

Rally Directions

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



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A newbie's view of our sport

May 2011

Classic Car of the Month **Renault Alpine A110**

Alpine was a French sports car manufacturer who produced their A110 from 1961 to 1977. The first cars used many parts from the Renault R8 and were later updated to use R16 engines. In the late 1960s & early 1970s A110s were very successful as rally cars. Significant victories included the 1971 Monte Carlo Rally with Ove Andersson at the wheel.

Alpine A110s were built in various other countries besides Renault's own factory in Dieppe. They were made under the name Interlagos in Brazil. Emerson Fittipaldi drove one in a number of races. In Bulgaria they were badged as Bulgaralpins! The Mexican examples were called Dinalpins.

The car shown above is Ernst & Sonja Luthi's 1300 Dinalpin A110. Ernst & Sonja bought their car in New Zealand in late 2007. Since that time the car has had much restoration work carried out. As well as running the car at Targa Tasmania, detailed elsewhere in this Newsletter, Ernst & Sonja have competed in CRC events & run the car at Track Days.

Coming Events



Tour d' Course **Sunday June 19th 2011**

Join our friend from the NSW Alfa Romeo Owners Club on their annual Touring Assembly

The Tour d' Course always has a large contingent of CRC members in the field. The event is a round of our annual Championship.

Renowned for its fun social atmosphere & great food the rally is a one day event. The start is at Maccas, Mulgoa Rd Penrith with the finish at

Full details can be found on our web site or you can ring Tony Wise on 0417 211 848



The Night Owl Winter Classic **Sat./Sun. June 25th-26th 2011**

The Australian Historic Rally Group are running their Night Owl Winter Classic in the Upper Hunter Valley.

The event will be held on public roads in the Upper Hunter Valley and is a non speed event covering a total of six hundred Kms over the two days, 65 % being excellent quality gravel roads which a standard road car of normal height car be driven over.

Full details on the A.H.R.G. website www.historicrally.com.au

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Inspectors: Vehicles with HV Plates

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Peter Thomson	prt108@bigpond.net.au	(02) 9419 5774

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.

John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Ivan Hughes (Bronze)	Bexley	(02) 9688 2318 or 0419 981 063
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	North Richmond (H) (02) 4571 1229 (H)
Tim McGrath (Bronze)	Wollongong / Illawara	0419 587 887
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Patterson (Silver)	Blaxland	0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284

DEADLINE FOR NEXT NEWSLETTER 17JUNE 2011



Please make phone calls before 9.00pm

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

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.

Unless credited otherwise all photos supplied by author item or Classic Rally Club Photographer John Southgate.

Ross's Rave

Hi everyone and welcome to the May issue of Rally Directions.

Well, since the last issue of Rally Directions we have had two competition events and another First Friday Free Fling.

The first competition event was the Classic Capital Caper which I personally think was a fantastic event, Bob, Teresa and Jane really outdid themselves with this one and also with the diner on the Saturday night, which was held in a boutique brewery (Now why would that fit so well with the CRC?).

Our second event was the May Medley, which I am still getting over. I navigated for John Cooper and we both had a ball. A minor mechanical mishap was sorted by John after recovering the necessary parts from the road and driving with one wheel steering back to the workshop. I stayed in the car plotting while John jacked it up and made the repair. I think that that little Escort revs as hard as any car I've ever been in, what a great sound. Don't ask me how we went. Just be happy if I say that we had a great days entertainment and lots of fun.

The BBQ lunch was so good that all the sausages were eaten before Lui even got to the table. She did a good job of politely

trying to convince me that she was happy eating an onion sandwich. (No sauce?)



We had another First Friday Free Fling at Harry's Café de Wheels in Liverpool, and this time a lot more members turned up. If there was a prize for the longest distance travelled to this event, it would be Geoff and Trish Mills, who travelled all the way from Nowra for a pie and a chat, it was great to see you there. Have a think about coming along next month for a catch up and a pie (or kebab) and maybe even a doughnut. It's starting to get a little cold so wear something warm!

On a random note, I have heard a story about Wayne Gerlach's handbrake that sounds like it should be shared. Wayne, I think we need a full report in the next magazine.

Further progress in respect to the Club development program. Jeff West has offered to pass on some of the very comprehensive procedures manuals and check

lists that he has developed over many years. This is incredibly useful stuff and we should have it in our hot little hands when he returns from sapphire hunting in a month or so. Thanks Jeff. Again, if you think that you might have anything to contribute please let me know.

The next competitive event will be the AROCA Tour d'Corse on 19th June. If the past is anything to go on, I expect that this will be one event not to be missed. Get your entry in soon.

Better start thinking about the Jaguar Mountain Rally too. It will come around quicker than you think and you don't want to be left behind like I was a couple of years ago.

This is the first edition of Rally Directions edited by Bob Morey. Thanks Bob, I know you will do a fantastic job. I can't wait to see it in my mailbox.

And, yes.... Kim and I are now officially grandparents. Ivy Rose was born on the 4th of May (Star Wars Day – "May the fourth be with you"). Everyone is doing well, I'm over the shock now.

See you out there (if I can find the right roads!)

Enough raving **Ross.**

From the Editor..... My first edition Sorry this is a little late but I have had a steep learning curve plus a busy couple of months. Thanks to everyone who sent in contributions, keep them coming! As a guide 1000 words is about a page with a photo. Photos are best if they are high resolution, i.e. high megapixel value. Please let me know what you think of the Newsletter. Finally many thanks to everyone who has helped & encouraged me to take on being Editor. **Bob M**

Take 2: Targa Tasmania 2011 – to finish or not to finish ?....

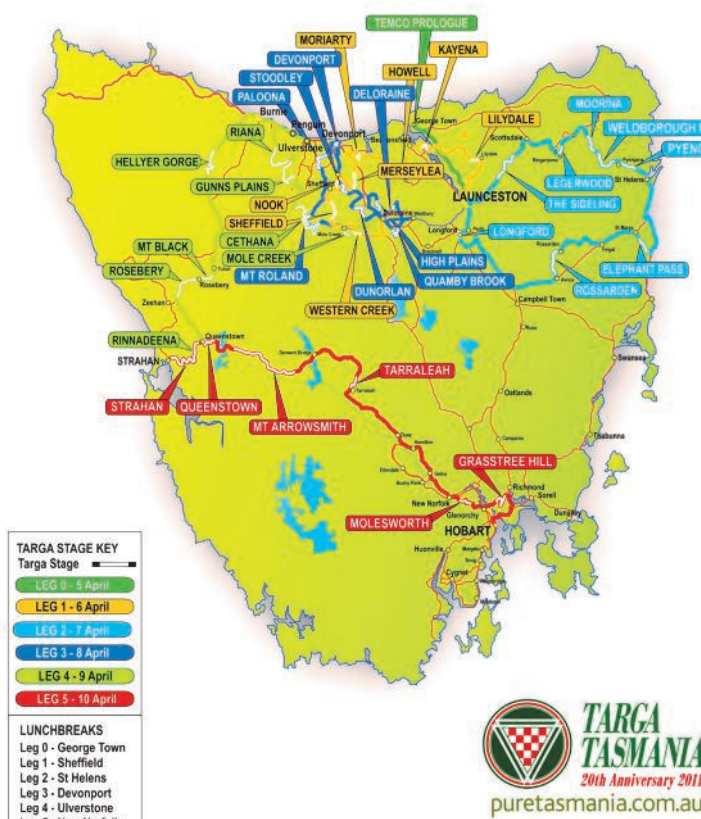
Ernst Luthi (Photos by Perfect Prints & ESL)

Day minus 350:

After having spent 3 hours watching competitors going past on the 2nd last stage in Targa Tasmania 2010 without an accelerator cable, we were not that certain we would be back one year later. But the Targa documentary and two more teams from the Renault Car Club Australia entering, plus two other R.C.C.A. members volunteering to be our service crew convinced us to join an R5 Turbo and Megane R26 to compete as 3 generations of sporting Renaults .

Days minus 200 to minus 15:

Our Alpine spent some quality time at David Collier's workshop getting a new accelerator cable, quick steering rack and improvements to the front end. Most importantly, it also received working windscreen wipers! 'Mademoiselle' then ran at Targa High Country & some supersprints to test the new bits. Renault Eurodrive provided much appreciated



financial support and the R.C.C.A. clothing and club stickers. Next time you're in Europe why not drive one of Eurodrive's new Renault Sport Meganes or Clios.

Day minus 12: after months of preparation the day had finally come to pack the car and load the trailer. After a leisurely drive to Melbourne, we caught up with other Alpinistes for lunch before the ferry crossing.

Day minus 11 to Day minus 4:

We had rented a 3 bedroom house within walking distance from Launceston CBD AND a French Cafe! The next 7 days were spent with stage recce, and getting in the mood...

Day minus 3: The day was spent getting the cars ready before heading to the country club for the Kids Run. Then it was off to scrutineering (no problems) and back home to affix the various stickers.

Day minus 2:

Longford revival. What a fantastic display of cars and bikes plus food & music. Porsche were celebrating 60 years

in Australia, displaying the 1969 Targa Florio 908, a 715 Spider, Le Mans Porsche "Moby Dick" 356, and Walter Roehrl's 911 1971 San Remo Rally car with the man present and signing autographs.

Day minus 1: started with a team coffee at the French Cafe around the corner before sending the Tourers off for briefing lunch. The serious stuff started with the competitors briefing at 17.00 followed by the Welcome Party. A chance to watch footage from the last 19 Targas, eat some food and catch up with other competitors.

Day 0, Tuesday: The Prologue. In fine weather we set off for George Town. Still apprehensive but more confident than last year. All the cars were displayed at Regents Square, a fantastic sight with 340 + vintage and modern cars on display, from the 1920

Day 1, Wednesday: Sunshine ! And this was to last for the next few days. Stage 1 Lillydale, not a good memory. But after 3 recce runs, intensive review on video and a firm slow down !! at corner 3, we got through stage 1. Then it was on to Merseylea, the first real challenge for

Day 2, Thursday: The Big Eastern circle with The Sideling moist in places plus frost at the start. Elephant Saddle went well, but while we were queuing to start the climb up the mountain and across pot holes to Rossarden George Bevan asked "Is your exhaust normally at a 90 Degree angle ?" "No" was my response (plus a few other words not to be repeated).

At least this explained the bang we heard on the way up, one bracket broken off. Exhaust strapped on we went off, up the hill at full speed first and then more cautiously down the other end and across the finishing line with a wobble (lesson 1: do not look at the timing equipment while crossing the line in a 2 left or you shall oversteer). We were happy to get into phone range to talk to the service crew. "We are just down the road under the bridge" was their response, Phew. We duly arrived and were greeted by our crew plus 20 others. A quick check revealed that the strap could be returned (at least the remaining 10cm that had not melted). The bigger problem was to get some wire to replace it. While we were scratching our heads the other crews came to rescue offering fencing wire and other suitable alternatives. So with an additional 10L of fuel and a wired up exhaust we were



Frontenac to the 2011 Audi R8 in polished aluminium and carbon fibre. Our start time came up quickly & and off we went. A bit less angst this year and the quick steering rack made a big difference. 4 min 18 put us just ahead of the Targa Florio Porsche 908, together with teams we new well that would not be too fast for us - Team Collier, Team BMW (Craig Walsh and Gordon Lennox), the Pirates (famous actors Kerry Smith and David Kirby). The mighty Lancia of Simon Duff and Shaun Dudley went sub 4 min on the 4.8 km course and would be starting behind us.

Trophy Time. A quick section first, followed by a steep and narrow ascent and an average speed of 76km/h. If we managed Merseylea then the rest of the day was no problem. We did with 30 second to spare! So it was off to lunch at Sheffield, a happy crew. The R5T arrived some time later misfiring and not running to its full potential. Shortly after lunch and & near the end of the Sheffield stage the R5T came to a stop. The cam had lost some bits which meant that the mighty 5 was retiring early.

on our way to Longford, the final stage of the day.

Back at the Silverdome a call was made to Pride Auto.

"Remember us, the red Alpine from last year? Of course, come in at a quarter to five" was the reply. It is good to have friends in different places. Shortly after arriving the car was up on the four poster hoist (seems 'Mademoiselle' likes it there and she certainly enjoyed the company of Team Mazda again). Exhaust off, sparks were flying as a new bracket was welded on, nuts tightened and she was ready for another day

Day 3, Friday: Mt Roland mountain stage at 27km and an 83 km/h average was the piece de resistance after lunch.

Fortunately we managed to get through without rain and again in Trophy Time. The weather had been good so far but this was to change on Saturday. Lunch was at Davenport after what looked like a great town stage. Unfortunately this was cancelled as there were not enough officials to close all intersections. The local crowd was not impressed. A quick check up at the Silverdome by the service crew followed, and then it was off to Launceston for Targa Fest and street display.

Day 4, Saturday: The long drive, with Cethana (38km) and Riana

(36km) the best fun with average speeds of

90km/h for trophy time.

Cethana was mastered in the dry in good time and so was Riana although only with a few seconds to spare. The long hills no help in a small engined car but we made it to Ulverstone and all looked well. The afternoon consisted of a shortened version of Gunns Plains due to severe damage to the road & a bridge due to heavy rains. Then a leisurely drive along the main road to Strahan with a few more long stages. At the Roseberry stage we lined up behind the vintage Mille Miglia Alfa and 1936 Ford V8 Coupe. Only 2 more to go and a warm bath at Ormiston House in Strahan. The weather was closing in and it started to rain, roads would be pretty slippery. The Alfa set off

followed by the Ford and then us. All went well for the first 5km

and we had just caught a glimpse of the Ford and then came over a crest to find they had spun off the road and parked rear in into the forest. First car on the scene reaction meant the brakes were applied..... and off the road we slid! Was it oil or water or too much brakes? It did not matter we were stuck in the mud

against the embankment. Stuck car drill procedures kicked in with the navigator desperately trying to move the embankment to get out, finally deciding to move to the left to climb out! A first assessment showed that only a tow would get us moving. So it was grab mobiles, ok sign, warning triangles and most importantly rain coats (lessons learned from last year). By this time the crew from the Ford had emerged and put their triangles etc in place. We all then retreated under trees to avoid the rain and watch the field go by. For the next two hours plans were made and the car sold off. Lucky there was no connectivity to place an ad on eBay. As we contemplated the damage to the Ford and the difference in front wheel positions of the Alpine (one straight, one out)

"...with the navigator desperately trying to move the embankment to get out,

plus possible damage to the side, a person wearing a bath towel came up the road. Fellow

CRC member Craig Walsh had spun in the right hander 200 m further down and wanted to check whether we were ok. His BMW had a slightly bent radiator and was not going anywhere.

After 2 hours only the White Lamborghini had passed. Somehow the field must have been decimated as 300 cars

travelling at 30 second intervals meant much less than 120 minutes between cars! But we had no complaints as the First Intervention Vehicle arrived to pull us out. 'Mademoiselle' towed out alright, engine started, would she pull straight? The all clear came from Sonja, NO damage to the body just a few scratches in the paint. Thank god for that extra fibreglass put on by the Mexicans.

was loaded onto the trailer while we drove to Strahan via Zeehan. On the way Doug our local crew man made use of his contacts and organised a shed, ramps and a telephone pole to not only look at the Alpine but also straighten the BMW. Dinner was a bit tense that night as the crew was slightly miffed (lesson 2 do not brake just take the foot of the accelerator when stopping to help a fellow competitor)

back in Strahan by 20.30 in the race the next day, minus a left rear mudguard and a new tyre (plus a few scratches). Another happy crew.

Day 5, Sunday: A leisurely cruise to Hobart while others took to the train for sightseeing, with some of the group flying down to Mt Arrowsmith. Others got up very early to wait at Derwent Bridge in case anything was needed besides cleaning the windscreen. As we had blown our trophy by missing the last stage to Strahan the previous day, we decided to take it easy. With wet roads and uncertainty about the steering, the wheel was at 30 degree off centre, we took our time. Particularly through the 99 turns out of Queenstown.

Feeling a bit more comfortable

"Would we make it past the place where we broke down last year?"

with the car, we increased the speed on Mt Arrowsmith where an average of 104km/h over the 59km was required for Trophy Time. By lunch in New Norfolk we had achieved Trophy Time on all stages despite taking it easy. The next question was "Would we make it past the place where we broke down last year?" "Yes" we did, with a quick wave as we zoomed



So Sonja hopped in and we gently rolled down the hill to park next to Craig and Gordon in the BMW to contemplate the next steps. Still no mobile signal so we could only hope that the crew noticed that we were late. At least the Alpine was running straight, brakes working. It was great to see Andrew and Belinda arriving shortly after the stage was opened and then our service crew with the trailer. As the Alpine was drivable, the BMW

Luckily the Alpine only needed a clean up and wheel alignment. Although the steering arm or something was bent, thanks to the fully adjustable front end the stray wheel could be pulled in again. As there was nothing else wrong, we were back in business before 20.30. While we drove to Parc Ferme, the crew got going on the BMW.. By 23.00 even the BMW was fixed and the crew off to bed. All in a days work for a service crew. What about the Ford? It was

past. The last stage was a doddle and so after 5 Days and 2050km (500km on closed roads), we finally arrived at Wrest Point in Hobart, the official finish. Under our own steam this time! The finisher medal well deserved. We also won our Class (below 1600cc) and the Targa

Trophy. Encouraged by fellow competitors we submitted a request for derived times for the Rosebery and Rinadeena stages as we got stranded while

attending to an incident. The request was approved and as we achieved Trophy Time in all other 36 stages so we received our Trophy (thank you Lui for putting

the right words together for our application for derived times).

A big thank you also to Doug and Andrew Fifield, our service crew for being in the right places. Without their resourcefulness we and the

Walsh BMW may not have finished.

Thank you again to Renault Eurodrive for providing much appreciated financial support to the Renault team.



Targa Tasmania.... The C.R.C's involvement.

words & photos by Carol Both

The usual C.R.C. suspects attended the Launceston branch of CRC at the Tuesday night dinner. There were five full crews and eight officials in sunny Tasmania for the running of the 20th Targa.

Kathleen Wilson, Peter Grant, Tony Shepherd and I went again as stage officials. Lui and Jo Vettoretti were there in the capacity of Competitor Relation Officials (CRO's). Jeff West and Tony Pannell drove a mini bus through the stages after the road was opened to pick up stranded crews whose cars failed to proceed.

As officials we were given very nice accommodation for the first two nights(Our usual basic motel had been



booked out by another party)

We stayed in the Penny Royal, in the middle of town, right next to Cataract Gorge. This meant we were within easy walking distance of the main shopping area.

Simon Duff had wife Belle, their delightful little baby son, plus both Simon and Belle's mothers as support crew. Simon shared his Lancia with Shaun Dudley and they sailed through the week with no dramas. Maybe that was because of the names Stevie Wonder and Marcel Marceau on the side window! The pirate flag was hoisted at times as well. I can definitely report that this was a very happy crew who were as high as

kites on the buzz of it all. They came a creditable 22nd in their class out of a field of 84

The red Volvo of Batten and Batten finished but unfortunately had fuel problems which dropped them from a podium finish to fifth.

Ernst and Sonja Luthi finished in one piece although they did get bogged (*see separate story, ed*) All must to have gone well as Sonja was not yelling at Ernst in German when they arrived at Wrest Point—a sure sign that she is not happy!

Craig Walsh and Gordon Lennox entered in Craig's BMW and had the misfortune to hit an embankment. There was no serious damage but they missed several stages while it was being fixed.

Kerrie Smith's Celica had become red instead of the yellow we were used to which confused us for a day or two but we soon adjusted to the new colour. With navigator David Kirkby they finished the event in one piece but

holed a sump along the way and also missed out on a few stages.

As for us roadies. We did some stages we had never done before and stayed in places we had never stayed in before. One was Lords Hotel in Scottsdale, which was a lovely old colonial building They even kept the kitchen open after the usual closing time so we could have dinner. Not all places in Tasmania are so accommodating.

On one stage we had to call a halt halfway through starting the cars as a train was due. (They only have goods trains there)

The route crossed the line three

times so we had a half hour break. The train acknowledged us with a few toots.

We were lucky with the weather as it was fine and sunny in the north and the rot only set in at Strachan. However as we were not there we didn't care.

Our last day was at Wrest Point where we brought the cars into the car park and sent the winners up to the top car park to get their awards.

The lowest point of the whole trip for us was being given a Camry to get around in. Tony, who is our driver, was distinctly underwhelmed. However we had a

group of medics who had solved the problem of an unloved make of car with use of surgical tape.

Another successful week for us all. I could live in Tasmania if only it were closer to home. It is a lovely place and has a lot to offer the tourist. If you haven't been, try it for your next holiday.



If you can't afford a doctor,
go to an airport - you'll get a
free x-ray and a breast exam,
and; if you mention Al Qaeda,
you'll get a free colonoscopy.

MYSTERY MEMBER



Do you know the person shown above in hairier days?
If you are really clever you may be able to guess the venue
where he is shown with his toys. (Answer on back page)

For the visually challenged....

For a number of years, while competing in a rallies I have had to wear my sunglasses and readers at the same time. This is not a good look.

Talking to other competitors I have found that I am not the only one to do this. Some have to swap between the two types of glasses .

I have now bought a pair of polarized sunglasses with a

magnifying piece moulded to the bottom half of the lens to produce a bifocal. The degree of magnification is your choice, see the following website

www.affordablefashionreaders.com

These glasses should not cost more than about \$25 including postage. Shortsighted drivers might find them helpful as well.

Thought I would share this with you all. I'm sorry despite the name, they do not have any styles that are a fashion statement!

Carol Both

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Challenge: BASIC MAP READING & PLOTTING (CAMS licence required)

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For pre rally Friday night accomodation at Lithgow Zig Zag Motel
call 02 6352 2477 & mention Jaguar Mountain Rally

For further Details & regs by mail contact Brian Todd 0419 971 701

ENTRY FORMS AND REGS NOW AVAILABLE AT WWW.JAGUAR.ORG.AU

Chooks, Fiats & Rallying by Heather Dux

When we heard that the Morey family was planning a rally, we said straight away, 'put us down for it'. Even though it was only to be for one day, we felt they should be supported. We aren't sorry we said we'd attend, it was good fun.

Another attraction was the Auto Italia being held on the Sunday outside Old Parliament House. Our first car was a Fiat and we've always had a soft spot for them. We decided to give the Stag a run so her nose wouldn't be put out of joint and she performed beautifully as she always does. We drove from Amiens on the Thursday, directly to good friends, Eric and Jenny's Motel, Fiat Franchise and ex-Chook House.

The Chook House is in the process of being bastardised for spare parts. The new pup, Bonnie chased all the chooks away so Eric had no choice but to get rid of the Fiat Chook House.

We all decided to have a leisurely drive to Bowral from Meadow Flat and as Good Friend Eric was driving the beautiful gunmetal grey Fiat 2300, it should have been a stately drive. We had travelled 33.5ks when the Fiat pulled into a service station. We followed them in and Eric informed us the carburettor was playing up. The Fiat has been shed bound for the greater part of the last 5 years and really needed a good overhaul but Eric had been so busy recently that such trivialities

went by the board. He and Don began to clean all the bits and pieces which could be causing the problem. I sacrificed one pair of my tweezers to help with the job and Eric got many a mouthful of petrol.

During the process of cleaning out the carburettor, Eric found there were parts he didn't even know about. After about three more stops, we made it to Bowral and the motel.

It rained fairly consistently during the night and when I got into the Stag the next morning, I could see drips on the underside of the mohair soft cover. When I got out at Mittagong I mentioned that my bum felt wet from the hood leaking. Don in his usual manner,

"...Eric found there were parts he didn't even know about."

along. It shows me that I have to keep a firmer eye on the Brantz.

On Sunday, we visited Auto Italia where Eric's Dad's Fiat 2300 was

displayed as one of showcase vehicles. It is a beautiful car and superbly looked after. It was not too surprising that we ran into many fellow CRCers taking in all that sparkling metal.

The four of us had decided to stay at the motel for the Sunday night and head back to Meadow Flat on Monday, but as Don and I had spent Sunday afternoon exploring the delights of DFO [the female equivalent of Bunnings or SuperCheap], Jenny felt she'd like to have a look through the place. We'd bought a set of 350 thread sheets for a very reasonable price but Jenny pipped us! She managed to get a set of 1000 thread sheets for \$10 more than we paid for ours!!! Some people are just at the right place at the right time.

We finally made it back to Meadow Flat in time to have dinner at the old Tarana pub where Jenny and I always indulge in fish, chips and salad and the boys demolish a Tiger Burger.

After a restful night at Meadow Flat we left Good Friends Eric and Jenny's Motel, Fiat Franchise and ex-Chook House early without disturbing the occupants of the house. We left at 5.50 am and arrived home just before 5 pm. Not a bad run.

We think the Morey family did a great job and I feel everyone was mindful of how difficult it must be to organise a Rally of any sort and much more stressful if it is your very first attempt. Well done! We enjoyed ourselves & look forward to seeing our CRC friends in July on our next rallying adventure.



replied, "Ordure falling from the rear end of a male bovine!!!" It was a different story the next time we stopped when his bum was damp!

We thoroughly enjoyed the Rally, and sincerely hope that the Moreys will organise another one. We were one of the few teams which failed to get a total clean sheet; the answer we gave for the name of a property was an original answer but as it was at a fairly risky spot Teresa said they opted for the next property

Engineering stuff...

Courtesy of C.A.M.S.

SAFETY CAGE AND ROLLOVER PROTECTION RULES REVISED FOR 2012

The Board approved amendment to Schedule J –Safety Cage Structures regulations.....

.....a review of Schedule J was undertaken and will be implemented for 2012.....

While the regulations themselves have been substantially updated, it is envisaged that there will only be relatively small changes to the way the majority of builders would construct a safety cage.....only a small number of retrospective elements to the new regulations. One change that will affect most is the requirement for FIA or SFI standard padding in the head region.....

If you are in the process of constructing a safety cage, please ensure that you examine the regulations in detail to determine if there are any new requirements you will need to meet in the build of your safety cage. CAMS have produced a checklist, which will assist in the evaluation of a safety cage design to meet the new regulations.

Courtesy of T.A.F.E. N.S.W.

CERTIFICATE II IN ENGINEERING. ENGINEERING IN MOTOR RACING. ARTICULATION INTO CERTIFICATE III IN FABRICATION ENGINEERING

Enrolments; early June. Course starts 18th July 2011, Fee \$325.00

This exciting CAMS-approved course, with a focus on engineering trades for the motor racing industry, will give you the opportunity to learn skills associated with a variety of racing disciplines. For more information contact – TAFE NSW, SWSI - Granville College
02 9760 6565 / 0411 470 712



The 6 Hour Regularity is on again in 2011 at Wakefield Park on the weekend of **16 & 17 July.**

The Classic Rally Club team managed a creditable fourth place last year and are hoping to do even better in 2011. Rob Mifsud is again co-ordinating the campaign, so if you are interested in joining the CRC team, please contact him on 4784 3445, 0418 621304 or starmif@bigpond.net.au



Tour d' Corse

Sunday 19th June 2011

Come and join the Alfa Romeo Owners Club on this year's Tour d' Corse

It is a great fun social event, un-timed and covers app 300km on some of the best drivers' roads within a reasonable distance of Sydney and travel through some beautiful countryside.

You can choose from 3 levels of navigation- Masters, Apprentices (CAMS licence required)
Tour (no CAMS licence required)

Masters - will have the usual high level navigation to solve.

Apprentices- will be given the same instruction as the Masters but with additional help.

Tour - will use simple route charted instructions (no divorce here)

The Tour d' Corse has a well deserved reputation for fine food and this year's event is no exception. Lunch and the finish are at the Riverside Oaks Golf Resort Cattai.

The Start is from the car park at the rear of McDonalds Mulgoa Road Penrith.

Sign on will be at Mc Donalds where you can have breakfast or a decent coffee from the McCafe. First car will leave at 9.00am.

Supplementary Regulations and Entry available from the Alfa Romeo Owners Club website

www.alfaclubnsw.org.au

or from the Classic Rally Club website

www.classicrallyclub.com.au

Entry fee \$90.00 which includes Lunch for 2 and all necessary maps.

Enquiries to: Tony Wise at tmwise@bigpond.net.au or on 0417211848



Love the Beast; 1984 Audi ur quattro Wayne Gerlach

Yes the correct designation is “ur quattro”: ur meaning original, and quattro is spelt with a lower case ‘q’. We bought it in early 2007 and have been enjoying it ever since.



Reason for purchase – an OH&S issue.

It was the Great Alpine Road Rallye held over the New Year 2006 weekend that triggered the purchase of the quattro. A few CRC teams participated on one of the hottest weekends ever. On the rally Dominic Votano and Mike Stephenson had to rebuild the Torana brakes, the Warners needed to source 12 new spark plugs for the V12 E-type, the Boths had Alfa mechanical issues and Lui and Westie drove the Mini back to NSW in 43 degree temperatures with the heater on. This was to try to get some cooling into the engine bay!

For us, the Porsche was great until the drive home. Our problem wasn't just the heat, but the relentless noise from the exhaust as well. I had just had a super efficient stainless sports exhaust fitted for Targa purposes. It found lots more horses for the car, and kept us in Standard Spec class. The exhaust was a work of art, and cost as much as a museum piece. But, hell, it was loud and throbbing. We arrived back in Sydney with bruised eardrums, prompting co-driver Dianne to declare "I'm never doing another Classic Rally of hundreds of km in that car again". I must admit that the hard suspension already made map reading impossible on the move, and the race seats made it pretty uncomfortable whenever I dropped a pen or highlighter or magnifying glass. Something I always do in rallies.

So, what else could I do? My hand was forced by my co-driver. I had to source one of my secret desires; an '80s ur quattro.

Finding the right one.

It took over a year to find the right car. I came close to buying the first one I saw, but it was a mechanical disaster waiting to happen. Then, in early 2007 an advertisement appeared from an owner in the Blue Mountains. He had two quattros, a white road car and a black car that he had used in 5.75 Targa Tasmanias in the '90s. The final “_75” was one that he didn't finish. It happens to everyone.

Anyway, he was under orders from his better half to “sell one of those cars” to free up garage space (he also had his original

“I think you can back off just a bit, Carol”

London to Sydney Alfa GTV in his garage as well). So, with no option for negotiation at home, he chose the white quattro to go. That suited me fine as it was the original Audi rally colour.

The car was an original factory right hand drive which had been earlier brought into Perth from the UK. It had been cared for for many years by the mechanic who

worked with Kevin Bartlett, and who also took care of Kerry Packer's two quattros as well as cars belonging to other high profile drivers on the Sydney scene. That was good enough for 'lil ol' me. A test drive on some great mountain roads convinced us, and after some to-and-fro the transaction was complete.

The journey

We've had a lot of fun with the quattro in CRC events. It's comfortable, powerful and sure-footed. Dianne secretly thinks of herself as a latter day Michelle Mouton (do see Youtube References at the end of this article).

It's only had one other driver in a CRC rally, when Carol Both took the wheel for Dave Johnston's Ferguson Rally last year. I think she enjoyed it, although after a second controlled drift in gravel the navigator (aka me) did make the observation “I think you can back off just a bit, Carol”. She did, but she still has a self-satisfied smirk whenever reminded of it.

As well as CRC events, we have also entered it in a couple of Clipsal Rallies. In road spec it handled like a truck in the first year, but a set of ex-Jag Rspec tyres from Tony Pallas made a lot of difference in the second year. Dianne drove supersprint laps at Mallala and loved it. A couple of podium finishes in Class, but never quite enough to beat a track prepared 260Z (stop smiling, you Zed types!).

Electrical Gremlins - Revenge of the Lord of Darkness

I do enjoy a good Lucas joke. However, there must be a God who punishes vanity, because the Bosch electrics seem to rebel whenever we get to an MG or a Jaguar Rally. Last year it was a faulty high tension lead in the MG rally, and the 25 year old immobilizer system went haywire in the Jaguar Mountain Rally. It's also had a distributor rotor arm say "no more" when in transit to an Alpine rally. And we have had a starter motor jam on us at the start line of another Mountain Rally – that led to us getting the highly coveted "back half of a horse" trophy from Gary Maher as the first breakdown of the event. Technically, I must point out that we hadn't actually started the rally, as we hadn't even crossed the start line!

Fashion Magazine Tart

A year ago I received an unexpected phone call from the editor of Motor magazine. They wanted to do a story on the 30 year anniversary of quattro and wondered whether I might provide our car as one reference point. In return, they would give me a day with the other reference point – a new \$150k Audi TT RS. After much thought (not!) I agreed.

The TT RS was awesome. Refined yet brutal. Instant turbo power, massive brakes and sticking to the road like no other car I had ever driven. It was great to see how far the quattro concept had evolved in 30 years.



But there's no escape from the watchful eye of the Classic Rally Club. On the day of the photo shoot we had both cars out at Galston Gorge. Who should drive through, stop, then return to see what we were doing? None other than Alan Watson, then CRC office bearer. Big brother was watching!

The Future

We're really enjoying the quattro in classic rallies and will continue to do so. Many people are putting their quattros in cotton wool these days, but I don't see us going that way.

In fact, I must declare a surprise discovery. Recently, Dianne's brother was looking through the engine bay. He's an engineer, and now retired Australian classic motor cycle champion. Triumph and Lucas type stuff, but a really nice guy nonetheless. He tends to notice things, and pointed to a throttle switch that wasn't adjusted properly. That switch provides an extra fuel charge directly into the turbo air flow at

$\frac{3}{4}$ throttle and up. A quick adjustment to the switch mechanism to activate it has given the car a significant boost. It now has a real "kick in the pants" that it never had previously. Maybe I'll take it back to a Clipsal Rally again, and find that red Zed!

WG

References

Two Youtube videos are worth watching re Michelle Mouton. Set your computer speakers to mid volume, go to Youtube and plug in "Michelle Mouton strunkis" for the disco version, and "Audi quattro sport S1 Michele Mouton" for a more refined, sophisticated version. (And a final political comment: I realize that there aren't any M.C.P. Misogynists in the CRC, but if you ever hear anyone say "He drives like a girl", then just point them to the last half of the "Audi quattro sport S1 Michele Mouton" Youtube to see some awesome driving. Exceptional.)

The May Medley, an Apprentice's Perspective - Our First Win!

By Peter Dunlop

Having done rallies for just over 3 years now I've come to know that rally setters give you important information or tips in many ways. I

religiously read the Supp Regs and highlight any info that may be relevant, any special bulletins, and the route instructions on the day. So I thought Dave Johnson, was perhaps giving away a clue on the front page of the Supp Regs when he quoted "something old, something new, something borrowed, something..." I thought there may be a hint with 'blue'. Turns out the only thing it referred to was the colour of the paper the route instructions were printed on. Dave also previously gave another tip, but I'll detail that later in this report.

This being my first 'scatter' rally I didn't know if the shivering I was feeling upon arrival at the start was nerves or the fact that the temperature was only just above zero! It turned out to be a beautiful day in more ways than one.

We, Greg Yates (driver) and I, were entered in apprentice class, which involved the first 'half' of the rally testing navigation skills and powers of interpretation. As I guessed, Dave had lots of tricks, old and new, in store for us. We gathered for the briefing and I listened intently for any more clues that Lui might give away, but not gleaning any, I immediately forgot everything else she said including the closing time for the majors!

As a navigator, but not as driver, I suffer from car sickness, which stretches back to my childhood. I usually counter this with tablets,

but I forgot them this time. Greg had one of his wife's tablets left, but I declined it as I had been conditioning myself to overcome it, as it turns out, without success.

We set off in Greg's Mercedes Benz 500SLC starting with some simple route instructions, then 12k of twists and turns using compass directions and distances. Not too hard. The end point was designated 'point Y', don't know why, but Greg suggested we mark it on the map. Sure enough, we then had to find a RJ NNW and 1.25k from point Y. A little bit further in the instructions was point Z. OK, mark it. Then Lui rang on my mobile to tell us that a point we had already passed was point X. OK. Turns out that this last point only related to master's class. After that we were tested with a 'shortest mapped route overall' and then near Wilberforce a

realized Dave only included mapped intersections and not all intersections. Note to self – remember that for future rallies. Still breezed through it except that at the second last instruction I stupidly said turn right and it should have been left. Doh! Not to worry, a quick loop and we were right.

Whilst travelling some back roads around Llandilo we saw an almost unbelievable sight. Up ahead a goat went from one side of the road to the other, up to a paddock gate, which it duly pushed open, and let out 2 Shetland ponies, who immediately bolted up the road. The goat just stood there with a look of 'see what I've just done, boy are they going to be in trouble'. We stopped to alert the owner who headed off up the road, in her dressing gown, to round them up.

Getting back to the other 'clue' Dave let out. At East Kurrajong I was plotting ahead and trying to



herringbone. I love these and I said to Greg "we'll breeze this" only to find at the first intersection the instruction didn't agree with the road. I quickly

work out how we could take 30 odd kms to get from Crooked Lane to M4 just 1km away. I had been using a set of pointers set

to the scale on the map and couldn't make it fit. After wasting a lot of time, then conferring with Greg, he noticed that distances between places didn't match the scale. Turns out the map scale was out by a factor of 10! We discussed this with Steve Friend at the break who said 'yes, we were told that at the last club meeting'. Greg then said 'that's right, I remember now'. It looks like I'll have to start attending the meeting before each rally in future. We got back very late to the 'lunch' break and knew we would be hit with a time penalty. Turns out we lost 140 points, not sure where or why, plus time penalties.

We collected our instructions for the scatter after 'lunch' of a biscuit and drink, and then sat down to try and work out a way to maximize points but stay within the 120k distance limit. Greg decided to leave it to me to plot a course, which was going to be either a brilliant move or a complete disaster. As the map had no scale, I tried to set my

pointers to 5k using distances on the map. I roughly tried to plot a course which would maximize getting the big points but leaving the option to 'cut and run' if we ran out of distance. A's were worth 10 points, B's 25 and C's 40. On checking this route I calculated that we might make it just under the 120k limit. I showed our route to Greg and he agreed.

For those in masters and apprentices the route we took was – B20 C9, A20, B1, C5 (at this point we had travelled a fair distance and only collected 5 locations and, as Greg said later, he was worried that we weren't collecting points quickly enough, but kept it to himself at the time). We then headed for A1, B2, C2, and B3 but skipped A1 as it was too tricky to get to. From B3 we were planning to head to A5, A6, A14 and A4, but we were starting to worry about distance and decided to go straight to A4 then B5, C7, B16 and B17. We met

Michael and Harriet at one point, the only other car we had seen all afternoon, but quickly lost them again. We had also planned to head for A16 and A17 then up to Glenbrook for B18, C8 and B19 if distance allowed, but heading up The Northern Rd Greg spotted a

sign indicating 15k to Penrith and we only had 20k left.

So we skipped A16, A17 and those at Glenbrook and headed straight to the finish. As it turned out, because of our odometer factor, we were well within the limit, but we achieved the second highest scatter score with 365 points!

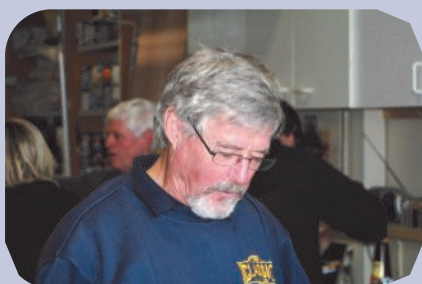
It turns out we won the rally by a healthy margin, our first win! We were both stoked! My thanks go to Greg for having faith in me and putting up with my mistakes and both our thanks go to Dave Johnson, who put the rally together at short notice, and to all his helpers. We really appreciate the trouble and effort involved – well done!

"We really appreciate the trouble and effort involved ..."

The May Medley through 'Southy's lens.



More May Medley... courtesy of John Southgate





Smart Cop. A motorcycle cop stops a driver for running a red light. The driver is very, steps out of his car and strides toward the officer, demanding to know why he is being harassed by the Gestapo!

So the officer calmly tells him of the red light violation. The motorist starts a tirade, questioning the officer's ancestry, sexual orientation, etc., in explicit offensive terms. The tirade continues without the officer saying anything.

When the officer finished writing the ticket he put an "AH" in the corner of the ticket. He then hands it to the driver. The guy

signs the ticket angrily, and when presented with his copy points to the "AH" and demands to know what it stands for. The officer says, "That's so when we go to court I'll remember that you're an as***le!"

Two months later they are in court. The driver has a bad driving record and is in danger of losing his license, so he hired a lawyer to represent him. On the stand the officer testifies to seeing the man run the red light. Under cross examination the defence attorney asks; "Officer is this a copy of the ticket that you issued to my client?"

Officer responds; "Yes, sir."

Lawyer; "Officer, is there any particular marking or notation on this ticket you don't normally make?"

Officer; "Yes, sir, in the lower right corner of the narrative there is an 'AH'."

Lawyer; "What does the 'AH' stand for officer?"

Officer; "Aggressive and hostile, Sir."

Lawyer; "Aggressive and hostile?"

Officer; "Yes, Sir."

Lawyer; "Officer, are you sure it doesn't stand for as***le?"

Officer; "Well, sir, you know your client better than I do."

GETTING STARTED

Another way to spend your weekends by Jeremy Braithwaite

Julie and I had a lot of local encouragement when we decided classic rallying was something we would like to try. Classic Rally regulars, Gary & Wendy Maher and Chris & Deborah Hallam are members of our sporting car group at Kurrajong as are Michael & Dale Corbett who ran an Alfa in the London-Sydney Rally and still have the car. We'd also known John and Helen Young since MGCC days in the 1970's and Bob Morey from Historic Formula Ford in the 1990's.

Our only rally experience was in the early 1990's when we'd competed in a couple of John Blanden's Grand Prix Rallies - between Melbourne and Adelaide - in an Esprit Turbo. We worked out that we were compatible in the car together. Rallying is said to be a prime source of divorce - so if you can't work together don't even bother!

Our first priority was to find a 30 year old car model that would be eligible for the pointscore. Some really great machinery is starting to become eligible under the 30 year rule and it's a really good excuse to add another car to the stable! They'll probably also be a good investment with the ability to run them on historic plates offering significant running cost benefits. Just look what's happened to Datsun 240Z prices in the last few years.

After a lot of research we decided to search for a Starion Turbo. Released in 1982 it would be

eligible next year, and we reckoned it would take us at least that long to get the hang of things.

We'd owned a Starion from the first batch to come to Australia ... Chassis # 00000000034 (alright - I can't really remember how many '0's!) and really enjoyed the car. We also knew it worked well on dirt.

Last November we found a very original Starion, amazingly with less than 90,000 km on the clock. It was located on the Sunshine Coast and we flew up to retrieve it before the floods. We drove it home without too many dramas other than melting as the aircon that was on the blink.

It had been 'owner maintained' so we worked on the assumption that we needed to do a 'bumper to bumper' and in the first instance replaced all fluids, brakes, starter motor, water pump, intake manifold - which was corroded - and timing belt plus a complete overhaul of the aircon. Fixing the aircon was almost as expensive as all of the other items put together.

The next decision was which make of rally computer to use. The Jaguar Mountain Rally - which we had done in our Jaguar XKR last year - proved to us the standard odometer was completely unworkable when you are trying to navigate to the nearest meter.

After a lot of reading we decided on a Monit which we purchased from Stuart Wilkins of SW Motorsport in McGraths Hill. Stuart operates a rally prep business and had done a couple of London Sydney rallies. He sells both the Terratrip and the Monit and it was his advice that helped us finally decide on the Monit.

Its primary advantage appeared to us to be ease of use and we were not able to identify any functional disadvantages. We installed it with Velcro on a bracket in the removable ashtray so we avoided destroying the still original trim and also had a device that can be easily removed from the car.

It looks to have been a good decision. We make lots of use of the reverse switch every time we decide to investigate the wrong route and have learnt to trust the instrument completely.

It's fair to say Julie approached the whole rally thing with a small degree of trepidation. Classic Rallying is very much a navigator sport with the driver having to do what he or she is told. Good husband training I hear you say? Anyway there is some pressure and a fair potential for friction, hence the dictum 'what goes on in the car stays in the car'.

As an aside, the best example of this we saw was on a GP Rally. A car arrived in the control, the (female) navigator jumped out, slammed the door and said, "That's it. I've had enough. I'm

"Rallying is said to be a prime source of divorce.."

"That's it. I've had enough. I'm going back to Sydney!"

going back to Sydney!" The retort from within the car: "Darling, the way you navigate you won't even find the place". We didn't see this couple at the next year's rally!

So on to our first rally in the Starion, the Jeff West organised Riverina Run in March. The Run started at Goulburn and travelled through the lovely country around Binalong and Harden to Wagga Wagga where we spent Saturday night. We entered in the Tour category - see explanation box on this page - and almost clean sheeted; a distraction at the wrong time meant one passage control was not entered on the route card and this bumped us down the order. Importantly we learned lots and were gathering the confidence that only comes from experience in the way in which the rally works and the way in which we needed to work together in the car.

The next event on the calendar was the Classic Capital Caper in mid-April, a one day rally starting in Mittagong and finishing in Canberra organised by Bob, Jane and Teresa Morey. We originally entered in the Tour category, but, as Bob offered a step up to Apprentices (with a sealed envelope which we could open if we got hopelessly lost and - for a loss of points - essentially return to the Tour instructions), we decided to take the plunge and enter the Apprentice category.

It was really a case of this was a bridge we needed to cross - so the sooner we got started the better. The main change we made in the car was the inclusion of an A3 sized navigation board, cut from picture framing mat board. A few large bulldog clips held everything in place, and allowed Julie to be

much more organised. A side benefit was that I could look across and read the distance to the next question.

We also downloaded all the training material from the club's web site and started to work our way through it. It's excellent and really helped.

The morning didn't go too well. Apart from travelling a long way further down the Hume than we were meant to and then having to backtrack, we did not realise the



intricacies of reading the map symbols and how to use them to interpret directions. For example the instruction to travel within 1km of a picnic table on the Hume required us to identify a really tiny P. We found it only with the aid of a stronger magnifying glass when we got home!

Well - the good news was that we correctly found the lunch spot and there was still some food left. We then succeeded in clean sheeting the afternoon. We also scored more points than anyone else on the rally, but I don't think there is a prize for that!

There was a huge sense of

satisfaction once we had worked out where we had gone wrong in the morning of the Canberra rally, and cleaning the afternoon was a bonus. The number of people who came up to us at dinner in Canberra on the Saturday night and were really pleased for us also provided a big boost.

As we write this we're looking forward to the May Medley where the morning scatter rally offers something new. We think we will revert to the Tour category for the Alpine where we

need to learn how to run at average speeds, but otherwise will stay at the Apprentice level until we know we can run without the additional instructions, and then maybe move up to Masters. We've also added a very large magnifying glass to our rally kit that goes in the car!

We suspect that the step to Apprentice is seen by many as being too big, hence the number of entrants that continue on Tour. That was certainly the advice that we received to stay on Tour for maybe the first year. I suspect that there is a history of people making the step too early,

especially if the 'rules' between navigator and driver have not been set, and deciding the whole thing is just too difficult and giving it all away.

We have mentally written off the first year in the Apprentice category knowing we have a lot to learn, so it doesn't matter at

all where we finish. The only consideration is that we continue to learn, and as they say "You can't make an omelette without breaking eggs".

It's fair to say that there would be a benefit in making the Apprentice step more of a halfway house between Tour and

Masters. It may well be that it already is, but if the perception of people competing in the Tour is that it is too hard fewer people will try.

In summary, we're thoroughly enjoying the club, the people and the events and would encourage others to join in at all levels.

May Medley Results

Car.							Division 1							Majors				
							Sect 1		Sec 2	Sec 3		Sec 4						
No.	Driver	Navigator	Colour	Year	Car	Model	PC	VRC	VRC	VRC	Quests	VRC	Adj	Dist	M3	M4	M5	Div 1 Total
Masters														kms				
1	Dominic Volano	Mike Stephenson	Silver		Alfa		0	0	0	0	15	20		172.4	0	40		75
8	Michael Olsson	Harriet Jordan	Red	1992	Mazda	MX5	0	20	0	0	30	0		181.5	0	0		50
6	Rob Panetta	John Henderson	Red	1972	Alfa	105 GTV	30	0	0	0	30	0		181.0	0	0		60
7	John Cooper	Ross Warner	Blue	1974	Ford	Escort	0	40	0	0	45	0		181.3	0	0		85
3	Bob Morey	Teresa Morey	Red	1976	Alfa	Alfetta	60	60	0	0	0	0		158.4	0	0		120
4	Gerry Both	Carol Both	Blue	1973	Alfa	105 GTV	30	0	100	40	30	20		165.8	40	0		260
2	Alan Watson	Pam Watson	Maroon	1998	Mazda	121	0	60	100	20	45	60		145.4	0	0		285
5	Tony South	Ted Norman	Red	1970	Ford	Escort	0	40	180	100	60	60		174.9	0	40		480
Apprentices															M3	M4	M5	Div 1 Total
11	Greg Yates	Peter Dunlop	Silver/Green	1980	Mercedes	500SLC	0	20	0	0	0	0		170.5	0	40		60
15	Tony Wise	Alan Walker	Silver	2000	Mitsubishi	Magna	0	0	20	0	0	0		174.5	40	0		60
16	Kirsten Sommerville	Brian Sommerville	Blue	2002	Holden	Astra	0	60	0	0	15	0		192.5	0	40		115
10	Jeremy Brathwaite	Julia Brathwaite	Gold	1983	Mitsubishi	Starion	0	0	160	20	0	0		186.7	0	40		220
12	Jennifer Navin	Shane Navin	Blue	2010	BMW	125i	60	80	140	60	0	60		166.4	0	40		440
14	Bruce Smith	Jennie Smith	White	1995	Nissan	Skyline GTR	60	80	100	20	0	20		138.8	0	0		280
Tour											Divn 1				M5	M6		Div 1 Total
13	Ian Packard	Steve Maher	Bronze	1978	Peugeot	504	0	0	0	0	0	0			0	0		0
21	Doug Barbour	Xanthea Boardman	Green	1976	Porsche	911	0	0	20	0	0	0			0	0		20
22	Bradley Dopper	Jody Dopper	Blue	1967	Pontiac	Firebird	0	0	0	0	30	0			0	0		30
17	Ramin Shoushtarian	Amir Shushtarian	Blue	1977	BMW	320	0	0	0	0	15	0			0	0		15
19	Bill Stevenson	Sally Crocker	Red/White	1968	Mini	Cooper S	0	0	0	0	285	0			0	0		285
20	Danny Castro	Jenny Castro	Blue	1956	Morris	Minor	0	0	0	80	DNF	60		DNF	40	DNF		180
Car.							Division 2											
No.	Driver	Navigator	Colour	Year	Car	Model	Info	Adj	Dist	Dist Pen	M6	Div 2 Total	Total	Place				
Masters								kms		Excd 120								
1	Dominic Volano	Mike Stephenson	Silver		Alfa		360	115.2	0	40	320	245		1				
8	Michael Olsson	Harriet Jordan	Red	1992	Mazda	MX5	315	116.3	0	40	275	225		2				
6	Rob Panetta	John Henderson	Red	1972	Alfa	105 GTV	380	125.4	-150	0	230	170		3				
7	John Cooper	Ross Warner	Blue	1974	Ford	Escort	375	125	-100	40	235	150		4				
3	Bob Morey	Teresa Morey	Red	1976	Alfa	Alfetta	255	117.3	0	0	255	135		5				
4	Gerry Both	Carol Both	Blue	1973	Alfa	105 GTV	310	118.7	0	0	310	50		6				
2	Alan Watson	Pam Watson	Maroon	1998	Mazda	121	305	124.3	-100	40	165	-120		7				
5	Tony South	Ted Norman	Red	1970	Ford	Escort	150	66.1	0	0	150	-330		8				
Apprentices							Info	Adj	Dist			Div 2 Total	Total	Place				
11	Greg Yates	Peter Dunlop	Silver/Green	1980	Mercedes	500SLC	365	110.5	0	40	325	265		1				
15	Tony Wise	Alan Walker	Silver	2000	Mitsubishi	Magna	185	85.2	0	0	185	125		2				
16	Kirsten Sommerville	Brian Sommerville	Blue	2002	Holden	Astra	140	105.3	0	40	100	-15		3				
10	Jeremy Brathwaite	Julia Brathwaite	Gold	1983	Mitsubishi	Starion	190	85.2	0	0	190	-30		4				
12	Jennifer Navin	Shane Navin	Blue	2010	BMW	125i	245	109.3	0	40	205	-235		5				
14	Bruce Smith	Jennie Smith	White	1995	Nissan	Skyline GTR	250	131.6	-400	40	-190	-470		6				
Tour							Quests	Adj	Dist			Div 2 Total	Total	Place				
13	Ian Packard	Steve Maher	Bronze	1978	Peugeot	504	15	340.8			0	15	15		1			
21	Doug Barbour	Xanthea Boardman	Green	1976	Porsche	911	0	343.8			0	0	20		2			
22	Bradley Dopper	Jody Dopper	Blue	1967	Pontiac	Firebird	120	343.7			0	120	150		3			
17	Ramin Shoushtarian	Amir Shushtarian	Blue	1977	BMW	320	135	379.0			40	175	190		4			
19	Bill Stevenson	Sally Crocker	Red/White	1968	Mini	Cooper S	225	N/A			40	265	550		5			
20	Danny Castro	Jenny Castro	Blue	1956	Morris	Minor	DNF	DNF			0	DNF	DNF		DNF			

Classic Rally Club Championship 2011

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Riverina Run	Classic Capital Caper	May Medley	Tour d'Corse	Mountain Rally	Barry Ferguson Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	1 day	1 day	2 day	1 day	2 day	1 day	Points to date	Position to date
Competitor										
Ted Norman	40m	16	13						69	1
Teresa Morey	36m	16	16						68	2
Ross Warner	38	13	17						68	2
Michael Stephenson	26	8	20m						54	4
Ray Arthurs	28	15							43	5
Wayne Gerlach	22	20							42	6
Helen Young	18	20							38	7
Pam Watson	24		14m						38	7
John Henderson	20		18						38	7
Adrian Kinslor	32m	20m							36	10
Graham Thompson	34m								34	11
Carol Both	16		15						31	12
Winton Brocklebank	30m	12m							30	13
Lui MacLennan		14	16						30	13
Harriet Jordan	8m		19m						23	15
Starr Mifsud	14m								14	16
David Booth	10								10	17

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Riverina Run	Classic Capital Caper	May Medley	Tour d'Corse	Mountain Rally	Barry Ferguson Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	1 day	1 day	2 day	1 day	2 day	1 day	Points to date	Position to date
Competitor										
Tony South	40m	16	13						69	1
Bob Morey	36m	16	16						68	2
Kim Warner	38	13							51	3
Garth Taylor	32m	20m	12						48	4
Robert Panetta	20	10	18						48	4
Dominic Votano	26		20m						46	6
David Shaw	28	15							43	7
Dianne Gerlach	22	20							42	8
John Young	18	20							38	9
Alan Watson	24		14m						38	9
Kay Thompson	34m								34	11
Gerry Both	16		15						31	12
Lui MacLennan	30m								30	13
Peter Thomson	10	14							24	14
Michael Olsson	8m		19m						23	15
Mike Batten		20							20	16
Robert Mifsud	14m								14	17
Geoff Bott			12						12	18
Barry Ferguson			8						8	19

Don't believe all you see on road signs....

In Greenville Delaware USA RECENTLY, a surprised motorist saw a roadside electronic sign announcing "LIVE NUDES AHEAD". It seems a contractor setting up a sign to alert motorists to road works used an obvious password when programming the sign's computer. This was too tempting for a clever passer-by!



Classic Rally Club Championship 2011

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Riverina Run	Classic Capital Caper	May Medley	Tour d'Corse	Mountain Rally	Barry Ferguson Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	1 day	1 day	2 day	1 day	2 day	1 day	Points to date	Position to date
Competitor										
Alan Walker	28	15	14m						57	1
Peter Dunlop	26		15						41	2
Jake Francis	30m	14m							30	3
Tony Norman	30m	14m							30	3
Julie Braithwaite	2	12	12						26	5
Vince Harlor	24								24	6
Guy Brand	22								22	7
Tim McGrath	22								22	7
Ben Yates		13							13	9
Brian Sommerville			13m						13	9
Shane Navin			11m						11	11
Jennie Smith			10m						10	12
Chris MacDonald		1							1	13

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Riverina Run	Classic Capital Caper	May Medley	Tour d'Corse	Mountain Rally	Barry Ferguson Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	1 day	1 day	2 day	1 day	2 day	1 day	Points to date	Position to date
Competitor										
Tony Wise	28	15	14m						57	1
Greg Yates	26	13	15						54	2
Greg Francis	30m	14m							30	3
Jeremy Braithwaite	2	12	12						26	4
Kay Harlor	24								24	5
Ron Cooper	22								22	6
Ian Wilson	22								22	6
Kirsten Sommerville			13m						13	8
Jennifer Navin			11m						11	9
Bruce Smith			10m						10	10
Julia MacDonald		1							1	11

Who needs aircon....

At a recent conference of health care professionals a paper was presented extolling the health benefits of driving an old car with door seals in poor condition.

The theory put forward was that travelling in a modern car with perfect sealing against the outside allowed unhealthy organisms to transfer between occupants.

It sounds like the author a classic car enthusiast!

Classic Rally Club Championship 2011

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Riverina Run	Classic Capital Caper	May Medley	Tour d'Corse	Mountain Rally	Barry Ferguson Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	1 day	1 day	2 day	1 day	2 day	1 day	Points to date	Position to date
Competitor										
Xanthea Boardman	20		9						29	1
Steve Maher	4	10	10						24	2
Glenn Evans	18m								18	3
Julie Stratton	16								16	4
Bev Richardson	14								14	5
Lauren Mackie		10	2						12	6
Natalie Evans		10m	2						12	6
Cheryl Evans		10							10	8
Jenifer Navin		10m							10	8
Deborah Hallam		10							10	8
Wendy Cooper		10							10	8
Allana Mackertich	8m								8	12
Jody Dopper			8						8	12
Amir Shushtarian			7						7	14
Tammy Cale	6m								6	15
Jane Morey		6							6	15
Sally Crocker			6						6	15
Trish Mills	2	2							4	18
Heather Dux	2	1							3	19
Christine Birks		3							3	19
Jenny Young	2	1							3	19
Beryl Woskett	2								2	22
Irene Cariolato	2m								2	22
Deborah Knight		2							2	22
Fran Bromley	2								2	22
Sylvia Gleeson	2								2	22
Stephen Stuart	2								2	22
Michael Friend			2						2	22
Sue Clare	2								2	22
Jenny Castro			1						1	30
Frances Stephenson		1							1	30
V Plimsoll-Kanakova		1							1	30

**How real
blokes get
clean!**



Classic Rally Club Championship 2011										
Tour Drivers										
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Riverina Run	Classic Capital Caper	May Medley	Tour d'Corse	Mountain Rally	Barry Ferguson Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	1 day	1 day	2 day	1 day	2 day	1 day	Points to date	Position to date
Competitor										
Doug Barbour	20		9						29	1
Ian Packard	4	10	10						24	2
Len Zech	18m								18	3
John Cooper		10	7						17	4
Henry Stratton	16								16	5
Dave Johnson		10m	6						16	5
Jim Richardson	14	1							15	7
Peter Evans		10							10	8
Shane Navin		10m							10	8
Chris Hallam		10							10	8
Chris Mackertich	8m								8	11
Brad Dopper			8						8	11
Ramin Shoushtarian			7						7	13
Peter Cale	6m								6	14
Bill Stevenson			6						6	14
Kim Votano			6						6	14
Mike Birks	2	3							5	17
Geoff Mills	2	2							4	18
Don Dux	2	1							3	19
Eric Young	2	1							3	19
Alan Cummine	2								2	21
Chris Greaves		2							2	21
Laurie Bromley	2								2	21
Rick Woskett	2								2	21
Steve Friend			2						2	21
Rob Clare	2								2	21
Sergio Cariolato	2m								2	21
Danny Castro			1						1	28
Tony Kanak		1							1	28

C.R.C. members at play... Joyce Innes on the Dummy Grid at Wakefield Historics and Geoff Bott at the C.S.C.A. Supersprint at Eastern Creek (the Luthi's Cappacino is lurking in the carport)





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Club Regalia For Sale

CRC Embroidered Cloth Patch	\$5.00
CRC Windscreen Sticker (120mm x 65mm)	Free to members
CRC Windscreen Sticker (323mm x 174 mm)	Free to members
CRC Polo Shirts (with pocket & club logo)	\$25.00
CRC Nylon Jacket (with hood & 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

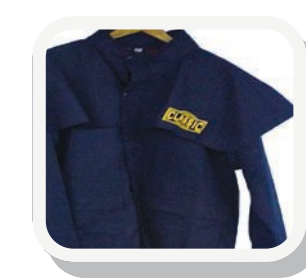
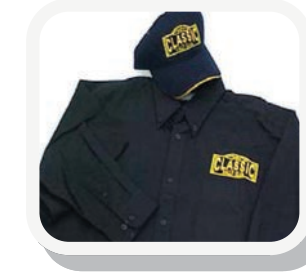
A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

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2011 Events Calendar

Date	Event	Documents	Contact
24 May	CRC meeting		
3 Jun	CRC First Friday Free Fling		
19 Jun	CC Tour d'Corse Entries by 10 Jun	Flyer Supp Regs Entry	Tony Wise 0417 211 848
28 Jun	CRC meeting		
1 Jul	CRC First Friday Free Fling		
9-10 Jul	CC Jaguar Mountain Rally		Gary Maher 0408 271 848
26 Jul	CRC meeting		
1 Aug	CRC Driver Training Day at Wakefield Park	Info Entry	Tony Norman 9804 1439 or 0402 759 811
5 Aug	CRC First Friday Free Fling		
23 Aug	CRC meeting		
2 Sep	CRC First Friday Free Fling		
27 Sep	CRC meeting		
7 Oct	CRC First Friday Free Fling		
15-16 Oct	CC Alpine Classic		Lui MacLennan 0418 645 623
25 Oct	CRC meeting		
4 Nov	CRC First Friday Free Fling		
13 Nov	CC Penrith Pas de Deux		Jeff West 0427 263 757
22 Nov	CRC meeting		
2 Dec	CRC First Friday Free Fling		
Dec	Christmas Party		

[CC = Club Championship Event]

This month's Mystery Member is Steve Friend, at Oran Park.

*Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from
www.classicrallyclub.com.au*



Classic Rally Club Inc.

The Secretary, PO Box 2044, North Parramatta, N.S.W. 1750