

# Rally Directions

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

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**Targa Tasmania 2010**

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**Thornleigh Economy Run**



**May 2010**

## Classic Car of the Month Volvo PV544

Volvo first introduced the PV series in 1944 with the introduction of the 444, Volvos first ever monocoque design. Powered initially by an inline 1.4 litre 4 cylinder pushing out 40HP, the engine was later increased to a 1.6 litre in 1957 and came standard with single or twin carburetors.

The PV544 was introduced in 1958 and saw the removal of the split windsreen, and the introduction of a 4 speed gearbox. The engine was later increased to a 1.8L in 1962.

The 544 saw its final year of production in 1965 with the Duett or station wagon version running out until 1969. A total of 440,000 units were built during the 18 year production run.

## Upcoming Events

### Tour d'Corse 6 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 untimed navigational event with straightforward instructions, covering a distance of around 300 kms. The Tour will have 100% sealed roads while Masters and Apprentices will have about 95% sealed.

Entry forms & Supp Regs can be downloaded from;  
[www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)  
[www.alfaclubnsw.org.au](http://www.alfaclubnsw.org.au)

### 2010 MG Classic 14 - 15 August

Join the MG Car Club (Sydney) and friends from other CAMS Clubs for a weekend in the beautiful Upper Hunter area.

The Event will commence at Raymond Terrace on Saturday, overnight in Muswellbrook and finish near Cessnock on Sunday early afternoon. Enjoy approximately 700 kms of great classic car roads for an untimed Touring Assembly with 3 levels of participation, Tour, Masters & Apprentice.

Entry forms & Supp Regs can be downloaded from;  
[www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)  
[www.mgcarclubsydney.com.au](http://www.mgcarclubsydney.com.au)

# Classic Rally Club Officers and Contacts 2010

Position: Name	Email	Phone
President: Lui MacLennan	crc.pres@classicrallyclub.com.au	(02) 9460 6909 or 0418 645 623
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	(02) 9858 2662 or 0419 233 494
Treasurer: Alan Watson	crc.treas@classicrallyclub.com.au	(02) 9653 1036 or 0405 386 206
Membership: Ian Packard	crc.mem@classicrallyclub.com.au	(02) 9451 6869 or 0414 516 869
Newsletter Editor: Simon & Belle Duff	crc.editor@classicrallyclub.com.au	(02) 9457 7882 or 0410 654 747
Competition Secretary: Tony Norman	crc.comp@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Championship Pointscorer: Jeff West	crc.scorer@classicrallyclub.com.au	(02) 6331 5342 or 0427 263 757
Regalia: John Cooper	crc.regalia@classicrallyclub.com.au	(02) 4731 6933 or 0414 246 157
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	(02) 4261 3018 or 0417 285 138
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	(02) 9568 3103 or 0418 275 308
Webphotomaster: John Southgate	crc.wpm@classicrallyclub.com.au	(02) 9731 2213 or 0421 112 073

## Inspectors: Vehicles with HV Plates

Tim McGrath	tpmcgrath@bigpond.com.au	(02) 4285 1438 or 0419 587 887
Danny Castro	dcastro@bigpond.net.au	(02) 9688 2318 or 0419 981 063
Peter Thomson	prt108@bigpond.net.au	(02) 9419 5774

## Committee

John Henderson	crc.cm1@classicrallyclub.com.au	(02) 9499 8141 or 0408 118 427
Garth Taylor	crc.cm2@classicrallyclub.com.au	(02) 4784 3301 or 0418 207 306
Dave Johnson	crc.cm3@classicrallyclub.com.au	(02) 9979 7629 or 0428 299 443
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 - 11 JUNE 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

Here we are in May and I suspect I'm welcoming you to the special 'Targa' edition of Rally Directions!

While the April meeting of the Classic Rally Club was taking place at Denistone, a group of thirty members and friends were sitting down for a meal together in Launceston and looking forward to the next few days of competition in Targa Tasmania, the nineteenth running of this prestigious tarmac rally. Jo Vettoretti and I were again working as Competitor Relations Officers, Geoff Bott was a roving reporter for the Media Centre and Carol Both, Tony Shepherd, Peter Grant & Kathy Wilson were all working on the stages. As officials, we all had our various challenges to deal with but none that would have compared with those faced by the competitors – and we had CRC competitors in spades!

Mario & John Calabria in an Evo and Simon Duff & Shaun Dudley in the Lancia Beta were entered in the two and a half day Rookie Rally, the Calabrias in Modern and Simon & Shaun in Classic. In the full competition, we had Dom & Kim Votano in a Nissan GTR, Wayne & Dianne Gerlach in the 911 Porsche, Ashley & Peter Smith in the Bug Eye Sprite, Paul Batten in the PV544 Volvo, Ernst & Sonja Luthi in the Renault Alpine, Kerry Smith & David Kirkby in the Celica and Nigel Shellshear in a Ferrari.



Phew! I'm not going to go into any detail on performances, disasters or results, as I'm sure there will be a few jottings later in the mag but suffice to say that just about everyone involved had their own form of Targa 'adventure' – or misadventure for some. Without doubt, everyone enjoyed

their Targa experience and I'm sure all will be back for the twentieth anniversary edition next year.



Other CRC adventures over the last couple of weeks have included Hendo & Westie having a run in the Victorian San Remo Rally – a navigational event with lots of motorkhanas for fun. The rumour goes that they came equal first in the nav but the heavy Porsche 928 was not an ideal choice for the motorkhanas! Winton Brocklebank from Canberra had a

run with Graham Thompson in the Ultimate BP Rally in a Volvo 244. An overdrive failure saw them limp to the finishing line in 26th position.

The highlight of the last month has, of course, been the running of the South Coast Classic, the second round of the CRC championships. Organised by Mike Stephenson with a lot of help from the Votanos, their families and a happy band of officials, the SCC kicked off with a frosty start in Bowral. The weather soon warmed up and we had a weekend of sunny skies and some fabulous roads. Mike had set a challenging event that was

very clever in its execution but was also achievable. This crew set off with high aspirations but they were quickly dashed! Those of us who are regular competitors know full well that we all make mistakes but we also know that those mistakes can often be fixed without penalty. It seemed at the weekend that Mike was a mind reader – every time we made a mistake, he was ready to pounce – and pounce he did – with monotonous regularity! Full results are elsewhere in the mag but congratulations to: Geoff Bott & Jeff West, winners of the Masters, closely followed by Rob Panetta & John Henderson and Alan & Pam Watson. Tony Wise & Alan Walker took out the Apprentices with Roger Banham & Roger Barlow and Chris Hallam & Phil Stead snapping at their heels. Michael & Kevan Peters have their first visit to the podium at Tour level and the tie breaker was needed to separate Ross James & Adam Clark and Henry & Julie Stratton into 2nd and 3rd places. Congratulations to all who competed and especially to Mike and his team for putting together a superb event.

Coming up fast on the calendar is the AROCA Tour d'Corse. Running on Sunday June 6th, the Tour d'Corse has always been a well supported and well received event. Starting and finishing in Mittagong, we'll probably be in for another chilly start but the Southern Highlands are a fabulous part of the country to run an event and the sight of a bunch of classic cars winding their way around the green hills and dales is second to none! I'm sure there are still spots left, so get your entry form off now – you don't want to miss out!

That's it for now folks – see you at the meeting or on the Tour d'Corse.

*Lui*

# Young Driver Wins Targa Tasmania Classic Handicap Event

Twenty seven year old Paul Batten has driven a 49 year old car to Handicap honours at Targa Tasmania.

Batten, with father Mike calling the notes, produced outstanding speed in their 1961 Volvo PV544 across the six days of competition to run out an easy winner in the Shannons Classic Handicap Competition. They led the competition from early on the first day.



He finished 10 minutes 50 seconds ahead of Peter and Sari Ullrich, Jensen CV8 with John Ireland and Michael Ribot, Porsche 911 Carrera, third 18 minutes 30 seconds off the pace.

Batten had the second fastest time of any of the 78 Classic cars in the field, only trailing the newer, more sophisticated 1974 Porsche 911 Carrera RS of Rex Broadbent, who took the Classic Outright honours. New rules this year meant that eligible crews would have to nominate in which competition they would take their podium place. Before the changes were made applying the Podium Adjustment Penalty, the Battens

were only 4 minutes 20 seconds behind Broadbent and 7 minutes 32 seconds ahead of 3rd placed Barry Faux in a Mazda RX7.

<http://www.rallyresults.com.au/targa/TT2010/showStaget.asp?paramVal4=1&paramVal3=5&paramVal1=4&rVal=761&paramVal2=39>

Whilst focused on the Handicap event Paul drove to the best of his ability and was always placed strongly in the Outright standings. He finished a very wet Day 1 in equal 3rd. Day 2 down the East Coast was dry and he fell to 7th showing the 2.3 litre engine is not always a Porsche beater. Day 3 finished well with an equal second

place on the important 26.4km Mount Roland stage and by the end of the day he was up to 5th. Heavy rain made the morning of Day 4 wet and slippery, then with John Siddins Datsun 240Z crashing on Hellyer Gorge he finished the day in third place. Day 5 stage wins on the wet Strahan, Queenstown and Mount Arrowsmith stages saw the red Volvo only 5 seconds behind the Porsche 911 RS of Peter Eames. Unfortunately Peter crashed badly on Tarraleah and handed second place to the crew of the old red Volvo.

Another outstanding achievement was placing 18th out of the full



field of 211 "All Competitors" who started the 5 day event. This includes the Modern, Early Modern and Showroom cars.

Batten, who works for international motorsport outfit, Prodrive, has a fine record in gravel rallying, but is now making a name for himself on tarmac.

Clerk of Course, Stuart Benson, described Batten's effort as the drive of the rally. "It is an underpowered car yet Paul has managed to get the maximum out of it," Benson said. "His driving skill is outstanding. He also brings a lot of expertise to the set-up of the car, with his suspension really aiding his performance."

The younger Batten was delighted with his victory. "It's been a challenging five days and we've just kept our nose to the grindstone and just doing the best we can, and it's turned out quite a good result," an understated

Batten said.

"The car is a lot quicker than people give it credit for and we've overtaken some fairly quick cars." The 19 victims included Porsche GT3 and 911, three Mitsubishi EVO's, WRX STi, several Mazda RX7s, Mustang, several Commodores, Lotus and 600bhp Mercedes.

"The tyres have been very good in the wet as well, so we've just tried to keep the momentum going from one stage to the next. Russell Stuckey recommended the soft compound Dunlops and they transformed the car. We are very grateful to Russell for his excellent advice."

The Volvo was competing in its twelfth Targa and has been continually improved by Kari Dirickx at Seldom Seen Vehicles and Engineering, Picton, NSW. Gary Comerford of Volpro built the responsive engine that compliments the car so

successfully. Gary Comerford and Damien Reeves paired up and were an outstanding service crew.

"We're surprised with our times in the Classic Outright competition as there's a lot of fast cars there. I think the wet weather may have suited us a little more and there's been a few offs as well. Some of the big boys have fallen and we've been there to pick up the pieces."

Batten comes from good rallying stock, his father a three-time New South Wales Rally Champion. "Sometimes I wish I could turn down the speed control on Paul. However his car control is brilliant and he has not had a moment since he first started driving at Targa in 2008." Mike Batten said. "I am amazed that we had the speed to be 2nd out of all vehicles manufactured up to December 2002. There were 139 cars covering Vintage, Classic and Early Modern Competitions who started the six day event."

## CAMS Road Safety Survey

**Complete this road safety survey and be in the draw to win two tickets to the CAMS Corporate Platform at the 2011 FORMULA 1™ Australian Grand Prix**

<http://geemultimedia.com.au/clients/cams/cams-survey/>

CAMS would like you to invite you to complete this road safety survey, which is part of CAMS support for the United Nations Global Decade of Action for Road Safety 2011 – 2020 which was initiated by the FIA Foundation.

The results of the road safety survey will assist CAMS to raise awareness and define potential problems and issues surrounding novice driving, novice driver performance and possible solutions.

The facts are 1.3 million people are killed each year on the world's

roads and every day at least 2000 children of school age are killed or seriously injured on roads around the world. Current forecasts indicate to this toll doubling in the coming years.

CAMS will vigorously and determinedly support this initiative in Australia and will in the coming months, conduct extensive research into novice drivers and road safety, hold a national forum.

Your support in this initiative is crucial to the success of this research. You will also go in the running to win two tickets to the

CAMS Corporate Platform at the 2011 FORMULA 1™ Australian Grand Prix.

This is an important first step in the Australian chapter of the Decade of Action for Road Safety and we will keep you informed of all developments in the future.

I appreciate your time in assisting us contribute to this important initiative.

Regards,

Andrew Papadopoulos  
President

# Lancia brings it home for the Classic Rally Club

by Hugh Norris

Simon Duff & Shaun Dudley finished in 3rd place in the Rookie event of Targa Tasmania 2010 thanks to a very spirited drive from Simon, expert road reading from Shaun (given that half the competitive stage was completed without pace notes... in the wet), and of course the legendary reliability of the 1980 Lancia Beta Coupe.

A tentative performance at the Prologue placed the Lancia at number 36 on the starting blocks for day one of the road stages out of Launceston. The weather was truly Tasmanian and certainly ensured an exciting first day of rallying with howling wind and driving rain creating conditions that were challenging for all and too much for some.

**“...the Lancia at times resembled a spinning top, constantly surprised by corners that the organisers had somehow failed to mention, as cautions, in the notes.”**

Duff & Dudley embarked with the joyous naivety of the novice believing that they could conquer Targa with just the standard provision reconnaissance notes (in actual fact these merely alert drivers to any major cautions). Despite being somewhat taken aback by the look on the faces of the good team Gerlach when they admitted they didn't have pace notes they nevertheless pushed on bravely whilst vowing to prove their worth.

On the first road stage then the Lancia at times resembled a spinning top, constantly surprised by corners that the organisers had

somehow failed to mention, as cautions, in the notes. There were more than a couple of frightening moments but Simon, to his credit, managed to avert disaster and record some very respectable times in the wet.

Mind you the Lancia was not the only spinner on the first day. Ernst and Sonja Luthi were not to be out done in the inaugural running of their Renault Alpine as they too had an early spin finding some nice soft grass (luckily) on the road verge. With only dented egos they were soon on their way again and remained surefooted and smiling thereafter.

Dom and Kim Votano enjoyed the trappings of the new Nissan GTR in the wet conditions. Dom was placed 25th outright after the first day's fun and with a huge grin



on his face claimed to have left it in automatic for the duration. His major sponsors, “the kid's inheritance”, were bound to be thrilled with the progress of the GTR.

I think the CRC managed to get through day one without major incident unlike a number of Porsches that appeared to be missing various panels and an unlucky telephone pole that was snapped like a twig after being hit by a flying Evo! The driver and navigator were both taken to hospital but thankfully their

injuries were not life threatening.

At the end of day one team Lancia were sitting in 3rd position until a scoring complaint (unrelated to them) saw them relegated to 4th place. Some frantic phone calls were then made to try and find some pace notes. A fellow rookie





competitor was kind enough to provide the number of a supplier and Shaun was finally handed pace notes, as they drove out on the second day. He of course had ample time to figure out the method during the 36km drive to the start of day two, stage one. A quick plug for the support crew of team Lancia who despite the appalling conditions and multiple road closures on day one were only minutes away at all times to provide fuel, sage advice and minor carburettor tuning.

**“...an unlucky telephone pole that was snapped like a twig after being hit by a flying Evo!”**

Thankfully the next day brought with it some weather from outside of the Isle and the stage started under a crisp blue sky. However ice alerts on the infamous stage 1 “The Sideling” guaranteed all drivers had had their coffee and were sufficiently alert going into

the 2nd day.

The dry conditions made for rapid progress through the stages heading out to the East Coast for the lunch break at St Helens and then back for a spectator stage finish in the pretty town of Longford. The trusty Lancia service crew were left languishing behind the field after attempting a sneaky forest access route to “The Sideling” and then spent the best part of the day playing catch up.

Needless to say we didn’t catch much of the action until Fingal where we lay in wait, waved to the Gerlach Porsche and the Luthi Renault before finally latching on to the rear end of the Lancia where we stayed like the faithful service crew

we were until the podium finish and the popping of champagne corks.

Tasmania was beautiful, the machinery on display made us feel like schoolkids again, the CRC



mob had a lovely dinner together at METZ in Launceston after day one, Lui and Jocelyn worked tirelessly as ‘Crows’ and made everybody’s Targa experience most enjoyable, it rained, it was cold, the service crew managed a latte’ and long black in most towns along the way, team Lancia were sad not to see Strahan or Queenstown this time around, A Volvo 242 (GT turbo) beat the Lancia, Mike & Paul Batten were victorious in their Volvo, the Lamborghini although new and as such somewhat uncool actually makes your knees wobble as it takes off....

Stay tuned for Targa High Country in November and more from the legends of Lancia.

[Huge thanks to Steve at Quickfit, Rob Panetta, Dave at Pedders Hornsby, Arnaldo and Pino, Graham and Joceyln at Lambda Motors, Tim McGrath and Scott at Selmor for all your support get the car ready for the event!]



## May Desk Top Rally ‘Wine to Waves’

**The May Desk Top Rally is on the CRC website from Friday 21 May to Sunday 6 June 2010. It is based on an NRMA map.**

This one is worth trying. If you would like to have a go at navigating your way from the Hunter Valley vineyards to the

sea, sit down at you kitchen table, open a nice bottle of red and start plotting. No booze bus, no speeding tickets and no wear and tear on your car.

This rally has been set with all levels in mind. Just go to an NRMA office, get the free map

identified on the instructions and you are in business.

Have fun!

Rob and Starr

# Tasmanian Tiger Bites !

by Wayne Gerlach

Unlike other CRC teams, unfortunately ours isn't a happy Targa tale. After a broken clutch cable on Day 4 last year, we set ourselves the goal of at least completing all 5 days this year, and getting to Hobart. It wasn't to be....

## Prologue and Day 1 – The warning

Prologue was smooth sailing, then Day 1 hit with a vengeance. Cold, rain, gale force winds, low cloud or fog (what's the difference?). It was everything that Targa can throw at the competitors. The car felt brilliant in the wet. We enjoyed all the stages at speed, even though three stages were ultimately cancelled due to the severe weather conditions. However, we did get our warning on that Day 1. The wooden bridge on the Merseylea stage was sodden and slippery, like ice! We had a "lose-recover-lose again-recover" fishtail crossing of the bridge. Other CRC members also pronounced it as diabolical. Friends in a Fiat 124 Sport actually performed a 1 ½ turn spin, hitting and damaging all four corners of their car as they ricocheted around, and a Commodore slid sideways and wedged itself diagonally such that a tractor was needed to remove it. So, the warning was there, but did we learn from it.....



**Looking back up the road. The wet glassy patch wasn't there on previous occasions!**

## Days 2 and 3 – Smooth sailing

Took it easy on day 2, slipped from the 40's into the 50's Classic Outright placing, but still a respectable 3rd in SS=Standard Specification, and completed all stages well within Trophy time. Picked up speed on Day 3 and returned to the low 40's overall. Car was feeling great, the team was on-song. Confidence was strong.....

## Day 4 – Again !

Woke to TV weather forecast of Sunny Melbourne and Sunny Hobart. But, as we approached the 37km Cethana stage codriver Dianne observed "Those are very dark clouds coming in". Her forecast was much better than the TV. By the time we started the stage it was raining quite hard. However, the car still felt brilliant, even in the wet. Go for it. We caught and overtook an Alfa and a Porsche, before it all became unstuck .... literally.!

At the 20.5km mark, after about 100 corners so far in the stage, I got the correct call of "Caution 5 Left" at the correct time. Made sense, the corner was at the end of a long straight stretch, and speed was up,

so brake appropriately firm and take the corner, which looked quite benign on approach.

But, I couldn't see a wet, slippery patch right at the braking point. Aquaplaned, no chance of recovery, slid straight off over an embankment, nose first into some large rocks, set one of them



**Up close with the Tasmanian wilderness, and the rock'n'roll rock.**

moving, surfed on it for 20 metres, then it spat out from under the car and threw us into the scenery.

Codriver got the OK sign out immediately, and I set the warning triangles back up the road. I was quite worried that someone else would follow us and wipe out the expensive tail end of the Porsche.

However, seeing the warning triangles, almost all other competitors clearly changed back an extra gear and took it slower. Just a couple of cars had sideways twitches and recovered, thank goodness.

Two officials who were on course duty at the corner told us that our "off" was quite spectacular. We were both thankful for 6point harnesses and helmets on our rocky ride, and then further thankful to the officials as they let Dianne get out of the rain by sitting





***Nose looks like it's been hit by Mike Tyson.  
Felt like it too.***

in their BMW, and even provided coffee.  
Both front suspension struts

severely bent, also a steering arm. Game over. So much for our aim of Hobart and day 5.....

#### **Lesson to Self**

We went back next day to check the corner. The wet slippery patch was at a point where trucks entered the road from a gravel side track – sand and oil had made a smooth patch on the bitumen. Hadn't ever noticed it in two previous Targa runs through there, nor on three other

reconnaissance checks. But the were all in dry weather when the road looked perfect.

So, the lesson for us, and anyone who might read this, is to maintain a good margin of safety in the wet. The first 100 corners might be fine, but the 101st could have a surprise in store !!

And, next year, we intend to do Day 5 and get to Hobart.....

WG

P.S. Classified Ad - For Sale – Pace Notes books for Day 5 Targa. 2009 and 2010 versions. Both in perfect condition. Unused.



## **2010 MG CLASSIC**

### **Saturday 14 & Sunday 15 August**



**Join the MG Car Club (Sydney) and friends from other CAMS Clubs for a weekend in the beautiful Upper Hunter area.**

The Event will commence at Raymond Terrace on Saturday, overnight in Muswellbrook and finish near Cessnock on Sunday early afternoon. Enjoy approximately 700 kms of great classic car roads for an untimed Touring Assembly with 3 levels of participation:-

- Tour – a fun run that is route charted to enable entrants to successfully complete the Event. No CAMS Licence required.
- Masters & Apprentice categories to please the more experienced crews.

For an entry fee of \$398 per crew of 2 (additional crew \$165) you get:-

Rally pack and maps – breakfast, lunch, dinner and accommodation on Saturday plus breakfast and lunch on Sunday with a chance to enjoy great new roads, varied scenery and a first-hand view of the changing vista as the horse breeders and coalminers alter the landscape.

**If you only get to run  
one rally per year this  
one is for you!**

Entry forms along with Supplementary Regulations can be downloaded from the following websites:-

[www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)  
[www.mgcarclubsydney.com.au](http://www.mgcarclubsydney.com.au)

If you do not have access to download you may register your interest and have details forwarded to you by contacting Robert Smith at:-

PO Box 606                      02 9440 2498 (AH)  
Roseville NSW 2069        0407 600 632 (Mob)

# Car 412: Targa Tasmania in an A110 Take 2:

## 27 April to 2 May 2010 by Ernst Luthi

Finally, 12 months on, the moment has come: Targa Tasmania 2010, and this time the car is ready to go.

### Day -8: Getting ready

Pick up the car at the Collier's workshop and drive to Nevco to fit the car to the new trailer. Trailer balanced out but NONE of the trailer lights work. Latest German technology in the Tiguan can't cope with LED trailer lights. Car back to workshop as there are still a few more things to fine tune (breather pipe, Terratrip, etc)

### Day -5: Still getting ready

Towing vehicle off to auto electrician to get the car talking

to the trailer. Verdict: can't do anything. Call to trailer supplier, dummy load box ordered from Adelaide, should be here on Thursday morning (Day -3) and before we leave on Friday (Day -2).

### Day -4: Lights

Pick up the car from workshop. Drive home and enjoy the harder front suspension. Test lights once at home. Left parking light out, flashing lights not working ! Panic !!!!!. Start packing all the essentials (and much more).

help with trailer and loading the car. 20.00: all is ready to go Friday morning (day -2), first light (06.00).

### Day -2: On our way

06.10: On our way to Girraween to have the dummy load box adjusted and fitted. It works, we have lights !. Off we are to Melbourne. 16.00: Arrive at overnight stop in Seymour, 2 hours from Melbourne.

### Day -1: Crossing over

Arrived in Port Melbourne around 11.00 to park the trailer and the VW and unloading the 2 race cars. Sonja and Ernst caught up with other competitors waiting for boarding. Now we know how the back end of a certain 911 ended up in the middle of the road in Classic Adelaide 2008... Boarding started around 18.00 and by around 19.00 we were sitting in the restaurant for dinner. The crossing was "acceptable" and both crews had a decent night's sleep.

**Day 0:** Surprise before scrutiny Sunday, the ferry arrived on time in Devonport and we were on the road by 07.00. A crisp morning's drive took us to the ETC café on the way to Launceston for breakfast. By 10.00 we had made it to Stevo's place in Launceston, a longtime friend from our Targa tour days. After a cupper and looking at his new acquisitions (2009 Mustang and 70's Corvette) we set off to the Silverdome for our 12.30 Scrutineering date. At least so we thought ! Halfway there, padang, no clutch (@#\$!\$!). Limping back to Stevo's place using 1st gear starts, it was revealed that the bolt securing the cable to the pedal had disappeared. After a brief discussion with Andrew Collier, we set off to complete the



*In Parc Ferme. The Delage is behind the 911*



*Film Star*

### Day -3: More lights

07.05 Drive A110 to Nat Stillone's workshop just up the road. Convince him to fix the light ASAP. 10.00 Call trailer supplier to find out whether dummy load box has arrived (no). Keep on calling. 16.30: Drive to Girraween, watch how a dummy load box is built from scratch. The delivery has not arrived, none available in Sydney, so they decided to make one themselves. 18.00; Drive home and find out that the plugs do not fit ! At least the A110 is now working as it should. Anyway, convince the neighbour to





**The field from behind, the white beast is the winning Lamborghini**



**The elusive Dodge**

documentation and scrutineering for the R5 Turbo and postpone ours to Monday.

Back from documentation, we set to work and thanks to Stevo's magic bolt box and Andrew's years of mechanical experience, the bolt was replaced in no time. So off we went to the Silverdome to complete our scrutineering (a breeze). Then to the hotel, some shopping and Pizza for dinner.

**Day 1:** The unexpected Monday was going to be a sleep-in and relax day, preparing ourselves for the Prologue on Tuesday At least so we thought, until the phone rang at 07.30. Would we be interested to be part of the Targa

documentary said the voice from Southern Cross TV at the other end of the phone. If so, could we be in Longford by 10.00 ? Yes we could ! So the rest of the morning was spent in a barn on the Brickendon estate. It is amazing what you can do with filters and light. Back for a bit of lunch, the briefings at 16.00 and the welcome party thereafter.

**Day 2:** Leg 0, the Prologue Tuesday, perfect day for the Prologue. Driver and navigator getting nervous. It was great to see so many cars lined up at George Town. And then we are off, navigator still nervous, driver

doing his best to get mademoiselle thrown around the course as quickly as possible. Everybody smiling at the end, 2nd last ! But we achieved part one, getting through the Prologue. And we would be starting early and be back early too. At least so we thought.

**Day 3:** Playing with the big boys Reporting time for Leg 1 was 08.00, but we are there more than an hour before, All seems to be ok, except for the rain. Ah well,

just drive carefully and all will be ok, we have pace notes so at least we know what to expect. At least the wipers are working and there is no leaking. Stage 1, Lilydale, 3 nasty railway crossings, Ok, lets go. First crossing, all ok, what was that 9 left followed by 7 right ???? Argh here it is the 7 right, and there we go one big spin and off we go down the embankment., wheels spinning, Sonja pushing, but that's it. STUCK, in stage one and in the middle of a big down pour ! Out comes the OK sign, and the triangles and the phone call to Emergency control. Car 412 off the road, all ok. We retreat to the other side and join the spectators (thank you Targa official for letting us sit in your Ute out of the rain). 250 cars drive by, very gingerly. Then it is all over and we get pulled out by the First Intervention Vehicle. There is no damage so we are off again. Arrive at stage 2 to be told that the stage was downgraded, an Evo hit a power pole, crew is alright, just a few broken body parts. We join the back of the field at stage 3 and sneak past Car 999 (sweep), we are back in !. For the rest of the day we follow the pointy end of the field together with a competitor who got lost on the touring stage and missed a few stages..... It is very interesting to see how well the top end is organized with service crews and so, and all the carnage. We were very lucky that we did

not have any damage. There were a few relieved faces when we finally arrived back at the Silverdome around 19.00. Thanks to Adam Spence's service crew, we got a check up and bolts tightened and confirmation

that nothing was damaged.

**“...Lessons learned, Rainex does not work at low speeds, you can only overtake the 1938 Dodge in the curvy parts, Alfas have great ability to recover from ditches and 32 minutes with no wipers is a long time.”**



**Sad ending**



**Celebrating on the way home**

**Day 4:** A beautiful day.

Leg 3 was a trip to the East Coast with lunch at St Helens in the sunshine. Fantastic roads, the car ran very well and the calls from the navigator were getting better and better. We were right behind the vintage cars and watching the Delage race up the steep hills at Rossarden was amazing. The day ended with a town stage through Longford, a short track lined with a huge amount of spectators. Oh what a feeling.

**Day 5:** More rain and hairpins

Leg 3 saw us returning to the west with lunch in Davenort. It also contained the first of the long mountain stages, Mt Roland with a length of 25.6km as long as there is no rain. But it was not to be, so off we went in the drizzle, wind screen wipers struggling

(something else to replace), navigator extremely nervous, driver determined (and extremely happy to see the flying finish). The rest of the stages were short and flat (thank goodness). Another successful day. But the day was not yet over. Pit stop in one of the small towns and no Umph. Maybe the ammeter fluctuations weren't wiring gremlins, maybe this really meant that the alternator was struggling. Any way, the battery was flat and a push start was required. And another favour to call in. Back to the Silverdome, out

time requested and off to Pride Automotive. Off came the Evo from the hoist, on went the A110, alternator out and off to the electrician around the corner. Fortunately it was just the regulator. So 40mins later we were back on the road, just in time to make space for Team Madzda.

**Day 6:** A Long rainy day to Strahan  
Leg 4 included the 2 longest mountain stages, the 37.8km Cethana and the 36km Riana with lunch in Ulverstone and overnight in Strahan. The day started overcast but got worse by the time we arrived at Cethana. Not a pretty sight, certainly not with no wipers. The crew was very happy to have survived the down hill hairpins and not made a foul of themselves in front of the spectators and the

TV camera. The crew was very happy to arrive in Strahan in the dry and ahead of the field. The accommodation at Ormiston House (an old federation style B&B) was fantastic with 14' ceilings, a four poster bed and a bath tub. Sad news though with Classic Rally Club members Wayne and Diane Gerlach's Porsche 911 out of the running after a high speed off and a bit of rock surfing. Both were well and the car made it onto the ferry under its own steam after preliminary repairs (which could not be said of other cars). The crew slept well after a long day on the road, dreaming of the finishing line and a day without rain.

**Day 7:** Argh !

Leg 5 was a short drive to Hobart for the finishing line. Both navigator and driver were confident and looking forward to the Queenstown stage (a right left right all the way uphill stage) and then Mt Arrowsmith, 55km of high speed rallying. What they did not expect was the heavens opening the water tanks just as they took off from the start. Lessons learned, Rainex does not work at low speeds, you can only overtake the 1938 Dodge in the curvy parts, Alfas have great ability to recover from ditches and 32 minutes with no wipers is a long time. Lunch at New Norfolk in the sun was very welcome. Only two more stages and it would all be over. So we thought as we lined up on TS 37, Molesworth. It all lasted till km 3.44 of 4 km, and then it was all over..... The accelerator cable snapped off at the pedal and Car 412 came to a halt in a driveway conveniently located close by. Despite frantic activity and lovely spectators lending us a jack and axle stands, the driver was unable to retrieve the cable. As the navigator was unwilling to sit in the engine bay and pull the lever, all we could do was watch the field go by, again ! #@%#@%##\*! At least it did not rain. It took us then another 2 hours (and a few phone calls



to Targa HQ) to get a tow truck after the one following the field forgot to return from end of stage. When we finally arrived in Hobart Time Control was closed and the celebrations nearly over. All we could do was calling the NRMA/ RACT and arrange for a tow truck the next morning and a hire car to Davenport (thank god for NRMA premium cover).

After nearly 2000km of driving of

which 500km on closed roads, Targa Tasmania had come to an end. At least for 2010, but we will be back in 2011, to complete those last to stages and get the trophy. Was it fun ? Yes it was, where else can you drive so many kilometers on closed roads, meet so many nice machinery and people.

Lessons learned: Targa competition is much harder than Tour. Without a lot of friends to call

on we would have been out by day 1. Although we did not finish, the car was a joy to drive and we now know what needs to be improved for next year. Most importantly, we are all still in one piece.

Check out the video footage on the Targa website, especially after 8min: [http://www.sportcom.com.au/targatasmania/index.php?option=com\\_content&task=view&id=28&Itemid=61](http://www.sportcom.com.au/targatasmania/index.php?option=com_content&task=view&id=28&Itemid=61)



*On the road (Photos by Perfect Prints Hobart)*



# Targa Tassie from the Officials Point of View

by Carol Both

**We laughed, drove and drank our way around Tasmania, stopping occasionally to run a stage so the competitors could have their fun also.**

This year there were again four CRC members who went south to help after being initially told that we weren't needed as Tassie had enough officials of it's own. Peter Grant, Kathleen Wilson, Tony Shepherd and myself were called upon in February to help out. Having another woman with us really made for a lot of fun.

radio technique and maybe has a career in radio talkback or a lonely hearts show.

There were no timing teams this year and stages were run with a fifteen man/person team that were in for the whole week. We had four women in total on our team which was really great. No Grandpa, Uncle Joe and the dog turning up

to do the one stage of the year that they had done for twenty years. Most of them forgot from one year to the next what they were supposed to do and if there weren't enough locals we were multi tasking at jobs that really weren't our responsibility.

Over to St Mary's where we stayed in the Historic St Mary's Hotel. The food was superb, the beds good and the wind howled all night.

Up early to do Elephant Pass, which we shortened to Jumbo for radio purposes, confusing other teams who could hear the radio traffic. One of my best moments was driving this stage as a closed road. It is very technical and has several bends noted as a one in the pace notes. ie less than 90 degrees. Unfortunately I only had a Mitsubishi Outlander to drive

There was a speccky crash at the flying finish when a Nissan Skyline GT I became airborne at 200 km/hr. It narrowly missed a bridge over a creek, hit a tree and landed in the creek parallel to the banks. The tree promptly fell down on top of it. The crew were up to their necks in water but managed to escape through the passenger door. The car will never compete again but



Peter was on flying finishes. Tony at starts on the radio as a tracker, Kathleen at stops on the radio as a finish tracker and myself also finish tracker and helping with taping up road closures, spectator points etc. I learnt more about which coloured tape to use for what than I ever really wanted to know. Kathleen was congratulated on her

We arrived in Launceston and spent two nights there. Lilydale was the first stage of the first day and we were out there in the rain and mud. The Luthis gave us our first fright as they spun off the road at 1.9 kms into this stage. It was a relief when the following cars reported an OK board on their car. They came though after the road was opened and went on to compete on further days.





the roll cage was worth its weight in gold.

A quick dash over to Devonport and we then did Paloona stage which is not hilly but has lots of



main building had a bar, dining area and a great fire. There were signs everywhere stating that no drinking was allowed in the rooms. The next day the rubbish bins of Roseberry were being sidled up to and plastic bags with clinking contents placed in them.

I can recommend the bakery at Roseberry. Great coffee, pastries and sausage rolls Here we had to do the Mt Black stage. A very short up the mountain and down the other side. Gerlachs did not turn up for this stage and we kept telling ourselves it was only from mechanical failure. Phones do not work well in some of the areas we go to so we could not find

**“Self-contained huts named after different countries were situated in a dodgy looking caravan park. Ours was called Luxembourg. It was more like Oodnadatta.”**

out what had happened to them.. However try not to use the one and only service station there. It closed early and the owner would not reopen for

us even though there were eleven Targa cars lined up for fuel. We had six and another team headed our way had five.

A quick meal in Queenstown and a refuel and it was off to Bronte Park for the night. Self-contained huts named after different countries were situated in a dodgy looking caravan park. Ours was called Luxembourg. It was more like Oodnadatta. The only saving grace was a wood combustion fire which we managed to get going with difficulty as all we had were logs to put on the fire. No kindling, no paper. A glass vase on the mantelpiece contained a large quantity of grey sandy ashy looking substance. The suggestion was that someone had left grandma behind. The TV was so small that no one was interested in watching the Grand Prix that night because we would



bends. Where we were at finishes there was a sign that stated this road was a black spot. It was here that Tony was nearly eaten by a llama while trying to put a road closed sign on a gate. Gee, he's a big girls blouse. Kathleen was deterred by a large barking dog at another gate and put her sign in a nearby tree which the safety officer had to retrieve and put on the gate.

From Devonport we headed down the west coast to parts unknown to me. We stayed at the Tullah Lakeside Lodge. It was the prettiest place we stayed. Set on Lake Mackintosh with Mt Murchison in the background the



only see one car at a time!

Our last stage was Tarraleah. Wind, sleet rain sunshine and rainbows alternated with each other about every ten minutes.

(CONTINUED PAGE 18...)



# Classic Rally Club Members co



Centre Image: Dom & Kim Votano  
in their 2008 Nissan GT-R (Car 989)

Clockwise from top left: Ashley & Peter Smith in their 1958 Austin Healey Bug Eye Sprite (Car 208), David Gilliver & Nigel Shellshear in their 1979 Ferrari 308 GTB (Car 679), Mario & John Calabria in their 2006 Mitsubishi Lancer Evolution IX RS (Car 144), & Wayne & Dianne Gerlach in their 1974 Porsche 911 (Car 510)





# Compete in Targa Tasmania 2010



Clockwise from top left: Simon Duff & Shaun Dudley in their 1980 Lancia Beta (Car 121), Paul & Mike Batten in their 1961 Volvo PV544 (Car 244), Kerry Smith & David Kirkby in their 1975 Toyota Celica 1600GT (Car 506), & Ernst & Sonja Luthi in their 1971 Renault Alpine A110 (Car 412)





We got through it and our Stage Commander gave us a sausage sizzle at a nearby rest area before we parted company. Some drove home to Devonport. and the rest of us to took the cars to Wrest Point to Targa headquarters.

I came across Sonja in Hobart and she was over the moon that they had mostly finished. Gerlachs had gone off on Cethana which was a worry until I heard from Di. Thank you Simon, Mike and Dom for not causing us any angst.

We met some really great people on our stage. There were four

women which made for a lot of fun. Our deputy stage commander looked like a bikie. Shaven head, beard and big. However he turned out to be a cuddly teddy bear and everything ran like clockwork.

This year was the worst weather I have ever come across but overall it was great Many thanks to Kathleen, Peter and Tony. The company was terrific.



## 2010 Wakefield Park 6 Hour Relay Regularity 10 – 11 July

**Organise a Team – be the manager – a driver or be part of the team's pit crew ... An event proving so popular with club motorsport enthusiasts in Victoria is to be staged at Wakefield Park in July this year.**



The Wakefield Park 6 Hour Relay Regularity is a motorsports event specifically

formulated to give club members or individuals a chance to form teams of drivers and pit crew to compete against other teams – not as a race but rather as a Regularity styled event. Therefore outright speed is not the major factor in winning.

- Each team must consist of a minimum of 3 cars and 4 drivers, up to a maximum of 6 cars and 6 drivers.
- Each team driver nominates a target lap time which they believe can be consistently maintained.
- If the driver goes quicker than their nominated lap time, the lap doesn't count, if they achieve their nominated lap time, they get the lap plus a bonus lap and if they are slower than their nominated time, they only receive the lap.

Most cars are eligible (open wheel cars not accepted) and only require normal safety equipment needed at a sprint meeting (ref. The Supplementary Regulations for the event).

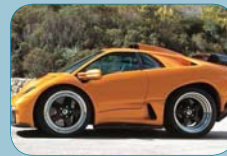
The event is open to all holders of AASA Club Licenses, Wakefield Park Licenses, and CAMS L2s Licenses.

Circuit Information - Wakefield Park is a 2.2km racing circuit located 2 hours drive from Sydney and about 1 hour from Canberra, and is positioned 10km south of Goulburn on 130 acres of cleared land. There are no trees or natural obstacles near the track. Safety is paramount and ripple strips, tyre walls and gravel traps have been positioned so as to make Wakefield a very safe circuit on which to run any type of motorsport event.

For more information and entry details visit our web site [www.wakefieldpark.com.au](http://www.wakefieldpark.com.au)

## The Smart Car

Look at all of the 'great new choices' we will have from 'The SMART Car'....





# CAMS Carnival

## National Motoring Festival 1-4 October 2010

CAMS is staging Australia's first major national motoring and motor sport festival in the rapidly-growing Echuca-Moama region over the NSW Labor Day long weekend from 1-4 October 2010.

CARNival, as the event has been named, will be the largest national car club gathering ever staged in Australia. It is fully supported by the local Shires and will become an annual festival celebrating our enjoyment of all types of motor vehicles.

There is something for every car enthusiast – and their entire family – at CARNival. For a start, everyone is welcome. You don't have to be a member of a car club to take part unless you want to take part in the menu of more than 20 timed club-level events over the weekend. However the majority of enthusiasts that attend CARNival will be individual car lovers who will want to share their passion with their friends and the public.

Here's an outline of the events that will form CARNival over the 1-4 October weekend:

### Non-Competitive Events

Just show up with your special vehicle to enjoy all the fun of CARNival. You'll get the value of your entry fee back in our fabulous 'Goodie Bag, with special CARNival merchandise, free admission to events and special food, wine and dining offers.

Here are just some of the things you and your mates or family car do at CARNival:

#### Shannons CARshine

The centerpiece and hub of CARNival will be the Shannons CARshine.

Held on the grassed and shady reserve abutting the Murray River, the Shannons CARshine is open to

all entrants, with vehicles displayed by club, make and model.

Park and picnic with your friends and fellow club members and perhaps enter your special vehicle in the Show & Shine competition to determine the Shannons Car of the Show, with great trophies on offer.

#### CARswap

A major automotive Swap Meet, covering car parts, accessories, garagenalia and automobilia will be a feature of CARNival. Share your treasured items with other enthusiasts in a secure, historic undercover venue

#### Film, Photo and Motor Art Festival

A large motor sport and motoring Film, Photo and Motor Art Festival with associated motor photo and motor art displays involving regional schools

#### Fun-khana

Novelty driving events on grass to ensure fun for all the family

#### National Holden Motor Museum

Echuca is the home of the National Holden Motor Museum – a must for every Holden enthusiast

#### Take a cruise

Cruise the Murray River on an historic Paddle Steamer or cruise with your club or mates to local wineries and restaurants as part of your CARNival programme

### Competitive Events

You can spend all weekend having serious fun with your special car at CARNival, with a menu of more than 20 individual events on offer. They include:

#### Australian Interclub Championship (ClubNats)

This is a core event of CARNival that will pit car club members from around Australia against each other in a compendium of separate driving disciplines including motorkhana, autocross and speed events over the weekend, with the individual winner and winning team being crowned the 2010 Australian Interclub Champions. Event could be abbreviated to 'ClubNats'

#### Airport Challenge

There are four separate events at Echuca Airport: two Speed Slaloms on the apron, an exciting acceleration and braking test on the Runway, followed by a timed standing 400 metre sprint.

#### Motorkhanas galore!

If you like motorkhanas, we have a number of different courses on both sealed and unsealed surfaces to test your car-handling skills

#### Navigation Trial

This is a great touring road event to test your navigational skills – something the whole family can be part of and enjoy!

#### Economy Run

A family-friendly events based on a power-to-weight ratio including the vehicle occupants

#### Rally Sprint

For loose-surface enthusiasts there is a series of five sprint events for historic rally cars conducted on different courses in the central Echuca-Moama area, including a dedicated speedway

+ Much More!

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

# San Remo Rally 2010

John Henderson and Jeff West

Fresh from our recent success at the AMSAG Jenolan Ralliesprint (success being defined as driving the car back onto the trailer at the end of the event under its own power!), Westie and I decided to do the San Remo Rally. Unfortunately this turned out to be in southern Victoria, not northern Italy!



This event was put together by the team who run the Mt Buller Sprint and used to do the Indy rallies up to the Gold Coast. It had a number of firsts for me. It was the first time I've driven 1000kms to do an event, the first time ANY navigation aid – including GPS – was allowed, and, not unimportantly, the first time I've used over \$800 worth of petrol to do a 2 day event! I guess that's the price of having 300bhp under the bonnet waiting to be used.

We decided to do it in my 928S Porsche, so the first thing was

That was diagnosed as a leaking pipe and aged grommets on the tank. Matthew replaced all that, tightened up the very loose gear linkage and gave the car a good going over. While it was there, Westie and I modified a black plastic drain sump from Bunnings to provide a base for installing the Terratrip, maplight (remember those?) and

to find it (I hadn't used it for a couple of years) and make sure everything was working. I dropped it off to (plug here) great guy and mechanic, Matthew Windsor of Windsor's Automotive in Bathurst. I ran out of fuel on the way in.

**“...A great big map measuring 100cm by 70cm. It doesn't sound too big, but try sitting in your car and not blocking the driver's vision with it. Regular folding of the map followed throughout the day.”**

Overall the navigation was challenging but not ridiculously hard. I did hear a few f-words from the navigator's side of the car, but (subject to final confirmation) we cleaned the nav apart

from a sight board that I missed on Saturday night in the rain. I'm pretty sure we were on the right roads, so mea culpa. The navigation instructions were good and clear and the couple of minor errors were easily understood and corrected.

Lunch both days was at a cattle saleyards south of Leongatha (and yes, we had beef for lunch!) where we had a total of 8 motorkhanas on the tarmac there. There were 2 before lunch and 2 after with two runs at each on both days. Now the owner's manual says the



stop watch. New tyres completed the picture.

We drove down to San Remo (which is at the entrance to Phillip Island) on Friday night, experiencing the joy of Friday night traffic through Melbourne in the rain. Things could only



car weighs 1620kg, then there is fuel, spares, Westie and me. I'm sure there is a bit of change out of 2 tonnes, but not much! You might guess that was reflected in our motorkhana times and it was. We were 5th outright at the end of Saturday. First equal on navigation. And then there were the motorkhanas.

We had more rain during Saturday night but Sunday dawned fine and stayed pretty much that way. First out (at 10:00am!!!!) saw us retrace a lot of the roads from the night nav and admire the rather pretty scenery and note how close to drop-offs some of the roads were. Hadn't seen that in the headlights and might have driven a tad slower if I had.

It was a TRE i.e. timed, but times were very, very generous and sections definitely not too long.

Our latest into a control was 30 minutes early and normally we were closer to three quarters of an hour early. Even though stages were reasonably short, there was plenty of work to do on the fairly twisty roads. I think the longest between turns at road junctions would have been 5km so the navigator was kept pretty busy. We didn't need to stop to plot much, but there were plenty of times that the plotting was only a few turns ahead of the car.

It was a good event, great roads and scenery and a decent bunch of competitors. Would I go again? If it was closer – and perhaps a bit

more competitively priced – then I definitely would.

Thanks Peter Washington and Tim McNeilly of MountainMotorSports for putting on a good weekend.

UPDATE: we came first equal (with one other crew) in the nav, 8th in the motorkhanas and 7th outright.



# South Coast Classic

## Final Results (Masters, Apprentice, Tour)

Car	Driver	Navigator	MC	PC	Q	VRC	Div 1	MC	PC	Q	VRC	Div 2	MC	PC	Q	VRC	Div 3	MC	PC	Q	VRC	Div 4	mm	RESULT
9	Geoff Bott	Jeff West					0					0					0					0	403	0
17	Rob Panetta	John Henderson					0		25		12	37					0			11		11	282	48
18	Alan Watson	Pam Watson		25			25					0					37					0	2510	62
8	David Shaw	Ray Arthurs			11	12	23					11					36		25	11		11	445	81
7	Bob Morey	Teresa Morey		25			25		25	33	12	70		25	25		25					0	743	120
19	Michael Olsson	Harriet Jordan		25			25			22		22					87					0	345	134
10	Dianne Gerlach	Wayne Gerlach			22	12	34		60	11	12	83		25	22		47					0	106	164
12	Gerry Both	Carol Both		25			25		25		24	49		25			37		35	33		68	467	179
15	Tony South	Ted Norman		25			25			11		11					99		35	33		68	347	203
13	Darren Taylor	Lui MacLennan		25			25		50		22	72					37		35	44		79	640	213
16	Garth Taylor	Joe Lester			77	36	113					0		60	44		152				12	12	350	277
14	John Young	Helen Young		25	11	24	60		35	66	24	125		50	33		83				12	12	473	280
5	Tony Wise	Alan Walker					0					0					37		35	33		68	485	105
4	Roger Banham	Roger Barlow		35		12	47			33		33					37					0	50	117
3	Chris Hallam	Phillip Stead		25	11	24	60					0		75			87					0	271	147
2	Steve Friend	Peter Dunlop			44	12	56		50	77	24	151		50	44		94		35	77	24	136	255	437
11	Anthony Norman	Greg Francis		44	24	24	68		25	44	12	81		50	99		161	400				400	42	DNF
1	John Calabria	David Calabria			88	24	112		25	44		69	400				400	400				400		DNF
23	Michael Peters	Kevan Peters					0					0					0					0	690	0
27	Ross James	Adam Clarke					0					0			11		11					0	236	11
26	Henry Stratton	Julie Stratton					0			11		11					0					0	290	11
32	Morrie Barrett	Ron Skeoch					0			11		11					0					0	658	11
34	John Cooper	Wendy Cooper			11		11					0					0					0	742	11
33	Neil Brain	David McCowatt					0			11		11					0					0	960	11
25	Robert Clare	Sue Clare					0				12	12					0					0	509	12
28	Ian Whitfield	Helen Whitfield			11		11			11		11					0					0	686	22
30	Cherie Collins	Phil McFarlane			11		11			11		11					0					0	700	22
31	Geoff Mills	Patricia Mills					0			11		11					12					0	650	23
24	Alan Butler	Brian Easey					0			22		22					11					0	151	33
29	Shane Navin	Jennifer Navin					0			22	12	34					0					0	3720	34
22	Rick Woskett	Beryl Woskett	22				22			33	12	45					11	12				11	88	101



# 2010 Alpine Classic

## 25th & 26th September

**Join fellow motoring enthusiasts and discover Classic Rallying**

Get your classic out of the shed and join fellow motoring enthusiasts on the two day 2010 Alpine Classic Rally. Running for the twelfth year, the Alpine is the only timed navigational event in NSW and is considered one of the premier events on the Classic Rally Club's calendar.

Three categories of navigation will cater for all levels of skill. Those with experience and seeking a serious challenge will opt for Masters, whilst crews requiring a little more guidance will go for the Apprentices. For anyone just wanting a fabulous drive in the spring countryside without the challenge of navigation, the Tour category is ideal.

**“...the Alpine is the only timed navigational event in NSW and is considered one of the premier events on the Classic Rally Club's calendar. Set in the beautiful Central West of New South Wales, crews will have the opportunity to drive on some of the best roads this state has to offer.”**

The Alpine will start in Lithgow, at the foot of the Blue Mountains. The event will travel a circuitous route to the overnight stop in Orange, where competitors will have the opportunity to spend a relaxed evening with their newfound rally friends. Two motorkhanas, held over the lunch break will give those with a lead foot the chance to have some fun! After a good night's rest, it's on the road again for another

day of Classic Rallying. It will then be on to the traditional pub finish near Lithgow.

The event is open to pre-1980 cars of any marque. Other cars will be considered on submission to the Event Secretary.

Included in the cost of \$429 for a crew of two will be breakfast at the start in Lithgow, two lunches, a sumptuous evening meal in Orange, motel accommodation and breakfast. Your rally pack will contain all maps needed for the event, windscreen banner and car number, rally romer (for new entrants), Alpine Classic caps and cloth badges. Alpine Classic polo shirts will also be available for purchase at a cost of \$30.

Cost for additional crew members or passengers is \$160 each.

The event will be strictly limited to 85 entrants, so get your name in early!

Entries close on Friday 27 August 2010.

Clerk of Course	John Henderson	02 9499 8141	0408 118427
Event Secretary	Lui MacLennan	02 9460 6909	0418 645623
Fax		02 9926 8880	
E-mail		alpineclassic@hotmail.com	

If you only enter one event a year, then the 2010 Alpine Classic is the one for you. The Classic Rally Club has made the Alpine Classic a prestigious annual event and with your support it will be even better. Be part of the event and help make it happen again in 2010!

For an entry form or more information about Classic Rallying, visit [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)



# 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. The Tour will have 100% sealed roads while Masters and Apprentices will have about 95% sealed.

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 available on the AROCA and CRC websites. Please direct any enquiries to Tony Wise on 0417 211 848 or [tmwise@bigpond.net.au](mailto:tmwise@bigpond.net.au)



## Thornleigh Economy Run - 2nd May

### Press Release from Kevin Rudd By Gary Maher

**Do you know something? From the white paper presented to me by the bureaucrats, detailing this activity for Working Class Australians, we can rightly assume the following:**

**There were 10 cars from TCC, 6 from CRC, 2 from MGCC and 1 each from Jaguar, Leyland P76 and AHRG.**

Seasonally adjusted, this gives a total of 10 cars competing. This has nothing to do with manipulating boundaries but more with people registering in more than one party.

The program which started and finished in Dural, could have been spread over 4 years, but the stimulus package only contained comprehensive instructions to cover about 4 hours and 224 km of very testing route.

Why was the route testing?

Well let me tell you this. There were a lot more upward trends than downward trends, putting increased pressure on the economy. Added to this, there were continued enquiries involving small business names, various infrastructures and water courses – all of which impacted on the overall outcome.

After 95 km of travel, members of

the party made a brief fact finding mission to Mangrove Creek Dam where important information was gathered with impact on their water usage in the future. Members had morning tea at this picturesque spot and circulated with other grass roots Working Class Australians.

At about the 170 km mark, the party was able to take advantage of a Government perk – a free ride across approximately 150 metres of water. Unfortunately, their progress was hampered by a huge influx of boat people, who, judging by their speed, were no doubt fleeing from something and were off to seek asylum at a bridge



in Windsor. After this lengthy delay, a meeting of Senators, Back Benchers and Junior Members was convened and a short recess was taken for lunch where the bureaucrats joined the party.

After the working party was recalled, a clever course of action took them out of the Hawkesbury and into the Hills Shire to the finish. The bureaucrats took a cost cutting route to enable them to beat the opposition to the end of the exercise.

When all the votes were counted, it was bi-laterally agreed that a good time was had by all. A close scrutiny of the results may indicate some further internal audits and maybe even a Royal Commission could be in order.

But for now, I congratulate the more successful economists and thank the bureaucrats – Greg Yates and his family and friends for a pleasant day.

## Thornleigh Car Club - Economy Run Results 2 May 2010

Congratulations to Matt Rath and Roschelle Batt, the outright winners, who achieved the best handicap score of 40.64 in the Toyota Prius.

Lowest fuel consumption was by Peter and Jo-Anne Batt in the Toyota Yaris with 3.52 litres per 100km (28.39km/l or 80.04mpg).

Thank you to John, Nicole and Andrew for your assistance on the day and to Karen, Ben and Tim who assisted me checking the event.

Thank you to all who attended the event. I hope you enjoyed the day.

Greg Yates

					Mass (kg)			Distance 224.0km Fuel Economy						
Car No.	Driver	Navigator	Club/s	Vechicle	Passengers	Vehicle	Total	Litres	I / 100km	MPG	km / l	T.km / l	Penalties	Total
8	Matthew Rath	Roschelle Batt	TCC	2006 Toyota Prius (1.5 Hybrid)	180	1313	1493	8.13	3.63	77.68	27.55	41.14	0.5	40.64
5	Peter Batt	Jo-Anne Batt	TCC	2007 Toyota Yaris (1.5)	180	1005	1185	7.89	3.52	80.04	28.39	33.64	0.0	33.64
9	Andrew Chinner	Ellen Jenkins	TCC	2007 Ford Fiesta (2.0)	180	1067	1247	10.69	4.77	59.08	20.95	26.13	0.5	25.63
10	Brian Doyle	Paulina Doyle	TCC	1986 Mercedes 190E 2.3-16 (2.3)	180	1270	1450	14.36	6.41	43.98	15.60	22.62	0.0	22.62
3	Jade King	Dave Masing	TCC	2003 Mitsubishi Lancer (1.5)	180	905	1085	11.92	5.32	52.98	18.79	20.39	0.0	20.39
00 *	Greg Yates	Karen, Ben, Tim Yates	TCC & CRC	1990 Mercedes 190E 2.3 (2.3)	260	1230	1490	16.68	7.45	37.86	13.43	20.01	0.0	20.01
1	Andrew Crowley	Nicole Crowley	TCC	1994 Suzuki Swift GTI (1.3)	180	780	960	11.10	4.96	56.89	20.18	19.37	0.5	18.87
4	Gary Maher	Wendy Maher	TCC, MG, CRC, JDCA, AHRG	1966 Volvo P1800S (1.8)	180	1170	1350	17.95	8.01	35.18	12.48	16.85	0.0	16.85
0 **	Greg Yates	Karen, Ben, Tim Yates	TCC & CRC	1980 Mercedes 500SLC (5.0)	260	1515	1775	25.22	11.26	25.04	8.88	15.77	0.0	15.77
6	Jim Richardson	Bev Richardson	TCC, MG, CRC	1968 MGB (1.8)	180	940	1120	16.14	7.21	39.13	13.88	15.54	0.0	15.54
7	Steve Friend	Michael Friend	CRC	1961 Mercedes 220S (2.2)	140	1320	1460	20.75	9.26	30.44	10.80	15.76	0.5	15.26
2	Steve Maher		Leyland P76 Owners & CRC	Leyland P76 (4.4)	100	1250	1350	22.76	10.16	27.75	9.84	13.29	0.5	12.79
* Car 00 were figures recorded by survey car whilst checking event) driving at normal speeds)														
** Car 0 was event director's car on day of event with fuel usage corrected for shorter distance travelled after lunch														

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\*\* Car 0 was event director's car on day of event with fuel usage corrected for shorter distance travelled after lunch

## The Story

Start point is Bankstown airport, follow main road, cross railway 1st time and continue until intersection with Hume Highway (Ref A), straight ahead onto the minor road. Take first left and then right (to stay left of masts). This will take you to an intersection with Camden Valley Way (avoids ref D). Turn right onto CVW and stay on it until close to Denham Court, turn right onto a minor road, cross a bridge and go straight through the crossroad to pass through a mast. Turn left onto secondary road and then right, continue towards Ingleburn. Cross railway 2nd time), turn right, follow this road all the way to Kentlyn (locality), This will take you through Ref E (intersection of minor rds and powerline North of Minto). Continue to the TJ North of Macarthur, turn left to the intersection of principal and secondary roads in Macarthur (ref F). Continue South on this road until just North of State Marker, turn right to avoid it. Follow minor road and pass closest to the 210 spot elevation (ie do not turn onto the unsealed rd), this will take you through ref H .Continue to TJ and. turn right.

Continue on the secondary road, but turn left just after crossing South Western Freeway (to avoid State Marker). Cross railway 3rd time and continue to Picton (Via Point and ref K). Turn South and take 2nd left towards Thirlmere (ref M(RJ 1km E of Thirlmere). Turn right and follow railway line to Couridjah (locality), turn left continue to TJ and turn right, follow the road (with a detour around the State Marker in Buxton). Take 2nd right (after Bargo) and then left and follow road to the TJ at the abandoned railway station (that avoids Yanderra which is out of bounds). Turn right and stay on Route 89

until the State Marker where you turn left to avoid it. Continue through Willow Vale airfield which takes you to ref R (RJ 2km South of Willow Vale). Turn right and then left and cross the railway into the Via Point (intersection of principal and secondary rds).

Then the Herringbone starts. Turn left out of Via Point, cross the Hume Highway (bridge), take first left, take first right, take 2nd left, take next left, cross Hume Highway (bridge), turn left (in Berrima). This is the end of the Herringbone and ref V.

Continue on road, keep right at next RJ. Turn right at railway station (there is a small bit of rd), turn left at TJ and then right (Ref U, RJ between minor rds 2.5km from bottom of map). Follow rd (keep 1 rd to left) and straight through cross road and take next left (visit ref R again). Turn left and keep going straight until TJ with principal rd (next Via Point).

Turn right and veer left of the principal road (no more than 2km of a mapped 8km principal road) towards Colo Vale and stay on this road to Hilltop, Balmoral Village and to Thirlmere RJ (ref N, RJ between 2 minor rds in Thirlmere). Turn left at that RJ and then 1st right, 1st right, next left and 2nd right. Straight through cross road towards (Lakesland) to TJ (ref P, turn right, go straight (ref O) continue to TJ and right (Ref L), keep 2 mines (symbols) to left as you continue on that road. Take next left, veer right at intersection, right at TJ, left at TJ up through to Oakdale (keep abandoned mine to right) and to THE OAKS , take a left just after the airfield, to enter the Via Point from westerly direction (cross road 1.5km from the centre of The Oaks landing strip, enter from a westerly direction) This is also ref W.

Follow the road until after the bridge (Macarthur Bridge, 1.5km of a bridge), turn left just after the bridge, take first right, and next left (drive through tower), to ref Y (RJ between minor rds and the extension of Camden Aerodrome landing strip in a North Easterly direction).

Turn right at intersection, and next TJ turn right (leave motor racing circuit to left), Turn left at Camden Valley Way and take first left off CVW (less than to 2km).

Drive around Leppington, to a TJ at Hoxton Park , turn left to cross a bridge (just under Liverpool, ref C (RJ between minor rds South of Liverpool). Turn left at that junction and turn right at TJ onto Elizabeth Drive, turn left onto Cumberland HWY, take first left (ref B, RJ between principal rds East of Liverpool) Drive around Warwick Farm back to the start point. This avoids any state markers and using roads used at the beginning of the rally.

## The Result

Alan Watson	60 points
Geoff Watson	190 points
Pam Watson	235 points
Glenn Evans	295 points
Rob & Starr Mifsud	305 points
Ross Warner	400 points
Henry Stratton	400 points

## Penalty points

Missing a reference point	35 points
WD into or out of a reference point	25 points
WD into and out of a reference point	35 points
Visiting incorrect reference points	35 points
Maximum points	400 points



Hello everybody. Travelling around quite a bit as I do you just keep meeting fellow CRC people in many and varied locations. Granted, in some locations this is not unexpected- such as at FOSC at Bathurst over Easter. The CRC volunteers did a fine job in assisting some key responsibilities for this stellar event. It can't be stressed often enough that many motor sport activities rely on unpaid good will and expertise and time of volunteers.

The Anzac weekend was another away from home event. Whilst observing the medieval jousting from the grandstand at the Lithgow IronFest- who should we meet but CRC'rs Gerald and Margo Lee who had decided to examine the countryside around Lake Lyell at a more gentle pace than usual. Sadly we were unable to check out, with them, the dining opportunities at the Tarana Hotel on the Monday. This will have to wait for another time. Certainly though at the IronFest there were plenty of craftsmen practising the traditional blacksmithing skills. Who knows some of these guys might be able to help out with items such as hood irons? Or perhaps they could assist with other things for classic car maintenance and servicing? I say this because I have a friend who just paid a huge amount for some well-used hood irons for an early Austin Healey soft top. They look like they were made by a blacksmith!

Then there was the HSRCA weekend at Eastern Creek, where strolling around the pits on May 1st, I spotted CRC member John Young in the throes of preparation for a 20 lap (!) race as last entry on the program for the day. Well done John for a solid performance, the pale blue MGA looked a treat. For all I know there were other CRC people involved

in this weekend too, but John was the one I chatted to in my brief visit. I had hoped to do the Thornleigh Economy Run/Picnic the next day but found myself double booked with a short notice Jensen Car Club event- so my 13 y.o. daughter's baptism into the strange world of TRE type activities is delayed a little longer....

This was shame and I had only recently completed the grunt work of putting new bushes in the rear suspension arms of the trusty Volvo 142. Some of the parts for these vehicles are becoming scarce and you need to know where to look to find what you need. Steering linkage wear parts recently required came by mail from VOLDAT in Melbourne, and were of German manufacture. The suspension bushes came from Qld from a company called Fulcrum Suspensions who manufacture a wide range of polyurethane suspension bushes. They have a PDF catalogue, if you are looking for something for yourself.

Still on the subject of the Volvo- a belated thanks to member Ron Cooper who supplied a serviceable 140 series wheel, which now means that for the first time in over ten years, I have a matching spare wheel. Not that I hadn't tried before, a wrecking yard sourced 140 model wheel was dutifully sand blasted, renovated and painted and had a new tyre mounted on it some time ago, only to find that it ran out badly and wasn't really usable! This also means I have one only Amazon model wheel for anyone who would really like it.

Next attraction on the calendar, as I write this is the 15th of May- the JDCA Supersprint round at Eastern Creek, where with fine weather I am hoping for a rewarding day with the cobra replica that spends too

much time in the garage. Sunday the 16th of May is the Council of Motor Clubs promoted National Heritage Motoring Day.

Ah choices, whether to take the 1951 Matchless motor cycle and get 85 m.p.g. or take the 1973 Jensen Interceptor and get somewhat less? Either way- the destination for my family will be Chevalier College at Burradoo. We have been to this event before and over 200 interesting vehicles can be expected to converge here in the school grounds. It is amazing, the range and number of vehicles that rest in garages between Sydney, the Southern Highlands and say Canberra- that come out for this event. Who knows- maybe the CRC attendees can get together for a group photo and some other fun and frivolity.

So you see, wherever you go in NSW at least, if it involves classic cars, quirky entertainment, off-the-beaten track exploring or anything similar, someone else in the CRC will be there, or have been there, or be thinking about being there. Don't be a stranger when you spot a fellow club member, wear your CRC identifying clothing with pride! Also see Madame President's Column and elsewhere for news from Targa Tasmania News involving the numerous CRC entrants and volunteers- this major event also happened late in April.

So I hope you will recognise, from the jottings above, that there is no need to restrict your classic vehicle meanderings to our organised events- though these should loom large in your planning. Just about every other weekend there is something pleasant you can do with a classic vehicle somewhere. Tell us about your experiences and share the story with the rest of us please.

## A minute with ... John Henderson

**Nickname:**

**CRC member since:**

**Driver or Navigator & Why?**

**Favourite Rally as a competitor:**

**Current Rally Car:**

**My Dream Car:**

**Favourite Racing Driver:**

**Favourite Movie:**

**Favourite Food:**

**Favourite Drink:**

**Favourite place to visit in NSW:**

**Other Interests/Hobbies:**

**What would you do with \$100,000?**

**My pet Hate:**

**My Greatest Fear:**

**5 words that describe me:**

Hendo. Imaginative eh?

Too long ago to remember exactly.

Mid-late 1990s

I'm now a navigator because long ago when I was driving, my then navigator threatened to throw up all over the maps unless we swapped seats. And it's been pretty much that way ever since. However I did drive for Jeff West recently and the maps remained clean.

Anything Westie puts together. Preferably 2-day events rather than 1-dayers.

Hmmm... I navigate for Robbie Panetta in his Alfa 105, but I recently did an event in my Porsche 928S and Westie and I have been playing in the forests in my LH Torana. There's also a Volvo 142 in the shed that is another rally car.

Mercedes ML63. More a truck than a car, but give me one and you won't hear any complaints. Failing that a Mercedes SL63AMG. Both would be nice...

It's hard to go past the late, great Senna.

The Blues Brothers. Fantastic music, great guest spots and it's just plain silly.

Southern Italian with some sushi occasionally for variety. If I was on a desert island and could take only one chef, it would have to be an Italian one.

I don't really have a favourite. Beer is great on a hot day, martinis or margaritas are excellent before dinner, a decent red or white with dinner.

And of course champagne works pretty well any time.

It would have to be my farm at Bathurst.

I'm an enthusiastic, albeit rather ordinary skier. Breckenridge, CO is close to my favourite place in the world. I also collect elephants and Japanese prints.

Buy my wife some vulgarly large diamond earrings and matching necklace. That should get me SO many brownie points!

I'm not a huge fan of hairy caterpillars.

Dying slowly from some crappy, debilitating, incurable disease.

Gorgeous, adorable, handsome, rather self-deluded...



## Mystery Member



See the back cover for the name of this month's Mystery Member

## Comedy Corner

### Accident

A car speeding down the highway loses control, goes through a guard rail, rolls down a cliff, bounces off a tree, lands upside down and finally stops, wheels spinning in the air, smoke and steam pouring out from under the hood.

A passing motorist, who witnessed the entire accident, helps the miraculously unharmed driver out of the wreck.

"Good Lord Mister," he gasps, "are you drunk?"

"Of course!," says the man, brushing the dirt from his suit.

"What the hell do you think I am? A stunt driver or something?"

**Q:** Does anyone know why the British don't make computers?

**A:** They couldn't figure out how to make them leak oil!



## Turbo BeepBeep

A man goes out and buys the best car available in Europe, a 2001 Turbo BeepBeep. It is the best and most expensive car in the world, and it costs him \$500,000.

He takes it out for a spin and, while doing so, stops for a red light. An old man on a moped, both looking about 90 years old, pulls up next to him. The old man looks over the sleek, shiny surface of the car and asks "What kind of car ya got there, sonny?". The dude replies "A 2001 Turbo BeepBeep. They cost \$500,000."

"That's a lotta money!" says the old man, shocked. "Why does it cost so much?"

"Cause this car can do up to 320 miles an hour!" states the cool dude proudly. The old man asks "Can I take a look inside?"

"Sure" replies the owner. So the old man pokes his head in the window and looks around.

Leaning back on his moped, the old man says "That's a pretty nice car, alright!" Just then the light changes, so the guy decides to show the old man what his car can do. He floors it, and within 30 seconds the speedometer reads

320. Suddenly, the guy notices a dot in his rear view mirror. It seems to be getting closer!

Whhhooooooooooooosssshhhhhh! Something whips by him! Going maybe three times as fast! The guy wonders "what on earth could be going faster than my Turbo BeepBeep?" Then, ahead of him, he sees a dot coming toward him.

Whooooooooooooosh! Goes by again! And, it almost looked like the old man on the moped! Couldn't be thinks the guy. How could a moped outrun a Turbo BeepBeep? Again, he sees a dot in his rearview mirror!

WhoooooooooshhhhhhhhKa-BbbblaMMMMM! It plows into the back of his car, demolishing the rear end. The guy jumps out and discovers it is the old man! Of course, the moped and the old man are hurting for certain.

The guy runs up to the dying old man and asks "You're hurt bad! Is there anything I can do for you?"

The old man replies "Yeah. Unhook my suspenders from the side-view mirror on your car!"

## Audi Quattro

Five Englishmen in an Audi Quattro arrive at the Italian border. The Italian customer agent stops them and tells them:

"Itsa illegal to putta fiva people ina Quattro." "What do you mean it's illegal?" asked the Englishmen.

"Quattro means four," replies the Italian official.

"Quattro is just the name of the automobile," the Englishmen says disbelievingly. "Look at the papers: this car is designed to carry 5 persons."

"You can ta pulla thata one ona me," replies the Italian customs agent. "Quattro means four. You hava fiva people ina your car and you are therefore breakin a the law".

The Englishmen reply angrily, "You idiot! Call your supervisor over, we want to speak to someone with more intelligence!"

"Sorry," responds the Italian official, "he can ta come". "He's a busy with two guys in a Uno".

## First Car

A young man comes home and says "Dad, just got my driver's license and would like to use the family car."

Father replies, "O.K., son. But, first, you have to get good grades in school, keep your room clean, keep the yard neat, and cut your hair. Come back in a few months and then we'll see."

Several months pass and the young man comes into the house with his report card in his hand.

"Dad, I got great marks on my report card. I've been keeping my room as neat as a pin, and the yard is always ship-shape. How about letting me use the car?"

Father replies, "That's all true, but son you didn't cut your hair."

Son says, "But, dad, Jesus had long hair."

Father replies, "Yes, son, you're perfectly right. And he walked everywhere he went."

After seeing a documentary on how inner city youths can remove the wheels of cars in under 4 seconds with no specialist equipment, the McLaren team decided to fire their pit crew and hire four of the youths as most races can be won or lost in the pit lane. The first race came along and the car came into the pits. The youths went to work but the McLaren team boss noticed a real problem. Not only had the youths replaced all four wheels within four seconds, but within 10 seconds, they d re-sprayed and re-numbered the car and sold it to the Ferrari Team!

# 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 Philtronics Rallytrip OR Halda Twinmaster

I 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

### 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.

#### Terratrip Wheel Probe

Brand New \$60

Simon Duff  
0410 654747  
simon@fusedesign.com.au

### 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](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!



# 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

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Contact - Steve Cox

**27 King Rd  
HORNSBY  
2077**

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# 2010 Events Calendar

Date	Event	Contact
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
10-11 Jul	Wakefield Park 6 Hour Relay Regularity	www.wakefieldpark.com.au
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	
1-4 Oct	CAMS Carnival	www.camscarnival.com.au
17 Oct	CC Penrith Pas de Deux	Jeff West - 0427 263757
26 Oct	CRC Meeting	
5-7 Nov	Targa High Country	www.targahighcountry.com.au
13 Nov	Back to the 60's - The Barry Ferguson Classic	Dave Johnson - 0428 299 443 or 02 9979 7629 Ian Packard - 0414 516 869
23 Nov	CRC Meeting	
12 Dec	Christmas Party - Hosts Vince & Kay Harlor at Pleasure Point	

[CC] = Club Championship Event

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

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! Remember, if you are sending images, please email us the the original images, not in a Microsoft Word document - This way we get the best quality pics for print. Any tables can be sent to us in an excel spreadsheet, and Microsoft Word or PDF documents are fine for text only articles. [crc.editor@classicrallyclub.com.au](mailto:crc.editor@classicrallyclub.com.au)



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

This months Mystery Member:  
Jeff West