

Rally Directions

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

IN THIS ISSUE
Auto Italia
2010 Clipsal Rally
Targa Tasmania
Small Ford Track Day



April 2010

Classic Car of the Month **Datsun 1600**

The 1600 or Datsun 510 Bluebird was first launched in 1967 by Datsun Nissan, Japan's oldest car maker, founded in 1914 some 20 years before Toyota.

The SSS variant took class and team championships in the Safari rally in 1969, won overall in 1970 and also had great success in many other off road endurance events such as the Baja.

The 1600 was probably the most popular in the Bluebird range and with its simple and reliable mechanicals has made the car a continued favourite for classic car enthusiasts.

Southern Cross Rally

Were you involved with any of the iconic Southern Cross Rallies that ran from 1966 to 1980?

It is 30 years this year since the last of these fabulous events and we are exploring a possible reunion/celebration of some kind.

If you had anything to do with any of them as competitor/service crew/official/spectator and would like to be kept up to date with any plans then register your contact details with us now.

If you know of anyone that was involved please let them know about this also.

Enthusiast Group; Barry Ferguson, Bob Watson, John Arter, Bob and Cathy Moore and Dave Johnson.

NSW, ACT and Queensland

Register your details with Bob Moore
bobmoore@bigpond.com or
(02) 6288 1663

Victorian, South Australian, Tasmanian and West Australian's

Register your details with Bob Watson
bobwatso@bigpond.net.au or
0427 201 158

Classic Rally Club Officers and Contacts 2010

Position: Name	Email	Phone
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Committee

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Tony Norman	crc.cm4@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811

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)
Tony Kanak (Bronze)	Eastwood (H)	(02) 9858 2662 (H) or 0419 233 494
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
Wayne Patterson (Silver)	Blaxland	0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Matthew Windsor (Bronze)	Kelso / Bathurst	(02) 6332 1594 (W)



DEADLINE FOR NEXT NEWSLETTER - 14 MAY 2010

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

Please make phone calls before 9.00pm

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

Ms Pres Says

Welcome to the April edition of Rally Directions and to the autumn temperatures that best suit our old classics. We've had no action on the championship scene since last month but many Classic Rally Club members have been out on the road and on the track using their classics in other forms of motorsport and having a ball.



On the last weekend in March, I made the trek north to official on the Bulahdelah Hillclimb, run by Myall Lakes Motor Sports Club. Until recently, this event had been a state round and by the support it received last month, it will become a round of the state championships again. CRCer, Bob Holden was there driving his beloved Escort and putting in some decent times. The club was aware that Bob was celebrating his sixtieth year of motorsport and an appropriate presentation was made following drivers' briefing by the youngest official on the day. I'm not altogether sure that she knew what all the fuss was about! It was a fantastic day and very well received by all the competitors. The only problem that occurred

was a late start due to the fact that the local constabulary were ninety minutes late in arriving to 'hand over the road'. Tut tut!

Easter fell on the following weekend and it seemed as though half the rally club were at Mt Panorama for the

annual FoSC race and regularity meeting. Lead by Glen Innes, the Dummy Grid was almost exclusively manned by the CRC with Ron Cooper, Tim McGrath, Carol Both, Joe Lester, Darren Taylor and myself all lending a hand. HRAer Kaye Kilsby even flew up from Melbourne for a long weekend on the mountain! Tony Shepherd was out on the flags and Jeff West got a cushy job as steward. The dulc tones of John Young were heard from the commentator's box and Kay Harlor was the best announcer of the weekend! What would they

half days of race and regularity, the second half of the weekend was run as regularity and was dominated by a huge field of Porsches. Klaus Bischof, director of Porsche's Rolling Museum in Stuttgart, had brought the 1976 Manufacturers' World Championship winning 935 race car and the very sexy 1998 Le Mans winning 911 GT1 Strassenfahrzeug – the only one in existence! They were amazing machines and driven with spirit! There was also a great photo opportunity not to be missed! All in all, a great weekend and thanks to Hendo – Rose Cottage at the farm accommodated and fed us well.



While many of you will be at the April meeting in Denistone on the 27th, there will be a meeting of the Launceston Chapter also taking place. With close to

thirty there (including Ms Pres and Simon the editor), matters will be more concentrated on Targa Tasmania! We have nine crews and six officials taking part in this fantastic event and I'm sure there'll be reports in next month's mag.

have done without us??

Apart from the hard working officials, we had no fewer than eight members on the track. Photos are elsewhere in the mag and apologies to Brian Todd who missed out on his time in front of the lens. Following the first two and a

Coming up on the calendar is the South Coast Classic – our second championship round for 2010. It's not too late to get an entry in and the overnight in Nowra will no doubt see us on some pleasant country roads that Mike will have turned into navigators' nightmares!

Good luck to all on Targa and see you on a rally road soon.

Lui



Bob Holden & Clerk of Course, Roscoe

2010 Clipsal Rally

Nav Traps from South of the Border

by Wayne Gerlach

Early March saw the annual Clipsal 500 Rally being run by Rowan Harman and his team from Motoring Events Management. It starts in Victoria on the weekend before the Clipsal 500 and takes 4 days to wend its way to Adelaide, where teams are then provided with trackside display parking and further 4 day passes to the Clipsal 500. A full entry list of 60 teams included fellow CRCers Kay and Vince Harlor in their 260Z, and us in the trusty '74 911. We were both included in Classic under 4 litre Class.

Starting at Horsham, the rally was the normal combination of navigation and speed events. Daily quick stuff included large scale motorkhanas and go-to-whoa drags at Warracknabeal Airport, The ex-Mitsubishi test track and skid pan at Tailem Bend, more autokhana and drags at Adelaide International Raceway and hillclimbs at Collingrove. To get to these events and the evening hotel/motel stops there were navigation sections of generally 150-250 km on each day. These navs were Victorian style (aka Mexican, aka Bushranger), meaning that realignments were always in play at specified Via Points and whenever directed in road sections. I swear it takes months after doing one of these events to get over looking for realignments at intersections during normal driving.

It was a great week. The speed events saw the turbo rice burners and other high horsepower exotica come to the fore. But in the classic sections we had our own tussles, and we weren't much slower than the speed merchants (for example our classic calculates at about \$50,000 per second slower than an Audi R8 at Collingrove!). We hammered the Porsche, and Kay drove the doorhandles off the Harlor 260Z. Vince was navigator for their team, and he and son Tim were ready to perform mechanical resuscitation if needed, but weren't required for that purpose over the 4 days. The level playing field for all teams was the navigation sections

rather than the speed events. The evening dinner and bar discussions revolved around the navigation trickery as a common theme for all cars.

As we at CRC are primarily a navigation rally club it's possibly of interest to look at some of the chicanery in a bit more detail. Let's just consider three examples:

Example 1 – Day 1 - Somewhere near Gymbowen in the Victorian Wimmera, after exiting the Little Desert National Park. The instruction was "Via 9 MRJ at GR 5564 9380 Exit to the West along 1.4km of mapped road". The map was as shown in Fig1. But the roads now looked like Fig2. What to do? First of all, make sure that you catch the correct VRC board at Via 9. Second,

proceed West, making sure that you aren't lured into the main road realignment at 1.2km by the dummy VRC board, as this isn't even a mapped road. Then third, don't be lured to turn South at 1.3km either, as this will take you off the shortest mapped route to the next via point. But, what do you do with the VRC which is showing on that incorrect mapped road heading South. The answer was that it should be written on the road card since (a) it was visible from the top of the T junction, even if travel West was maintained (b) it was actually turned 90 degrees from normal so that it would be clearly visible from the top of the T junction, while on the correct road (c) the rally director specified the 1.4 km of mapped road, so there should be some visual check that it was travelled. So, that VRC was



FIG 1 - On Survey Map provided.

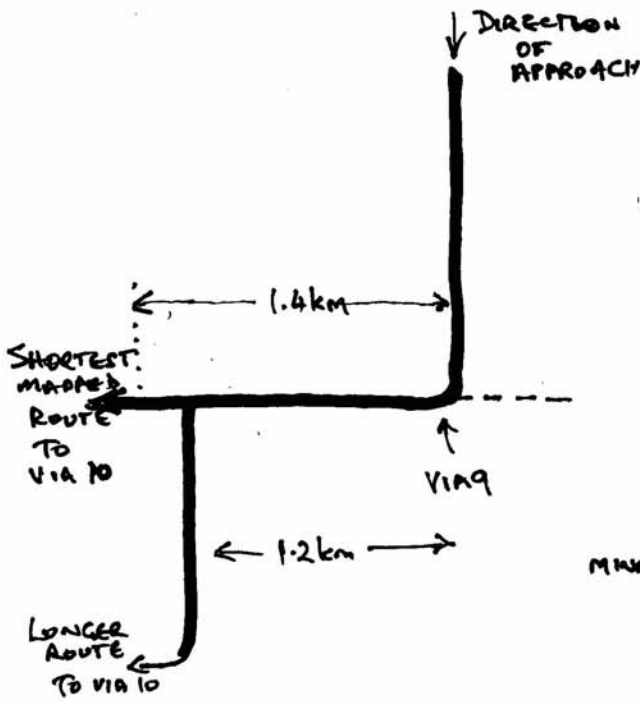


FIG 2 - On the ground...on the rally

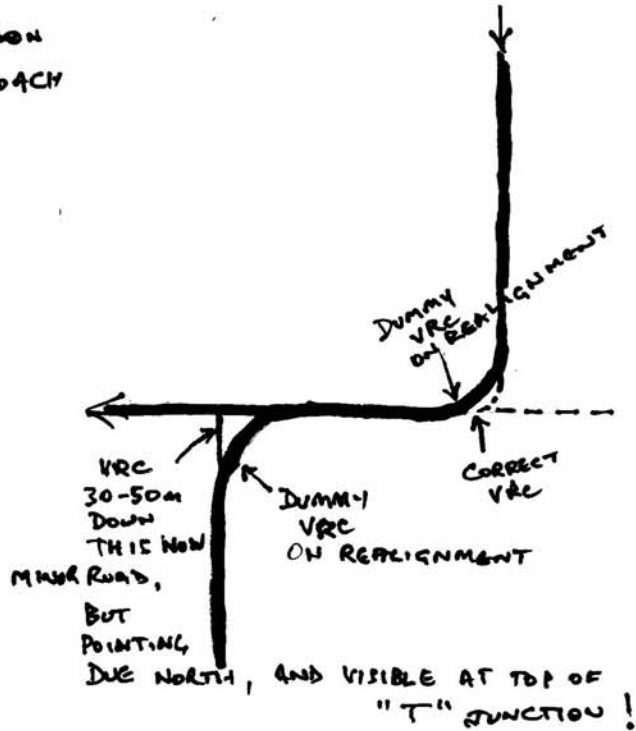


FIG 3 - On Survey Map provided

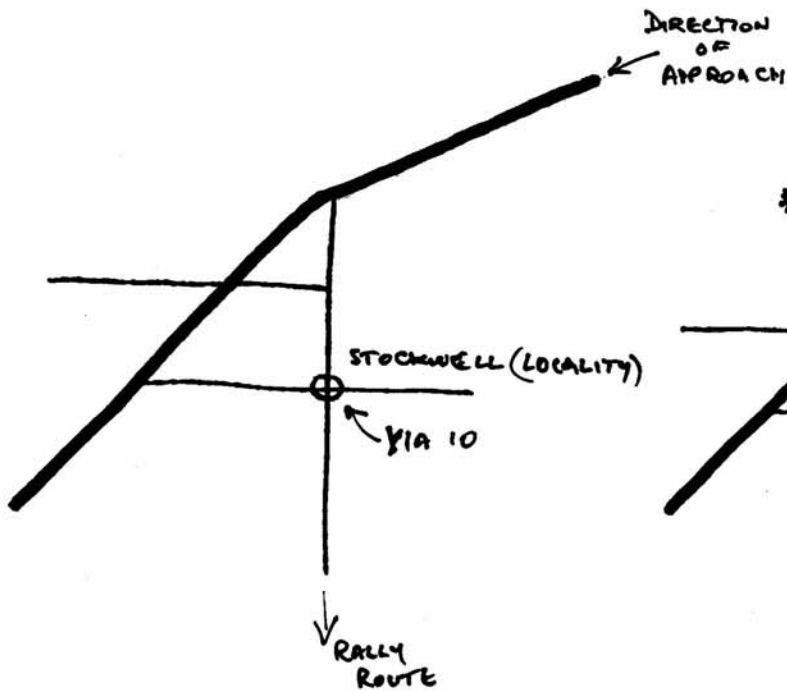
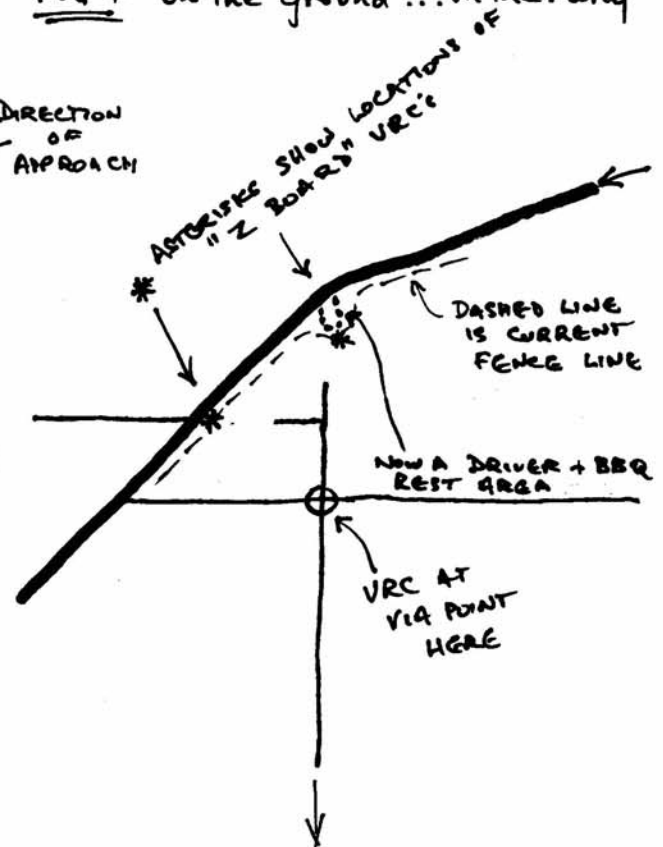


FIG 4 On the ground...on the rally



the only provision of a visual check in 1.4 km of the correct road, even tho it seemed to be located on an incorrect road. Result: some teams got the logic right, some didn't. We didn't, and neither did Kay and Vince, so CRC didn't do so well there!

Example 2 - Day 4 – Stockwell, on the outskirts of the Barossa Instruction was “Via 10 MRJ at GR 3210 1878 Enter from the NNE Exit to the SSW”

The map was as shown in Fig3. But the roads now look like Fig4. Again, what to do? The trick was to make sure that you drove into the BBQ area as the first 40m follows what was the old road (although it doesn't look like it any more). In there, where it did not proceed any further was a “Z Board”= a VRC board indicating the mapped route is impassable, and teams should rejoin the mapped road at the earliest possible next opportunity. But do remember to write the Z-board on the road card. Then, there was a second Z-board in the grass at the mapped next-opportunity to rejoin the mapped route. Make sure you find it and record it! Then a couple of hundred metres further on take the next road which does still enter Stockwell, and make sure you find the correct intersection Via 10, as there was a further VRC there. For us, local knowledge counted, as I grew up only three miles from Stockwell !!

Example 3 – Day 1 – Near Warracknabeal (Carol Both's home town, and she had warned us before the rally that there are a lot of realignments on the roads around there!)

Instructions looked simple as they showed “Via 1 MRJ at 6233 9885 Exit to the North

Note: Travel road as mapped between Via's 1 & 2

Via 2 MRJ at 6150 9960 Exit to the NNW”

Well, there were 5 realignments



with Z-boards and VRCs in that 12km section of road, including one realignment on top of an older realignment, with the original mapped road now just an overgrown track just discernable by its fenceline. And this was actually the start of the first nav section of the rally! We were all thrown in at the deep end!! Overall, lots of other nav tricks enjoyed by all. Only three navs clean sheeted the event, to dead heat for the navigation trophy. We missed out by one error (see

example 1 above – I'll never forget it!!).

We do enjoy the mix of horsepower and brainpower on this event. I know Kay and Vince feel the same. For some reason I had a splitting headache on Day 4. Was it the navigation per se, or the discussion of the navigation at the Peter Lehmann Winery rally dinner the night before? I'll never know, but I do keep seeing realignments even where there are none!

Festival of Sporting Cars

The Way it Was - Easter 2010



Henry Stratton



Darren Taylor



Bruce Grant



Gary Beacham



Danny Castro



Narelle Beacham



Phil Mitchell



Joe Lester & John Young



Dummy Grid Chief Glen Innes

Out and About CRC members at the Small Ford Track Day



John Calabria with sons David and James and their quick Mk2 Escort. The car was driven hard by the team.



Dianne Gerlach and son Ben with his Mk1 escort. The day provided the first test of the twin Webers and the 6-dial RS2000 dash.



Mike checks Dennis' lap times while John looks on. The Volvo is an ex Targa car which has now been restored to excellent road-going condition



Mike Batten and Dennis Reeve with Dennis' lovely 1967 Volvo 123GT. Note that he also wears a CRC Alpine Rally shirt to Ford Club events!



Classic Cortina is a track day sleeper. Under the bonnet is an immaculate '70s Pinto engine fed by a monster turbo!



The Austin 7 Club called in for coffee and a look at the Marulan Driver Training circuit. Wonderful nostalgia.



The Council of Motor Clubs NSW Invites members of all affiliated Clubs to participate in the

Inaugural President's Day Tour

**On Sunday 16 May 2010
National Motoring Heritage Day**

Participants may collect a ticket in a fabulous prize draw by visiting one or more of these venues...
Australian Motorlife Museum, Berry Showground, Chevalier College Burradoo, Mulgoa Park Mulgoa, Bella Vista Homestead

Full details are listed on Council's website;
www.councilofmotorclubs.org.au

Awards of John Rumsey and Rover Owners' Shields will also be determined on that day.



The Council of Motor Clubs NSW warmly invites all club delegates and members to attend the

Tyres Discussion Forum

**On Saturday 24 April 2010
10:00am-12:30pm**

Antique Tyre Supplies
4/15 Bosci Road Ingleburn
UBD Map 307

Followed by a Sausage Sizzle
\$2.50 per head

RSVP 20 April
Terry Thompson 0409992971
Kathleen Toovey 0423692802

The Italian Connection Trophy 2010

Come and Join the Party!

Here's your chance to get that car out of the garage and drive it where it belongs - on the open road. If you love your wheels, you won't want to miss being a part of one of the best touring road events on the calendar, the third Italian Connection Rally.

Starting from the Piazza Grande in the Italian Forum, Norton Street, Leichhardt, on Friday 21 May the rally travels to Melbourne, via overnight stops at Gundagai and Myrtleford, arriving at The Piazza Italia in Lygon Street, Carlton, on Sunday 23 May.

You will drive the Alpine passes, picturesque valleys, lush farmland and historic towns - the Italian Connection Rally encompasses them all. Plus there's further driving challenges with several exciting motorkhanas.

robert@italianconnectionrally.com.au

Apology

The "Oran Park Narellan NSW" photographs featured in last months Newsletter were actually submitted by Garth Bransgrove ... Sorry for the misprint Garth!

Targa Tasmania 27 April - 02 May 2010

This year CRC has nine crews competing in Targa Tassie, and we'd like to wish all of these teams the best of luck for the event - Stay tuned for all the results in next months newsletter! This month we thought we'd share with you a little of the history behind this colossal event. More info can be found at www.targa.org.au.

The History

Targa Tasmania had its beginnings in the mid-eighties when Tasmania was potentially seen as a perfect location to re-invent the great rallies of Europe which had run for the last time long ago.

The opportunity for such an event was expanded on and its competition parameters were defined in a plan. The primary objective was to create a brand new and unique event to utilise and promote the special features of Tasmania, then to develop that event into a high-prestige occasion recognised throughout the world of automobile competition as an essential activity for owners and collectors of sporting automobiles.

A three-day event was designed, using the three major centres - Launceston, Hobart and Burnie. This was then expanded into a five-day format by adding two loops based on Launceston and Hobart. The addition of the Prologue in 1994 has resulted in the six day event that now exists.

Targa Tasmania is held at a similar time each year, in order to support the tourism industry during what is known as the "shoulder period" - that is, when the summer season starts to dip towards the winter nadir.

It is important to recognise that Targa Tasmania is more than a motorsport competition. It is a total event. A competition run in the context of a public festival environment.

Unlike most rallies, it runs directly in front of the public - in the public

eye and under public scrutiny. Also unlike most rallies, it involves up to 300 vehicles which must run at 30-second intervals in order to make the road-closing schedule achievable. The resulting pressure at control points is compounded by the fact that some of the navigators are relatively inexperienced and are not familiar with control procedures.

Targa Tasmania is surrounded by a great deal of hype and adrenalin, powered by a high level of media involvement - not to mention the exuberance of some of the competitors. All this makes Targa Tasmania the Ultimate Tramac Rally.

Now in its 19th year, Targa Tasmania has grown to become one of the world's true classic motor sport events, and a name that is known around the world.

The Origin

'Targa' is Italian for 'plate', and the event borrows its name from the famous classic rally of the early part of this century when Vincenzo Florio conducted a great motoring event around the island of Sicily. This event ran for 69 years, from 1906 to 1974.

The first prize was a magnificent copy of his family plate, or targa, and the event was known as Targa Florio - no cash was involved as prize money.

In the true tradition of Targa Florio, Targa Tasmania also offers no prize money, only the thrill of competing on some of the world's most challenging roads, and the chance to win magnificent targa (plate) trophies.

These trophies are awarded for winners of the competitions, category and class, then in addition there is the opportunity for every competitor to collect a coveted Targa Trophy as well.

Many crews enter the event purely with the aim of winning a Targa Trophy. Category, or event class honours are secondary and, if achieved, are considered to be a bonus. The spirit of participation, the spirit of competition, and the spirit of the event itself are the real rewards, with the expense involved in tackling a major event like Targa Tasmania for no prize money and only a trophy being overcome by the sense of achievement in completing the rally, and the immense enjoyment of competing.

The Experience

Some of the more modern exotic cars which have contested the event are Ferrari F40 and Testarossa, Maserati Barchetta, Lamborghini Diablo VT, Porsche 911 Turbo and Lamborghini Gallardo, whilst some of the classic and historic vehicles include Lancia Aurelia, Jaguar SS100, Lagonda Rapide, Delage D6/70, Bugati Type 35B, Hispano Suiza, Invicta 'S' Type, Locomobile Speedster, Rolls Royce Silver Ghost, and Alfa Romeo Mille Miglia Spider.

Drivers who have enjoyed the thrill of Targa Tasmania include Sir Jack Brabham, Stirling Moss, Sandra Munari, Roger Clark, Jochen Mass, Walter Roehrl, Dick Johnson, Peter Brock, Rusty French, Glenn Ridge, Andrew Miedecke, Jim Richards, Peter Fitzgerald, Barry Sheene, Eric Bana, Grant Denyer, Dean Herridge, Ed Ordynski, Ross Dunkerton, Rob Herridge, Mick Doohan, Alistair McRae, Greg Rust, Kerri-Anne Kennerley and Peter Hall.

(Courtesy of Targa Tasmania)

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

2010 Wings Wheels & Wine

Saturday May 1st 2010 – Mudgee Airport

Dear Exhibitor,

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

As your members may choose to

make a weekend of the trip, we would encourage you to make early accommodation enquiries through the Mudgee Region Visitor Information Centre directly on 02 6372 1020 or via www.visitmudgeeregion.com.au.

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

“Wings Wheels & Wine” is now in its fifth year and is attracting more and more response each year. It is an exciting event in a beautiful part of NSW. In 2010 WW&W also coincides with a Race meeting at the Mudgee

Racecourse on Sunday May 2nd so why not stay and really make a weekend of it?

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

Tickets will be available online at www.wingswheelsandwine.com.au

We look forward to your participation.

Penny Ferguson
Event Marketing Coordinator



2010 Outback Trial

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

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

“...over more than 25 special stages, ranging from rugged bush tracks to great forest roads.”

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

volunteers with people who could use a helping hand. Entrants in the Frontier Services 2010 Classic Outback Trial from 22 - 28 August will be tested

over more than 25 special stages, ranging from rugged bush tracks to great forest roads.

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

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

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



photo courtesy: James Elliott

Membership Report

Welcome to new members:

- Patrick Kenney, Palmerston ACT
- John Bryson, Dural
- Gerald Crown, Eastwood
- Jeffrey Lee & Michelle Wong, Hunters Hill
- John, Lisa, Aime & Josh Needs, St Ives

Anyone who hasn't renewed for 2010 is no longer a paid up member of the Club. Now is the time to renew rather than panicking when you want to enter an event!

Regards, Ian Packard
Membership Secretary

Auto Italia

Canberra, 18 April 2010

Auto Italia Canberra is an annual display of Italian cars, motorbikes and scooters that promotes Italian automotive machinery. The event is organised by the Italian Cars Association. The display has been held on a continuous basis since the early 1980s, and it attracts a considerable entrant and spectator interest from within the ACT and from interstate.

A great day out for the whole family, this year a highlight was the 100 year anniversary of Alfa Romeo, and the worlds last remaining Alfa G1 on show, first manufactured in 1923. Other cars and bikes on display included Fiats, Lamborghinis, Ferraris, Maseratis and Ducatis.

The day attracted several CRC members with Graham and Jocelyns Lancia Fulvia heading a great turnout of Lancias this year, including an original Lambda & Stratos. Simon Duff even managed to get his Beta Coupe to the event for one last dash before the long haul down to Tasmania this week!



www.bringatrailer.com is a great web site based in the U.S. which features classic cars for sale. The site covers a wide range of cars from European classics to rare American cars, most of which we have never heard off.

The '65 Alfa Guilia Spider, pictured is typical of the quality European cars that appear on the site. Many are not in such good condition though. Extremely rare classics are regularly advertised after being discovered abandoned and in poor shape. Some of the sales featured are amazing. Not long ago the site featured twelve E type Jags in a warehouse covered in dust for sale on ebay as a single lot! Another mind-boggling car featured was a one owner '77 308 Ferrari without

“... Another mind-boggling car featured was a one owner '77 308 Ferrari without engine & gearbox in very poor condition because it had been parked outside for years...”

engine & gearbox in very poor condition because it had been parked outside for years.

The site also has a very active community including many collectors and dealers. Their comments are almost as much fun as reading about the cars themselves. Occasionally an owner whose car is listed responds to comments, this is always interesting. The site has a strong bias towards European cars. Car shows and rallies are also given coverage.

All in all Bring a Trailer is a great web site & I often reflect that it is a good thing most of the cars are left hand drive & a long way away. This saves me having a lot of arguments with the Family Finance Director.

Bob Morey



Editors Note

Many thanks to all members who have contributed articles, photographs and jokes for “Rally Directions”.

We are always looking for new content, so please don't be shy, send us your stories, anecdotes and images to share with the rest of the club!

Tour d'Corse

6th June 2010

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

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

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

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

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

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

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

The Supplementary regulations are now available on the AROCA and CRC websites. Please direct any enquiries to Tony Wise on 0417 211 848 or tmwise@bigpond.net.au



South Coast Classic Rally

15th and 16th May 2010

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

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

Kangaroo Valley and the Southern Highlands.

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

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

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

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

Entries close Friday the 30th of April 2010

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

A minute with ... Shaun Dudley

Nickname:	Bloodnut
CRC member since:	2007
Driver or Navigator & Why?	Navigator. (Because Simon won't let me drive!)
Favourite Rally as a competitor:	Targa (in advance)
Current Rally Car:	1980 Lancia Beta Coupe
My Dream Car:	1965 Corvette Roadster
Favourite Racing Driver:	Jenson Button
Favourite Movie:	The Matrix
Favourite Food:	Royale with Cheese
Favourite Drink:	Long Island Iced Tea
Favourite place to visit in NSW:	Blue Mountains
Other Interests/Hobbies:	RC, Design, Movies
What would you do with \$100,000?	Go on a good holiday first, then save to build my house
My pet Hate:	Traffic
My Greatest Fear:	Simon wrapping me around a tree in Targa
5 words that describe me:	Excited, Red, Passionate, Humorous, Adventurous



Comedy Corner



The Smart Farmer

Once upon a time there was a sheep Farmer tending his sheep at the edge of a country road in rural NSW. A brand new Subaru Forester screeched to a halt next to him. The driver, a man dressed in a Brioni suit, Cerrutti shoes, Ray-Ban glasses, Jovial Swiss wristwatch and a BHS tie, jumped out and asked the Farmer

"If I guess how many sheep you have, will you give me one of them?"

The Farmer looked at the man, then looked at the sprawling herd of grazing sheep and said "Okay."

The man parked the Suby, connected his notebook and wireless modem, entered a NASA site, scanned the ground using satellite imagery and a GPS, opened a database and 60 Excel tables filled with algorithms, then printed a 150 page report on his high-tech mini printer. He turned to the Farmer and said "You have exactly 1,586 sheep here."

The Farmer answered "Say, you are bloody right. Pick out a sheep."

The man took one of the animals and put it in the back of his vehicle.

As he was preparing to drive away, the Farmer looked at him and asked "Now, if I guess your profession, will you pay me back in kind?"

The man answered "Sure."

The Farmer said immediately "You are a consultant."

"Exactly! How did you know?" asked the man.

"Very simple," replied the Farmer. "First you came here without being invited. Secondly, you charged me a fee to tell me something I already knew. Thirdly, you do not understand anything about my business, and I'd really like to have my dog back."

Mystery Member



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

Dave's Dilemma

Dave is driving along with his wife Julie late one afternoon. Before long he sees the red and blue lights behind and pulls over. The policeman is about six foot eight and looks just about bullet-proof as he steps from the car and slowly walks towards Dave's window.

"What's the problem, Officer?"

"You were doing 125 in a 100 zone, sir." Says the copper.

"I can't have been doing any more than 110."

At this point, Julie pipes up, "You were doing well more than that, I can see the speedo from here."

Dave stares daggers at her. "Well sir, you are getting a ticket, and one too for the smashed tail light you've got."

"Tail light? I didn't know about a broken tail light!" Dave says.

"Oh, Dave," says Julie, "You've been saying 'I'll fix it tomorrow' for three weeks now."

Once again Dave glares at her, willing her with all his might to shut up. "I'm also going to have to record you for not wearing your seat belt, sir" the copper calmly informs Dave.

"Oh that!" Dave feigns, "I just took it off when you were walking up to the car."

"He never wears it, officer," says Julie. "I keep telling him he'll die if he doesn't."

"Jesus! Shut your mouth, woman!" Dave yells.

"Ma'am," the officer begins, "does your husband always talk to you this way?"

"Only when he's drunk!"

Why men shouldn't write advice columns

Dear John,

I hope you can help me. The other day, I set off for work, leaving my husband in the house watching TV. My car stalled, and then broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbour's daughter!

I am 32, my husband is 34 and the neighbour's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counselling, and I'm afraid I am a wreck and need advice urgently. Can you please help?
Sincerely, Sheila.

Dear Sheila,

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.

I hope this helps,
John

Don't Swear at Other Drivers

Eddie was driving down the road and met a car coming the other way. Although there was room to pass easily, Eddie forced the oncoming car to slow down and wound down his window and shouted 'Pig!'. The other driver looked in his rear view mirror and swore at Eddie.

Then his car hit the pig.

Time to Stop

A traffic cop pulled alongside a speeding car on the motorway. Glancing into the car, he was astounded to see that the young lady, who was driving, was knitting.

Realising that she was oblivious to his flashing lights and siren, the policeman wound down his window, turned on his loudspeaker and yelled, 'Pull Over!'

'No!', the young lady yelled back, 'It's a Scarf!'

Yet another blonde joke ..

A blonde walked into a gas station and said to the manager, "I locked my keys in my car. Do you have a coat hanger or something I can stick through the window to unlock the door?"

"Why sure," said the manager, "we have something that works especially well for that."

A couple minutes later, the manager walked outside to see how the blonde was doing and he heard another voice. "No, no! A little to the left," said the other blonde inside the car.

CRC Classifieds

For sale and Wanted

FOR SALE

1972 W108 Mercedes Benz 280se 3.5L



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

Original Italvolanti steering wheel

Refurbished wood
\$400.00



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

WANTED

Parts for Datsun 1600

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

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

FOR SALE

Refurbished Philtronic Rallytrip OR Halda Twinmaster

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

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

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

The choice is yours. First in best dressed.

Kingsley Wallman
0421 685 820

FOR SALE

Road legal R spec rally/ track tyres

4x Toyo888 205/50/15,
4x Dunlop DO1J 205/55/15,
4x Michelin Pilot Sport Cup 225/50/15.

All 35%-60% tread remaining - enough for a couple of track days, but not a targa.

Wayne Gerlach
0414 566 848

FOR SALE

NSW Number Plates ANG3L

Black on white plates currently in storage at the RTA \$5000.00 neg.

Toni Emmett
Toni_emmett@aami.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

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

Club Regalia For Sale

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



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

Cheques made payable to Classic Rally Club

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

Prestige Embroidery
 4/29 Coombes Drive, North Penrith NSW 2750
 Phone: 0402 127 230
 Fax: (02) 4727 0893

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

Ph: **9476 2877**

Contact - Steve Cox

**27 King Rd
 HORNSBY
 2077**

2010 Events Calendar

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

[CC] = Club Championship Event

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



Classic Rally Club Inc.
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