and Café for a brief stop.

Dave Johnson's "Tourist info notes" were very interesting reading ... what was possible without the red tape of our events today.

Heading on through Douglas Park and along a lovely section of road across the river and under the rocky outcrops before travelling to Picton. A quick "U" turn after missing a TL sent us across an amazing old bridge that I was not aware existed although had visited Picton many times.

Thirlmere was the next interesting township on our route with a railway crossing and a number of

questions in close proximity. The correct answer Dave Johnson was wanting to a question regarding a sign on the approach to the railway crossing was "Steam Locomotive". Many discussions were held

at the finish regarding the interpretation of this item.

A leisurely drive from here through Hilltop, over the freeway and along Old

South Road to Mittagong, then up Oxley Hill and over the pristine hills behind Bowral. On through Berrima to an 840m sample of the freeway on the way to the finish at Sutton Forest Inn.

Now looking forwards to a great lunch ... but the mystery question.... Cast the memory back.... Was there any centerline marking on Old South Road? - I don't think so. Where did it start? A quick calculation to where we turned back onto the highway (definitely had lines) ...11km ... that will do for our answer. Turns out that the correct point was the intersection before. 10.54km.

Thanks to Dave Johnson for setting a great event, fantastic roads and scenery.

# Kosciusko Classic Results

## Masters & Apps

Placing in Category		AM Pen+										AM Pen										Grand Total													
Car No	Crew	Car	Category	Majors	M/P's	VRCs	Quest	Other	Sub-total	Total	Sat	Majors	M/P's	VRCs	Quest	Other	Sat Total	Majors	M/P's	VRCs	Quest	Other	Sat Total	Majors	M/P's	VRCs	Quest	Other	Sat Total	Majors	M/P's	VRCs	Quest	Other	
6	Darren Taylor / Lui MacLennan	69 Lancia Fulvia	Mast	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	0	11	0	11	0	0	0	0	11	0	0	0	11	1
15	David Wigley / Robert Smith	85 BMW JPS 323i	Mast	0	0	0	0	0	0	25	0	0	0	0	0	0	0	25	0	0	0	0	0	25	0	0	0	0	0	25	0	0	0	25	2
17	Michael Olsson / Harriet Jordan	92 Mazda MX5	Mast	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	25	0	0	11	0	11	0	25	0	0	11	0	0	0	36	3
18	Dominic Votano/ M Stephenson	78 Commodore	Mast	0	0	0	0	0	0	11	0	0	0	0	0	0	0	11	0	25	0	0	11	0	11	0	25	0	0	11	0	0	0	36	4
9	Gerry Both / Carol Both	73 Alfa 105 Veloce	Mast	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	25	0	0	11	0	11	0	25	0	0	11	0	0	0	47	5
16	Tony South / Ted Norman	70Ford Escort	Mast	0	0	0	0	0	0	22	0	0	0	0	0	0	0	22	0	25	0	0	0	22	0	25	0	0	0	22	0	0	0	47	6
2	Garth Taylor / Adrian Kinslor	61 Jaguar Mk 2	Mast	0	0	0	0	0	0	11	0	0	0	0	0	0	0	11	0	25	24	0	0	11	0	25	24	0	0	11	0	0	60	7	
1	Alan Watson / Pam Watson	78 Mercedes 250SE	Mast	0	0	0	0	0	0	22	0	0	0	0	0	11	0	33	0	0	0	24	11	33	0	0	0	0	24	11	68	8			
7	Barry Ferguson / Dave Johnson	86 Nissan 300 ZX	Mast	0	0	0	0	0	0	25	0	0	0	0	0	11	0	36	0	25	0	11	72	9	36	0	25	0	11	72	9	72	9		
8	Beb Fox / Tony Best	67 Volvo 142S	Mast	0	0	0	11	0	11	0	0	0	0	0	0	11	0	47	0	25	0	0	72	10	47	0	25	0	0	72	10	72	10		
13	David Shaw / Ray Arthurs	83 Datsun 280 ZX	Mast	0	0	0	11	0	11	0	0	0	0	0	0	11	0	47	0	25	0	0	72	11	47	0	25	0	0	72	11	72	11		
3	Gary Maher / Wendy Maher	69 Volvo P 1800	Mast	0	70	12	0	0	82	0	35	0	0	117	0	0	0	128	0	25	0	0	153	12	128	0	25	0	0	153	12	153	12		
10	Kay Thompson/Graham Thompson	90 Mitsubishi GTO	Mast	0	0	0	11	0	11	0	60	12	33	116	0	0	0	141	0	25	0	11	177	13	141	0	25	0	11	177	13	177	13		
11	Gerry Crown / John Bryson	80 Aston Martin V8	Mast	0	70	24	77	0	171	0	70	12	110	363	0	25	0	410	0	35	0	55	500	14	410	0	35	0	55	500	14	500	14		
14	Steve Blair / Arthur Evans	88 Delta Integrale	M/A	0	35	12	99	0	146	0	0	0	66	212	0	0	0	234	0	25	0	22	281	14	234	0	25	0	22	281	14	281	14		
12	John Young / Helen Young	74 Datsun 260Z	Mast	0	0	0	11	0	11	0	25	0	44	80	0	35	24	638	0	0	0	0	638	12	638	0	0	0	0	638	12	638	12		
4	Rob Mifsud / Starr Mifsud	89 Porsche Carrera	Mast	0	0	0	0	0	0	0	0	0	0	0	400	DNS	800	0	0	0	0	0	800	4	400	0	0	0	400	400	DNF	800	4		
5	Bob Morey / Teresa Morey	76 Alfetta GT	Mast	0	0	0	0	0	0	22	82	400	DNS	882	0	0	0	482	400	DNF	882	5	882	5	482	400	DNF	882	5	882	5	882	5		
25	Tony Wise / Alan Walker	74 Alfetta 1.8	App	0	0	0	0	11	0	11	0	0	0	11	0	0	22	22	0	25	0	0	47	1	22	0	25	0	0	47	1	47	1		
21	G Francis / T Norman / J Pattison	98 Subaru WRX	App	0	0	0	0	0	0	35	0	0	35	0	0	11	0	46	0	25	24	11	106	2	46	0	25	24	11	106	2	106	2		
26	P Kenny / W Brocklebank	92 Mazda MX5	App	0	70	12	22	0	104	0	25	12	11	152	0	11	0	188	0	25	0	22	235	3	188	0	25	0	22	235	3	235	3		
23	Steve Friend / Peter Dunlop	61 Mercedes 220S	App	0	70	12	0	0	82	0	35	12	33	162	0	33	0	220	0	25	36	55	336	4	220	0	25	36	55	336	4	336	4		
24	Ian Packard / Bill Stevenson	78 Peugeot 504	App	0	0	0	11	0	11	0	60	12	88	171	0	70	27	345	0	25	12	22	404	5	345	0	25	12	22	404	5	404	5		
28	M Bryson / A Beacham	77 Mitsubishi Lancer	App	0	70	24	55	0	149	0	95	12	99	355	0	33	0	413	0	25	0	33	471	6	413	0	25	0	33	471	6	471	6		
27	Robert Neilson / Rob Wilson	72 Datsun 1600	App	0	0	0	0	33	0	33	0	70	12	88	203	35	498	0	25	24	55	602	7	498	0	25	24	55	602	7	602	7			
22	Len Zech / Glenn Evans	95 Porsche 928 GTS	Ap/T	0	25	0	11	0	36	0	70	0	132	238	0	25	0	263	0	0	0	11	274	8	263	0	0	0	11	274	8	274	8		



## Tour

Rally Directions, March 2010 | **2**

## A minute with ... Steven Cox

<b>Nickname:</b>	Coxy
<b>CRC member since:</b>	2008
<b>Driver or Navigator &amp; Why?</b>	Driver (motion sickness navigating)
<b>Favourite Rally as a competitor:</b>	2GO State Championship 1987
<b>Current Rally Car:</b>	Nissan S12 Gazelle
<b>My Dream Car:</b>	???
<b>Favourite Racing Driver:</b>	Ari Vatanen
<b>Favourite Movie:</b>	Star wars - pod racing looks like fun!
<b>Favourite Food:</b>	My wife's smoked salmon lasagna
<b>Favourite Drink:</b>	A good wine, Baileys
<b>Favourite place to visit in NSW:</b>	Hawkesbury river
<b>Other Interests/Hobbies:</b>	Boating (refer above)
<b>What would you do with \$100,000?</b>	Build a 4wd turbo forest car ?
<b>My pet Hate:</b>	Un-courteous & impatient drivers
<b>My Greatest Fear:</b>	Big drops on the edge of the road (falling off!)
<b>5 words that describe me:</b>	Quiet, Analytical, Logical, Creative, Positive.



## Comedy Corner

### Women Drivers ...

This morning on the Freeway, I looked over to my left and there was a Woman in a brand new Holden Calais doing 110 kms per hr with her face up next to her rear view mirror, putting on her eyeliner.

I looked away for a couple seconds, and when I looked back she was halfway over in my lane, still working on that makeup.

As a man, I don't scare easily, but she scared me so much;

I dropped my electric shaver, which knocked the meat pie out of my other hand. In all the confusion of trying to straighten out the car using my knees against the steering wheel, it knocked my mobile phone away from my ear which fell into the coffee between

my legs, splashed, and burned Big Jim and the Twins, ruined the darn phone, soaked my trousers, and disconnected an important call.

Bloody women drivers!!



### Ideal Scooter from Kay Harlor

I know that it doesn't match your mode(s) of transport, but I am thinking of buying myself a new scooter.

I wanted something that was easy on petrol, could get me down to the local coffee shops, and would not stir up the local parking cops when I parked in the disabled parking spot.

This would seem to meet my EVERY need.



## The Mechanic

A gynaecologist had become fed up with insurance and paperwork and was burned out. Hoping to try another career where skilful hands would be beneficial, he decided to become a mechanic. He went to the local technical college, signed up for classes, attended diligently, and learned all he could.

When the time for the practical exam approached, the gynaecologist prepared carefully for weeks and completed the exam with tremendous skill.

When the results came back, he was surprised to find that he had obtained a score of 150%.

## The Navigator

It's the Alpine Rally and one of the control officials notices that a man driving a beautiful red Ferrari without a navigator. He leans over and asks the driver if he has a navigator.

'No,' says the driver. 'The seat is empty.'

'This is incredible', said the the control official.

Fearing an error, he called the instructor, saying, "I don't want to appear ungrateful for such an outstanding result, but I wonder if there is an error in the marking."

The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark. You put the engine back together again perfectly, which is also worth 50% of the mark." After a pause, the instructor added, "I gave you an extra 50% because you did it all through the muffler, which I've never seen done in my entire life".

'What navigator in their right mind would miss out on a seat in a fabulous car like this in the Alpine Rally?'

The driver says 'Well, actually, normally my wife navigates for me, but she passed away recently. This is the first Alpine Rally we haven't been on together since the very first one.'

## The Used Car

It was a small town and the patrolman was making his evening rounds. As he was checking a used car lot, he came upon two little old ladies sitting in a used car. He stopped and asked them why they were sitting there in the car. Were they trying to steal it?

"Heavens no, we bought it."

"Then why don't you drive it away."

"We can't drive."

"Then why did you buy it?"

"We were told that if we bought a Used car here we'd get screwed ... so we're just waiting."

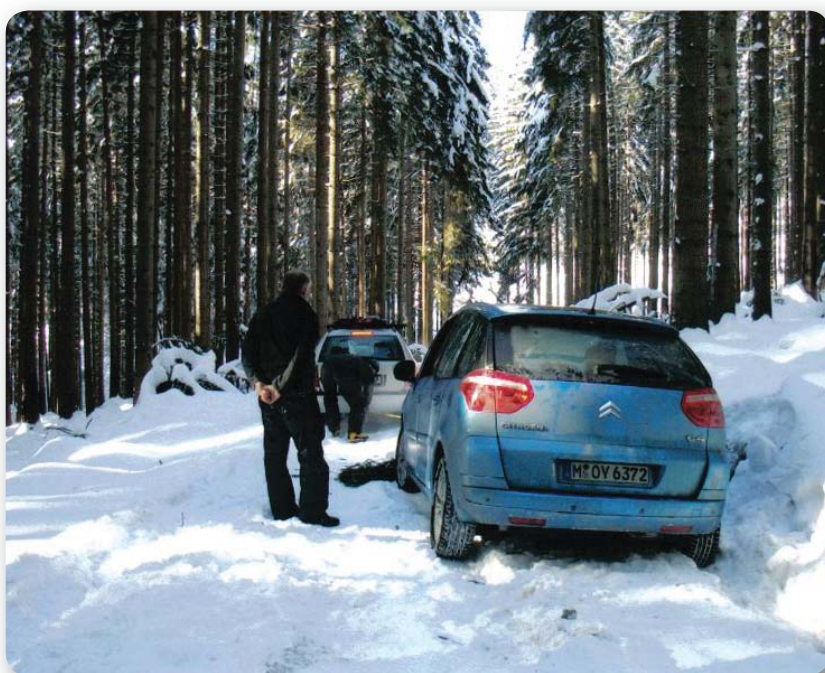
The control official says, 'Oh .... I'm sorry to hear that. That's terrible. But couldn't you find someone else, a friend or relative, or even a neighbour to take her place?'

The man shakes his head 'No, they're all at the funeral.'

## Mystery Member



See the back cover for the name of this months Mystery Member



"Secret rally route reconnaissance strikes a soft patch."

# CRC Classifieds

## For sale and Wanted

### FOR SALE

#### 1972 W108 Mercedes Benz 280se 3.5L



Excellent condition inside and out  
Mechanically A1  
4th owner  
Matching numbers  
Comes with all original documents and log books  
\$27,500

#### Original Italvolanti steering wheel

Refurbished wood  
\$400.00



Darren Taylor  
0419 016 075  
dtaylor1234@optusnet.com.au

### WANTED

#### Parts for Datsun 1600

Driver's side (both) doors, bonnet, and front bumper bar.

Roger Gottlob  
(02) 6274 6690 (W)  
(02) 6241 3169 (H)  
rogerandgillian@actewagl.net.au

### FOR SALE

#### Refurbished Philtronic Rallytrip OR Halda Twinmaster

After last week's Classic Adelaide, I now have a redundant Philtronic Rallytrip, refurbished by Phil@philtronics, for sale.

It failed during scrutineering, so I sent it to be refurbished. But as it did not arrive back in Adelaide in time, I purchased a new Monit and that is now installed in the car. As I cannot be bothered taking out the Monit to replace the Rallytrip, I'll sell the Rallytrip to the best offeror. It needs a probe/sensor, available from Philtronic for \$100.

Alternatively, I also have a genuine Halda Twinmaster, metal casing, with plenty of gears and a T piece, in my 67 Alfa Duetto. I might sell that instead of the Rallytrip – and install the Rallytrip in the Alfa. But probably not, as it's nice to have a period Halda in the Alfa!

The choice is yours. First in best dressed.

Kingsley Wallman  
0421 685 820

### WANTED

#### Old Vinyl

If you have old records taking up storage space, a young enthusiast would like to take them off your hands.

Lui's son, Duncan, a budding young music producer, not only enjoys listening to the old records but also uses them in his creative work.

He is looking mainly for disco/funk of the late 70s/early 80s (e.g. Chaka Khan, Quincy Jones, The Whispers, Midnight Star, Bar-Kays, George Benson, D-Train, Kool & The Gang, Shalamar, T-Connection, Evelyn 'Champagne' King).

Your beloved collections will be meticulously cared for and, most importantly, given a new audience!

Duncan  
dcupmusic@gmail.com

### FOR SALE

#### Parts

- 4 x Minilites wheels 13x6, 4x100 pcd. \$300
- 2 set of Hitachi (S.U) carburettors (twin) with manifold and linkages fit Datsun (1600,180B, 200B) \$100 per set
- Yokohamas tyres, 13", 14" and 15" used, most A32R (tarmac racing type)
- 2 x set of Extractors to fit Datsun, used. \$100 each

Danny Castro  
dcastro@bigpond.net.au

**Got something you want to buy or sell? Contact the webmaster at [crc.wm@classicrallyclub.com.au](mailto:crc.wm@classicrallyclub.com.au)**  
Remember to let us know once your item has sold, or you have found what you're looking for so we can remove your advertisement!



# Club Regalia For Sale

CRC Embroidered Cloth Patch (blue with yellow writing)	\$5.00
CRC Windscreen Sticker (120 x 65mm)	Free to members
CRC Windscreen Sticker (323 x 174mm)	Free to members
CRC Polo Shirts (with pocket and club logo)	\$25.00
CRC Nylon Jacket (with hood and club logo)	\$37.00
CRC Sloppy Joes (with club logo)	\$25.00
CRC Tee Shirt (with club logo)	\$18.00
CRC Cap	\$10.00
CRC Black Chambray Shirt (club logo & long sleeves)	\$33.00
CRC Drizabone Jacket (with club logo)	\$75.00

All club regalia available at Club Meetings through John Cooper, or phone orders to 0414 246 157

Cheques made payable to Classic Rally Club

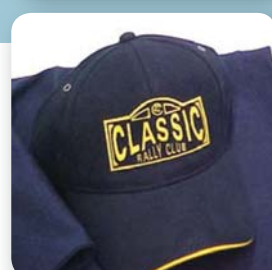
A full range of individual and personalised jackets and caps are available (with CRC logo) for your Classic Rally Team Members through;

## Prestige Embroidery

4/29 Coombes Drive, North Penrith NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893



*\* Mechanical Service & Repairs*  
*\* Custom Extractors & Exhaust*  
*\* Fabrication & Engine Conversions*  
*\* Weber & SU Carb Setup*  
*\* Electricals & Fuel Injection*  
*\* Road, Race, Rally Setup*  
*\* Parts & Accessories*

**Ph: 9476 2877**  
**27 King Rd HORNSBY 2077**  
**QUICK FIT Motor Services**  
[www.quickfitmotorsport.com.au](http://www.quickfitmotorsport.com.au)

Contact - Steve Cox

# 2010 Events Calendar

Date	Event	Contact
26 Jan	CRC start-of-year get-together	
23 Feb	CRC Meeting	
28 Feb	Summer Lunch Run	Dave Johnson - 0428 299 443
6-7 Mar	CC Kosciuszko Classic	Jeff West - 0427 263757
23 Mar	CRC Meeting	
18 Apr	CC Highland Fling	Ian Gibbs - 0410 507674
27 Apr	CRC Meeting	
1 May	Mudgee Wings Wheels and Wine	www.wingswheelsandwine.com.au
15-16 May	CC South Coast Classic	Mike Stephenson - 0418 201453
25 May	CRC Meeting	
6 Jun	CC Tour d'Corse	Alan Watson - 0405 386206
22 Jun	CRC Meeting	
10-11 Jul	CC Mountain Rally	Gary Maher - 02 4571 1229
27 Jul	CRC Meeting	
2 Aug	CRC trackday at Wakefield Park	Tony Norman - 0402 759 811 or (02) 9804 1439
14-15 Aug	CC MG Classic	Jim Richardson - 0418 644284
24 Aug	CRC Meeting	
22-28 Aug	Classic Outback Trial	Philip Bernadou - 03 9836 9911
25-26 Sept	CC Alpine Classic	Lui MacLennan - 0418 645623
28 Sept	CRC Meeting	
17 Oct	CC Penrith Pas de Deux	Jeff West - 0427 263757
26 Oct	CRC Meeting	
23 Nov	CRC Meeting	

[CC] = Club Championship Event

**Information, entry forms and supplementary regulations for events can be downloaded from  
[www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)**



Classic Rally Club Inc.  
 The Secretary, PO Box 2044, North Parramatta NSW 1750

This months Mystery Member: Eric Young  
 Last months Mystery Member: Glen Innes