

# Rally

## Directions

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



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February 2010

### Classic Car of the Month Lancia Delta Integrale

The original Delta was designed by Italian car designer, Giorgetto Giugiaro and was first launched in 1979.

It was voted European car of the year in 1980 and with Saab assisting in the engineering, was sold as a Saab 600 for a short period in Norway and Sweden. The most famous model (shown above) was the HF Integrale Evoluzione, a 16V 2litre turbo charged AWD hatch that dominated the World Rally Championship, taking a total of 46 WRC victories. Lancia won the Constructors Championship a record 6 times with the Integrale, taking the trophy every year from 1987-1992.

### REMINDER! The Kosciuszko Classic 6th/7th March 2010

**If haven't already, get your entry in quick for a rally that covers some of the greatest driving roads that Australia can offer! Entries close on Wednesday 24th February 2010.**

Starting in Goulburn on Saturday morning it heads to the high country and then down to the overnight stop on the South West slopes of the Snowy Mountains at Laurel Hill. That night enjoy an Australian Bush dinner with all the trimmings and discuss the day's adventures. The theme for the night, seeing we are staying at an old jail, is "Infamous people". Prizes will be given for best dressed.

Sunday morning starts with a big bush breakfast and then back on the road to travel some of the amazing open roads around the Murrumbidgee and Lachlan Rivers to the finish back in Goulburn.

This event will be about 920kms long with less than 20 kms of that unsealed. There are many new roads that have never been used before in any event.

Entry fee is \$396 for a crew of two.

The Supplementary Regulations are available on the CRC website, [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)

If anyone has any queries contact;  
Jeff West  
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02 63315342  
[jj.west@bigpond.com.au](mailto:jj.west@bigpond.com.au)

# Classic Rally Club Officers and Contacts 2010

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## Committee

John Henderson	hendo@bigblue.net.au	(02) 9499 8141 or 0408 118 427
Garth Taylor	gartht@aapt.net.au	(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	(02) 6295 1115 (W)
John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Ivan Hughes (Bronze)	Bexley	(02) 9587 9399 (W)
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Gary Maher (Bronze)	North Richmond (H)	(02) 4571 1229 (H)
Tim McGrath (Bronze)	Wollongong / Illawara	0419 587 887
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
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Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Matthew Windsor (Bronze)	Kelso / Bathurst	(02) 6332 1594 (W)

*(Please make phone calls before 9.00pm)*



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

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

# Ms Pres Says

Welcome to the February edition of Rally Directions and also to Simon Duff, who has taken the bit between his teeth for his first edition as Editor. I hope you'll all continue to be fabulous members and keep sending in lots of stuff to fill the pages of our monthly mag. Don't forget, the magazine can only be as good as the content that's provided to Simon to 'edit'.



It's also welcome to the hideously hot and humid month of February – as I write this, my air-con has failed, the temperature in my 'office' is 37° and humidity's 7000%; the computer has gone into overload and is threatening to shut down due to heat stroke – and so am I!

Not a great deal of Rally Club business has been happening over the last month, largely due to our choice not to calendar events during the hotter part of the year, when old classics are not at their best. Probably the best part of Oz to be at this time of the year would have to be Tasmania – and guess where I was!! For those who follow the Tarmac Rally scene, you would be aware that the weekend on the cusp of January/February saw the second running of Targa Wrest Point, a two day event that is effectively a mini Targa Tas. I had been asked to join the results team and it proved to be a fairly relaxed event from the Headquarters



perspective. One pair, who may not have had quite such a relaxed weekend were CRCers Kerry Smith (R) and David Kirkby (L), who contested the event for the first time in Kerry's '75 Celica. They did themselves proud, coming 37th outright out of 64

in the Classic Competition and 103rd out of the entire field of 146. Considering the winner was a 2009 Lamborghini Gallardo Superleggera Type R, there was some serious competition out there. Well done boys and keep that CRC banner flying, wherever you are!

On the weekend on 13/14 Feb, a bunch of CRCers and a few pals are heading to Blayney to observe the Blayney BillyCart Bash as a recce for possibly building a CRC cart for the Bash in 2011. The event's been running for a couple of years now but Blayney has a big history of BillyCarting going back to the 60's. Have a look at their website – [www.blayneybilycartbash.com](http://www.blayneybilycartbash.com) – it's quite an eye opener and is clearly serious stuff!

Coming up on the 28th, we have our End of Summer Lunch Run to the Southern Highlands, organised by Dave Johnson & John Young. It's always a pleasant start to the year and the highlands usually offer some relief to our summer temperatures (this time last year, we had open fires at the lunch venue!), so get on to Dave and let him know you're coming. Numbers will be limited by the size of the pub dining room. It's also a great start of rally season shake down for.....

The Kosciusko Classic, which will be the first competition event on

the 2010 calendar. Always ably organised by Jeff West, it's a well organised, perfectly pitched event and the roads are some we would never think to drive under normal 'get from A to B' conditions. Staying at the old gaol is also an experience that is second to none on any other event. The atmosphere is fantastic with starry, starry nights and wallabies waking us in the morning. Get your entry off to Westie right now or you'll be sorry when you hear the tales of all the fun we had!

At the meeting next week, Liz Kornhaber and friends will be telling us about the Sydney Concours d'Elegance, a Pebble Beach/Goodwood type effort downunder (just maybe on a slightly smaller scale). It's happening on 10th October and the organisers may be seeking some assistance from the CRC on the day.

The CRC has also been invited to the AROCA club night on 4th March, to hear Oliver Grams. Oliver runs a race driving instruction school which operates out of the major north European circuits, including Nurburgring GP, Zolder, Spa, Hockenheimring and Eurospeedway Lausitz. Sounds like it might be an interesting night. Details on the website.

Something that has been brought to my attention recently is the concern some members have for the excessive speed that occurs on some of our events. It's not really anything new but it is something that needs to be addressed before there are dire consequences. We'll talk about it at the meeting but there will also be an article next month. Be warned!!

See you all on a rally road soon.

## Lui

# Our First Alpine Classic

by Scott Warner

I've often wondered whether the desire to go rallying is a genetic trait? In the late 1950's my parents competed in car trials in the UK. Dad drove his hand built special and mum was the "bouncer". Reflecting on this background, it is easy to understand how my daughter and I came to at the start of the Classic Rally Club's 2009 Alpine Classic Rally.

Dazzled by the amazing assortment of classic cars gracing the car park of the Lithgow Primary School, we took our place at the driver's briefing. It was evident that this was going to be a very challenging event. Fortunately a show of hands indicated that we weren't the only newcomers to the Alpine Classic.

The Alpine Classic is a timed rally, with three levels of competition. The simplest level is the Tourer's Class with route instructions, then the Apprentice's Class with map navigation, and finally the Master's Class with scarce instructions and difficult map navigation.

Over the last couple of years we'd been doing local rallies with full route instructions, and on occasion we'd even scored a placing. Naively we thought that we needed a bigger challenge than the Tourer's Class so we had entered the Apprentice's Class.

It was slightly ominous when the official handing out the instructions 5 minutes before the start, incorrectly handed 15 yr old Amy a set of instructions for the Tourer's Class. It was to be a mistake made by more than one rally official over the course of the weekend. I guess we must have looked like Tourers. We certainly didn't have the wizened, careful, calculating and wary look of an

experienced rally team. Just being at the start of the Alpine Classic was exciting, but this was going to be the biggest rally challenge that we had so far attempted. In hindsight it was difficult and an ordeal. But it was without doubt fantastic fun.

## Saturday Morning - Division 1 - Stage 1a & 1b

The automotive eye-candy at the start of the rally was a noisy and colourful

distraction. It was difficult to focus on the rally instructions. Not surprisingly our first stage of the Alpine Classic didn't get off to a great start.

The Stage 1a route had us heading South to Porters Retreat, before turning North to finish the stage at Black Springs. We missed the first question and then missed a turn



**Stickers on and trying to look like a real rally car.**



**Some of the marvelous competition had no difficulty looking like real rally cars.**



**Mum and Dad in action**

South of Edith. Having retraced our steps, we were very late into the Stage 1a control.

From Black Springs the Stage 1b route headed West to Burruga, before turning North to the lunch break near Wambool. The Division 1 instructions included grid referenced "Via" points and a herringbone. Stage 1a had been a disaster, but we made fewer mistakes on Stage 1b.

The catered lunch break included two motorkhana tests. Despite Amy's frantic screams and hand waving, we WD'd the first test, but scored a very credible time in the second test.



**Saturday lunch break**

## Saturday Afternoon - Division 2 - Stage 2a & 2b

The Stage 2a route headed North to Sofala, and the worse piece of rough and unsealed road in the whole event. In our hard sprung Datsun 240Z sports car, the going was slow and painful. Eventually the road improved and our dusty zed finished the Stage just North of Bathurst.

The last stage of the day was something a bit different. We headed West towards Orange on the Mitchell Highway, but in order



**Queuing to start Stage 2a**

to avoid an out of bounds grid square we deviated South before again joining the highway. We then progressed around a loop that saw us driving the same roads and passage controls twice.

At the conclusion of this final stage for Saturday we felt that we had done better than our dismal morning's start. Running quite low on fuel we headed, tired and dusty to Orange where our evening's accommodation and a meal with our new rally friends awaited us.

### **Sunday Morning - Division 3 - Stage 3a & 3b**

Sunday's start was the Civic Centre Car Park in the heart of Orange. The Stage 3a route had us heading South from Orange to Forest Reefs. The Stage 3b route took us through Blayney, before turning South West to Mandurama. An anticlockwise loop through Walli had us returning to Mandurama for another well organized lunch break.

The Division 3 instructions included tulip instructions, and the now usual "Via" points, grid references and road junctions. Just to show how cruel rally designers can be, Stage 3b started with an average speed section, and a series of closely spaced questions right from the start of the stage.

We'd had a fairly tough time through Stage 3a. We were trying too hard, and this in

combination with some early morning vagueness and a recurring problem with the differences between Left and Right saw us doing a lot of u-turns.

Tempers became elevated and reached a crisis point when the navigator stopped talking to the driver!

Just after the start of Stage 3a we felt beaten and we stopped. We'd already missed a number of questions. We were meant to be driving an average speed section, and we still needed to plot the stage. Breathing deeply we gathered our resolve. Eventually we decided to focus on the navigation, salvage what questions we could, and just ignore the average speed challenge.

Our point score for Division 3 tells the story: 47 points for being late, 60 points for missed questions, and 30 points for a woeful performance in the average speed section. Any hopes that we could improve on our position within the rally field were now very doubtful.

### **Sunday Afternoon - Division 4 - Stage 4a & 4b**

Somehow we reinvented our father/daughter relationship over the lunch break.



**Sunday Lunch.  
Amy considers walking home!**

Stage 4a headed through Neville, Barry and Athol, and finished North of Bathurst. Stage 4b comprised a loop in the Sunny Corner State



**Porsche 911 prepares to start Stage 4a.**

Forest before heading back to finish the rally at Lithgow.

The route instructions for Division 4 included via points, grid references, a herringbone, and a trace. We misinterpreted an instruction to pass through a cross road in Barry and embarked on a much longer loop than the rally designers had intended.

In a possible attempt to redeem themselves, the rally designers demonstrated a sense of humour in Stage 4b. A crucial part of the navigation in Divisions 3 & 4 had been that absolutely no dirt roads were to be used. You can understand our confusion when we suddenly came to a section of dirt road near the end of Stage 4b. At the point where tempers were again about to shoot into the red, a small handwritten sign was noticed on a conveniently placed post. It read: "Alpine, sorry a bit of dirt". Confusion and frustration quickly turned to laughter and onwards we proceeded to the finish.

Although we finished last in the Apprentice's Class, there were times when we had proved to ourselves that we could compete in this level of rallying. At other times our inexperience was all too obvious. No doubt we intend to improve our rally skills and have another go at this fantastic classic rally.

# The Gambler

## Courtesy of Wayne Gerlach

As we commence a new season of Classic rallying, it's time for all teams to clean the heads of the 8-track in their cars, and get those old tapes running.

Then, as they start searching across old survey maps, sing along to the navigator's anthem from Kenny Rogers' classic:

*You gotta know when to hold 'em,  
Know when to fold 'em,  
Know when to drive away ,  
Know when to cut and run.*

*Never count your via's  
When you're sittin' in the left seat,  
There'll be time enough for countin'  
When the rally's done.*

# John Manuel Fandango versus the Fat Geezers

*(special thanks to Wheels magazine)*

**The classic piece of humourous motoring journalism, done by Bill Tuckey in the late 60s after the Coopers took all before them at Bathurst. Reprinted for your enjoyment. Do it justice, read it slowly. And remember, the police used to drive Cooper pursuit cars.**

"Dear Romsey,

I reckon there ought to be something we can do about it. You know, like maybe one of them ombodsmans or what the hell they are. I mean a beak shouldn't orter be allowed to play favourites, and there are some things he just can't say about blokes and their cars. Just take what this beak said about my FJ. Now I'm pretty proud of my old FJ. It's got all the good gear on it. Cam, head, six SUs, tramp rods, the whole lot. Do 120, no sweat. OK, so it's got a bit of rust in it – what FJ hasn't? – and the brakes aren't all that hot and I was

GOING to get some new tyres but the extractor cost a bit more than I reckoned it would. But it goes like the hammers and like I say I'm pretty proud of it.

Anyway, I reckon maybe I better tell you what started this all off. I was going down to Canberra a couple of months ago and I just come down the Razorback on to that gas road into Picton. There I was, cruising

**'Well, jeez, I reckon old fatso could drive cause he was right up me as we ripped under the railway bridge, scaring the whatsis out of a bloke in a Valiant coming the other way.'**

along about 70 minding my own business when I see a Mini in the mirror coming up pretty fast. He gets closer a bit and I can see it's pedaled by this fat geezer. He tucks in up me ginger and pushes me along a bit so I give the FJ a few herbs to see what this old bloke's got in him, see, and he looks like he's gunna be in it. I screw it up a bit more and he gets all switched on like, and he pulls out and tries to blow me off. Well, did he ever have a thrill coming to him because the Mini that can take on my FJ and do any good just hasn't been soldered together yet. So I put the old size 10 right down through the floor.

Funny thing, that fat geezer in his Mini stayed pretty close all the way. I got her up on two wheels for that big left-hander into Picton – the fat geezer made up a bit there – and we touched about 110 down the town. Well, jeez, I reckon old fatso could drive cause he was right up me as we ripped under the railway bridge, scaring the whatsis out of a bloke in a Valiant coming the other way. We went like hell up the hill and just where she levels off there was another fat geezer in another Mini. Well, he got all bloodshot when we went past and seems like he reckoned he could do all right too and latched on the back.

Just outer Picton there's this big right-hander. Now, you can't see much but I never see anything much coming the other way only a coupla trucks now and then and I been on the road a lot so I take a real good Beechy line through there and give a bloke in an old Anglia a hernia and the two fat

geezers chicken out and drop back, but they got guts and they keeps coming. Now, guts is a thing I like in a bloke so I gotta give these two credit. Anyway, we keep going and just outer Tahmoor you wouldn't believe there's another fat geezer in

a Mini. Must all be in a club or something. This one joins in and I starts thinking by the time we get to Canberra we gunna be able to start a square-dance team.

Just as we fang over the railway bridge into Mittagong I can see a coupla feds in a Rambler coming up. Now a lot of people reckon I got no brains but I'm not completely dopey see and I got more sense than to try and drag a cop so I give it away and drop back to 35. Well these feds wave us over so I stop and the three fat geezers stop and the feds go back and jaw them a bit and I can't hear what they're saying but they all starts laughing and the three fat geezers get back into their Minis and drive away. So I reckon these Mittagong Rambler feds are good sports and don't mind a few blokes enjoying themselves as long as they ain't driving dangerous, but they front up and start tearing me apart and saying pretty rotten things so I asks them what about the fat geezers and how come they got out of it and they starts laughing again and the next thing I know I'm in the Rambler and they run me in.

So that's what started this all off and I'm a bit cheesed because I got the book threw at me by this beak bloke and he says I'm guilty

**'Just as we fang over the railway bridge into Mittagong I can see a coupla feds in a Rambler coming up. Now a lot of people reckon I got no brains but I'm not completely dopey see and I got more sense than to try and drag a cop so I give it away and drop back to 35.'**

and asks me if I think I'm Bob Hope or someone. So then I kick up a stink about the three fat geezers not getting lumbered and everyone laughs their guts out and the beak says something about being in contempt but I can see as all I'm in is the can.

Finished up I lost my licence for five years which ain't gunna be easy to take but I was looking at a gear Customline a coupla days ago so I'm buying it and I'm gunna spend the five years turning it into a real screamer and no fat geezers in no Minis are gunna get near me."

of all sorts of things and I tried to get away from the cops. I tell him I didn't try to get away from the cops and I only saw the Rambler when we got to Mittagong and I stopped right away and he looks at me like I got no brains

## NEW EVENT! The Barry Ferguson Classic

For those who attended the November Meeting, you'll remember Dave Johnson and I discussed a new event we would like to run... Well it's to go ahead!

This will be predominately dirt - for those who want to experience forest rallying without the speed. It will be run as a touring assembly with different levels of navigation. It wont be part of the CRC Championship, but will run as part of a series with other clubs. The idea is to run it on either the 6th or 13th of November as a one day event. It will take place in the Hunter Valley area. The main reason for this is that the other events are being held north of Sydney and we can draw on a large competitor base of rallyists in the Newcastle area.

The events in the series will be:

**22nd May**

The Evan Green (AHRG)

**5th June**

Mirrabooka (Central North Coast Sporting Car Club of Nabcac & Taree)

**17th July**

The Night Owl (AHRG)

**6th or 13 Nov**

The Barry Ferguson Classic (CRC)

Trophies will be presented to the overall winner of the series. A name for the series is yet to be decided. We know this event isn't for everyone, but is designed for those who would like to experience some dirt.

More details will be announced as they come to hand.

Regards,  
Ian Packard

# CRC desktop rallies for 2010 Jeff West

The map used will be the same as last year and will be either Sydney Special 1:250,000 Edition 3 or NRMA Sydney Surrounds Map No. 4 marked on the back as- P2504 06/07. (Not map No. 3)

There will be 26 reference points referenced A-Z of which at least 12 will be on the rally route. They do not have to be via points and can be used more than once.

A common complaint from the entrants last year was that it takes too long just to place the reference points onto the map so I have asked the people setting them to make locating the reference as easy as possible.

Different to last year, this year the rallies will stay open for just over a fortnight with them opening the Friday before a club meeting.

A part of being an Event director for a real rally is to promote your event so in that vein I have asked the authors for that month's desktop to come to the meeting and talk up their desktop.

If you have a go at one please submit your answer even if you don't finish it as the author for that particular desktop will reply to you and try to help you learn.

Month	Date Published	Date Closes	Authors
February	19th Feb	7th March	Dave Johnson
March	19th March	4th April	Gerry and Carol Both
April	23rd April	9th May	Ernst and Sonja Luthi
May	21st May	6th June	Rob and Starr Mifsud
June	18th June	4th July	<b>Volunteer needed</b>
July	23rd July	8th August	Glenn Evans
August	20th August	5th September	Ray Arthurs
September	24th September	10th October	Alan and Pam Watson
October	22nd October	7th November	Gary and Wendy Maher

*Celebrating 20 years of Classic Rallying*



**Around 800kms of sensational NSW roads!**  
**Mittagong » Goulburn » Lithgow » Millthorpe » Hartley**

## *the* **2010 Jaguar Mountain Rally**

**Tour:** *Fully Route Charted* (NO CAMS licence required)  
**Challenge:** *basic map reading & Plotting* (CAMS licence required)

# Sat 10 & Sun 11 July

**All for only \$395 per crew of two** for full details see supp regs *..... for pre rally Friday night accomodation at Mittagong RSL Motel/Springs Motel...call Janelle on 4871 3133 & mention Jaguar Mountain Rally*

**For further Details contact Gary & Wendy Maher 02 4571 1229**  
*For entry forms and regs go to [www.jaguar.org.au](http://www.jaguar.org.au)*



# 2010 Italian Connection Rally

## The 2010 Italian Connection Rally Entries Are Open!

Entries for the third Italian Connection Rally, popularly known as the Italian Connection Trophy (ICT), are now open. The Italian Connection Trophy is held annually over the third weekend each May and this year will be held from Friday 21 to Sunday 23 May.

The idea behind this novel event is to take thirty five intrepid crews in a variety of Italian cars from Ferraris to Fiats, add 1250 kilometres of fabulous driver's roads between Sydney and Melbourne, throw in a few observation questions, spice the whole lot up with plenty of gourmet Italian food, wine and camaraderie, then mix in a few surprises, and you have the recipe for three days of pure enjoyment that also provides opportunities to support a very worthwhile charity, the Duchenne Foundation [www.blueball.org.au](http://www.blueball.org.au).

2010 is the Centenary of Alfa Romeo so the ICT will be adding some very special surprises for our gallant competitors and the public. This year the rally will have its first all-female team driving the official Duchenne Foundation entry vehicle.

This is a great competition but with some seriously social overtones, that is organisers insist everyone has a terrific time.

At 7.30am on Friday 21 May all competing vehicles will congregate in the Piazza Grande in the Italian Forum situated in Norton Street Leichhardt (Sydney's Little Italy) for the official Rally Breakfast - everybody is invited.

At 10.00am the starting flag will be dropped and the rally cars will be away, escorted on their way south by a flotilla of Italian cars, Fiats and

Ferraris, Alfas and Abarths led by a Police escort.

One of our stopovers Myrtleford has actually created a whole Italian Festival around our arrival called La Fiera. The whole town joins in when we arrive. Myrtleford has a large Italian population.

On Sunday 23 May at about 2.30pm the Rally leaders enter Lygon Street Carlton (Melbourne's Little Italy) and make their way to the final checkpoint The Piazza Italia on Lygon where an impressive collection of Italian Machines and their owners are ready to welcome them.

The culmination of all that excitement and skill is the Victory



Dinner which is held at a fine restaurant on Lygon Street where everyone shares their stories, enjoys some entertainment and we total up what we have collected for our charity. Then the grand finale is the winners' announcements.

Almost all the competitors from the



2009 rally are returning this year so there aren't a lot of spots available but there are a few. Entries close soon anyone interested can go to the website [www.italianconnection.com.au](http://www.italianconnection.com.au) to download an entry form.

### Special Invitation to the Classic Rally Club Members

We would be delighted to welcome any Club members as competitors in the Rally. We can guarantee you a fantastic 3 days but if you can't we would still like you join the start of the rally.

Each year we travel the full length of Norton Street Leichhardt as part of our starting procedure providing a spectacle for the public and the media.

We would like to invite members of the Club to come and join us at the official Rally Breakfast at 8.00 am

on Friday 21 May in the Italian Forum. Then at 10.00 am we would like you to lead out the rally cars and escort them across the Anzac Bridge before dispersing.

Inquiries:

Robert Gunn – (02) 9960 1733  
[robert@italianconnection.com.au](mailto:robert@italianconnection.com.au)  
[www.italianconnection.com.au](http://www.italianconnection.com.au)

# AROCA NSW March Club Night

## Thursday 4th March

The AROCA NSW March club night date and venue have been changed in order to connect with a guest speaker visiting from Germany.

The March club night will be held at **Canada Bay Club**  
**4 William Street, Five Dock**  
**Thursday 4th March**  
**commencing at 8pm. (sharp!)**

Our guest speaker will be Oliver Grams. Oliver runs a race driving instruction school which operates out of the major north european circuits, including Nurburgring GP, Zolder, Spa, Hockenheimring and Eurospeedway Lausitz.

Oliver will introduce the legendary Nurburgring ring to you, tell you about his driving school and advise you of what options are available to you should you get the opportunity to drive on european race circuits. There will be lots of powerpoint slides and videos, and plenty of time for questions, so no boring monologues!  
Feel free to bring along any friends and colleagues who are interested to attend.

RSVP to Tony Wise 0417 211848



## Membership Report

The first batch of new cards should be sent out by the time of the next meeting. If you haven't renewed please do so ASAP so you will have uninterrupted membership.

If you have any problems receiving your membership card or have any queries please do not hesitate to contact me either by phone or email.

Welcome to new members:

- David Smith, Abbotsford
- John Arter, Orange
- Graham & Kay Thompson, Greenleigh
- Adrian & Janet King, Werrington Downs
- Merzi, Zubin, Yasmin, Farzana & Farah Mody, Newtown
- Jeff Denford, Bonnet Bay

That's all for now. See you at the next meeting or on the Kosciuszko Classic.  
Regards, Ian Packard  
Membership Secretary

# Here's a nice car for you who appreciate such things ... The New 789 Chevy

"Melding design elements from different Chevy models, the 789 shows the world that you really can't have enough of a good thing.

Although the 789 looks instantly iconic, it is actually the best of three classics mounted atop a Le Mans-winning Corvette C6 chassis.

Aptly named for the three years represented in the overall design, the 789 has the "hooded eyes" and chrome grille of a '57, a mid-section that's reminiscent



of a '58 Impala and the "bird in flight" rear tailfins of a '59. These three Vehicles are all instantly recognizable classics celebrated by people around the world."



More information can be found on the n2a Motors website, [www.n2amotors.com](http://www.n2amotors.com)

## Kaapoi's Brian Stokes wins free entry into the 2010 NZ Silver Fern International Marathon Rally

by PFSmith Rally Services

Past double New Zealand National Rally Champion, and winner of the inaugural Silver Fern Rally in 2006, Kaiapoi's Brian Stokes will receive a Free Entry into next November's 2010 NZ Silver Fern International Marathon Rally after his number (27) came up, first ball out in tonight's Lotto Big Wednesday draw.

The innovative method of drawing a winner has drawn praise from many sectors, with Rally Chairman Gary Smith offering Stokes his congratulations and saying "we wanted the draw to be a public as possible, so that those competitors who registered, along with their supporters, could be part of the draw and watch their number come out of the Lotto barrel live on NZ television."

Smith added "Brian has been one of the events greatest fans, supporting the event from its earliest beginnings back in 2005,

and is a deserved winner."

Within minutes of receiving the news, Stokes was thinking forward to the November 2010 event, and told organisers "I'm rapt, actually I can't believe it, and now that I've won I want to maybe try and put together a deal to bring out a driver from the UK, and give my support back to this absolutely magic event."

Stokes, NZ National Champion in 1985 and 1988, then went on to win the inaugural Silver Fern Rally in October 2006 at the wheel of a Ford Escort Cosworth. For the 2008 Silver Fern he was again back with a purpose built classic looking MKII Ford Escort. He says that will again be the car he will use in 2010, but with a different engine.

The Free Entry Registration deal has so far seen the event compile



41 entries from as far away as Austria and the UK, who along with a good turn-out from New Zealand and Australia, were all hoping for a boost to their event budget costs, by receiving the free entry.

Organisers expect the next rush of competitors will be December 31st, when the deadline for a discounted entry for the Early Bird Entry option closes.

Starting in Christchurch, on November 14th 2010, the seven day event finishes in Queenstown, and will incorporate The NZ Silver Fern Historic Trophy and The NZ Silver Fern Challenge, effectively two major rallies within the one event. In addition a short Baby Fern event will run over the first three competition days.



## Ultimate Driving Tours 2010 dates confirmed!

### Tour #1: The Ultimate F1 Tour, 2010 (09-16th July)

Have you ever watched 'Top Gear' and thought how good would it be to cruise the Autobahns of Germany in a supercar, or experience the world's best driving roads in France or Switzerland? Or is your dream to drive a genuine 'proper' F1 car, on one of the best race circuits in the world? Most of you would have dreamt it, but very few people have actually ever done it. This is your chance.

Seven days and six nights driving the most amazing roads from London to the South of France and back- our destination is the private circuit 'du Var', where we will have the pleasure of driving one of the world's best and most contemporary collections of F1 cars available, which include:

- World championship spec F1 paddle shift racing cars
- 3 Litre, 72 degree V10 power
- 4 valves per cylinder, 750 HP
- 6 speed semi-automatic gear box / paddle shift
- TAG electronic data

management system

- Carbon brakes

Don't forget the Supercars that will take us there! You will each have the pleasure of punting each of these magnificent thoroughbreds through the Freeways, B roads and mountain roads of France. Proposed Supercars we are currently considering for the 2010 tour include:

- Ferrari 430
- Ferrari California
- Audi R8
- Aston Martin DBS
- Lamborghini Gallardo
- Porsche 911 Turbo
- Bentley GTC

The Ultimate F1 tour dates are 9-17th July, 2010

### Tour #2: The Ultimate Nurburgring Tour (23-26th July)

The Nurburgring Nordschleife. It is, quite simply the Ultimate circuit for anyone who dreams of driving a car fast. Many have tried, but few have conquered it. Sir Jackie

Stewart called it 'The Green Hell', with 23kms and 73 high-speed corners winding its way through the Eifel Mountains. It challenges and excites, rewards the brave and punishes those who do not show it respect.

In 2010, we are pleased to announce THE 3rd ANNUAL ULTIMATE NURBURGRING TOUR.

The Tour includes:

- Luxury transfers from/to Frankfurt airport
- 3 nights' accommodation at the famous Tiergarten Hotel in Nurburg
- 8 fully prepared track cars at the Nurburgring Nordschleife for use during open days (1 car for every two people)
- Instruction from experienced Nurburgring race car drivers
- Go Karting Grand Prix at Michael Schumacher's very own go-karting centre
- Final dinner and drinks in Nurburg.

The 2010 Ultimate Nurburgring Tour will enable you to experience the best track in the world in a purpose prepared track day car. What better way to do 'The Ring' - as many laps as you like of the Nordschleife in someone else's car!

A selection of Race Cars we will be using at the Ring:

- VW Golf GTi
- VW Scirocco
- BMW 325si E90 Sedan
- BMW 330ci E92 Coupe
- BMW M3 E46 Coupe
- BMW E92 M3 V8

The Ultimate Nurburgring tour confirmed dates are 23-26th July, 2010.

For more information or to submit your Expression of Interest, please contact Anthony Moss  
anthony.moss@ultimatedrivingtours.com or phone 0414 333 090.

Ultimate Driving Tours  
www.ultimatedrivingtours.com

# Short Cuts

Welcome to the new look CRC Rally Directions Newsletter. We've tried to mix things up a bit this month, and we'd love to hear your feedback on the new layout!

You'll notice we've introduced "Classic Car of the Month" on the front cover - we welcome any suggestions, and/or great photos to use. It seemed only fitting for us to feature a Lancia on our first

issue but we would ideally like to use photos from our club events in future.

We're really looking forward to publishing your stories and photographs, so please keep them coming! Remember, if you're sending images, we need high quality pics please (You can usually tell the general quality of the image by the file size) - Email us if you're unsure.

Enjoy! Simon and Belle

# Mystery Member



# Members Travels ...

Glennie and I decided to not ski this weekend because it is Presidents Day long weekend and the queues to the ski lifts at Breckenridge (where we are this month) will be long. So we decided to spend it in Fort Collins, a uni town with some history, an hour or so north of Denver.

We had brunch in Breckenridge and by about 2pm were on the I-25 in north Denver and feeling peckish. So we pulled off at 104th Street and dropped into Gunthy Toody's Diner, a place well cemented in the 50s.

Our waiter, Cadillac (it was on his name badge, truly) led us to our booth under a Harley Davidson hanging from the ceiling and produced menus. We took the easy path: Glennie had a BLT with slaw and I had a Guacamole Jalapeno Burger with fries and a double malted strawberry thick shake (I declined the double whipped cream on top).

While waiting for our lunch we read the menu further to see what we had missed. And there it was, undoubtedly the piece de resistance of the place,

the Monte Christo Sandwich. I'm sure you'll all want to try and repeat it in the privacy of your own home, so here it is:

## **Monte Christo Sandwich**

*Ham and turkey with Swiss and American cheese, deep fried between 3 slices of battered bread, sprinkled with powdered sugar and served with strawberry jam.*

God bless America!!

John and Glennie Henderson  
Skiing somewhere in Colorado

# A minute with ... Simon Duff

<b>Nickname:</b>	Duff
<b>CRC member since:</b>	2003
<b>Driver or Navigator &amp; Why?</b>	Driver, because I suck at navigating
<b>Favourite Rally as a competitor:</b>	Anything and everything, as long as I'm getting involved
<b>Current Rally Car:</b>	1980 Lancia Beta Coupe
<b>My Dream Car:</b>	I have a few but most of them start with L
<b>Favourite Racing Driver:</b>	Ken Block
<b>Favourite Movie:</b>	The Hangover
<b>Favourite Food:</b>	Frozen Raspberries
<b>Favourite Drink:</b>	Laphroig
<b>Favourite place to visit in NSW:</b>	The (secret) little campground at the end of Marra Creek on a king tide
<b>Other Interests/Hobbies:</b>	Wakeboarding, Solar Power, Furniture Design, my two staffies
<b>What would you do with \$100,000?</b>	Loan a lambo and spend a few weeks driving thru the Italian Alps
<b>My pet Hate:</b>	Telstra
<b>My Greatest Fear:</b>	The taste of salmon
<b>5 words that describe me:</b>	Busy, New Dad, Sleep Deprived



# Comedy Corner

Think before you speak...

**Here are six reasons why you should think before you speak  
Have you ever spoken and wished that you could immediately take  
the words back... or that you could crawl into a hole?  
Here are the Testimonials of a few people who did.....**

## **First Testimony**

I walked into a hair salon with my husband and three kids in tow and asked loudly, *“How much do you charge for a shampoo and a blow job?”*

I turned around and walked back out and never went back. My husband didn't say a word.... he knew better.

## **Second Testimony**

I was at the golf store comparing different kinds of golf balls. I was unhappy with the women's type I had been using.

After browsing for several minutes, I was approached by one of the good-looking gentlemen who works at the store. He asked if he could help me. Without thinking, I looked at him and said, *“I think I like playing with mens balls”*

## **Third Testimony**

My sister and I were at the mall and passed by a store that sold a variety of candy and nuts. As we were looking at the display case, the boy behind the counter asked if we needed any help.

I replied, *“No, I'm just looking at your nuts..”*

My sister started to laugh hysterically.

The boy grinned, and I turned beet-red and walked away. To this day, my sister has never let me forget.

## **Fourth Testimony**

While in line at the bank one afternoon, my toddler decided to release some pent-up energy and ran amok. I was finally able to grab

hold of her after receiving looks of disgust and annoyance from other patrons. I told her that if she did not start behaving “right now” she would be punished.

To my horror, she looked me in the eye and said in a voice just as threatening, *“If you don't let me go right now, I will tell Grandma that I saw you kissing Daddy's pee-pee last night!”*

The silence was deafening after this enlightening exchange.

Even the tellers stopped what they were doing.

I mustered up the last of my dignity and walked out of the bank with my daughter in tow.

The last thing I heard when the door closed behind me, were screams of laughter.

## **Fifth Testimony**

Have you ever asked your child a question too many times?

My three-year-old son had a lot of problems with potty training and I was on him constantly. One day we stopped at Taco Bell for a quick lunch, in between errands It was very busy, with a full dining room. While enjoying my taco, I smelled something funny, so of course I checked my seven-month-old daughter, she was clean.

Then I realized that Danny had not asked to go potty in a while.

I asked him if he needed to go, and he said “No”. I kept thinking “Oh Lord, that child has had an accident, and I don't have any clothes with me..”

Then I said, *“Danny, are you SURE you didn't have an accident?”*

“No,” he replied. I just KNEW that

he must have had an accident, because the smell was getting worse. Soooooo, I asked one more time, *“Danny did you have an accident?”* This time he jumped up, yanked down his pants, bent over, spread his cheeks and yelled *“SEE MUM, IT'S JUST FARTS!!”* While 30 people nearly choked to death on their tacos laughing, he calmly pulled up his pants and sat down. An old couple made me feel better, thanking me for the best laugh they'd ever had!

## **Last but not Least Testimony**

This had most of the state of Michigan laughing for 2 days and a very embarrassed female news anchor who will, in the future, likely think before she speaks.

What happens when you predict snow but don't get any!

We had a female news anchor that, the day after it was supposed to have snowed and didn't, turned to the weatherman and asked:

*“So Bob, where's that 8 inches you promised me last night?”*

Not only did he have to leave the set, but half the crew did too they were laughing so hard!

## **Overheard.....on the Christmas lunch run**

Nav - *“There's a caution here. Deep water, suggest you take the ferry.”*

Driver - *“OK. I'll get in line. When is the next question?”*

Nav - *“It's right here. Estimate the distance between the two boom gates of the ferry. How good are you at distances?”*

Driver - *“We don't need to estimate. We've got a Halda!”*

Nav - *“Um.....”*

## Highway 189

Sitting on the side of the highway waiting to catch speeding drivers, a Police Officer sees a car pattering along at 22 KPH. He says to himself, "this driver is just as dangerous as a speedster!"

So he turns on his lights and pulls the driver over. Approaching the car, he notices that there are five old ladies - two in the front seats and three in the back - wide eyed and white as ghosts.

The driver, obviously confused, says to him "Officer, I don't

*understand, I was doing exactly the speed limit! What seems to be the problem?"*

*"Ma'am," the officer replies, "you weren't speeding, but you should know that driving slower than the speed limit can also be a danger to other drivers."*

*"Slower than the speed limit? No sir, I was doing the speed limit exactly. Twenty-two kilometres an hour!" the old woman says a bit proudly..*

The Police officer, trying to contain

a chuckle explains to her that 22 was the highway number, not the speed limit. A bit embarrassed, the woman grinned and thanked the officer for pointing out her error.

*"But before I let you go, Ma'am, I have to ask.. is everyone in this car OK? These women seem awfully shaken and they haven't made a peep this whole time," the officer asks.*

*"Oh, they'll be all right in a minute officer. We just got off Highway 189."*

## Sticking a tank engine in a Rover?

One day back in the 1990s a middle-aged man from a sleepy village in Lincolnshire decided that he'd start a new project saloon car.

Over a decade and two marriages later PPC's own Charlie Broomfield had a road legal matt black Rover SD1 powered by a 27-litre V12 Merlin tank engine.

What possessed Charlie to decide to build a car with an engine that also powered World War Twos greatest fighter plane is anyones guess, but what Charlie claims is that he wanted to do 200mph.

However, while the rest of us would just go and buy a motorbike Charlie went on and fulfilled his dream of the ultimate Rover.

With 1550lb/ft of torque at 1600rpm, the SD1 should have ample muscle to break the magic 200 mark.

Not that it stopped Charlie from rebuilding the huge engine, and adding his own home made throttle

bodies to get a smoother power delivery and release yet more horses from the Meteor lump.

With a Jaguar V12 TH 400 autobox handling the transmission side of things, the SD1 is actually surprisingly docile. However, even at its 400rpm idling speed the engine produces more torque than the cars original engine at redline.

Charlie also fitted an LPG kit to the Rover to attempt to keep fuelling costs at a slightly less ridiculous level.

To allow the engine to run smoothly with the throttle bodies Charlie has wired in an Emerald ECU set up which keeps the Rovers savage abilities under wraps until chosen to be unleashed.

Charlie is an engineer and thus basically everything you can see on the car has been fabricated, or adapted by the man himself to fit. The back axle is from a Ford F150 pick-up truck, the drivetrain has parts from a Leyland Leopard bus, and a set of Jag XJR wheels attempt to keep the tyres from spinning up under the strain of all

that torque. There is a slight issue in space with the Rover. Granted, the SD1 has a pretty cavernous engine bay, but this is a tank engine we're talking about. Half of the 27-litre lump fits sweetly inside the bay, but the rest of it juts rather disconcertingly into the cars cabin itself.

Not that it bothers Charlie. At least he doesn't have to worry about fitting a heater. Another problem with the colossal engine is that it's so big it comes up further than the windscreen frame. That's no problem for Charlie though. No screen and a set of sunglasses solve this problem.

Despite the Merlin engines aeronautical heritage Charlie is keen to keep the Rover on the ground during his 200mph attempt. As a result he has taken steps to make the Rover more aerodynamic, making consultations in NASCAR circles and fitting a front spoiler, making the underside as close to flat as possible, and attaching a rear splitter. With any luck that should keep Charlie's feet on the ground.

# AAADD

KNOW THE SYMPTOMS....Thank goodness there's a name for this disorder.

Somehow I feel better, even though I have it!!

**Recently, I was diagnosed with A.A.A.D.D. - Age Activated Attention Deficit Disorder. This is how it manifests:**

I decide to water my garden.  
As I turn on the hose in the driveway,  
I look over at my car and decide it needs washing.

As I start toward the garage,  
I notice mail on the porch table that I brought up from the mail box earlier.

I decide to go through the mail before I wash the car.

I lay my car keys on the table,  
Put the junk mail in the waste basket under the table,  
And notice that the basket is full.

So, I decide to put the bills back on the table and take out the rubbish first.

But then I think,  
Since I'm going to be near the mailbox  
When I take out the rubbish anyway,  
I may as well pay the bills first.

I take my cheque book off the table,  
And see that there is only one cheque left.

My extra cheques are in my desk in the study,  
So I go inside the house to my desk where  
I find the can of Coke I'd been drinking.

I'm going to look for my cheques,  
But first I need to push the Coke aside  
So that I don't accidentally knock it over...

The Coke is getting warm ,  
And I decide to put it in the fridge to keep it cold.

As I head toward the kitchen with the Coke,  
A vase of flowers on the counter Catches my eye--they need water..

I put the Coke on the counter and Discover my reading glasses that I've been searching for all morning.

I decide I better put them back on my desk,  
But first I'm going to water the flowers.

I set the glasses back down on the counter,  
Fill a container with water and suddenly spot the TV remote.  
Someone left it on the kitchen table.

I realize that tonight when we go to watch TV,  
I'll be looking for the remote,  
But I won't remember that it's on the kitchen table,  
So I decide to put it back in the den where it belongs,  
But first I'll water the flowers.

I pour some water in the flowers,  
But quite a bit of it spills on the floor.

So, I set the remote back on the table,  
Get some towels and wipe up the spill.

Then, I head down the hall trying to Remember what I was planning to do.

At the end of the day:  
The car isn't washed  
The bills aren't paid  
There is a warm can of Coke sitting on the counter  
The flowers don't have enough water,  
There is still only 1 cheque in my cheque book,  
I can't find the remote,  
I can't find my glasses,  
And I don't remember what I did with the car keys.  
Then, when I try to figure out why nothing got done today,  
I'm really baffled because I know I was busy all darn day,  
And I'm really tired.

Don't laugh -- if this isn't you yet, your day is coming!

## Walkin' Down a Fine Line

A man was driving when a traffic camera flashed. He thought his picture was taken for exceeding the speed limit even though he knew he was not speeding.

Just to be sure, he went around the block and passed the same spot, driving even more slowly but again, the camera flashed.

This left him both confused and amused. He thought this was quite funny, so he slowed down even further as he drove past the area but the traffic camera flashed yet again.

Now he was having fun! He tried a fourth time with the same result. The fifth time he was laughing when the camera flashed as he rolled past at a snail's pace.

Two weeks later, he got five traffic fine letters in the mail for driving without a seat belt.



# CRC Classifieds

## For sale and Wanted

### FOR SALE

**1962 VW Beetle 1200  
'Deluxe' model.**



Essentially a one owner car (my grandfather bought it new and I inherited it when he passed away in 1997).

Around 176,000 original miles (283,000km). New motor at 167,600 miles (thus has only travelled 8,400 miles/13,500 km).

Includes much paperwork detailing maintenance history of the car since new, as well as original purchase paperwork. Body is a bit rough in spots. Vehicle has not been modified in any way - still a 6 volt system. Brakes and tyres are fairly new. Runs really well and usually starts first go.

Currently unregistered, but has been on ACT 'historical' concessional registration since 1998. Car is located in Canberra.  
\$3,000.

*Roger Gottlob*  
(02) 6274 6690 (W)  
(02) 6241 3169 (H)  
[rogerandgillian@actewagl.net.au](mailto:rogerandgillian@actewagl.net.au)

### WANTED

**Small Car Carrier trailer  
to borrow for Targa**

Just after a reasonably light-weight car carrier someone may be able to lend me to tow a Lancia Beta Coupe down to Tasmania from the 22th April to 3rd May.

*Simon Duff*  
0410 654747  
[simon@fusedesign.com.au](mailto:simon@fusedesign.com.au)

### FOR SALE

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



Excellent condition inside and out  
Mechanically A1  
4th owner  
Matching numbers  
Comes with all original documents and log books

\$27,500

*Darren Taylor*  
0419 016 075  
[dtaylor1234@optusnet.com.au](mailto:dtaylor1234@optusnet.com.au)

### FOR SALE

**Refurbished Philtronics  
Rallytrip OR Halda  
Twinmaster**

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 685 820

### WANTED

**Parts for Datsun 1600**

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

*Roger Gottlob*  
(02) 6274 6690 (W)  
(02) 6241 3169 (H)  
[rogerandgillian@actewagl.net.au](mailto:rogerandgillian@actewagl.net.au)

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

## WANTED

### Old Vinyl

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

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

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

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

*Duncan*  
[dcupmusic@gmail.com](mailto:dcupmusic@gmail.com)

## FOR SALE

### Original Italvolanti steering wheel



Refurbished wood  
\$400.00

*Darren Taylor*  
0419 016 075  
[dtaylor1234@optusnet.com.au](mailto:dtaylor1234@optusnet.com.au)

## FOR SALE

### Parts

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

*Danny Castro*  
[dcastro@bigpond.net.au](mailto:dcastro@bigpond.net.au)

## WANTED

### Car Storage

I'm moving houses in Sydney shortly and will then have more cars than spaces. I'm sure I won't be the only one in that boat. I'm thinking about buying a small factory unit in Gladesville or nearby, and wonder whether any CRCers have interest in co-investing or renting with or from me. I'm not looking to do anything more than break square on any sharing, so the price will be right! I haven't done the numbers yet, just wanted to see now if there's interest or not.

*Tony South*  
0011 65 9018 7054 (Singapore)  
[tony.south@ihg.com](mailto:tony.south@ihg.com)

## WANTED

### Triumph GT6

Cameron Brodie in Melbourne is very interested in buying a Triumph GT6.

If you have one and are interested in selling, please contact Cameron Brodie directly or speak to Ernst Luthi at the next CRC meeting.

*Cameron Brodie*  
[cameronb@apm-industries.com.au](mailto:cameronb@apm-industries.com.au)

*Ernst Luthi*  
0412 2273 287

## FOR SALE

### 1968 Lancia Fulvia

Restoration project - Entire car is ready for bare metal respray. Engine bay already painted and engine refitted. Car 90% complete. Contact me for details.

*Simon Duff*  
0410 654747  
[simon@fusedesign.com.au](mailto:simon@fusedesign.com.au)



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

PH: **9476 2877**

Contact - Steve Cox

**27 King Rd**  
**HORNSBY**  
**2077**



**QUICK FIT**  
*Motor Services*

[www.quickfitmotorsport.com.au](http://www.quickfitmotorsport.com.au)

# Club Regalia For Sale

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



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

Cheques made payable to Classic Rally Club

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

## Prestige Embroidery

4/29 Coombes Drive, North Penrith NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893

# 2010 Events Calendar

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

[CC] = Club Championship Event

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



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