

# Rally Directions

Meetings : 4<sup>th</sup> Tuesday of Jan to Nov from 7:30 pm  
Denistone Sports Club 59 Chatham Road West Ryde

May 2009

## Targa Tasmania Special



### IN THIS ISSUE

Ms Pres Says - A Targa Tasmania Special - One for the Ladies -



The Official Organ of the Classic Rally Club Inc (Affiliated with CAMS)  
Postal Address: The Secretary, P.O. Box 2044, North Parramatta NSW 1750

# Classic Rally Club Officers and Contacts 2008

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Secretary: Tony Kanak	<a href="mailto:crc.sec@classicrallyclub.com.au">crc.sec@classicrallyclub.com.au</a>	02 9858 2662 or 0419 233 494
Treasurer: Alan Watson	<a href="mailto:crc.treas@classicrallyclub.com.au">crc.treas@classicrallyclub.com.au</a>	02 9653 1036 or 0405 386 206
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Regalia: John Cooper	<a href="mailto:crc.regalia@classicrallyclub.com.au">crc.regalia@classicrallyclub.com.au</a>	02 4731 6933 or 0414 246 157
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<b>Inspectors: Vehicles with HV Plates:</b>		
- Tim McGrath	<a href="mailto:tpmcgrath@bigpond.com.au">tpmcgrath@bigpond.com.au</a>	02 4285 1438 or 0419 587 887
- Danny Castro	<a href="mailto:dcastro@bigpond.net.au">dcastro@bigpond.net.au</a>	02 9688 2318 or 0419 981 063
- Peter Thomson	<a href="mailto:prt108@bigpond.net.au">prt108@bigpond.net.au</a>	02 9419-5774
- Rob Panetta	<a href="mailto:manningmotors@hotmail.com">manningmotors@hotmail.com</a>	02 9498 1173 or 0418 963 091
<b>Committee:</b>		
- John Henderson	<a href="mailto:hendo@bigblue.net.au">hendo@bigblue.net.au</a>	02 9499 8141 or 0408 118 427
- Garth Taylor	<a href="mailto:gartht@aapt.net.au">gartht@aapt.net.au</a>	02 4784 3301 or 0418 207 306

## Scrutineers

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

Beb Fox	BRONZE	Canberra	W: 02 6295 1115
John Henderson	BRONZE	Killara/Bathurst	M: 0408 118 427
Ivan Hughes	BRONZE	Bexley	W: 02 9587 9399
Tony Kanak	BRONZE	Eastwood (H)	H: 02 9858 2662 or M: 0419 233 494
Gary Maher	BRONZE	North Richmond (H)	H: 02 4571 1229
Tim McGrath	BRONZE	Wollongong/Illawarra	M: 04 19 587 887
Rob Panetta	SILVER	Killara (H)/Brookvale(W)	W: 02 9939 2069 or M: 0418 963 091
Wayne Patterson	SILVER	Blaxland	M: 04 18 200 949
Jim Richardson	BRONZE	Baulkham Hills (H)	H: 02 9639 0638 or M: 0418 644 284
Matthew Windsor	BRONZE	Kelso/Bathurst	W: 02 6332 1594

**Please make phone calls before 9.00 pm**

**Deadline for next Newsletter - Friday 12 June 2009**



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 - or in Reality, a report from CRC on Targa Tasmania

I'm afraid with the early deadline for the magazine this month, we haven't had a great deal happening and I will be filling most of this page and the next couple with news from our members who competed in Targa. Unfortunately, I wasn't able to be at the last meeting but I had several reports that Bruce Garland's presentation was well worth listening to. So sorry I missed it.

Coming up this weekend (as you read this) we see the return of the AROCA Tour d'Corse. Tony Wise tells me they have a great field lined up, so fingers crossed it all goes well and that the weather gods are smiling on the Southern Highlands.

Three weeks later, Ian & Wendy Gibbs will be having a second run of the Highland Fling. I'm assured it will be less 'challenging' than last year. Get your entries for this one-dayer in now!!

Only two weeks later – can I now have an apology from those whingers who said there was nothing on the calendar – it will be time for June Christmas in the Blue Mountains. Brian Madigan is waiting for your phone call.

Then it will only be three weeks till the Mountain Rally. Suddenly, it's all go!

Now on to a report on Targa.

The event ran for five full days using 34 closed road stages, preceded by a prologue on the Tuesday, when entrants are seeded.



**Car No 208-1958 Austin Healey Sprite-Early Classic**

**Peter Smith & Ashley Smith**

Peter & Ashley were running well – in the top half of Early Classic. I heard they had a broken brake line



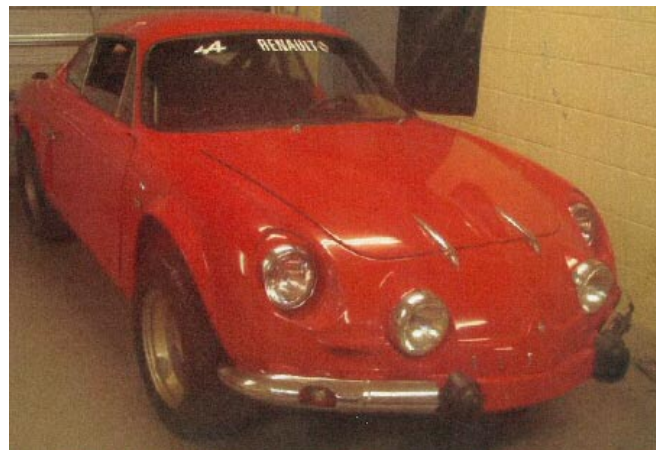
but there may have been more trouble, as they withdrew from the last two legs.



**Car No 244-1961 Volvo P544-Early Classic**

**Paul Batten & Mike Batten**

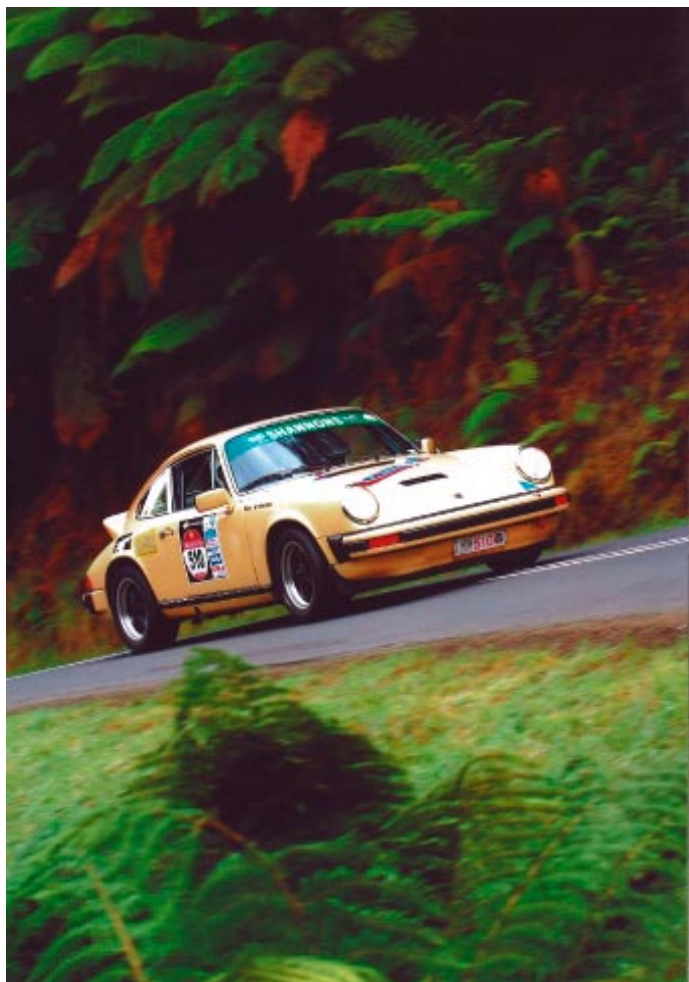
Paul & Mike had an absolute blinder, winning the handicapped Early Classic category by a margin of 9 minutes 46 seconds from the 2<sup>nd</sup> placed Jensen CV8. In outright Classic, where they were up against cars up to 1990, they came a mighty 5<sup>th</sup> place, only 17 minutes behind three times winner, Rex Broadbent in a Porsche 911 Carrera RS! Needless to say, when I ran across the Batten team that night at dinner, there were grins from ear to ear.



## Car No 412 -1971 Renault Alpine – Early Classic

### Ernst Luthi & Sonja Luthi

Sadly, after all the time spent on the restoration and preparation of the gorgeous Alpine, it wasn't quite ready for Targa. Ernst & Sonja spent the week on the sideline! You'll notice that the photo above is one taken in the garage, rather than the more exciting action shots of others. We're now waiting for the action in 2010.



## Car No 510-1974 Porsche 911-Late Classic

### Wayne Gerlach & Dianne Gerlach

The Gerlachs were running well and in the top half of Late Classic till the 2<sup>nd</sup> last stage of Leg 4, when a clutch cable let them down. Unfortunately the right spare wasn't in the box and they had to withdraw and miss the final nail-biting drive down the west coast of Tassie. It was probably their best result yet until fate intervened.



## Car No 679-1979 Ferrari 308 GTB-Late Classic

### David Gilliver & Nigel Shellshear

Nigel's always smiling when you come across him on a tarmac rally – probably has something to do with the fact that he has a steady stream of Ferrari owners, who let him drive their cars! They were running 10<sup>th</sup> out of 52 in Late Classic till the Queenstown stage brought them unstuck. The result is below. Nigel wasn't driving.....

Amazingly, they have a contact with six right hand front quarters of a 308, so it won't be off the road for long.



Unbelievably, they got the car out, removed the front right quarter and drove it through to Hobart, where they were able to cross the finish line in time and receive their 'Finishers' Medals. It may have been a mashed Ferrari but they were still smiling.



**Car No 703-1985 Jaguar XJ S HE-Late Classic  
Geoff Bott & Brian Foster**

Car 703 was again raising money for the research team of the Oncology Children's Foundation at Westmead Hospital. I don't know how much they raised but judging by the number of sponsors' names all over the car, it must have been quite a lot. I'm also presuming they auctioned off the bonnet again at the presentation lunch. People with a couple of drinks under their belt always seem to be particularly generous.

They drove a careful event and managed to keep the big cat on the road (most of the time) and running all the way to the finish. Car 703 was also being tracked 'real time' by Aerotrak, along with Rex Broadbent, Jason White, Ray Vandersee and Jim Richards. It was extraordinary to hear the news that Gentleman Jim had crashed the 911 and lost his chance to take the top podium place for the 9<sup>th</sup> time. His navigator, Barry Oliver came into HQ with the withdrawal form and said "I bet you never thought you'd see this". It seems no one is bullet proof – not even Gentleman Jim.



**Car 506-1975 Toyota Celica 1600 GT-Late Classic  
Kerry Smith & David Kirkby**

Kerry & David entered the two day Rookie Rally last year – a bit of a tempter for the real thing. They obviously had a ball, because they came back for the full event in 2009. They were running well in the little Celica until they dropped the exhaust. An emergency fix with farmer's binding wire and a trip to Burnie to get it welded saw them way behind the field at the end

of Leg 3. Unfortunately, a blown engine at the end of Leg 4 meant an untimely end to their event.



**Car 989-2005 Mitsubishi Lancer Evo IX-Modern  
Dominic Votano & Kim Votano**

Dominic & Kim were another Rookie Rally team from '08. They got as far as the start of the 2009 Prologue but sadly no further. Electrical issues lead to their demise but I'm sure the Tasmanian wineries, gourmet delis and restaurants benefited!

The scene inside the Silverdome in Launceston – the overnight parc ferme for all 250 odd Targa competitors – was quite a sight. It was also quite a week for the many CRC competitors and nine officials involved!

Carol Both, Alan Watson, Tony Shepherd and Peter Grant formed the 'official' CRC Timing team. Simon Duff and his mate from WA helped make up another. I received glowing reports on them all. Westie and Tony Pennell were out on the stages and Jo Vettoretti and I did our usual CRO thing. Time to start looking for cheap flights for April 2010.....

# Short Cuts

## WEDDING CARS

If anyone owns a cream Jag or vintage car and is interested in transporting a bride and bridesmaids on 31st October 2009 between the Minnamurra Rainforest and Kiama, please contact Jane Hadley (jasato\_56@hotmail.com). They would be required for approximately 3 hours.

## FROM LUI - AN ADDITION TO MS PRES

Apologies to Robert Gambino, driving a 1976 Ferrari 308 GTB in Late Classic. Robert and his co-driver Matthew Reid disappeared from the results after Leg 2 – cause unknown.



## A TIMELY REMINDER

Although entries for the Jaguar Mountain Rally don't close until 16<sup>th</sup> June, it is filling FAST. Our usual CRC convention (yes, we do it too) of not entering an event until we finish the preceding one, may back fire this time. Don't forget the Mountain Rally is on the CRC Point Score and does contain navigation, at Pre Apprentice level, in the Challenge category, along with all the trivia and fun that has made this event so popular with 'grass roots' rally types. At the time of writing, there was only a handful of rooms left at the Zig Zag Motel for the optional Friday night accommodation. Go to the club web site for Regs. & entries.

NOTE: Would representatives from other marque clubs please advise their members.

# Mystery Member



***Above is a photo sent in by Jeff West while visiting Tasmania for the Targa Tasmania - CRCers support local economy***



***If you've got any newsy snippets about CRC members or classic rallying please email the Editor***

# Drive It Like You Stole It

By Geoff Bott

Was the advice from some when we entered the 2009 Targa Tasmania in my 1985 XJS TWR JaguarSport Replica. As this was our second time around, we had a few ideas to make our adventure a bit less tiring after our 2008 event when inadequate ground clearance gave us few problems. So the ride height was raised by placing spacers under the front springs and fitting 255x16x50 Toyo R888 series tyres instead of the 225x16x50 Yokohama Advans, thus giving us an increase of about 45mm. While the Targa is an all tarmac rally, the surfaces can undulate quite severely and when you wind up two tonnes of fully laden Jaguar to 200 km/hr you get quite excited when you hit the dips and crests!



Brian Foster has guts of cast iron and the poor fool prefers to navigate with me rather than drive. He has some doubts about this now but more later.

Seeding is done on Day 0 by running in an around the houses flat out sprint in Georgetown. It only takes about 4 minutes but is very entertaining and brings some tyros undone big time if they smack a kerb. I was duly circumspect and found myself accused of foxing by Wayne Gerlach. Fact is that I was preserving the car.

The next 3 days consisted of a series of loops run out of Launceston in very mountainous territory with very large trees growing on the verge of the road. The weather looked threatening but was dry for all of the competitiveness. We usually fitted in 8 or 9 special stages per day and this included stages in the towns of Longford and Devonport. These are all linked by public road touring sections where it is very difficult to keep you speed down to normal levels. We had a great time in the XJS as I discovered that the new ride height meant that I could pound along at a much greater rate than the previous year as I did not have to be so careful about the road surface. We were now an overtaker instead of being overtaken!

Then disaster. I was listening to Brian's call of the pace notes on the Mt Claude stage and he called a left 5 and I overcooked it, locked up and we slid across an intersection, hit a small bank and bounced completely over a ditch. All was well until I tried to reverse out and the front wheels dropped into the ditch and we were stranded like a large red whale! The spectators were very appreciative of this display but were not allowed

to push us out. Fortunately an FIV (First Intervention Vehicle) towed us out and we roared off again after having a quick look to ensure that nothing critical was broken bent or leaking. However, we took 20 minutes to do the seven minute stage so this meant we lost the chance of winning a Targa Plate for a trouble free run.

The last two days of the rally took us down the west coast and it rained heavily. This actually suits me as my forte is the more slow and slippery section and we even overtook a Porsche and others going downhill after the fabulous Queenstown hillclimb. By now, there was a severe attrition rate with the leading Lamborghini Gallardo Superleggera

crashing out on Queenstown and pre event favourite Jim Richards hitting a bank in his Porsche GT2. In fact 27% of the cars in the 250 car field failed to finish, mostly due to finding pieces of scenery in the wrong place.

The final stage at Risdon outside of Hobart was very smooth and was a great finishing stage where we went well and exploited the 6 litre power as much as possible. Arriving at the finish at the Hobart Casino and being presented with our finisher's medals was a great thrill but even better was to receive a Targa Tasmania Plate as a class winner. Three Jaguars started, a 1962 E-type FHC, a series 1 XJ6 and us. All finished. We also raised about \$5000 for child cancer research for good measure. You can read all about us on [www.car703.com](http://www.car703.com) or visit <http://www.targa.org.au/>

Sadly the clutch cable failed on the Gerlach's Porsche on Day 4 and it was all over for them. (What! A Jaguar more reliable than a Porsche?) Very regrettably the Luthi's Renault Alpine was not ready in time and had to be withdrawn before the start but Ernst reckons they will be there for next year instead.

We saw M/s Pres, Westie, Mr Treasurer and many others enroute and at the CRC South dinner at Launceston. A good time was had by all. No-one was really badly injured but Kevin Weeks had several cracked ribs when he crashed the Lambo (desperately trying to keep up with us?).

# Another Good Targa for the Batten Volvo PV544

By Mike Batten

A couple of years ago I threatened not to take the Volvo back to Targa Tasmania. At the time my car was being overshadowed by the introduction of the Classic Outright Competition. We had prepared it originally for Targa in 1999 to have a chance of winning the Classic Competition, which was run as a handicap event. I felt the changes were unfair as our 1961 car would be no match for more highly modified cars, some manufactured as recently as 1990. However the lure of the exceptional roads was too much and this year saw the red beast returning for the 11th year in a row.

Last year I shared the driving with my son Paul. However on the first two days we slipped 90 seconds behind the leaders in the Shannons Early Classic Competition, which is run as a handicap event. With Paul driving much faster than I could we finished 2nd in the competition. This year the tactic was for Paul to drive from the start and this was shown to be working when we held a 26 second lead after Day 1.

By Day 2 we held a 43 second lead to last year's winners John Siddins and Darren Ferguson in a Datsun 240Z.

On Day 3 Siddins made a rare driving mistake, maybe due to the pressure and was out of the running. We finished that day with a 3 minute 4 second lead to the Ullrich and Ullrich Jensen.

Wet and slippery roads on Days 4 and 5 lead to many cars crashing.

The Early Classic Competition saw Batten/Batten take the win from Ullrich/Ullrich in their Jensen CV8 and White/Yelds in their Volvo 122S.

The team also managed 5th Classic Outright finishing the non-handicap competition amongst some very fast machinery with 102 cars entered. This competition saw the 1961 Volvo PV544 finishing behind three Porsche 911 Carrera's and a Nissan Skyline GTS-t in a competition which spans the 44 years from 1946 to 1990.

"We had a really enjoyable but challenging event. The Volvo is tricky to drive in the dry so the wet took some getting used to but it was good fun in the end. The plan was to enjoy ourselves and not take any risks, we managed to do both so we are really happy with the result and we met



some great people along the way. Thanks to Dad for the opportunity to drive, and for the good job in the navigators seat." said Paul, who drove the entire event.

The Volpro Team service crew did a great job to keep the high maintenance Volvo running at full speed over the event. The distributor, head gasket and front suspension were all fixed after different days and

didn't cost the team any time.

Mike commented "Paul said he was only cruising but I believe his drive showed exceptional talent. It felt very fast to me, but as we didn't have any moments it shows how well he handled the conditions. The car was well prepared but still the crew were busy dealing with the problems that came up. Thanks to Kari Dirickx from Seldom Seen Vehicles and Engineering and Gary Comerford our engine builder from Volpro Automotive with his son Ashley who serviced the car. Thanks also to Russell from Stuckey's Tyres for the Dunlop R1's. I have been bringing the car down for 11 years and this is our first handicap win. I am amazed with our 5th Classic Outright place in a 1961 Limited Modified Volvo. These results definitely exceed my wildest expectations".



## EARLY CLASSIC (Provisional)

1. Paul Batten (VIC), Mike Batten (NSW), 1961 Volvo PV544, 16.09
2. Peter Ullrich (NSW), Sari Ullrich (NSW), 1963 Jensen CV8, 25.55
3. Andrew White (NT), Ashley Yelds (USA), 1961 Volvo 122S, 30.03

## CLASSIC OUTRIGHT (Provisional)

1. Rex Broadbent, Michael Goedheer, Porsche 911 Carrera RS, 21.20
2. Bill Pye (NSW), Grant Geelan (NSW), Porsche 911 RS, 23.14
3. Ben Wooster (QLD), Tim Kulhanek (QLD), Nissan Skyline GTS-t, 23.32
4. John Ireland, Micheal Ribot, Porsche 911 Carrera 3, 33.14
5. Paul Batten, Mike Batten, 1961 Volvo PV544, 38.19





# ENTRY FORM - DRIVER TRAINING DAY



Oran Park Grand Prix Circuit Monday 3 August 2009

Driver Name:..... Cams Licence No:.....  
 Address:..... Home .....  
 ..... Mobile :.....  
 Email:.....  
 Vehicle : Year..... Make ..... Model.....

If sharing vehicle, name of other driver:.....Cams Licence No:.....

### DISCLAIMER, EXCLUSION OF LIABILITY, RELEASE AND ASSUMPTION OF RISK FOR COMPETITORS AND/OR DRIVERS

#### For Competitors (Owners of vehicles)

I/We being the competitor/s of the vehicle described on this Entry Form wish to enter that vehicle for the above event.

#### For Competitors and Drivers

I/We being the competitors/s and/or driver, certify that the particulars on this form are true and correct in every particular, to the best of my/our knowledge and belief.

I/We declare that I/we have read and understood the Supplementary Regulations issued for the event, and agree to be bound by them and the provisions of the National Competition Rules of the Confederation of Australian Motor Sport Limited ("CAMS").

In exchange for being able to attend or participate in the event (including entering the event), I/we agree:

- to release CAMS and Australian Motor Sport Commission Ltd, promoters, sponsor organisations, land owners and lessees, organisers of the event, their respective servants, officials, representatives and agents (collectively, the "**Associated Entities**") from all liability for my death, personal injury (including burns), psychological trauma, loss or damage (including property damage) ("**harm**") howsoever arising from my participation in or attendance at the event, except to the extent prohibited by law;
- that CAMS and the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided

in connection with the services will be fit for the purpose for which they are supplied; and

- to attend or participate in the event at my own risk.

I/we acknowledge that:

- the risks associated with attending or participating in the event include the risk that I may suffer harm as a result of:
  - motor vehicles (or parts of them) colliding with other motor vehicles, persons or property;
  - acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and
  - the failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons or property at the event.
- motor sport is dangerous and that accidents causing harm can and do happen and may happen to me.

I accept the conditions of, and acknowledge the risks arising from, attending or participating in the event and being provided with the event services by CAMS and the Associated Entities.

I understand that this disclaimer is not intended to exclude any valid claim I may have under the CAMS Personal Insurance Scheme.

Competitor (Owner of vehicle): Signature .....Date: .....

Driver (as shown above): Signature: ..... Date: .....

*For persons under the age of 18 years the following parent/guardian consent must be completed*

### PARENT/ GUARDIAN CONSENT – PERSONS UNDER 18 YEARS OLD

I.....of.....

..... am the parent/guardian\* of the above-named ("the minor") who is under 18 years old. I have read this document and understand its contents, including the exclusion of liability and assumption of risk, and have explained the contents to the minor. I consent to the minor attending/ participating in\* the event at his/her own risk.

Parent/Guardian\* Signature:..... Name:.....

Date:.....

\*delete whichever does not apply.

**PAYMENT** Enclosed cheque payable to Classic Rally Club Inc to cover \$150 per driver

Please send completed form with payment to

Sharyn McAlpine  
20 Brothers Street Dundas NSW 2117

Enquiries to Sharyn Home : 9635 1133 Mob : 0407 330075 smcalpine@threethrees.com.au

# Black Cats and Chinamen in Tasmania - Our Targa 2009

By Peter Smith

After a sudden demise following an engine seize on stage 6 Day 1 of Targa 2008 due to a 50c paper gasket failure you'd think that bad luck had moved on but read on.....

Targa log summary for 2009:

## One week before

Accommodation booked, ferry booked, work fixed up, spares fixed and car ready for loading onto trailer – this year was going to make up on last year.

Sat 28<sup>th</sup> April - All the team get on board the trusty service/tow car and head south for sunny Melbourne and the boat trip across the roaring forties.

Sun 29<sup>th</sup> April - Early drive from Devonport to Launceston via an excellent roadside bakery for some breakfast and a latte. Its now raining heavily (as it does in Tasmania!). Can't check into the Country Club till 10.00am so we all go to the Silverdome (Targa Launceston headquarters) to see if we can go through documentation early yes we can – great. Return to the Country Club and check in as we have plenty of time to get to scrutineering for 1.40pm. After check in its back to the Silverdome again to unload the Sprite off the trailer. How smoothly everything was going this was going to be a great year for us then we headed for scrutineering and at that moment somewhere a switch was thrown.....

Move forward please....sorry I can't the starter motor just failed (no 1). A big push start (one advantage of a small light car is there are always plenty of volunteers as they can't fail (?)). Scrutineering over but its still pouring with rain and the service area is in the open so it's off for a drive to find some shelter to effect repairs. Not an easy task on a Sunday but we found a single carport behind a 2<sup>nd</sup> hand office supplies building – it even had a spare table on which to place our handtools! Ideal but on a slope so the complete contents of the watershed ran under the car and across our tarp whilst lying on it. Problem found – bad contacts on the starter solenoid. All good, problem fixed then (or was it?).

Mon 30<sup>th</sup> April - lazy day and catch up with paperwork then off to the drivers briefing for 5pm

Day 0. Tues 1<sup>st</sup> May - Wake up to a beautiful clear blue sky perfect for the Prologue today which is a good wake up for the brain with the driving to come over the next 5 days. We get our report time and drive off to Georgetown. All going well. After the time control we line up in front of the start timer. 5-4-3-2-1 go!! Max

accel first call 3 right oh s\*\*\* forgot the cold tyres up the kerb thank god that tree and that pole were put over there not here. Gather thoughts and 1<sup>st</sup> gear and off again taking note of any extra noises. End of the stage we are happy with time considering our little kerb parking on route but note that the LHF rim has a chunk out and is slightly straightened (No 2) although there appears no other damage despite the hard hit. Return back to Silverdome service for a check over and with wheel off note that LHF suspension mounting points have almost been pulled out (No 3). Lots of phone calls and off to a local smash repairer to borrow some floor space and a welder. 3 hours later and welded back up + plated (thanks Ash that TAFE course was worth it) we return to the Silverdome for "normal" servicing and then park ferme. Day 0 finished at 9.30pm – another Hungry Jacks.....And that was just Day 0.....

Day 1. Wed 2<sup>nd</sup> May - Official start day at the Country Club and all is going well they even announced Ash's 21<sup>st</sup> birthday for the day before. Transport out to the north of Launceston for the real start of the Targa. Initial stages go well and are a good shakedown to check all systems (car and personal) are functional. Stage 5 Holwell covered at good speed and getting into the rhythm when that damn oil lamp flickers at the chicane then a flicker turns into more of a "glow" surely not – this is even one stage sooner than last year.....the end of the stage is near so a cautional wind down and over the flying finish at 0RPM the quietest Sprite ever at that speed. Roll away from the time control and open the bonnet - oil line fitting from block broken (No4) and oil everywhere – not a pretty site. Service crew cross country their way back to us have a discussion – looks like the day is a DNF so some engine parts are removed and its back to Launceston via Pirtek to get the trailer. Ashley says hello to car 999. 4 hours later we arrive back at Silverdome service for some more nightly service/repairs (and Hungry Jacks again). Day 1 over – score DNF.

Day 2. Thurs 3<sup>rd</sup> May - Some good stages today. First stage of the day we have a good run and then start on transport section to attack the infamous Sideling. Alternator light starts to flicker not the first time as we are used to the Prince of Darkness.....but this develops into more lamp activity as we approach the stage start and voltage drops down to 12V – great looks like it's the battery only for this stage. Stage

goes well – Ashley’s note calling is spot on and we get into the rhythm (apart from that annoying red lamp) and push hard. However life was not meant to be that easy.....500metres from the flying finish the engine temp shoots up and we go through the flying finish at 0 RPM. Of course by this time we are getting used to it. This time we cannot get out of the closed road section so roll to a halt and open the bonnet to survey the damage. Drive belt to the water pump has sheared (No5) and remains flown off into the scrub somewhere in the surrounding Tasmanian wilderness. Oh, and the charging problem at the start of the stage was the diode pack on the alternator which had destroyed itself (No 6). Phone calls (to everywhere) located the only drivebelt in Tasmania 2 .5 hours away in Ulverstone. After a discussion – looks like the day is a DNF again. Ashley again says hello to car 999 and this time I also get to exchange pleasantries. Back to Silverstone Service.....again. Special newly delivered drivebelt fitted, new water pump fitted and car finished to put away in Parc Ferme for the night – right? No wrong. The engine starter motor fails to fire into action (No 7). 2.5 hours later at 10.30 at night we are in a local retired electricians home workshop soldering up and modifying internal solenoid wires. Another Hungry Jacks.

Day 3 Fri 4<sup>th</sup> May - Third day of competition isn't



***The Sprite after completing the Prologue***

3<sup>rd</sup> time lucky? Nervously watching all instruments and lamps we manage to complete 4 stages and get to experience our first lunch halt aren't Tasmanian apples wonderful. Full of confidence again we restart for the afternoon looks like 3<sup>rd</sup> time IS lucky.....then on the Paloona stage a misfire develops ¾ through the stage and we burble through the flying finish on 3 cylinders – a spark plug contact had rotated loose from the plug lead (No 8). Next stage Mt Claude oh yes the alternator lamp flickers back into action again. Meet the long suffering service crew on the next touring stage and yes the diode pack on the alternator has destroyed itself (No 9) fit another spare at least the bolts were not tight and all the tools known like the back of the hand. Continue to last stage of the day and we have a ripper except of course for that annoying flickering alternator charge lamp (yep that's No 10) and of course a loose wire on the ignition solenoid (No 11). A trip to the local electrician and hopefully a solution to the alternator problem is found

and a modified one fitted. Then onto another Service at the Silverdome to check the car over and fit the new ignition solenoid and looking forward at last to an early night before the big run on Day 4 over to the west coast. That was the plan but a tired brain (and maybe too much Hungry Jacks) meant that a charge wire to the replacement ignition solenoid was not refitted and Mr Murphy made sure that the loose end was sitting on the rear brake line.....the result oh yeah, great, a burnt out oil pressure gauge line (No 12). Rapid blocking off the oil line fitting with solder and running without a gauge was the only option at 11.00pm at night and it seemed to hold pressure. Then off to plan the next days service schedule and off to bed. Not even Hungry Jacks tonight.....

Day 4 Sat 5<sup>th</sup> May - Looking forward to a great day of stages ahead Cethana, Hellyer Gorge etc despite feeling as though we'd slept round the car all night. Returned early to the Silverdome for the morning

start and to check over the previous nights work. Shock horror the previous nights short circuit had burnt through the rear steel brake line (No 13) and we were without rear brakes perfect for that little run through the days stages. Anyone who has driven these roads on the wild western side of Tasmania would know the insanity of driving them without rear brakes. And so our

eventful Targa 2009 had come to an end..... and thankfully also the Hungry Jacks.

So next time someone says to you that No 13, Black cats (or even running over Chinamen) is lucky for some please do not believe them. Do we come back next year to finish unfinished business? – ask me next week not this.....

# Secretary's Stuff 2009

By Tony Kanak

Hello Everyone,

As I write this it is only a short look back to Easter in Canberra and a very successful national Jensen Club get-together that my family was involved in. Also in Canberra for Easter were a bevy of Chevrolet Corvettes representing much of the history of this long running model (born 1953), AND about ten Ansair buses. Older reader will remember these sort of aircraft fuselage styled buses with the rounded tail, from their glory days in use as Pioneer coaches etc. The buses date from the same era as the early Corvettes, and at the time were the pinnacle of forward looking styling applied to transportation. It seems every type of quirky vehicle has a following, even when a supersize garage or workshop might be required.

More recently, at the April club meeting we were regaled with tales of enormous motoring challenges in the recent South American version of the famed Dakar events. It was a privilege to be in the audience at the meeting and we can only hope one day for the book, or for younger folk- the DVD which will chronicle the blood, sweat, tears, skill and money and other resources that are needed to finish this type of event. (I typed "chronicle, not "record" to stop the smart arses telling me that they already have a Blood, Sweat and Tears Record. You know who you are- and act your age)!

Also at the April meeting, Ian Gibbs provided a sort of outline of the newly revamped for 2009 Highland Fling, which looms soon in the CRC calendar. Ian said, with apparent confidence, that he expected many to clean-sheet this one, such is the relative ease of the event this time around. He also says the pies at the Robertson (approach from the NE) pie shop have improved. Alas there is only one way to test both of these claims- and that is to enter. Actually Ian wouldn't say if the Pie Shop was on the route but it is at a notable road junction....

A reminder also that if you are short of classic motoring plans for the June long weekend, the CRC is going to the Temora aviation museum, via the west, with an overnight stop on the Saturday in Young. More information about this was in last month's magazine, and is on the club website. I am coordinating this social run, and as yet I don't know which vehicle we'll be taking, because this weekend

is also the start of the ski season, and if conditions look promising that will take care of what to do on the Monday. So I'll need to take something that can be fitted with chains as per RTA and NPWS requirements. I would like the poor snow deprived Volvo to see and experience snow properly before it dies, but I don't own any snow chains to fit it. Travelling the Snowy Mtns Highway from Tumut to Mt Selwyn and perhaps Jindabyne and beyond- but later returning to Sydney via Cooma makes it tough, I expect, to hire chains in Tumut- but I'll check this out further to see if the trusty Volvo can be used. So on the morning of Saturday June 6<sup>th</sup> at Glenbrook you can expect to see us in the er....

Would anybody like to loan to me, or donate some snow chains to fit 165 x15 tyres? You would have my enduring gratitude, though our children might hate you....

Last but not least- I took a broken wheel stud (from the passenger's side front hub) to the Jensen Club Canberra gathering to remind people that periodic and preventive maintenance is worth thinking about, not just using the approach of only fixing something when it is broken. And, no, Jensen didn't make these studs, they are of a generic sort, so it was not Jensen's fault.

Why a wheel stud? Well it is the same age as the car (at least), it has been done up and undone countless times since 1973, and probably with a rattle gun before we took over this vehicle about twenty years ago? It has taken some of the load of countless potholes, zillions of heating and cooling cycles and Targa Tasmania and other stress. And in the course of rotating the tyres with a hand wheel brace, the week before Easter it just broke. It did this at 0kph, on the jack in the garage. Ideal circumstances really, a nuisance, and with some suitable spares on hand, just another delay in getting to the next chore.

In another place and time the loss of one wheel stud might be more worrying. Having one stud broken increases the load on the four others by a proportionate amount. At only 7/16 inch diameter they are not over engineered compared to a humble Ford Falcon, for example, which has 1/2 diameter studs. How is the internal metallurgy standing up to

time and these stresses in the wheel studs fitted to your car? French cars with only a trio of wheel studs at each corner might take special note?

The same story goes for brake hoses. The original Jensen advice was that the key braking components like calipers and hoses receive quite frequent attention and overhaul/replacement. Only the most fastidiously maintained vehicles would have received this degree of attention. It gets expensive of course to replace parts that are still working, and a car is not like an aeroplane, it won't fall out of the sky. Well no, it won't, but thirty years is plenty old for brake hoses. So is twenty years for that matter!

I have seen rubber brake hoses fail without external evidence by delaminating internally and becoming virtually blocked. This prevents transfer of pressure and fluid to one wheel's brake components. Often the effect is barely noticeable in gentle driving at low speed. At higher speed the stopping certainty, and distances can go haywire. It can also cause a brake to drag significantly, and cook the brake components, I've had this happen in an AHRG rally 250 km from home and it isn't pleasant! This problem was with the ubiquitous Girling sourced brake components....

There are some parts you don't want to run to the end of their life. In owning a classic vehicle for a good time and a long time (we hope) you might consider the appropriateness of the range of advice offered on a myriad of subjects, before making up your own mind.

I think it was Tom Hoover, a noted developmental engineer for Chrysler's US performance operations, who when asked a question like "How will you know when the development program for the 426 Hemi engine has reached its potential", replied "When they start running over the crankshaft as they cross the finish line"!

Perhaps a fine strategy for getting everything possible from parts in "bucks up" unlimited motor racing, but not the best in terms of predictability for your classic? Parts like these safety oriented pieces referred to above, are readily available from marque specialists, but perhaps not at the modern large auto stuff retail chains.

Drive carefully, and keep those cards and letters rolling in. The editor is always hungry for material for this magazine. Ladies, I must let you know we should

# One for the Ladies By Wendy Maher

Ladies, I must let you know we should all be proud of Gary Maher. Thursday morning two weeks ago, on the 2UE 'Mike & Sandy' show, Sandy announced that Gregory & UBD might stop printing street directories as most (?) people now use a GPS. This, of course, prompted Mike Carlton to say it was just as well as most women can't navigate! (A 'Red rag to a Bull'). Gary phoned in and said he wanted to support women navigators, then gave the CRC a plug and mentioned the number of excellent women navigators that are in the club, explaining the type of navigation, maps etc that are used. Mike's only answer to this was a question about 'can she cook' to which Gary also answered 'Yes'. So we should all applaud him for standing up for us – many of the other callers didn't!!

On the main topic though, I must say that it would be a shame if these companies do stop printing street directories and wonder what can be done to prevent it. I'm not against the GPS system but I detest 'that voice' constantly telling me what to do – particularly when I want to take the shortest route via back streets that the GPS doesn't 'compute'. They definitely have a place for people who don't know their way around the city but for those of us who do know how to read a map surely we should be given the choice. One inter state truck driver who phoned in was horrified as he carries a street directory for each capital city as well as a GPS – and he said he often has to use the street directory to clarify the GPS or fully re assess where he actually is.

How about some 'Letters to the Editor' as comment on the topic?

# Targa Tasmania

By Carol Both



Dame Edna Everidge described Tasmania as that little bushy triangle down the bottom, and that was where we were headed. After leaving Sydney on a fine sunny day we landed in Launceston to find it was raining and cold. Maybe, at last, I would get to wear my thermal underwear.

This was my third year officiating at Targa, and I had three others who had answered my call for a fun week. Tony Shepherd, Alan Watson and Peter Grant had decided to venture forth. They are all retired, and I do wonder if their wives may have encouraged them to get out of the house .

We stayed at Launceston for the first three nights, one night at St Helens on the east coast and two in Davenport. Lovely double beds with an electric blanket made it seem

like home...to me. Alan, whom I was sharing, with got the room with the bunks and no electric blanket. Such a gentleman.

Prologue day was Tuesday and we went to Georgetown to watch via Beauty Point, where there is a sea horse farm. None of the men were interested in these little critters but were happy to drink coffee while I did the tour. The most interesting fact about sea horses is that the female deposits her eggs in the males pouch and then buggers off. The male has to fertilise and incubate the young. Doesn't that seem like a good idea?

On Tuesday night we attended the meeting of the Tasmanian chapter of the CRC. This of course was held at a pub which served rather



good pizzas. Dramatic events had already happened to some of our competitors. Sonia and Ernst Luthi turned up sans car. The Renault Dinalpin was not ready in time for the event. Ernst, at this stage had gone from disappointed to resigned. Sonia ,on the other hand, had gone from disappointed to angry. An angry Sonia is not a pleasant experience. Heaven help the mechanic. Dominic and Kim had arrived with their car only to find an electrical fault with the killer switch. Off to the autoelectrician.to get fixed, but this started a domino effect in the electrics which could not be sorted by the deadline. Garth Taylor came as support crew for Geoff Bott and Brian Foster in car 703.Aline Smith came to watch her husband Kerry drive his Celica which unfortunately





rest of the week.

Peter was in control at the start, Tony was SLO (slow) writing down the actual start times and for the first two stages I was at the start doing whatever needed to be done. Usually I do finish, but it was fun to get to wave to our CRC members, 2 girl cousins ( one a driver ,the other navvying) and my sons mate who was navvying for his father. Alan got to spend the first two days at finishes.

Next stop St Helens going via Bridport where there is, according to my husband, a great golf course. We never got to see Priscella the beer drinking pig at the Pynegana

was a DNF

Tony Pannell and Jeff West were also there having come over on the ferry, and then spent a leisurely week driving around the countryside delivering things to stops.

On the Wednesday we had to start doing what we were there for. Timing the starts and finishes. One stage per day. Civilised starts too, as we never had to get up before 6am while other teams had to be on the road at 6am. So off to Beaconsfield. We were supposed to get a new state of the art equipment using microprocessors instead of laptops, but these were not ready, and three days before the event, timing gear was cobbled together out of the old system.

The screens on the laptops were almost unreadable, converters didn't work and we had a 12 volt battery at starts that kept dropping its charge. We had to take the battery out of our car and piggyback the two together with jumper cables. The radio in the car was stuffed for the

pub ( not a great loss) but did run into –figuratively- Lui and Jo as they were heading for the cheese factory.. It appears that the Competitor Relations Officers have a lot of spare time.

Friday was a town stage at Devonport . Every year, somewhere, there will be a local yokel on a stage and this is where we got ours. After we had set up and were waiting for the first car, he confided to me that he was glad that we weren't the same crew as last year as they were awful, and did every thing wrong. The problem was that





we were the same crew as last year and although he didn't recognise us, we remembered him only to well History repeated itself and he was still a nuisance and as useless as last year..

When we had first gone to the Silverdome on Sunday to see the cars there was a little yellow fiat Ardbath with a bit of body damage that we discovered had rolled at Siddons Plains that day. Well, that Ardbath rolled again in Devonport just before the last corner. Some minutes later the navigator strode around the corner and down the footpath, anger and disgust evident in every step.( the road was still closed and the local yokel was having kittens) About ten minutes later the Ardbath crept around the corner, also on the footpath, with the windscreen tied to the roof I'd guess that was the end of that partnership. The local yokel insisted we give the car a time but as it never crossed the official finish line and did not have two crew we declined.

Our last stage was at Lowanna. Lots of thick fog at the start but lovely at the finish as we were above the fogline. There was also a house right where we were so I had the luxury of a real loo.

As our plane didn't leave until mid afternoon on Sunday we did a little sight seeing. Peter and Tony had cooked us a breakfast of ham, eggs and bacon to start out right for the day. Actually it was just to get rid of the leftovers.

Across the road from where we were staying was Entally House An



1835 Georgian house on an original grant of 300 acres and open to the public.. It had been built by a grandson of Mary Reiby of Sydney. Alan and I were keen to see it while Tony and Peter sat around enjoying the sunshine.

Then into Launceston to see Cataract Gorge and take the chairlift over the gorge. The trees had been cut back to make room for the chairlift and as we got closer we realised that the trees were Rhododendrons covered in buds. They really were trees and not shrubs as we know them. Covered



in buds, they will be great in 3-4wks time. It was a beautiful sunny day and the scenery was great.

It was another great week in Tasmania although I suspect that we did about 300 kms more than we needed to due to Tony's penchant for going around in circles. This was contributed to by the presence of two navigators and a GPS in the car, and sometimes none of them could agree.

Alan Watson, it appears has a fetish for shirts. Mostly flannos. He must have bought 4 of them and they came as brand new or second hand from

op shops. We all have our queer little habits.

The weather was good, the company great and I would be happy to do it all over again. Thanks guys for a great week.







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# CRC Classifieds - For Sale and Wanted

Got something you want to sell, buy or swap? Email the Webmaster.

To see complete ads with photos go to [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)

Photo	Details
<p>8 May 2009</p> 	<p>Looking for a classic car enthusiast and a good home:  <b>Triumph GT6 Mark II with overdrive, 1969</b>            Dark green.            Original Australian import 2L engine, converted to 3 SU carburettors (1¾ inch), larger exhaust system, larger radiator, new 3.97 Diff, brake booster, Mark III steel wheels with new tyres, original wire wheels and engine parts available.            Mechanically in good shape, body and interior need attention            Car is on full registration.            Excellent rally car.            \$15,500 or nearest offer.            Phone Sonja and Ernst Luthi on 0410 690 702 or 0412 273 287</p>
<p>28 Mar 2009</p>   	<p><b>1972 W108 Mercedes Benz 280se 3.5L</b>            Excellent condition inside and out            Mechanically A1            4th owner            Matching numbers            Comes with all original documents and log books            \$27,500            Phone Darren Taylor on 0419 016 075 or email <a href="mailto:dtaylor1234AToptusnet.com.au">dtaylor1234AToptusnet.com.au</a></p>
<p>28 Mar 2009</p> 	<p><b>Original Italvolanti steering wheel</b>            Refurbished wood            \$400.00            Phone Darren Taylor on 0419 016 075 or email <a href="mailto:dtaylor1234AToptusnet.com.au">dtaylor1234AToptusnet.com.au</a></p>
<p>25 Mar 2009</p> 	<p><b>1964 Mercedes 220 SEB - \$12,500</b>            Great condition, drives well, serviced by Autohaus since new.            Recently serviced and plenty of rego remaining (February 2010). Located in Northbridge, Sydney, and is available for inspection/test drive.            Phone Scott on 0414447967 or email <a href="mailto:skindredATEvanspeck.com">skindredATEvanspeck.com</a></p>
<p>26 Feb 2009</p>	<p><b>Wanted for Datsun 1600:</b> driver's side (both) doors, bonnet, and front bumper bar.            Contact Roger Gottlob 02 6274 6690 (bh) 02 6241 3169            (ah) 0418 962 312 (m) or <a href="mailto:rogerandgillianATactewagl.net.au">rogerandgillianATactewagl.net.au</a></p>
<p>24 Nov 2008</p>	<p><b>Refurbished Philtronics Rallytrip OR Halda Twinmaster</b>            After last week's Classic Adelaide, I now have a redundant Philtronics 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 Philtronics 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 685820</p>



German Drinker



Clarky trying to hide his affection for Luigi



Cheeky Luigi King Valley



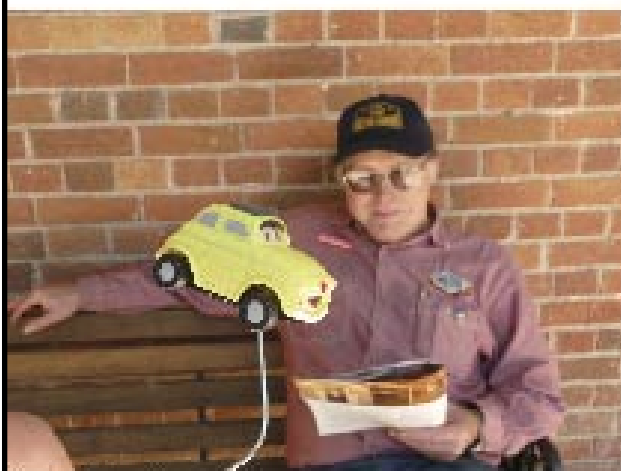
Al Cherry and a curious Tony Kanak  
Wangaratta Forest Rally



Ned Kelly Beechworth



Tony South and Mike Birks



Henri Goulburn



Jeff Whitten

## FOR SALE CLUB REGALIA



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# 2009 Events Calendar

<b>Date</b>	<b>Event</b>	<b>Contact</b>
27 Jan	CRC monthly meeting	
15 Feb	Summer Lunch Run	John Young - 0412 246 911
24 Feb	CRC monthly meeting	
<b>7-8 Mar</b>	<b>Riverina Run</b>	<b>Jeff West - 0427 263 757</b>
24 Mar	CRC monthly meeting	
28 Apr	CRC monthly meeting	
1 May	Desktop rally #3 (Dave Johnson)	
<b>24 May</b>	<b>AROCA Tour d'Corse</b> Entries due 15 May	<b>Tony Wise - 0417 211 848</b>
26 May	CRC monthly meeting	
29 May	Desktop rally #4 (Ted Norman)	
6-7 Jun	June Long Weekend in Temora (Aviation Museum and flying displays)	Tony Kanak
<b>14 Jun</b>	<b>Highland Fling</b> Entries due 7 June	<b>Ian Gibbs</b>
23 Jun	CRC monthly meeting	
28 Jun	Christmas in June - Winter Lunch Run	Brian Madigan - 0400 736 637
<b>18-19 Jul</b>	<b>Jaguar Mountain Rally</b> Entries due 26 Jun	<b>Wendy+Gary Maher – 02 4571 1229</b>
24 Jul	Desktop rally #5 (Pam and Alan Watson)	
28 Jul	CRC monthly meeting	
3 Aug	CRC Annual Drive Day (Oran Park)	Sharyn McAlpine - 0407 330 075
<b>8-9 Aug</b>	<b>MG Classic</b>	<b>Robert Smith - 0407 600 632 OR 02 9440 2498</b>
25 Aug	CRC monthly meeting	
4 Sep	Desktop rally #6 (Ernst and Sonja Luthi)	
22 Sep	CRC monthly meeting	
2 Oct	Desktop rally #7 (Carol and Gerry Both)	
<b>17-18 Oct</b>	<b>Alpine Classic</b>	<b>Lui MacLennan - 02 9460 6909</b>
27 Oct	CRC monthly meeting	
6 Nov	Desktop rally #8 (Gary and Wendy Maher)	
24 Nov	CRC monthly meeting	
28-29 Nov	The Fat Quarter Trail	John & Wendy Cooper-0414 246 157
TBA	Club end-of-year/Christmas function	

**BOLD = Club Championship event**

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

**Please make phone calls before 9.00pm.  
Classic car folk need their sleep!**

**This month's Mystery Member is Glen Innes in 1938.**

