

Rally Directions

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

September 2009

Exploits in the USA



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

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Scrutineers

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

Beb Fox	BRONZE	Canberra	W: 02 6295 1115
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Tim McGrath	BRONZE	Wollongong/Illawara	M: 0419 587 887
Rob Panetta	SILVER	Killara (H)/Brookvale (W)	W: 02 9939 2069 or M: 0418 963 091
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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 16 October 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

We haven't had a great deal officially happening in the club over the last month, so my page will probably be a bit more pictorial than usual.

On Sunday 23rd August, John Cooper co-ordinated a fine display of sixteen of our members' vehicles at the Shannons Eastern Creek Classic. The weather was fanatstic and there were a record breaking 2100 vehicles on show. It can take a few hours to wander the paddocks and look at all the machinery but it's a walk that's always interrupted by bumping into people from other clubs that you don't see too often. All good fun and a great way to showcase our club. The car that drew the most attention was definitely Gerald Lee's Cooper, still wearing the battle dust from the 30th Anniversary Repco Re Run. Gerald entered with Victorian CRC member, Ian Reddoch and Barry Ferguson & Dave Johnson were in the original Commodore.



sure there'll be lots of talk about these events at the September meeting.

In the meantime, classic rallying continues. The Alpine appears to be fully subscribed and following on it's tail on November 8th will be the Penrith Pas de Skatta. There's an entry form in the magazine, so make sure you enter – it sonda a bit of fun!!!

See you all on a rally road soon.

Lui



Gerald doing his thing on the Repco



With Fergie in hot pursuit!

Many of you will have read about the excitement of the Australian round on the World Rally Championships, held earlier this month in the north of NSW. Repco sponsored three events associated with the WRC and the CRC had entrants in two of them. Thommo and the Tiger represented us at Speed on Tweed in Murwillumbah and the Coopers, Mifsuds and McAlpines entered the Classic Outback Trial, which started in Forbes and having competed on some of the WRC stages, finished at the WRC Service Park at Kingscliff (where I was working). I'm



COT Team Cooper

(pics James Elliott)



COT Team Mifsud



COT Team McAlpine

Short Cuts

Mystery Member



Who is this 10 year old who was too young for four wheels so two had to do?

The Post Classic Racing Association has invited members of the Classic Rally Club to participate in one of the last ever race meetings at Oran Park, as the circuit is closing at the end of this year.

The last Historic Motorcycle Race Meeting ever is being held at Oran Park on Oct 10-11, and several car clubs (including CRC) are invited to parade historic cars during the lunch interval on Sunday.

More information can be found on the Classic Rally Club website.

Dear Editor,

I find myself distraught at the HIDE you have publishing the August mystery photo, what CHEEK you have including this in a car club magazine. I was always under the impression that the mystery member photo has to do with automobiles, not bronze Aussies.

Imagine my distress when I was recognized by my friends by my bald spot and FRECKEL on the top of my head and then become the BUTT of their jokes laughing BEHIND my BACK, what a BUMMER. I would like to make it known that I was forced to partake in the photo by my two mates Curly & Moe.

I understood that true mates under the influence make a pact such as the three musketeers (or maybe we were the Ninja Turtles at that point) to promise what goes on at Fraser stays at Fraser.

One could of submitted a photo of the REAR end of our 4x4's but no, one of the other two have broken ranks to produce this BARE snap shot, making an ARSE of me and a CRACK in the ranks of mate ship. The breaking of ranks may have driven a WEDGE between us.

I believe this photo may have been taken just after our lunch of RUMP steak and we were awaiting our time to go swimming so as not to get a cramp.

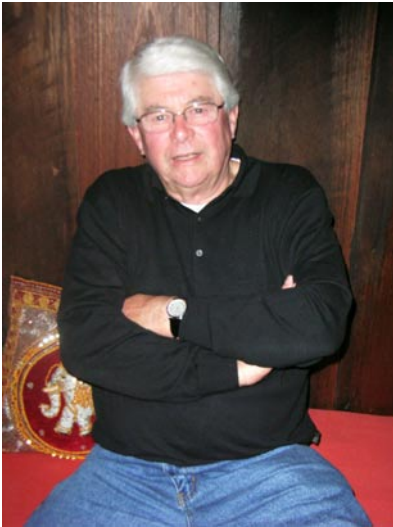
Maybe I am making a mountain out of a MOLE hill and should be thankful that this mild snap shot was printed and not some of the others from the aBUM. As editor maybe you could of given me a RING to OK its printing and promise we've seen the BACKSIDE of these types of photos.

Regards,
Anonymous
Name & Address withheld by request

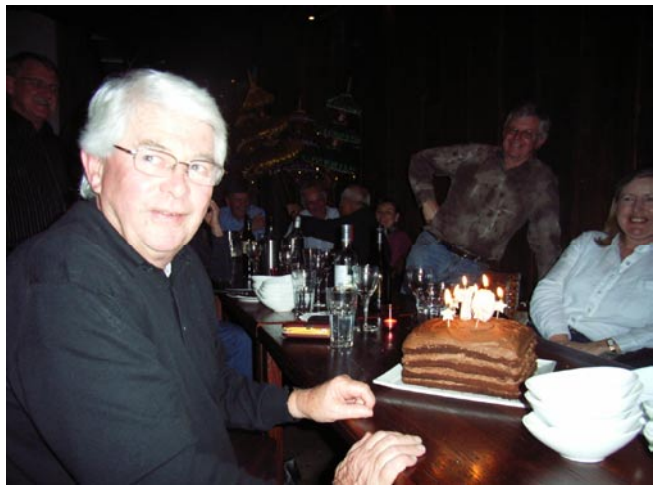
If you've got any newsy snippets about CRC members or classic rallying please email the Editor

Surprise Surprise

Photos and Articles by Carol Both



What was going to be a birthday dinner a la deux, for Tony Wise and Lui, turned into a much larger "do" to celebrate a significant birthday for Tony. With Tony's wife Amy OS seeing to her mother in Canada, it was felt that such an important occasion should not be allowed to pass quietly.



Several members of CRC and their partners gathered at a Thai restaurant in Cammery. Ironically Tony had, the day before, returned from Bangkok and may be forgiven if he was a little over Thai food. The food was



good, the wine plentiful, and the company in fine form



For reasons known only to himself, Dave Johnson, at one stage, was seen to be under the table.

Lui had baked a huge chocolate cake and added some candles. Happy birthday was sung, the cake cut to precision by Julia and greedily eaten by the rest of us.

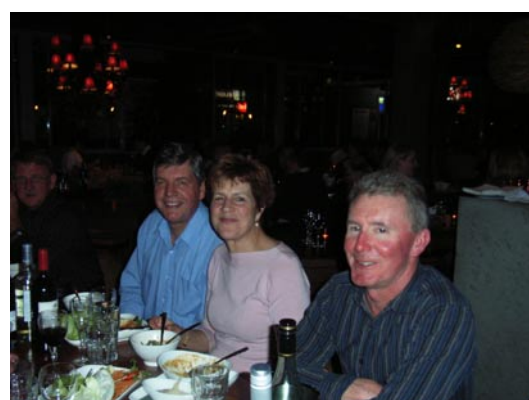
For some, a short walk, others a quick drive and we were at Lui's for a cup of coffee. It was a great evening, as it always is when CRC members get together and we hope to be able to celebrate Tony's next significant birthday with him.

Lui had baked a huge chocolate cake and added



Surprise Surprise

Photos and Articles by Carol Both



A Tough Way to Celebrate a Birthday

How a Mini conquered the Repco Reliability Trial Rerun

By Gerald Lee

photos by Cate Lee & Ian Reddoch



“You must be kidding!” Over and over again, this reaction was repeated whenever we mentioned our plans to run our beloved Mini in the 30th Anniversary Rerun of the 1979 Repco Reliability Trial.

The 1979 Repco Reliability Trial is generally recognized as the roughest and most grueling of the famous Round Australia car marathons that captured the imagination of the Australian public in the second half of last century (how old does that make us feel!). The original 1979 event is perhaps best remembered for the victory by a young Peter Brock in the then-new Holden Commodore entered by the Holden Dealer Team. Brock narrowly beat his team mate, the Classic Rally Club’s own Barry Ferguson, who had led the event for much of the way around Australia. It was also remembered for the titanic Ford vs Holden battle with Ford entering a team of specially prepared six-cylinder Cortinas led by Colin Bond.

The 2009 Rerun was designed to celebrate the event’s 30th anniversary by following the original route through Victoria, Western NSW and South Australia using as many of the original trial stages as possible. The big difference was that the Rerun would take a civilized 7 days to cover the 4500kms that the original competitors had to cover in 3½ days virtually non-stop!

There was little doubt that we’d be in it when co-driver, Ian Reddoch, and I first heard about the event. Like so many ‘revheads of a certain age’, I can clearly remember sitting on the roof of my Dad’s car cheering the survivors of the Redex and Ampol Round Australia Reliability Trials as they finished in the 50s. I can also remember

following the changing fortunes of the 1979 Repco on nightly TV news as the trial raced around Australia.

Having competed in the Reruns of the 1953 Redex and the 1956 Ampol Round Australia Trials (also organized by event director, Graham Wallis) in Ian’s 1953 Peugeot 203, it was just a case of deciding what car to enter.

In the year of the 50th Birthday of the Mini, what better way to celebrate than by competing in a rerun of Australia’s toughest rally in a Mini! The Mighty Mini was famous for its winning ways in races and rallies in the 60s and 70s. And I’d already celebrated the Mini’s track heritage by competing at the Phillip Island Classic and the Easter Mount Panorama historic race meeting earlier this year. So what better way to celebrate the amazing versatility of the ‘Brilliant Brick’ than by competing in a rally to celebrate the 30th anniversary of the Repco Trial in the Mini’s in the 50th year!

Sentiment aside, however, there was the little question of whether it would be possible for the Mini to make it around the route. The director of the original 1979 Repco Trial, Stewart McLeod, gave the example of ‘a Mini with 4 crew members’ as the worst possible choice of vehicle and crew numbers in his pre-event advice! Well, at least we were only planning on a crew of two.

We were further chastened by the Rerun director’s response to questions about the suitability of the Mini for the route as it exists today. Whenever we asked the question, he replied that there would be alternative routes to ‘cut and run’ for the loss of a few points for competitors who couldn’t handle the competitive course.

Not very encouraging.

However, we were encouraged by reading the book and watching the documentary of the figure-of-eight crossing of Australia by Evan Green and 'Gelignite' Jack Murray in a standard Mini Deluxe in 1965. If they could go around Australia then, before there was even a proper road to Ayers Rock or across the Nullabor, surely we'd be OK.

We were also heartened by discussions with fellow Classic Rally Club members, Jim Barrett and Bill Stevenson. Jim had restored my 1964 Austin Cooper S in the early 90's as a faithful replica of the BMC works Minis that dominated international rallies in the 60's. He and Bill had competed in the car in a number of forest rallies in the 90s and were able to assure me that the car was as well equipped as any Mini could be, and that Minis were far more capable in the rough stuff than most people realized.

Still, it had been a very long time since the Mini had set its 10" wheels on dirt (even longer since its driver had driven a Mini on dirt). It has been pampered on the track and Classic Rally Club road rallies in recent years.

Preparation really only consisted of a service and tune-up after its run at Bathurst. The ride-height was raised back to standard but that still only gave 4 1/2" clearance under the sumpguard; Jim Barrett sorted the wiring out to get the driving lights going again; a comfortable seat was fitted for the navigator; and an intercom (thanks John Vickery) was fitted at last so the crew could communicate over the scream of the straight-cut gears and constant clattering of the floor riding on gravel.

With the help of the CRC Mini Mafia, a comprehensive spares kit was assembled to cope with every disaster we could expect along the way (thanks Tim McGrath & Stevo). The most important bit of preparation was the decision to take a service crew (wife Cate and Peter 'Thomo' Thomson) for peace-of-mind and, most importantly, allow us to keep the Mini as light as possible.



The biggest hiccup we faced was the unavailability of 10" rally tyres. Even the source of 10" rally tyres from the UK has now dried-up. So we had no choice but to tackle the rerun of Australia's toughest outback trial on ordinary street tyres.

The start at the Melbourne Showgrounds (the venue for the original start in 1979) really brought home the historical significance of the event. The field of 37 cars included 16 crew who had competed or officiated in the original 1979 event. These included CRC's Barry Ferguson, Dave Johnson and John Bryson along with multi-Australia Rally Champion, Bob Watson and AHRG's Hal Maloney.



Just as impressive was the line-up of historically significant cars like Barry Ferguson's recently rediscovered and restored HDT Commodore in which he came 2nd in 1979; the works Ford Cortina crewed by Colin Bond and the late John Dawson-Damer in 1979 (and incidentally once owned by CRC's Rob Worboys); the ex-Tony Fall works London to Sydney Marathon Austin 1800; the amazing Range Rover that made such a spectacular impact on last year's Red Centre to Gold Coast Rally; the Peking to Paris Holden EH of Gerry Crown & John Bryson; and the glorious Carrera Sud Americana Falcon GTHO of Ian & Val Swan (who older members might remember from the early Mountain Rallies). The rest of the field was made up of currently-active historic rally cars with the ubiquitous Datsuns and Peugeots dominating the numbers.

The first morning was a relaxed drive to Tooboora for a special commemorative lunch that was joined by even more of the original entrants and a few more of the original cars. The competitive part started with an autocross at Bagshot NE of Bendigo. Boy do people outside Sydney enjoy some wonderful motorsport facilities! The Bagshot track is 5 kms long and is fast dusty and bumpy that soon blew the cobwebs out of the old Mini.

The afternoon included a drive over the Creswick Special Stage of the original rally. Now most of these original

trial stages were not supposed to be competitive BUT there was a window in which the controls opened and closed. Unfortunately, organization within the Mini hadn't been sorted out too well, and we found ourselves entering the stage with Ian driving (that's OK) and me navigating (that's definitely not OK). Needless to say, we soon found ourselves a long way up the wrong road and fast running out of time till the control closed, giving Ian the pleasure of inflicting the first of many scars to the sumpguard and floor to get back on the correct route and make it to control before it closed.

Day 2 commenced with a freezing cold and slippery khanacross at Ballarat airport (again, several kms long) followed by another rougher one at Dunkeld. That was followed by an optional navigation stage which introduced me to the marvels of Victorian-style navigation events. Thankfully, Ian has lived in Victoria for a number of years and has competed in a few Historic Rally Association's navigation rallies, so he has a grasp on their obsession with finding obscure via points. I was simply in awe when he hopped out the car outside a rifle range (yes, they were firing live rounds at the time) and waded into the bushes to find a via board down by a hidden creek. Unfortunately we overshot one road realignment which cost us first place.

The day finished with an Autocross sub event at SEAC Park at Mount Gambier, another dedicated motorsport facility with a unique cross-over bridge on a rough, muddy course made even slipperier by rain that was falling.

Our day ended with the first of our many flat tyres.

Day 3 was the one we were dreading. Pre-event notices had warned us that we could expect muddy sections in the South and deep sandy sections along the Border Track north to Renmark. Ian had made-up a system of sandtracks and we carried a handwinch in anticipation.



The Mini almost submerged in the mud holes in the early sections but amazingly made it through – unlike several bigger cars that came to very sticky ends.

The deep sand of the Border Track (one of the favourite playgrounds for Victorian 4WD weekend warriors) found us needing assistance, which was no big disgrace because two-thirds of the field also needed to be snatched out.



This is where the Gods smiled on us. The organizers redirected the rally around a large part of the sandy section after the director's car and several of the first competitors (including our own Barry Ferguson and Dave Johnson) got well and truly bogged. We were able to skirt around this section without penalty while they had to push and dig their way out.

At the end of day 3 we were relieved that we'd survived the worst and pleased that we were sitting in 21st place. People were starting to have a new respect for the abilities of a Mini.

At this point, 10 cars that had only entered the 3 day event left us. This included the leading Datsun 1600 of Terry Naish and Ross Runnalls (an official on the 1979 event) who went on to win the Classic Outback Trial 2 weeks later. Also leaving us at Renmark was the ex-Bond Cortina of Gary Williamson who'd had a troubled run with problems with the long-range fuel tank. He completed the event with a plastic outboard motor tank which had to be filled 14 times in one day to get him home!

Day 4 started with a very rough run over the Murray Flats Trial stage which again put the sumpguard to the test and another steep, deep sandhill that the director had advised we 'cut and run' around and take the corresponding loss of points. But by now, we'd got the hang of driving a Mini through soft deep sand (flat-out in 1st and don't lift!) and amazed everyone by not troubling the waiting rescue crew. This was followed by a sub-event at the old Taillem Bend Rallycross track where Larry Perkins won the Australian Championship in 1979 and another long and very fast autocross (the faster cars were looking at 160kph on the straight) at Walky Park which saw the Mini tumble down the field by limping over the finish line on its 2nd flat tyre of the event.

It was here that our trusty service crew came to the rescue of the Crown/Bryson Holden EH – rebuilding the back springs in time for them to complete their run. Pity that lifted them to one place ahead of us at that stage (well, at least they were fellow CRC members!)



Day 5 was a better one for the Mini. First up was 2 timed runs up the famous Collingrove Hillclimb in the Barossa Valley. Road tyres came into their own at last with the Mini recording the 6th fastest time overall. Flat tyre no.3 happened shortly after.

The rest of the day featured a long, long series of average speed sections on the amazingly picturesque Southern Flinders Trial stage ending in Yunta after dark with a long transport to Broken Hill. Again, our trusty service crew came to the aid of a competitor, towing the Riseborough/Kilsby Datsun three hundred kilometers into Broken Hill (well, at least Kay Kilsby is a friend of the CRC).

Day 6 started with the morning off to service the car and fit driving lights in anticipation of the night rally sections which were held on tracks 80km away. These night rally sections were a highlight of the event. Timed to the second, with lots of dust and scores of gates and no excuses to take it easy it was what real rallying is all about ... and the sumpguard and floor shielding really earned their keep that night.

Day 7 started with a sub-event at the Broken Hill speedway – a chance to relive the wonderful days when Minis ruled supreme at Parramatta Raceway!



That event saw the 4th of our flat tyres.

The trial then headed off to the longest and most remote stages of the event over station tracks East of the Flinders Ranges that have featured in the history of a number of Round Australia Trials and London to Sydney

Marathons. So long was this section, that the organizers had arranged for fuel to be carried to the lunch break on a truck to allow competitors to make it through to the finish. Timed-to-the-second rally stages were interspersed with wonderful stops to enjoy a chat and hospitality at Kalabity Station and Wirrealpa Station and a marvelous spit roast lunch at Curnamona Station. Such occasions really bring home the stark difference in the lives of Australians living in such remote regions and leave you inspired by the spirit of such people who make a living out of such a harsh land with the nearest neighbour hundreds of kilometers away.

The final competitive event was a motorkhana held at Curnamona station surely a candidate for the most remote motorsport event ever held anywhere in the world!



But the challenge was far from over. The final stage was via the Blinman Trial Stage, a seldom used track from Frome Downs through the magnificent Flinders Ranges. The route instructions warned of the very rough state of the track and a high crown that demanded even 4WD vehicles straddle the wheel ruts. Again, the director advised us to take the loss of points and travel by a supposedly easier route. Again we were determined to show that a Mini could get through the entire course (after all, we'd already spent half the rally straddling wheel ruts anyway, what difference does it make how high they are). What we weren't expecting was the roughness of the many rocky dry creekbed crossings and the stretches of deep bulldust which saw clouds of talcum-like brown dust literally exploding inside and outside the Mini. Car and crew were a peculiar brownish-red colour afterwards.

In a perverse way, this section was a fitting finale for such a challenging event. The Mini absorbed incredible punishment over that last 130kms but it made it through to the amazement of everybody. However, I've never been more relieved to get out of a car when we made the finish of the competitive part of the Rerun at Parachilna that night.

Overall, the Mini finished in 16th place – ahead of a lot of specialist rally cars with a lot more power and clearance. Barry Ferguson and Dave Johnson finished a fine 11th in their Holden Commodore and Gerry Crown & John Bryson finished 14th in their EH Holden (thanks to Thomo's assistance!)

We reckon we would have won the prize for 1st placed car on road tyres and no limited-slip-diff. However, the organizers did create a special award for our efforts ... we came home with the special "Gravel Rash" award to remind us of a very special adventure in a remarkable little car.

4500kms over 7 days and going stronger at the end than when it started. The car finished without a scratch and without a spanner being laid upon it. We didn't have to touch any of the spares we'd so carefully packed and our trusty service crew did more work on our rivals' cars than ours!

What a way to celebrate a birthday.

Gerald



EVENT SUMMARY

No.	Crew	Car	Points	O/R
7 DAY EVENT				
141C	Doug Fernie / John Beath	Datsun 1600	58.5	1
2	Ian Swan / Val Swan	Ford Falcon GTHO	67.5	2
25	Greg Park / Bill Hamilton	Peugeot 504	85.0	3
11C	Bob Watson / Robin Smalley	Datsun 1600	94.5	4
7	Peter Riseborough / Kaye Kilsby	Datsun Stanza	97.5	5
3	Rob Dyer / Jenny Pollock	Datsun PB210	98.0	6
27	Damien Jenkins / Ronda Jenkins	Peugeot 504	123.0	7
128C	Geoff Sawyer / Les Shadwick	Datsun 1600	132.5	8
29	Craig Latta / Lael Lea	Peugeot 505	139.5	9
120C	Hal Moloney / Peter Meddows	Leyland P76	159.5	10
17C	Barry Ferguson / Dave Johnson	Holden Commodore	165.5	11
126C	John Phillis / Richard Phillis	Ford Falcon XD	181.0	12
9	Simon Young / Paul Hogan	Austin 1800	188.0	13
88C	Gerry Crown / John Bryson	Holden EH	190.0	14
10	Stuart Lister / Gary Gourlay	Chrysler Lancer	197.5	15
50	Gerald Lee / Ian Reddoch	Morris Mini	209.0	16
87C	Bob Westwood / David Brown	Holden Commodore	225.5	17
17	Les Jennings / Joshua Frichot	Peugeot 404	250.0	18
14	Rod Piggott / Karen Piggott	Peugeot 404	252.5	19
8	Jeff Graham / Joy Graham	Peugeot 404	255.0	20
5	Rowland Tidd / Graham Birrell	Holden Commodore	267.5	21
20	Peter Nash / Phil Challinor	Peugeot 404	276.5	22
158C	Ian Comport / Lucas Coombe	Austin 1800	278.0	23
30	Bruce Brierley / Dee Brierley	Peugeot 504	288.0	24
24	John Barry / Jason Rossiter	Austin 1800	291.5	25
18	Andrew Holmes / Christian Staff	Peugeot 504	293.5	26
Did Not Finish				
1	Tim Kennon / Gene Canner	Morris 1800		suspension

Exploits in the USA !!

By Mike Birks

Or how four Aussies managed to buy the bar in the Intercontinental Monterey.

It all started many months ago when Tony South said "hey Birksie do you want to go to Pebble Beach and the Laguna Seca historics" – hmmm is the Pope a Catholic ?? So the planning began and the starters rose from 2 to 4 with the inclusion of my two brothers, David and Andy. Tony used his previous experiences at the Event to get all Restos and tickets booked, together with the fantastic accommodation at the Intercontinental Monterey. All set, here we go.

Thursday

We headed off early to the Pebble Beach Polo fields where the cars (approx 200) were assembled for their run in the country – what an amazing array of vehicles. Managed to fall over Ross and Renai Warner (Kim wasn't feeling so good and was having the day horizontal). For my mind there were three stand outs, an ATS (never knew anything about them) a magnificent Delahaye and a very rare 60's Morgan Coupe.

Off to view the GOODINGS auction collection which had some truly stunning cars – my pick was the Ferrari LM250, followed by a pair of Healey 3000's. We then went across town to the Mecam auction viewing which was even better !!! A Lotus 23B and a McLaren M8 were outstanding, particularly seeing as we were able to have an indepth with the owner. This auction produced the highest price ever for an automobile – a Shelby Daytona Coupe @ \$US6.73mill !!!!!!!!. After all that we just had to retire back to the pub and the bar – gobsmacked.



Friday

Another early start to get out to the Concorso Italiano.

My god !!!! over 500 Ferraris + Lambos + De Tomaso + Alfa + Fiat + LSB (Lanci Sh..boxes) + Masserati + Ducati, etc. etc. etc. This was the most amazing array of motor vehicles I have ever seen. We spent hours and hours looking at the assembled machinery and could not believe what we were seeing. A phone call came in from Vince Di Pietro to say that he and Sandy were there, so we caught up and arranged dinner. Great to see them – Vinnie is Naval Attache to Washington DC. We left there and headed for another Italian display, which while lacking the number of cars had some magnificent examples. The show stopper was the new Alfa 8C, without doubt the most spectacular of ALL the new vehicles. By 4.00pm we were car'd out and headed back to the pub and some liquid refreshment.

Saturday

Out to Laguna Seca for the day – day one of the Historic races and a tribute to Porsche. !!!!!!!

We had magnificent seats in the ""Flagroom"" – all fully catered and in a great position on the track. It was extremely hot – 35degrees +. The variety of Sports Cars racing was enormous and the racing sensational. The highlight for me was the Canam cars, and what a race they put on – mindblowing.



The other race which was fantastic was the under 2 litre Sports Cars which featured a pair of insanely fast Chevron BMWs. All this heat was too much so the air conditioned bar called us yet again. I walked up to the "Corkscrew" and watched from there for about 2 hours. It's a bit like the "Dipper" at Mt. Panorama. There was plenty of action with many spins and a mega million dollar historic TestaRossa hit the wall, I nearly cried. On our way back to the car we observed a runaway vehicle that had hit 3 other cars in the car park – the driver of the run away was none than Derek Bell – hmmm. Again the heat was unbearable so all we could do was head back to the coolness of the hotel and the BAR.



Sunday

A very early start in an attempt to beat the crowds out to Pebble Beach golf course – the scene of the main event. We arrived at about 7.30am and already the crowds were building, we were able to see about 60% of the display before it became almost impossible to see the cars in their true perspective. There was a magnificent display of Bentleys and a huge array of all types of both European and American vehicles – including one lonely early 20s Peugeot !!. The Event was a tribute to Sir Stirling Moss as it was his 80th birthday and there was a wonderful display of the machines he had driven in both F1 and Sports Car racing around the world. I forgot to mention that the Concourse is held on the 18th fairway of the Pebble Beach golf course on the edge of the bay – a truly wonderful location. By noon the crowds were a bloody nuisance and we decided to head off to Laguna Seca and spend the afternoon watching the historic. The racing was just as fantastic as Saturday with a completely new set of vehicles racing. I guess the highlight was Rusty French from Melbourne winning the Porsche race late in the day.



By the time we left the Track we were knackered, bushed, tired, hot and thirsty. We had enjoyed a five day motoring feast that I never thought possible. My thanks to Tony and his PA Janet Sng for all their efforts in making the journey a fabulous experience. Early Monday we went our separate ways – Tony to Frankfurt, Andy to Sydney, Dave to Seattle and me to Chicago. As to whether I'd go back – hmmm – well the jury's still out on that – Laguna Seca, yes and Concorso Italiano yes. We'll see...

Classic Outback Trial – Results Manager

Competitors commented on the efficiency of the results system. See the real truth below!!!
 1st stage on web at 10:45am. Amazing considering the conditions we are working under. See attached photo. Have fun. Garry



Hi all. Report 2 J
 Well C5 is on the web at 12:55. Conditions for the "remote results" team are improving as shown in the photo... thankfully Alex is doing all the hard work today. However, we do need higher management – the brains of the show, so to speak. Garry



Results of C6 held up by Car 4. Sweep had to rig some temporary suspension aids for a competitor Results on web at 15:21pm
 'Remote Results' have had a hard day, as seen in the photo, BUT ... persevered to key in C6 manually ... Garry



FOR SALE CLUB REGALIA	
	CRC Embroidered Cloth patch \$5.00 (navy blue with yellow writing)
	CRC Windscreen Sticker Free Members (120 x 65mm)
	CRC Windscreen Sticker Free Members (323 x 174mm)
	CRC Polo Shirts \$25.00 (with pocket and club logo)
	CRC Nylon Jacket \$37.00 (with hood and club logo)
	CRC Sloppy Joes \$25.00 (with club logo)
	CRC Tee Shirt \$18.00 (with club logo)
	CRC Cap \$10.00
	CRC Black Chambray Shirt \$33.00 (with club logo- Long sleeves)
	CRC Drizabone Jacket \$75.00 (with club logo)

All Club Regalia available at Club Meetings, through John Cooper, or phone orders to 0414-246-157. Cheques made payable to Classic Rally Club.

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

Prestige Embroidery
 4/29 Coombes Drive, North Penrith 2750
 Ph: 0402-147-230
 Fax: (02) 4727-0893

Rallies - Where are we now?

Geoff Bott

Note to President – Get over it and stop whinging about getting lost! The MG Rally was hard work but quite achievable as a number of crews demonstrated. Although JJ West managed to clean the event, he was chased hard by other navigators with only one sight board or question separating each of the first 4 places in the master's category. Note to everyone! - Every time an event organiser is criticised, it is wounding and it is personal! If anyone spends months preparing an event and spends a lot of their own money by running over the route time and again it is very much their baby. As a consequence it is very personal when you are criticised. Been there as an organiser and will not do it again. I am grateful for every event that I do these days.

As I mentioned at the meeting, the practice of directors these days is to have major controls at the start and finish of a division and maybe only one manned control en-route. As events are largely untimed, places can only be determined by the degree of navigational difficulty (or an exercise in frustration). The issue of regrouping via questions is a furphy. I believe that this should be done via major controls located at unambiguous points such as using grid references at several locations during a division. That way, it is up to the imagination of the organisers to give instructions as to how to get there and leads to considerable ingenuity in those instructions.

Not only does a major give a competitor time to catch their breath, but allows more social contact with officials (who may be recruited from local car clubs) and gives a clear series of sections within a division.

On the subject of controls, the placement of control signs is something that I have found to be very sloppy. A look at the Rally Code is instructional.

“4.1 Control area specifications:

(i) If the location is specified as a junction, intersection or road, then the control area shall be the whole area within the fence lines for a distance of approximately 50m from the specified location.

(ii) The control boundary on the correct direction of approach must be identified by an approved control marker. It is permissible for additional markers to be located facing any other direction, and where used these shall also be deemed to identify the control boundary.

(iii) If route instructions for the next section specify an exit direction from the control, then the control area may be further extended up to 20m along the exit road to include the location of the control official.

(iv) If any of the fence lines referred to in (i) above do not exist in fact, then they will be deemed to exist 50m from and parallel to the centreline of the road.

(v) All impound, inspection and test areas are deemed to be control areas.”

The placement of control signs is an extremely useful tool that is often overlooked by officials as the direction of entry is critical and clever placement of such signs and the location of controls will easily affect the result of an event and the manner in which a Director's "Gotcha" can be effected.

I have seldom seen control signs located properly on most events in recent years, nor are there a proper lookout kept for WD's. Nor have I been in many events where the directors have used really clever locations for entrapment of the unwary, although I have seen quite a few lost opportunities.

Mention was made of the lack of rally stickers on cars at the meeting. Some perspective is required here: during an event some years ago a competitor had an accident where they were at fault and the car was towed away complete with stickers still attached. The insurer decided that the car was being used in an event that was contravening the policy conditions and did not wish to pay for the subsequent claim. It was then up to the driver to prove that it was not a timed competitive event just like those on the telly on the weekend where the cars were all in a "race". Even the word "rally" is not a good thing as it has connotations that make insurers blanch. This was raised during the time that I was on the Touring Road Events panel of CAMS quite some years ago and it was a recommendation that a TRE should use another set of words for the event and avoid the use of the word "rally" to ensure that there was no misinterpretation by the law or insurers in the event of an incident. I might add that CAR703 is covered in stickers and numbers, but not that of the events that I am presently running in and I am very careful not to "frighten the natives or their horses" as a consequence, whereas those cars with an inconspicuous number in the corner of the windscreen are far less obvious. Please keep in mind that we are now in a VERY litigious set of times!

Oran Park Driver Training Day

By Tony Shepherd

The written or unwritten rule is if you win, you write an article for the CRC Club magazine.

Well, after a really top day at Oran Park, the editor should get at least 60 articles because everyone was a winner, except the few who had problems - Sorry!

The first prize of course is to the McAlpines, who organized the whole day.

Sharing that prize are the volunteers, thanks heaps.

That was my first time around the "big track" and it was great. The car handled like a B.O.S. but went like a bomb on the straights. I must add that I was ably assisted by my pit crew of one Pamela.

My only previous outing at Oran Park was at the FIRST meeting as a competitor - slowest car there.

The track was built by people, members mostly of the Singer Car Club.

We had about 35 members. One of those members was a lady (name escapes me) who drove a Swallow Doretti and her father owned the dairy farm, that the circuit became a small piece of. (He rented it out for peanuts or peppercorns)

The cost of the circuit was raised by the club and members did a lot of the work.

We would have half social/half work days. The organization needed to run the meetings soon became too much for the Singer Car Club and the circuit was turned over to the New South Wales Road Racing Club (who are these people) and as they say the rest is history.

I ran out of money, easy to do isn't it, so graduated to time keeping (two stop watches on a clipboard)!

Race headquarters was downstairs, timing upstairs in a double-decker bus that didn't go. Look at it now.

Anyway it was fun then and it was fun on Monday. A great shame to see it disappear, as I'm sure many thousands of people have great memories of Oran Park Raceway. Spare a thought for the members that didn't go.

Roll on the next track day or rally.

MC Classic 2009

"The Directors Cut"

By Jim Richardson -
Clerk of Course

After each Rally the Directors/Organisers evaluate the results and discuss with some competitors their views plus field unsolicited comments from each classification. Provided the Event conformed to the Organising Club and CAMS criteria this helps us to decide if instructions had been easy or difficult and points out improvements for subsequent Events with the main aim to get a clear winner without too many "clean sheets" or "tie-breaks". As each category has different aims the replies can vary so need to be treated separately. The practice of a closer to Sydney start to allow easy Saturday morning access is now becoming difficult as the first division is now finding traffic a minor annoyance and our competitors are coming from a variety of areas.

For our 19 Tour entrants (54% of field) we incorporated several basic map reading sections, that were well received, and managed to only have 4 clean sheets requiring a tie-break, so level seemed about right for people to still enjoy a spirited drive.

With only 4 Apprentices (9%) this meant that we deleted some of the "clues" to get a result and this presented some problems in Division 1B. However, all completed the balance of the Rally with only minor errors.

The 13 Masters (37%) was a contest between entrants and organisers with a mix of challenges and mind games, but provided you followed basic rules and were prepared to think outside a narrow band you could have been with the 30% who completed the Rally with only minor defaults (0 – 2 errors). Clean sheets by Division 1A (38%), 1B (15%), 2A (54%) and 2B (77%) showed that the Course could be tamed with instructions given.

As Touring Assemblies cannot use time to penalise backtrackers that try various roads it becomes essential to not give distance clues early in the stage, but still have via points and mains identified by via point and/or extra route chart instructions to get competitors to complete the course.

As they say "winners are grinners" and many a defeated General in war has complaints about what went wrong after being outmanoeuvred or outthought by the Opposition.

Rebuilding a special car, a summary of a long journey: part 2

By Sonja and Ernst Luthi

45 days to go to Targa 2009, we were hoping.... Well at least the log book application and scrutineering was passed without an issue. All that was needed was a car that worked and registration. 3 weeks to go, Sonja is flying to Melbourne for the first outing of the car and the Victorian French Day. At least it drives although reluctantly, but then enjoys catching up with other Alpines (still smiling). Still a lot of work to be done, new instruments were purchased as the originals were to be fixed in time. 2 weeks to go, Easter weekend and supposedly the time to do some miles. The car has been registered on Victorian Club Plates (Renault Car Club) with a permit for 4 weeks allowing for test drives and Targa. Still a lot to do, electrics not yet finished, no handbrake, no heater.... but a drive around the blocks proves the concept, gear box works, engine works, brakes work, but no umph, ah well. Maybe tomorrow. Off to Kingslake and Marysville the next day, luckily there are no trucks and not much traffic as we crawl up the hills, still no power and lots of ping-pong, but the car sticks to the road, on occasions more than is desired with the chin hitting the road... A 2nd hand distributor is organized from a fellow Alpine owner and bolted on that night, that should return the umph... Yes, sort of, but at least we made it to Chateau Tabhilk 120km North of Melbourne without embarrassing ourselves on the motorway, nice trip and nice traffic jam on the way back (at least the radiator works well). Lots to do, new distributor, multispark unit, finish electrics, heater, handbrake and new instruments, tune Webers, install the seats, and adjust the suspension. No problem !

Friday 24 April, trip to Melbourne to pick up the car and catch the ferry on Saturday night, weathering the storm and overnight in Holbrook, arriving 11.00 on Saturday. The car looks fantastic, but no handbrake, the seats are not in, heater not ready and the electrics are still not complete, but the intercom works (haleluia). No problem all fixed before the ferry leaves by 20.00 ?! Maybe lets move the ferry to Sunday and change scrutineering to Monday, no problems there. Well, the rest of Saturday was going to

be busy, the seats went in in a couple of hours, the handbrake in 15 minutes, 1 minute to take the heater off the list, just too difficult and by 02.00 on Saturday morning we had enough working out the electricals. Most of it worked anyway. Off to bed for a test drive in the morning. It did start first thing, fantastic, off the drive way and down the road onto the motorway, brakes work, acceleration works but with a huge lag (must be the turbo lag...) suspension still soft, hitting the road occasionally, lucky it is Melbourne and not Sydney.... Back to the garage and some more adjustments, and some contingency planning. Sub regs say that if we pull out before scrutineering we can defer and won't lose the entry fee, the ferry will agree to take the VW Tiguan. Back to the car and oh well a hole in one of the seat belts, Revolution is closed on Sundays so a phone call to Tasmania and we will have a spare when we arrive. 15.00 final test drive, suspension still soft, but may work, lets test the kill switch. It worked idling, but it doesn't at 3000 rpm, #@\$! 15.55 one calls Targa to withdraw the other organizes for the VW to have a boat trip. At least we will have a week's holiday and a chance to do some recce and practice reading pace notes. And, by the way you can do Trophy Time in a VW Tiguan. Overall probably the best decision although very disappointing, but much better than being embarrassed on the track with a lemon.

2 May: back from Tasmania and a serious word with the mechanic. A plan is put in place of things to be fixed by the long weekend in June when the car was to make its journey to Sydney. Did it happen ? YES ! Back to Mexico on the 6 June for the long trip back to Sydney on Sunday. The mechanic volunteered to join us on the drive so the 3 of us set off early on the Sunday for an uneventful but slow trip up North. Great fuel economy (7.5L/100km), Webers still not fully tuned and earplugs would have been an advantage. But finally the car is in Sydney. Pink Slip is next for registration and getting those Webers tuned. So off to Colliers to get the lights fixed (split indicator and park lights), Webers tuned and a pink slip issued. Yipeah, 30 June and finally on NSW club plates, 2

years after the journey started. Just in time for the Jaguar Mountain Rally.

So on the 18 July, on a very cold morning, we set off for the first test. Radiator inlet $\frac{3}{4}$ blanked off to keep the engine warm and the heater on to keep the crew warm. The radiator worked well and the fan only cut in as we queued on top of Mt Victoria on the way home on Sunday. Performance was markedly improved and the front only hit the road a few times. A very pleasing result and enjoyable weekend.

Bring on the CRC Drive Day in Oran Park ! And it works, maybe not the fastest, but road

holding was great, brakes worked, acceleration... maybe once the engine is fully run in and the driver works out how to run properly on a track. Smiles all over, not just from us.

On to the MG Rally mid August. A valuable lesson learnt, suspension needs more work or there will be no chin left. But with now close to 5000km, the concept has proved itself, just a bit more fine tuning..... Dyno tuning the Webers and working on that suspension. Then back for the Alpine Classic for final testing and then Classic Adelaide in November and maybe a further update after that.



Melbourne French Day



On Club plates, ready for Targa



Chateau Tabhilk, the wine travelled in the Clio



Left behind Sunday 26 April



On the way North



Finally home



On the Mountain Rally










Oran Park



MG Classic

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**

Photo	Details
<p>10 Aug 2009</p> 	<p>Terratrip 303+ with wheel probe This unit is surplus to our needs as we've upgraded to a 303+ with the additional display. The unit is in very good condition and worked perfectly before the swap. \$600 + shipping costs For more information call Robert on 0414301100 or email hambriATgmail.com</p>
<p>6 June 2009</p> 	<p>1962 Triumph TR4 with genuine aluminium Surrey Top, painted in the Works rally colour 'Wedgewood Blue. Built for Classic Adelaide [Three first in class and three targa trophies] and has been featured in Rally Sport magazine. This vehicle has been completely rebuilt and has photographic evidence and receipts. It includes the original equipment including seats (re-upholstered) and bumper bars, carburettors, radiator, hub caps, plus numerous other bits. Has three sets of wheels, one steel, one set of minilite replica with good road tyres and one set of genuine minilite (alloy) wheels with Yokohama Advan tyres. Sparco race seats with 3 inch 4 point seat belts. Terraphone, Terratrip, Cams approved Roll cage, map lights, rev limiter, long range fuel tank, front and rear roll bars S/S braided brake lines, TwinWeber carburettors on a stage three head, Overdrive gearbox, (third and fourth) stainless steel exhaust system with extractors, alternator, lightweight radiator, oil cooler, electronic ignition, balanced engine inc. flywheel with TR6 clutch, Cams log book, and the list goes on ... There is a car trailer for the vehicle available if required at a reasonable price. Currently on club plates but can be fully road registered. Genuine reason for sale. \$33,000.00 Terry Standing standitdATbigpond.net.au</p>
<p>28 Mar 2009</p>   	<p>1972 W108 Mercedes Benz 280se 3.5L Excellent condition inside and out Mechanically A1 4th owner Matching numbers Comes with all original documents and log books \$27,500 Phone Darren Taylor on 0419 016 075 or email dtaylor1234AToptusnet.com.au</p>
<p>28 Mar 2009</p> 	<p>Original Italvolanti steering wheel Refurbished wood \$400.00 Phone Darren Taylor on 0419 016 075 or email dtaylor1234AToptusnet.com.au</p>
<p>25 Mar 2009</p> 	<p>1964 Mercedes 220 SEB - \$12,500 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 skindredATEvanspeck.com</p>

2009 Events Calendar

Date	Event	Contact
27 Jan	CRC monthly meeting	
15 Feb	Summer Lunch Run	John Young - 0412 246 911
24 Feb	CRC monthly meeting	
7-8 Mar	Riverina Run	Jeff West - 0427 263 757
24 Mar	CRC monthly meeting	
28 Apr	CRC monthly meeting	
1 May	Desktop rally #3 (Dave Johnson)	
24 May	AROCA Tour d'Corse	Tony Wise - 0417 211 848
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
14 Jun	Highland Fling	Ian Gibbs
23 Jun	CRC monthly meeting	
28 Jun	Christmas in June - Winter Lunch Run	Brian Madigan - 0400 736 637
18-19 Jul	Jaguar Mountain Rally	Wendy+Gary Maher - 02 4571 1229
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
8-9 Aug	MG Classic	Robert Smith - 0407 600 632 02 9440 2498
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)	
17-18 Oct	Alpine Classic	Lui MacLennan - 02 9460 6909
27 Oct	CRC monthly meeting	
6 Nov	Desktop rally #8 (Gary and Wendy Maher)	
8 Nov	Pas de Deux (to be run as a scatter rally)	Jeff West - 0427 263757 Dave Johnson - 0428 299 443
24 Nov	CRC monthly meeting	
28-29 Nov	The Fat Quarter Trail	John & Wendy Cooper - 0414 246 157
13 Dec	Club end-of-year/Christmas function	Pam and Alan Watson - 9653 1036

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

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

This month's Mystery Member is Gerry Both

