

Rally

Directions

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



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June 2010

Classic Car of the Month

Saab Sonett

The Saab Sonett "Super Sport" was first unveiled at the 1956 Stockholm Auto Show. Originally designed to compete in a racing series that eventually never materialized, Saab only built 6 first-generation Sonetts - which all remain in existence today.

Using contemporary Saab aircraft practices, the Sonett chassis was formed by a riveted aluminum box carrying a fiberglass roadster body. Utilizing the "high-performance" (57.5 bhp) version of the 3-cylinder 750cc 2-stroke engine found in the Saab model 93, the drivetrain was "reversed" so that the engine was behind the transmission and front wheel drive is retained.

Upcoming Events

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
www.mgcarclubsydney.com.au

Winter Magic Festival 19 June 2010

The main street of Katoomba will be taken over by musicians, street stalls, parades, processions, artists, wizards, fairies, and the biggest assortment of fun loving ratbags that you are likely to see anywhere is Australia.

To make the most of it, come and stay at a great mountain cottage that you can book via Blue Mountains Getaways. They have a great range of homes available, even at this late stage. A perfect opportunity to jump in the car and take a drive up to the beautiful Blue Mountains for the weekend!

www.bluemountainsgetaways.com
www.wintermagic.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
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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 - 16 JULY 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

Another month gone already and another great Classic Rally Club championship round put to bed.

The AROCA Tour d'Corse, ably organised by the CRC's very own Alan & Pam Watson, was run on Sunday June 6th. A dozen or so officials and competitors had driven down to Mittagong the night before and enjoyed (I'm not sure that's really the right word) a meal together at the local RSL.

With a cab being planned to transport the CAMS stewards back to their motel, two competitors volunteered to do the job and Marg Brown and I were chauffeured home in convoy aboard two very tasty Alfa 105s – thanks Robbie and Gerry!

Sunday morning dawned bright and sunny and for probably the first time for the Tour d'Corse, not a sign of frost. Registration and scrutineering was dealt with efficiently, breakfast was had by those who chose and it was soon time for Tony Wise's drivers' briefing. All too soon, instructions were collected, plotting began, heads were scratched a few times and we were on our way.

Alan seemed to delight in having us determine what seemed like the majority of the route by counting various railway crossings and watercourses and by the end of the day, I was well and truly over it! There were, however, many of those fabulous southern highlands roads to be travelled and we went through the familiar territory of Aylmerton, Kangaloon, Burrawang and Wildes Meadow, before heading south for a great lunch at the golf club at Kangaroo Valley.

All too soon, we were back on the road again and the weather was becoming unpredictable with a few



showers chasing us during the afternoon.

Mis-plot followed by re-plot seemed to be the order of the afternoon and we met many competitors by the side of the road doing similarly.

Finally, it all fell into place, piece by piece, although having done

various loops, anti-loops and what felt like figures of eight, the poor driver thought we were heading north on the Hume Highway, whereas in fact, we were definitely heading south!! We finally made it back to Mittagong as night was beginning to fall, with only five minutes to spare before the control closed. Some were not so lucky and some didn't even make it to lunch, so we could hardly complain.

All in all, I would say it was a pretty difficult but probably fair event. Maybe a bit too hard and in my opinion, too much unsealed road – I figure that once the screws start falling out of the Mini's roof, we've been on too much dirt, so it will be out with the screwdriver before the next event!

Thanks to AROCA and especially to Pam & Alan, Tony and all the officials for putting on a great event. Congratulations to those on the podium – you sure worked for it!

1st Masters : Jeff West & Rob Panetta

2nd Masters : Adrian Kinslor & Garth Taylor

3rd Masters : Mike Stephenson & Dominic Votano

1st Apprentices : Brenda & Steve Cox

2nd Apprentices : Alan Walker & Lauren Mackie

3rd Apprentices : Tony Norman & Greg Francis

Equal 1st Tour : Ben & Greg Yates

Equal 1st Tour : Betty & Jeff Whitten

3rd Tour : Adam & Garth Bransgrove

Full results are in the magazine. Coming up next on the calendar is the Jaguar Mountain Rally, running on the weekend of 10/11 July. Gary & Wendy Maher have us starting in Mittagong, overnighing in Lithgow and finishing in Hartley, so it will be an interesting combination of roads. I'm told that the field has been full for the best part of a month now, so if you had plans on entering, your only chance will be to put your name on the waiting list. Well done to the Mahers for generating this enormous amount of interest!

If you've missed out on the Mountain Rally, now's the time to put an entry in for the MG Classic, running in mid August and of course, the Alpine is happily accepting entries as well.

By the time you read this, a team of CRCers will have spent an extended long weekend in the far south of the state, officiating at the Bega Valley Rally. Being a round of both the Victorian and NSW State Rally Championships, the BVR has attracted a field in excess of sixty, so it should be a pretty exciting and busy day of motorsport. Following severe storms in the area a couple of weeks ago and the deluge the coast has suffered since, I heard that the chainsaws were out in force, clearing the debris from the course. One advantage of running on public roads, is that our events don't have to contend with those issues!

Safe and happy motoring to all.

Lui

South Coast Classic

by Geoff Bott (& Jeff West)

The phone was handed to me by my loving spouse. It was Lord West. "Jeeves, er, I mean Geoff, we are going to do the South Coast Classic!" he boomed. "I will be at your hovel on the Friday night before and you may drive me down to the start at Bowral. Make sure your jalopy (CAR703) is in top shape or else."

"Oh yes sir. What a privilege sir." I snivelled.

Thus began our cruise around the Nowra area, courtesy of Mike Stephenson and his cronies. The start at Centennial Park, Bowral was a trifle cool and frost covered the adjacent oval. However, the cheery crew of locals from the EFS kept

us warm with a BBQ and hot drinks as we clustered for the off. Clambering to large pile of wood chips, our Director soon had us sorted out with his instructions and we set off over some rather familiar territory that was used last year on the Tour de Corse.

Lord West muttered, snuffled and grumbled but seemed to have everything in hand and we cruised fairly quietly through the course, and the questions seemed to be coming up with monotonous regularity. The photographers appearing on the course from time to time were also a reassurance that things seemed to be falling into place and we eventually tooled into Nowra at the end of the day. The Great One seemed to be pleased with progress and this

was confirmed later with a clean sheet. However, as we had time to spare and a local car collection was going to be made available for viewing, we trundled off to the industrial area adjacent to the aerodrome to check it out.

I was not very hopeful, expecting a dusty collection of old Americans mouldering in the corner of a tin shed along with a few enamel signs or some such. I was in for quite a surprise....

We motored into the typical industrial estate and the end door was open and few cars were to be seen, so we wandered in to discover an amazingly diverse

collection of about 40 cars, including a 1960s Ferrari 250, Maserati Quattroporte, Citroen ID19 Wagon, Aston Martin DB2/4, Supercharged Honda S600, Buick 8, Jaguar Mk V & 420G, Morris 1100, Ginetta G15, a Sprite fitted with a Toyota turbo 1600 and much more. All were road registered and had BB in the number sequence, had covers normally on them, new batteries and were generally in great shape unless being worked on by a couple of professional mechanics. A cleaner comes in once a week to clean the premises and the cars as required. Way to go....

The evening dinner was the usual jovial, noisy affair but everyone seemed to nip off fairly sharpish afterwards to get an early snooze.

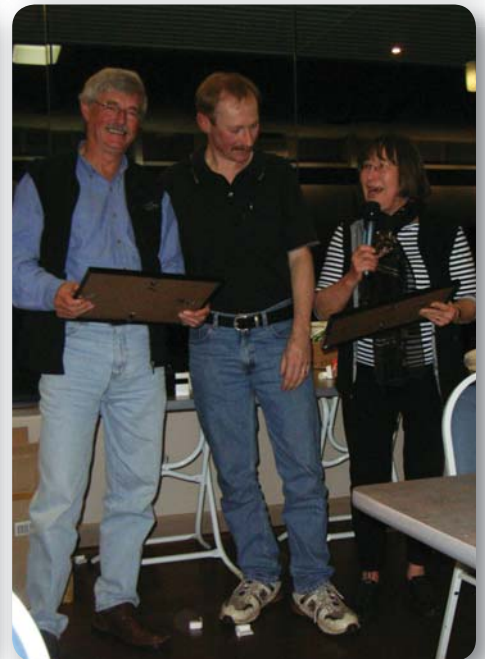
I must admit that Lord West and I were amongst these and I do not recall laying awake wondering about what the next day would bring.

Sunday saw us lining up in the motel car park and evidently the local mayor was photographed alongside CAR703 along with his kids as we were about to be flagged off. The day's run appeared to be going well as once again His Magnificence guided us about in various loops and eventually to passage control womaned by Dominic Votano's daughter and friends. This was notable in that we went through it twice and on the second lap there were cars coming into it from all directions, giving me the hint that maybe the other navigators were not doing it so easy and the control keepers were very busy.

At the finish, this was confirmed as we found that we were almost the first car in and we seemed to have once again cleaned the day. Various comments were made about certain hot shots who were experiencing considerable difficulties on the day. The Great One was beaming though and we were rewarded with first in the Masters. My congratulations to Mike and his team. It was generally remarked by all that the event was extremely well crafted and I look forward to his next event.

South Coast Classic

Photos courtesy of John Southgate & Carol Both

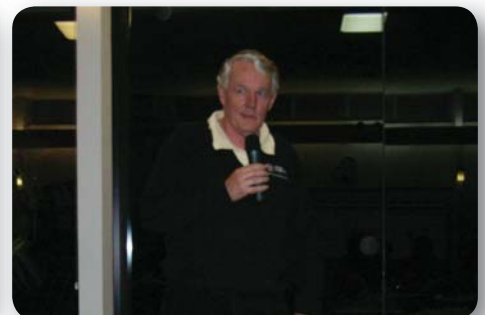


Alan Walker, winning apprentice navigator with a picture of Tony Wise's Alfa. Watch out for this boy as he is highly competitive.

Pam and Alan Watson telling Mike Stephenson, director of the Sth Coast Classic, how terrific the Merc really is.



Hendo and Robbie trying to decide behind which door they will hang their 45th award. After all, it's only a second place.



Geoff Bott telling us all how easy it is to come first as a driver when you have Westie as a navigator.



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



Secretary's Stuff May 2010

A little about budgets, progress and petrol...

Tony Kanak

Hello everyone. If you paid attention to the NSW budget just presented you would have seen that traffic fines imposed on motorists by the state government are predicted to rise to \$428 million in 2010/11 and to \$570 million the following year. This compares with what the government expects to rake in this year, only \$291 million from fines applied to motorists this year. These figures from the Sydney Morning Herald's pages seem like a lot....

It is just as well that the costs and needs of road safety program messages can be micro-managed to this level of precision- because remember it is all about road safety? Still with tobacco smokers quitting or dying its necessary for governments to slug some other broad or rich tax base, and as an individual you can avoid the fines- if you always drive like a docile or frightened mobile road block, with one eye on the speedo, no matter the conditions.

The extra motoring penalties money will largely come from the deployment of additional and unmarked speed cameras. Like the situation in Victoria introduced by the Kennett Government, it is intended that the operation of unmarked cameras will be contracted out because contractors are cheaper than police, and will do the work they are paid to do without a pesky employees union. By being invisible there will be no on-the-spot public confrontation and the whole process will be a sanitary impersonal collection of considerable money. No doubt the politicians and the senior police will continue to state that there is no "quota", or that THEY have no quota for infringement notices.

Even without an official quota or direction though, "overspeed" tolerance margins can be reduced, and the selection of downhill locations, and the hours spent on the roadside can all be managed to ensure that the requisite dollars are obtained. If shock /horror- the revenue exceeds the budget this will be proof that motorists are not "getting" the safety message and more enforcement is therefore justified. Truly regulation of road safety now has no end point ever- until the last engine expires from lack of fuel or some other apocalyptic cause. Contracting out the enforcement has been so good for parking (parking rangers etc are also much cheaper than police) there is a new economic model out there, chock-full of new franchise opportunities for your own speed enforcement/detection business, contracted to the government.

The smart technology vendors are also presently trying to sell systems that tell the parking rangers where overstayed cars are parked by time and ultrasonic (lack of) motion sensors embedded in the car park surface. Ain't progress grand?

Lest you start thinking this column once again has the makings of a political rant, it is at least not party political because Kennett in Victoria and Keneally in NSW share only a capital K as the first letter of their name. (Hmm and their political parties share a capital L as their first letter- is this a coincidence)???

This same week I received my CTP renewal from a large company that is spending plenty on advertising (that could be any of several companies of course). What do you know- a

price hike of over \$150 and an attempted explanation about their wizard process to re- assess the weighting factors that they have used to calculate premiums. I found myself not very interested in their attempt at justification and the first exploratory quote found the needed cover at \$428 vs \$677! However "price following" is rampant amongst the major companies so I wouldn't expect this \$ gap to endure for very long.

Those of you with long memories will recall that when the separate green slip arrangement was instigated in NSW after the sale of the GIO, (which should have been immediately re-named) the fees were supposed to be the same pretty much and the cover conditions would NOT relate to your age, shoe size, vehicle particulars etc. This continuation of the status-quo didn't last very long and now every pretext is used to justify why unfortunately you need to pay more. The real reasons they need more dough are probably related to the GFC- but they aren't saying that.

I recall that in the UK the CTP risk, policy and cost is attached to the driver, not to the registration, but then they could only make you pay for your CTP risk once, even if you spread your driving over several vehicles, including a hobby vehicle or two- like a classic rally car, or two. Try as you may, spreading your driving over several vehicles still means you are only driving one at a time so the total hours on the road, hence your CTP risk exposure is not changed by having multiple vehicles, if your annual kilometres travelled doesn't change. AARGH what's the use!

So, if you are finding these types

of progress driven impacts on your life and wealth depressing- be thankful that you do have a classic car, and an interest that gets you far from the madding crowd of today's metropolitan traffic conditions. Your classic vehicle is probably not depreciating, and it can be fixed and maintained indefinitely by anyone with the right modicum of skills. The CRC will continue to give you opportunities to get out and about with like minded others for pleasures that remain legal with consenting adults involved.

However, last but not least- news obtained by the CRC from the last meeting of the Council of Motor Clubs is that it is intended by the powers that be- the oil companies and the govt- to reduce your choices in petrol grades back to generally TWO, from around mid 2011. These will be E10 (with the octane level yet to be declared for the future, after the 2011 discontinuation of plain ULP) and PULP at 98.

Shell's current and better than usual PULP variant is an interesting question- but it is hard to get at present and dyno work I have seen suggests little reason to search for and pay for it, in most cases. E85 is available from a handful of garages but it is only a curiosity as normal cars can't use it. It will likely continue as a curiosity/research tool?

Some folks at the CMC meeting are saying we older car folks will all be rooned on E10, but my direct experience involving two 1970s cars with English (simple) and American (complex) carburettors, and the original type of fuel lines, pumps and tanks has been painless. I happily use it in the Volvo because it has 94 or 95 octane which is appreciated with the ignition timing set at the engine designer's intended point. Although I built this engine

to be generally compatible with 91 octane ULP I was a little too greedy with the compression ratio, and on ULP the timing needs be brought back a little to stop the need to downchange for hills at low speeds, to stop some trace pinging. If you were brought up in the UK some time ago you will think I mean "pinking". I don't, I mean detonation, and it has no associated colour.

Anyway- the Volvo has an iron cylinder head modified for extended operation on unleaded fuel and a 9.5 to 1 compression ratio- your vehicle will have its own needs and desires, with respect to petrol.

The punchline is I think most classics will run on E10 with little pain, especially if once E10 becomes fully normal IT RETAINS an octane advantage. At present it is assumed that E10 is usual 91 octane ULP plus up to 10% ethanol, hence the gain in octane. The future risk will be that the refiners shove more low octane fraction into the E10 base and used the blended ethanol to bring the octane up to 91.

If this turns out to be true then it will mean no performance or drivability gain and only financial loss from using E10, because, you guessed it- the price advantage of E10 is insufficient to offset the increased consumption at present. E10 as your fuel of choice only makes sense at present if your car benefits from the additional octane, and PULP is too expensive or not fully warranted. To be worthwhile at present, on a cost per distance basis the discount per litre for E10 compare to ULP, would need to nearly double. Of course you may be sufficiently impressed by the environmental pros and cons to want to use at E10 even if it does not give you economic or other advantage... Perhaps you altruistically believe

that others need your money more than you do, yourself, swayed by the smattering of appealing environmental flavouring?

If you are asking what about using fuel additives to counter the "ill effects" of E10, ULP/PULP on engines and cars made in the good old days- then see me at the next meeting.

Last word for now on alcohol in petrol-those with long memories will remember AMOCO petrol was marketed as having power alcohol during the 1960-70's period.

It was also nice clean petrol... Ash Marshall's Supercharged Chrysler dragster featured in some of this power alcohol themed advertising. Granted this power alcohol reference likely referred to methanol not ethanol in the petrol, and it may or may not have reflected reality about what came out of the service station pump- but nobody was frightened about alcohol in fuel back then.

Further back , I am told that in the UK in the 1950's there was a petrol called Discol which was sold on the merits of added alcohol, and cost a little extra, tuppence a gallon. This may have been at the time of extremely low octane "pool petrol" which persisted for a considerable period after the end of WW 2, and caused considerable grumbling from motorists about its qualities as vehicle fuel.

I expect that some of our more "experienced" ex UK members can tell us more at the next meeting about experience with alcohol (in the context of fuelling their engines, not their dreams)....

That's all for now, drive carefully, and show off that CRC sticker on the back window of your classic vehicle, and why not your modern vehicle too, if you wish.

'Where the bloody hell are you?'

A.H.R.G. Evan Green Memorial Rally

By Wendy Maher

These infamous words, uttered by the equally infamous Lara, could apply to Nowendoc, but should be changed from 'ARE' to 'WERE' as there were only 2 crews from CRC in the 'huge' field of 12 cars. On the 15th May, the Richardsons went to America, the Hoods went to England – and the Mahers - well, we went to Nowendoc!!

CRC was represented by Ian Packard & Alan Watson in the 504 Peugeot and Gary & Wendy Maher in the Volvo 122S. The Director, Hal Maloney, had gone to a lot of trouble as usual and while the organisation could best be described as 'casual', everyone seemed to enjoy his efforts.

The field was made up of a cross section of forest rally cars, 'Round Australia' Peugeot & Renault, Classic Rally cars and even a 4WD wagon. The event started at Stratford on The Bucketts Way and was meant to be 200 km but was shortened due to the very wet conditions making some roads a bit 'iffy'. The roads we did use were great and we had to cross many swollen creeks and rivers which added to the excitement.

The navigation was fairly simple, but was complicated by some fairly suspect mileages in the instructions and the lack of VRCs. We were lucky that I wrote 'Upside down M' on our road card thinking it indicated the missing 'End of Section Control' that we had been warned about at the drivers'



Water Crossing NE of Gloucester

briefing. However, it was actually meant to be a VRC with the letter 'W'. Thankfully, we were credited with it.

Gary was having a ball driving the Volvo, now with its side draught carburettors and rally tyres fitted for this event. On several occasions I had to curb his enthusiasm and remind him we were on public roads.

Ian Packard also enjoyed the great drivers' roads, even though they were a bit slippery in the rainy conditions. However, Ian & Alan had trouble with the 'local' questions that we had to answer at each Control. We had planned to



Ian Packard & Alan Watson (CRC), 504 Peugeot



The main Cross Road in Nowendoc



Nowendoc Shopping Centre

stay at Nowendoc but we arrived earlier than expected at the finish. As the weather was so cold and miserable and I had a bad virus, we decided to head for home with the other Sydney crews, making 853 kms our total distance for the day.

However, I think we both won our class.

All in all, a successful day out.

[Photos courtesy of Glen Redgate]

It was all worth while because the event was a CRC benefit, with the Mahers taking First place (only because we knew or correctly guessed more of the answers – and also as I have all of Evan Green's books, it was easy to answer the 'Name one of Evan Green's Books' question) and Ian & Alan were Second Outright.



Gary & Wendy Maher, Volvo 122S



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
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)

Tour d'Corse

Photos courtesy of John Southgate





RALLY TOURS

Experience the world's best motor rallying - www.rallytours.co.nz

RT WRC Rally NZ Auck 7-9 May 2010

RT Peking to Paris July 2010

RT WRC Rally Finland August 2010

RT Silver Fern Rally, November 2010

RT WRC Argentina & Rally Australia 2011

RALLY TOURS
proud to support Hayden
Paddon and Team Green.



For further information contact
Rally Tours NZ Ltd
Greg Paul. Phone: 09 9175 175
Email: greg.coaches@clear.net.nz

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.

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
- CARswap
- Film, Photo and Motor Art Festival
- Fun-khana
- National Holden Motor Museum
- Take a cruise
- Australian Interclub Championship (ClubNats)
- Airport Challenge
- Motorkhanas galore!
- Navigation Trial
- Economy Run
- Rally Sprint

+ Much More!

www.camscarnival.com.au

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

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.

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

Classic Rally Club Championship 2010

	Round 1 Kosciuszko Classic	Round 2 South Coast Classic	Round 3 Tour d'Course	Round 4 Mountain Rally	Round 5 MG Classic	Round 6 Alpine Classic	Round 7 Pas de Deux	Points to date	Position to date
Competitor	2 day	2 day	1 day	2 day	2 day	2 day	1 day		

Apprentices Drivers

Tony Wise	30	30	11					71	1
Steve Friend	24	24	7					55	2
Greg Francis	28m	22m	13m					28	3
Roger Banham		28						28	3
Ron Cooper	22							22	6
Ian Packard	22		5					27	5
John Calabria		20						20	7
Steven Cox			15m					15	8
Lauren Mackie			14					14	9
Bob Moore			10					10	10

Apprentices Navigators

Alan Walker	30	30	14					74	1
Peter Dunlop	24	24						48	2
Tony Norman	28m	22m	13m					28	3
John Pattison	28m							28	3
Winton Brocklebank	26m		13m					26	5
Phillip Stead		26						26	5
Bill Stevenson	22							22	7
David Calabria		20						20	8
Brenda Cox			15m					15	9

	Round 1 Kosciuszko Classic	Round 2 South Coast Classic	Round 3 Tour d'Course	Round 4 Mountain Rally	Round 5 MG Classic	Round 6 Alpine Classic	Round 7 Pas de Deux		
Competitor	2 day	2 day	1 day	2 day	2 day	2 day	1 day	Points to date	Position to date

Masters Drivers

Dominic Votano	34	32	18m					84	1
Darren Taylor	40	22	17					79	2
Alan Watson	26	36	16					78	3
Robert Panetta	16	38	20					74	4
Gerry Both	32	26	11					69	5
Garth Taylor	28	20	19					67	6
David Shaw	20	34	5m					59	7
Tony South	30	24						54	8
Bob Morey	2	32	12					46	9
Geoff Bott		40m						40	10
David Wigley	38							38	11
Dianne Gerlach		28	10					38	11
Michael Olsson	36m	30m	13m					36	13
Gerald Lee	24		12					36	13
Gary Maher	18		14					32	15
Barry Ferguson	24m		16m					28	16
John Young	2	18	5					25	17
Beb Fox	22							22	18
Kay Thompson	16m							16	19
Kim Warner			15					15	20
Steve Blair	2m							2	21
Robert Mifsud	2m							2	21

Masters Navigators

Jeff West	32	40m	20					92	1
Mike Stephenson	34	32	18m					84	2
Lui MacLennan	40	22	17					79	3
Pam Watson	26	36	16					78	4
Carol Both	32	26	11					69	5
Ted Norman	30	24						54	6
Ray Arthurs	20	34						54	6
Adrian Kinslor	28		19					47	8
Teresa Morey	2	32	12					46	9
Robert Smith	38							38	10
John Henderson		38						38	10
Wayne Gerlach		28	10					38	10
Harriet Jordan	36m	30m	13m					36	13
Wendy Maher	18		14					32	14
Dave Johnson	24m		16m					28	15
Helen Young	2	18	5					25	16
Joe Lester		20						20	17
Graham Thompson	16m							16	18
Ross Warner			15					15	19
Starr Mifsud	2m							2	20

	Round 1 Kosciuszko Classic	Round 2 South Coast Classic	Round 3 Tour d'Course	Round 4 Mountain Rally	Round 5 MG Classic	Round 6 Alpine Classic	Round 7 Pas de Deux		
Competitor	2 day	2 day	1 day	2 day	2 day	2 day	1 day	Points to date	Position to date
Tour Drivers									
Greg Yates	12		10					22	1
Michael Peters		20	1					21	2
Jim Richardson	20							20	3
Neil Brain	2	10	7					19	4
Eric Young	18							18	5
Ross James		18						18	5
Henry Stratton		16						16	7
John Cooper	2	12	1					15	8
Rob Clare	2	8	5					15	8
Morrie Barrett		14m						14	10
Kim Votano		12						12	11
Jeff Whitten			10					10	12
Garth Bransgrove			8m					8	13
Bruce Smith	8							8	13
Alan Cherry	6							6	15
Doug Barbour	10		1					6	15
Shelley Shaw			5					5	17
Ray Arthurs			5m					5	17
Peter Dunlop			5					5	17
Steve Maher		4						4	20
Cherie Collins		4m						4	20
Geoff Mills	2m	2m	1m					2	22
Shane Navin	2m	2m						2	22
Alan Butler		2m						2	22
Rick Woskett		2						2	22
Ernst Luthi	2m							2	22
Peter Cale	2							2	22
Todd McPherson	2							2	22
Gary Winterbottom	2m							2	22
Simon Duff	2							2	22
James Pettigrew	2							2	22
Len Zech	2m							2	22
Merzi Mody	2							2	22
Stephen Pryor	2							2	22
Mark Pentecost	2m							2	22
Peter McAlpine	2							2	22
Don Dux	2							2	22
Terry Gunter			1					1	38
Geoff Scott			1					1	38
Ramin Shushtarian			1					1	38
Chris Mackertich			1					1	38
Denise Adams			1					1	38

	Round 1 Kosciuszko Classic	Round 2 South Coast Classic	Round 3 Tour d'Course	Round 4 Mountain Rally	Round 5 MG Classic	Round 6 Alpine Classic	Round 7 Pas de Deux	Points to date	Position to date
Competitor	2 day	2 day	1 day	2 day	2 day	2 day	1 day		

Tour Navigators

Ben Yates	12		10					22	1
Kevan Peters		20	1					21	2
Bev Richardson	20							20	3
David McCowatt	2	10	7					19	4
Jenny Young	18							18	5
Julie Stratton		16						16	6
Ron Skeoch		14m						14	7
Wendy Cooper	2	12						14	7
Frances Stephenson		12						12	9
Jenni Smith	8							8	10
Adam Bransgrove			8m					8	10
Sue Clare		8						8	10
Michael Friend			7					7	13
Marie Cherry	6							6	14
Neil Watt			5					5	15
Jessica Shaw			5m					5	15
Kate Shaw			5					5	15
Kathleen Arthurs			5m					5	15
Colleen Dunlop			5					5	15
Cate Lee	4		1					5	15
Phil Mc Farlane		4m						4	21
Xanthea Boardman	2		1					3	22
Trish Mills	2m	2m	1m					2	23
Beryl Woskett		2						2	23
Sonja Luthi	2m							2	23
Clarice Winterbottom	2m							2	23
Tammy Cale	2							2	23
Stephen McPherson	2							2	23
Shaun Dudley	2							2	23
Karyn Pile	2							2	23
Edul Dhondy	2							2	23
Penny Dmitrieff	2							2	23
Glenn Evans	2m							2	23
Elizabeth Pentecost	2m							2	23
Jennifer Navin	2m	2m						2	23
Sharyn McAlpine	2							2	23
Heather Dux	2							2	23
Lorraine Gunter			1					1	38
Liz Kornhaber			1					1	38
Jane Morey			1					1	38
Amir Shushtarian			1					1	38
Allana Mackertich			1					1	38
Joel Cooper			1					1	38

Silver Fern & Targa to provide total rally package

NZ Silver Fern and Targa NZ are pleased to announce a joint venture and a special package deal between their two events, to encourage drivers and teams to compete in both the six day Targa Rally and then the seven day NZ Silver Fern Rally in late 2010.

With both the events held on different road surfaces, and in different Islands, it is hoped to encourage a number of International competitors and teams down-under to feast on the best events, roads, hospitality and scenery that New Zealand Rallying has to offer.

The timing of the events, with a two week gap between the October Targa and the November Silver Fern, has been noted

by several International teams who may have clients looking to compete in both events, and some clients who wish to compete in one event, with a different client competing in the other event, possibly in the same car. Silver Fern Chairman Gary Smith said "the original request for the joint venture rallying package has come from some of our UK based teams, and I guess time will tell if this package will persuade them to bring their clients, and or cars, and spend a month's classic rallying in our country."

Targa Director Peter Martin added "to add to the offer we have several of our 'arrive and drive' BMW M-Spec Rally cars, which can compete first in the tarmac Targa event, and will then be converted over to gravel

specifications for the Silver Fern Rally two weeks later".

While the package is targeted at International competitors to "arrive and drive" it is also available to both international and local teams and drivers who may wish to use one car for both events, or a specialist tarmac car for the Targa, and then a different specialist gravel car for the Silver Fern.

The 2010 Dunlop Targa Rally runs from 25-31 October between Auckland to Wellington in the North Island, and the 2010 NZ Silver Fern Marathon runs from November 14-20 between Christchurch to Queenstown in the lower South Island.

Further details of the package are available on the Silver Fern and Targa websites. For more information visit www.silverfernrally.co.nz or www.targa.co.nz

TARGA NZ & NZ SILVER FERN RALLY 2010



NZ Silver Fern and Targa NZ are pleased to announce a joint venture package deal between the two best long distance classic rally events New Zealand has to offer.

JOIN THE FUN!!!

Dates:

Targa NZ (Auckland to Wellington)

October 25th to 31st

Silver Fern Rally (Lower South Island)

November 14th to 20th

Special Joint Entry Fee:

NZD\$12,000 Inclusive GST

AUD\$9500 approx.

EUR€6650 approx.

GBP£5700 approx.

USD\$8300 approx.

Full payment by September 1st

Special conditions apply

What do you get if you cross Targa NZ with NZ Silver Fern Rally?

The most exhilarating month of rallying EVER!!!

Full details of the package are available on the following websites:



Peter Martin
peter@targa.co.nz
www.targa.co.nz

Paul Smith
rally@ps.gen.nz
www.silverfernrally.co.nz

A minute with ... John Young

Nickname:

Don't have one

CRC member since:

2004ish

Driver or Navigator & Why?

Driver, because I like driving on country roads

Favourite Rally as a competitor:

Alpine Classic (although I love the Kosciusko Classic when we stay at the jail)

Current Rally Car:

Datsun 260Z

My Dream Car:

Why stop at one? 1966 Ford GT40 and 1973 Porsche Carrera RS would be a nice pair

Favourite Racing Driver:

Mark Webber

Favourite Movie:

Le Mans

Favourite Food:

RARE steak

Favourite Drink:

Red wine

Favourite place to visit in NSW:

Refuge Bay

Other Interests/Hobbies:

Historic motor racing, travelling and sailing on other people's boats

What would you do with \$100,000?

Invest it (Sorry, I know it's a dull answer)

My pet Hate:

People travelling 20kph below the speed limit when I can't get past I'm not too keen on heights

My Greatest Fear:

I think that's best left to others.

5 words that describe me:



Comedy Corner

Eddie was driving down the road and a met a car coming the other way. Although there was room to pass easily, Eddie forced the oncoming car to slow down, 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.

The Driving Licence

A mother is driving her little girl to her friend's house for a play date. 'Mommy,' the little girl asks, 'how old are you?'

'Honey, you are not supposed to ask a lady her age,' the mother replied. 'It's not polite.'

'OK', the little girl says, 'How much do you weigh?'

'Now really,' the mother says, 'those are personal questions and are really none of your business.' Undaunted, the little girl asks, 'Why did you and Daddy get a divorce?'

'That's enough questions, young lady! Honestly!'

The exasperated mother walks away as the two friends begin to play.

'My Mom won't tell me anything about herself,' the little girl says to her friend.

'Well,' says the friend, 'all you need to do is look at her driver's licence.

It's like a report card, it has everything on it.'

Later that night the little girl says to her mother, 'I know how old you are. You are 32.'

The mother is surprised and asks, 'How did you find that out?'

'I also know that you weigh 130 pounds.'

The mother is past surprised and shocked now. 'How in Heaven's name did you find that out?'

'And,' the little girl says triumphantly, 'I know why you and daddy got a divorce.'

'Oh really?' the mother asks. 'Why?'

'Because you got an F in sex.'

Mystery Member



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

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. Extremely straight body, all rust was cut out and repaired correctly, engine bay already painted and engine refitted. Car 90% complete. Missing seats!

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

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**

www.quickfitmotorsport.com.au

2010 Events Calendar

Date	Event	Contact
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
25-31 Oct	Targa NZ	www.targa.co.nz
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
14-20 Nov	Silver Fern Rally NZ	www.silverfernrally.co.nz
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

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



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

This months Mystery Member:
Jim Barrett