

Rally Directions

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

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October 2010

Classic Car of the Month **Alfa 105 GTV**

The Alfa Romeo 105/115 series Coupés were a range of cars made by the Italian manufacturer Alfa Romeo from 1963 until 1977. They were the successors to the celebrated Giulietta Sprint coupé and used a shortened floorpan from the Giulia Berlina car.

All models feature the four cylinder, all-light-alloy Alfa Romeo Twin Cam engine in various cubic capacities from 1290 cc to 1962 cc, all with two valves per cylinder. All versions of this engine fitted to the 105 series coupes featured twin carburettors, except for US market 1750 GTV and 2000 GTV cars which were fitted with fuel injection. Competition models featured cylinder heads with twin spark plugs. The rear suspension uses a beam axle with coil springs.

[Photograph courtesy of John Southgate]

Upcoming Events

Classic Rally Club Annual Christmas Party and Trophy Presentation 12 December 2010

Don't miss Ross' Raucous Rally as a fun way of getting yourself to this years Christmas Party & Trophy Presentation!

This years bash will be held at Vince & Kay Harlor's, 17 Green Street, Pleasure Point from 11am.

See page 10 for further information.

RSVP by 5th December to
Lui MacLennan on 9460 6909,
0418 645 623 or
macleenna@bigpond.net.au

Hope to see you all there!

Targa High Country 5-7 November 2010

Targa High Country is a new event based in Victoria's north east, To be based in the Mansfield and Mt Buller area, the inaugural event will be held from November 5 to 7.

Targa High Country will include a street stage in of Mansfield on Friday, November 5, followed by a display of the competition cars in the main street at Mansfield that night. The event will see eight stages each day heading north to Wangaratta via Whitfield, and Eildon via Jamieson. Both days will end with a 20 kilometre stage to the summit of Mt Buller, where the event will be based each night.

More information for spectators can be found on the website-
www.targahighcountry.com.au

Classic Rally Club Officers and Contacts 2010

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Scrutineers

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

Beb Fox (Bronze)	Canberra	(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 - 12 NOVEMBER 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

Well, the weekend of the Alpine has been and gone and the event has been run and won! There are no prizes for guessing who won, as Jeff West & Rob Panetta continued their winning streak but it was terrific to see the Moreys in 2nd and Harriet & Michael in 3rd push a lot of long standing Masters down the leader board! At Apprentice level, congratulations must certainly go to Alan Walker, navigating for Lauren Mackie, who has absolutely blitzed the field this year and there was also a fine performance from Mark Tolhurst & Justin Bedingfield in 2nd place. Tim McGrath & Ron Cooper were only 3 points behind in 3rd. I suspect there may be a couple of new Masters crews snapping at our heels next rally season! Now the dust has settled, it's great to look back on what was, from all accounts, a pretty successful weekend. Despite the country being a total bog only a week before the event, the weather on the Alpine weekend was superb and the countryside looked fabulous. All seventy starters made it to dinner on the Saturday although the DNFs mounted on Sunday, the first of which was caused by a slight case of overindulgence the night before! A huge thanks must go to our Queensland member, Heather Dux, who again provided the goodies for our raffle at the Alpine dinner. Due to the 'take no prisoners' attitude of our ticket sellers and your amazing generosity, we raised \$1207 for Bear Cottage, a care and respite centre for terminally ill children. Thanks to all. A big thankyou as well to our gang of officials – all 23 of you! As you can imagine, it takes a fair bit of organisation to have various officials dotted all over the countryside at specific places and specific times but everything seemed to run like clockwork this year and I have only the officials to thank. You made a great team.

A reminder to competitors that presentatins for the Alpine will be at the October CRC meeting on Tuesday



26th.

By the time you read this, the Penrith Pas de Deux will have been run and won and our champions for the 2010 rally year will have been decided. No doubt there will be lots of chat about that event at the meeting this month.

Also rapidly approaching on the calendar on November 13, is Dave Johnson's inaugural "Back to the 60s" Barry Ferguson Classic. This should be a great one day event and is running in some lovely country. There will be an entry form in the magazine, so send it off now to guarantee your spot in the last navigational event for the year. Dave is also seeking officials. The event is starting at Raymond Terrace, running into the Hunter and finishing at Freeman's Waterhole. If you are able to help on the day, please contact me asap.

While we're talking about the end of the year, it's just about time to be planning for our annual Christmas get together and awards presentation. This year, Vince & Kay Harlor have put up their hands to be our hosts and Ross Warner will be held totally responsible for getting us there on time! There will be a flyer in the magazine, so please mark the date on your calendar and let me know if you're going to be there to see the 2010 rally season off in style!

I'm repeating this bit from last month, as I still have quite a few spots left. The Tasman Revival meeting is being held on the weekend of 27 and 28 November. The Tasman is a nostalgic look at the Trans-Tasman racing of the 1960s and '70s. A record field of restored Formula 5000 and Tasman Series machines will be competing. In all, 150 single seater racing cars, including international marques such as Brabham, Lotus, Lola, Cooper, Ferrari etc will take part along with Australian cars constructed by Match, Rennmax and Elfin. It will be an awesome meeting. The CRC hopes to

put on a display but it will be limited to 15 cars – and it will be first in best dressed. I'm first in queue! Tickets will cover car and driver only, so if you want to bring any passengers at the club-discounted price, it will be \$20 each. Please contact me if you would like to be there on the Sunday with the CRC.

There's a rumour that Dan & Rosie White are again running the Great Alpine Road Rallye in the Victorian high country from 29 December till 31 December. Those that have entered this event previously have all had a hoot – largely due to the company rather than the quality of the event! If anyone's interested in entering, let me know and I'll be happy to co-ordinate whatever needs to be co-ordinated! There may be some info in the mag, if not, I'll try and make sure there is next month.

Something to think about next year is the 50th anniversary of the Mini in Australia. Obviously a subject dear to my heart at least! A week of celebrations is planned, starting on 27 February. John Cooper is going to look after the CRC's involvement, so if you have a Mini hiding in your shed that we don't know about, give John a bell.

That's it for now folks. See you at the meeting or out on the road.

Lui

Alpine Classic 2010 - The Director's Cut

John Henderson

There were two possibilities for the weekend of 25/26 September: do the Alpine Classic or watch the AFL Grand Final. Well, the Alpine had a clear winner in all three categories while Collingwood and St Kilda had to try again later.

The weeks leading up to the Alpine were a bit nerve wracking. We have had more rain recently than our part of the world has seen for about a decade. If we had run the event the weekend before, you wouldn't have been able to do the motorkhana – my airstrip paddock was too boggy – and you probably would have had to leave by the same track that you came in for the same reason.

We had our last rain on 16 September and the 10 days before you arrived were enough to dry out the flooded creeks and, importantly, the paddock where we did the motorkhana. And then for the 2 days of the Alpine the weather gods smiled. As I sit writing this on the day after the event, the skies opened again and it dumped. The Alpine must surely be a favourite of the weather gods.

We had an opening field of 72 entrants. A few less than last year because a lot of regular competitors were catching the end of the European summer. You can tell them what they missed when they get back to godzone.

Division 1 was marred slightly by a typo which made Q5 20kms earlier than it actually was. We must have proofread the instructions a dozen times, but somehow that one slipped through. We cancelled the question but let time penalties stay because we felt that treated everybody equally. Surprisingly - to me - quite a large number of crews in all categories actually found Kimbri Dr and wrote it on the card. Others spent some time looking for it and that shows up in the late time scores. It's a difficult discipline to keep, but a question only costs 10 points, so that gives a pretty good indication of when it is time to abandon the search and get on with the rally.

The only other glitch was in Stage 2a for the Apprentices where the East

West gremlin bit. In my additional helpful notes, they were told to look for a gridline crossing to the East that was actually to the West. Fortunately that didn't seem to cause any grief as the crews just ignored my helpful note and used the basic Masters instructions.

I have little doubt that I set stage times that were a little too tight for a lot of competitors, especially the Masters and Apprentices. In Tour the vast majority of competitors got in on time in each Division. For Masters and Apprentices Sunday seemed more achievable than Saturday, but even on Saturday several competitors came in only a few minutes late at worst.

My aim is to determine a time that is achievable, driving at the speed limit but which allows limited time for plotting beyond what is needed to get the first 15km or so worked out. Plotting on the run is absolutely essential. My timing methodology means that if you make a mistake on the road and have to backtrack far at all, then it will be difficult to avoid coming in late. To determine the times, I drive the course myself at the speed limit, slowing down a bit for questions and Passage controls, then add 10% and generally round it up to a multiple of 10 minutes (to make it easier for the scorers). This year I rounded quite a few times down rather than up and that shows. Next year I'll be a little more generous – but not so much that you can stop for a cappuccino on the way!

All the Masters and Apprentices made it to the finish except for the Votano/Stephenson male crew who stopped to help their wives. Unfortunately the female Votano/Stephenson crew found that there is indeed more than one way of skinning a cat (or a kangaroo) and this particular way involved a Peugeot and a length of its fuel line. Commiserations to Kim and Francis. It must have been quite a fright.

We had more DNFs in Tour. My particular favourite is that one crew, staying with friends in Orange, partook of the local beverages to excess and forgot to wake up on Sunday morning!

It must have been a big one, because I spotted them at the traffic lights in Lithgow as I was driving back to the farm after the finish late on Sunday afternoon. The saddest was Simon and Sharon Johnson, who had only lost 7 points – all on the Average Speed section – only to break down on McKanes Falls Road, almost within sight of the finish. Unfortunately, arriving at the finish at the end of a tow rope earns many, many points! Bad things those points.

People are getting better at Average Speed sections. Over 30% were clean which is our best ever result. However, you guys are still not very good at counting. There were 41 advisory speed signs. The lowest answer we got was 25 and the highest 65. I think a visit to the optometrist is in order before next year's event.

A nice coincidence on the weekend was where I placed the end of the Average Speed section – and the Officials who manned it. It turned out that Mike Batten's uncle had owned the property behind the P-board some years earlier and Mike had spent happy times there. So while waiting for you all to arrive – doing exactly 75kph, of course – he and Dennis Reeve went exploring Mike's old haunts. Nice.

Congratulations to our winners: Jeff West/Robert Panetta in Masters, Alan Walker/Lauren Mackie in Apprentices and John and Wendy Cooper in Tour.

My thanks to all of you for coming. The countryside was looking just magnificent after all the recent rains and I hope you had as much fun driving as I had setting the event. My thanks also to our magnificent Officials who gave up their weekend to help you enjoy yours.

2010 Alpine Classic 2010

By the Bootylicious Triumph PIO-000 (Heather Dux)

I'm b-a-a-c-k! I've had my person's person write this for me because, even though I know I'm very smart, I haven't yet managed to work the computer. Many people don't know exactly what we vehicles have to go through to take part in a Rally, even a genteel Rally like the ones endorsed by the Classic Rally Club. I had a serious oil leak and my person decided he'd have to have something done about it as he couldn't find big enough incontinence knickers to allow it to continue. We drove down to Cleveland on Brisbane's bay side to see the Great God, Greg of Tunstall so he could work his magic on a gasket for me. Apparently, my first person, Grand Guru Steve of ex-Tunstall had me bored out to 2700 PI when he built me from scratch and so I needed a special gasket.

Now, Great God Greg of Tunstall has been very ill fighting off the effects of radio therapy and chemotherapy and hadn't been back at work on a part time basis until close to our departure for the Alpine Classic. My person was nearly going to delay my operation until we returned but, thank the Almighty Motor Mechanic in the Sky, he didn't. When my head cover was removed, two little springy thingies had disintegrated and could have caused a serious internal haemorrhage or worse. My person and his person then went to have a couple of lazy days in Buderim with their middle son and his lovely wife, leaving me to undergo major surgery with no family around. It's amazing how easily we can be forgotten!

There I was with my innards on show for all to see and absolutely no privacy. I was so mortified, my green enamel nearly turned red. When my person and his person returned for me, they made me drive three and a half hours back to Amiens with no time for recuperation! The hospital account arrived by email the next day and now my person thinks he'll probably have to sell his person to cover costs. Unfortunately, she's well past her use-by date so he probably won't get even a bent zack for her. She's not a bad old girl for all that.

After a three part polish and general spruce up, we were ready to head south. I looked fantabulous my enamel was gleaming, tyres freshly painted, windows all sparkling and then ...we had rain from Amiens to just south of Glen Innes! By the time we got to Good Mates Eric and Jenny Young's Motel, Fiat Franchise and Chook House at Meadow Flat between

Lithgow and Bathurst, on Friday, my windscreen was covered in suicidal insects and gunk! The Portland pies my persons had collected on the way took their minds off everything, but Good Mate Eric not only cleaned my windscreen but gave me a lovely bath. O-o-o-h, that was good. Good Mates Eric and Jenny weren't able to take part in the Rally but they decided to be officials at the Motorkhana. Naturally, Good Mate Eric had a bash at the Motorkhana routes before we got there and he had a ball. He is a bit of a rev head, I'm afraid and I'll guarantee he made sure his rear quarter windows were closed this time.

Our overnight stop was in Orange and all of us set off bright eyed and bushy tailed .. but we hadn't expected the roads to be so damaged from the unseasonal heavy rain over the preceding weeks. This was the first Rally where the unsealed roads were in better condition than the supposedly sealed ones. Many of the sealed roads looked like gravel ones covered with a lacework of tar. Some of the holes were quite fierce.

My person tried to avoid most of them but they were very difficult to

see. Warners' Porsche in front of us managed to avoid an Olympic pool sized hole but we didn't. I did a very elegant sideways leap and landed on gravel a few feet to the left all the while imagining the raffles on my back seat being damaged beyond repair. I certainly gave my tubes a shake up and if my persons hadn't been wearing seat belts, I may have had two serious dints in my roof. The scariest thing was, I could hear this ghostly voice from the back where my first person, [he who built me], seemed to be screaming 'Don't you bend my #@X@## Triumph, you idiot'. My person was really worried about me and thought he might have to get a DNF if my beautiful innards were injured. Being a superlative professional though, I clenched my gears and soldiered on. Besides, Snapper John might have been out there and I couldn't miss out on a

"... There I was with my innards on show for all to see and absolutely no privacy. I was so mortified, my green enamel nearly turned red. When my person and his person returned for me, they made me drive three and a half hours back to Amiens with no time for recuperation! The hospital account arrived by email the next day and now my person thinks he'll probably have to sell his person to cover costs. Unfortunately, she's well past her use-by date so he probably won't get even a bent zack for her. She's not a bad old girl for all that..."

photo shoot from him or Anne. I was parked at the Anita Motel in Orange for our overnight stop and my persons decided I needed a little time to myself to recover from my exertions during the day. They shared a cab with Lindsay and Heather Farrell to and from the ex-Services Club where, so I heard, they had an excellent meal in a very pleasant room. I believe some of these Classic Rally drivers can be a tad boisterous so

it was probably fortuitous that they were segregated from the general population. A great time was had by all.

There was an average time section on Sunday morning and all I needed was the correct instructions and pressure on my pedals but, as

usual, my persons got the maximum deduction. They also missed one question because my person's person was keeping an eye on the speed on the Brantz. My person said his person should leave that to him but if she had, we might have ended up off the road or he'd have been cross-eyed because it sits directly in front of my person's person and as we all know, drivers are supposed to keep their eyes on the road. A decision was made that, while they will try to get the average speed

right, in future they'll make sure they get all the questions and lose only 30 points instead of 30 points plus 10 for each question unanswered or wrong. Makes sense to me.

As always, my persons had a wonderful time on the Rally but, good grief, they wear me into the ground. At least they gave me the Monday off but I'll bet it was more for their benefit than mine. On Tuesday morning we left Good Mates Eric and Jenny

Young's, Motel, Fiat Franchise and Chook House at 6.22 am and headed north. Ten hours and fifteen minutes later, I drove into my garage. That's over and above the call of duty but it just goes to show, we old crocks still have what it takes. I hope I'm allowed to do the Riverina Run, but I'll bet that stuck up Stag will get the job even though I'm prettier.

The Losers Tale

Dominic Votano

In so many events we hear the story of the winner. "It was a wonderful weekend, the car was on song, the navigator was finely tuned, the roads and conditions made you glad that you had entered The 2010 Alpine Classic" Fill in the spaces with glowing adjectives of how good you were and all winners stories sound the same.

Perhaps we should give the outright loser the opportunity to tell their story. This is ours.

In the past few years The Votano/ Stephenson Male crew has come 1st, 2nd, 3rd, 4th and last year, dead last. We knew that in 2010 we could not be dragged down any further and that any position could not possibly be worse than last year's attempt. How wrong we were. The disaster started with the Via's in the wrong order and after 45 minutes

of travelling we were back at 1.6 kilometres from the start. A few quick U-turns put us back on track and after an enjoyable trip down my favourite local road "Hartley Vale Rd" we were amongst the tail enders only to be doing desperate U turns on a busy

Great Western Highway trying to find the missing " _ _ _ I _ _ I _ _ Drive" After the first 3 passes we had noted that a dirt track appeared at the exact distance, but there was no street sign to give us the name of the lane. What made it more confusing, was that all the competitors around us were passing so quickly that it was obvious

that they were not looking for a " _ _ _ I _ _ I _ _ Drive" They must have found the answer earlier we thought. So we retraced our steps back to the previous correct question to check our distance and slowly drove back but still could not find a " _ _ _ I _ _ I _ _ Drive" It was obvious then! We must have made a mistake in the route and rather than travel along the GWH we should have turned left at Jenolan Caves Road for some obscure reason. And there at near enough the correct

distance was the sign "TOURIST DRIVE" despite trying a number of times we could not get those letters T O U R I S T to fit neatly into " _ _ _ I _ _ I _ _".

Disappointed, off we went to finish this stage with no concerns and only to pull off the road some

kilometres later at Cullen Bullen as we had overshot the question. The U turn capability of a non power steering Commodore is smaller than that of the QE2, but only if you smoke up the tyres. As I did not want to appear a total hoon I pulled ever so slightly to the verge only to sink 10 inches into the mud and become stuck. Some 20

minutes later a local stopped who had a winch attached to the front of his 4WD, One almighty tug and we were on our way to lunch albeit running some 11 minutes behind schedule.

After lunch we noted how tight the time was and knowing that the car was good for over 400 kilometres per tank we proceeded with a little more optimism. Some 10 kilometres from Blayney we ran out of fuel, despite our Terratrip only showing we had done some 330 kilometres, I had not added the scores of kilometres done in back tracking and the fuel consumed in being bogged. We opened the boot to find our 15 litre Jerry can was empty, we had used it in the MG Classic and someone had forgotten to refill it. Luckily some minutes later a fellow competitor stopped and had a jerry can and we proceeded arriving at the final checkpoint 6 minutes late.

An enjoyable dinner, a couple of bottles of Orange's finest, a good night's sleep, a full tank of petrol and with the jerry can refilled, we were feeling invincible. At the early start, we were coming 6th, and the horror of last year's last place was far from our mind. With a bit of luck who knows perhaps one of those glass mugs saying "3rd Place Alpine Classic 2010" could be proudly sitting in pride of place on our mantle piece. Stage 1 was a dream and as we approached the 50 kilometre mark at stage 2 my phone rang incessantly, nothing was going to stop me. It could have been the children have burnt down the house, with my parents locked inside and my new zero-turn ride on

mower destroyed. But I wasn't going to answer these desperate sounding calls. After all, what fool would answer his phone in the middle of a rally? "Michael Stephenson speaking" I heard from the person sitting next to me.

"Dom, the girls have run over a kangaroo and their car is leaking fuel

all over the place, they are at the end of the previous stage, some 50 kilometres behind us" The letters N R M A flashed across my mind as did H E L P. But then I thought of the consequences "incessant nagging" and did a U-turn to give up the event and save our partners from their predicament.

Some hours later we had a temporary fix of the fuel line in place, our wives' were most impressed that we dropped everything and we proceeded to escort the limping Peugeot the 280 kilometres back home.

In hindsight it may be better to stick to the winners writing the story on each rally.

The 2010 Alpine Classic

Photos courtesy of John Southgate



An amusing experience on the Alpine...

Courtesy of Bob Morley

As we were leaving Lithgow on Saturday morning a driver coming the other way flashed his lights at us. Sure enough around the corner we came across Glenn Innes with Rally Radar. We wondered what sort of undercover cop the other driver thought he had just seen!







We invite all competitors, - winners, gridders and sinners - to the October Classic Rally Club meeting for presentation of awards for 1st, 2nd and 3rd place for Masters, Apprentices and Tourists and 1st place for Motorsport and Teams competition.

The meeting will be held at the Denistone Sports Club, 59 Chatham Street West Ryde on Tuesday 27th October commencing at 8:00 pm.

If you'd like a meal beforehand, the restaurant would be happy to oblige.

We are currently planning on running the 2011 Alpine Classic on the weekend of 15 and 16 October 2011.

Mark it in your diary and we will keep you posted with progress.



Trials & Tribulations MG Classic Trial 2010

By Gary Maher

I believe that the MG Company has been sold to the Chinese, apparently the Directors of this event went with it because they certainly viewed the official maps and results through very slanted eyes (I hope I haven't offended too many Asian friends). But more of this later.

Actually, Rob and Jim put together a pretty good rally, which started at Raymond Terrace, covered 755 kms, over-nighted at Muswellbrook and finished.... Well??!! The accommodation was good, the food was great and while some roads were a bit hard on our MGB, they were, for the most part, very enjoyable. As an event organiser, I appreciate their efforts. They were rewarded for their efforts with 41 crews.

The concept was similar to the Mountain Rally but the Tour had 5kms of fairly rough, unsealed road and some mapping. Saturday was cleverly devised and while I don't necessarily agree with having to work out total mileages to complete divisions, we were happy to go along with it as answers to questions and VRCs kept appearing regularly. There were a couple of 'serious' water crossings on the route that caused a few Tour crews to get wet feet and hold up the field. The lunch break at a club in Greta revealed a tie-breaking drivers' test, one which I haven't seen for years, involving judging the width of your car. A 'wide bodied' Lancia Fulvia was a feature here. I was fairly comfortable with my guesstimate.

A 'sting in the tail' late on Saturday caught out a few of the Masters but we were delighted to be among the six 'clean-sheeting' Masters on Saturday night. Sunday dawned fairly overcast and a little rain caused some concern, although a couple of MG drivers refused to put their tops up.

The navigation on Sunday was a bit testing and it all came down to a paragraph of 'the Queen's English' under 'Notes' at the head of the Instructions, six water crossings and a road described by Hendo as a 'wiggly fart'. We visited hard working officials Bernie & Carol King and Margaret Brown and Jocelyn Vettoretti 3 times each (well most of us did) and after a

great fang arrived at Merriwa, 63 kms west of Scone, for lunch.

After lunch there was some clever D.I.Y map tracing which cheered up an otherwise boring section of highway that took us to Sandy Hollow. Sandy Hollow will probably earn a rally reputation like Thirlmere or Bowning or, yes, even Taralga for confusing Directors as much as competitors. However, we worked out what Rob wanted (as opposed to what MAY have been technically correct) and were delighted to still be 'clean-sheeting' at the Jerrys Plains control.

Meanwhile – back in China! At the head of the instructions for this division we were given the 'Out of Bounds' landing grounds east of 150° 45'. Now, that latitude wasn't hard to find and even Wendy's failing eyesight picked up the bloody great black line running up and down the map. Of course, the real purpose of this was to lead us through a well trodden route via cattle grids and cow dung covered roads, which we did. We even know how many volts pass through the south of Warkworth.

We understand that the Apprentice crews were told to use only the NRMA 1:550 000 map at this point but Masters were given a choice between this map and the Singleton 1:250 000 map and according to Supplementary Regulation 5.2 the larger scale map takes precedence, which is of course, the Singleton map. The problem was, to comply with a dubious instruction concerning an unsealed 'road' (or was it a 'route') we had to pass through another landing ground (are you still with me?)

Nine of the 11 masters eventually concluded that the Director had made a mistake and unbelievably, drove on through the landing ground because there really didn't appear to be any real alternative. They were

eventually terminated at Wollombi due to an accident which closed the route to Cessnock and the finish at Kitchener. One crew gave up altogether and went home. Wendy being Wendy, was determined to find a CORRECT route and after a bit of fooling around between Singleton and Broke we decided to 'cut and run' to be at the finish by 4.30pm. We saw a few other undecided crews around Broke while we were there who had no chance of getting to the end of the division before closing time, going via Wollombi.

Approaching Cessnock, I got the mobile phone out of Wendy's handbag in the boot, where it had been all weekend (in accordance with Supplementary Regulation Number 11) and called Richo to be told 'I've been trying to phone you, we've stopped the event at Wollombi. (How many others of you got a phone call?) We're still waiting for a couple of cars'. I said that we were in pissing distance from Kitchener (& I've got a weak prostate) so we would head there. A few minutes later I got a call from Richo and was told to head to Wollombi instead. This became difficult as we had to negotiate the road closure at the scene of a horrific accident. We were held up for more than 10 minutes but eventually arrived at Wollombi where Jim & Bev had set up an emergency finish.

The trip home via St Albans and Wisemans Ferry was a bit tedious but we arrived home a little after 7.00pm. The MGB was filthy and apart from a torn steering rack boot and a half empty radiator, (traced to a worn out cap) was in good shape.

Then the results arrived. We were pinged 60 bloody points for missing a main control that didn't bloody well exist! I've been competing in and directing rallies of all types since the early '60s and have never lodged (or received) a protest - it's not really my scene – and I'm too old to start now, but let me tell you, I'm more than slightly miffed, especially as the other nine crews should all have been penalised for I.R. (Incorrect Route) as observed by Richo, the Clerk of

Course, at Wollombi.

We were subsequently moved from Equal 1st to 6th behind at least 2 crews that didn't have a hope in hell of reaching the finish before 'closing time, which is what we were penalised for. So much for level playing fields! My complaint fell on deaf ears. Just as I was 'getting over it' and 'moving forward' etc, Rob Smith sent an email with the tie breaking results. To add insult to the injury, we were the beat of those still 'clean sheeting' at Broke.

Anyway, congratulations to the crews who were given the trophies. I guess we have enough 'dust catchers' and with the price of wool, who needs a sheep station?

Motor racing groups fundraise easily with Klixus and can win \$10,000

Lawn bowling groups fundraise easily with Klixus and can win \$10,000 Fundraising has never been easy. Raffles, selling chocolates, cakes stalls, trivia nights all take an enormous amount of work and in some cases you struggle to even make your money back.

Having been the treasurer of a local theatre group I know how hard it is trying to raise funds to support all the hard work you and your group do.

But now, community groups and charities all over Australia have found the easiest, zero cost way to raise funds for their organisation. It's simple and it's easy and it works like this:

If you hold an event, whether it's a sporting match, show, function, concert or nearly anything else, you

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

can make the photos taken at that event available for sale and your group will receive up to an 85% commission on every photo sold.

We find that people love buying great photos of themselves at the events they attend, especially when the funds are going towards an organisation that they support.

And if you're holding an event and haven't got a photographer, Klixus can help you find an enthusiastic photographer who will take great shots which then not only helps you raise more funds but will preserve all the

special moments from your event.

Also for a limited time, if you use the Klixus website your group will have a chance at winning \$10,000 in cash. For more information please visit our website at www.klixus.com or give me a call on 02 6253 1454.

Best wishes and good luck!
Richard Block
Manager
www.klixus.com

GOLD in the Peking to Paris Motor Challenge!

Congratulations to Matthew Bryson, (son of CRC member John Bryson) and CRC member Gerald Crown for placing 1st in the Classic Category of the 2010 Peking to Paris Motor Challenge!

The following article is written by Jared Lynch (October 18, 2010) courtesy of WAToday.com.au

“It may not have the gloss of a Rolls Royce but a battered 1964 EH Holden was equally at home coasting down the Champs-Elysees triumphantly at the weekend.

Board game king Gerry Crown won the 2010 Peking to Paris in the Australian-made car, which his original co-driver John Bryson said the Poms likened to a “wheelbarrow”.

But if having a wheelbarrow means getting the toughest jobs done in all conditions, the British can be forgiven. Advertisement: Story continues below

After 14,360 kilometres, 11 countries and battling roads with potholes so big it looked like they had been “bombed”, Mr Crown and his navigator Matt Bryson, son of John, clinched victory in 237 hours and 32 minutes.

The pair outclassed a field of 98 cars, which included prestige British marques Aston Martin (DB5) and Rolls Royce (Silver Dawn), crossing the finish line at 1.30pm on Saturday, Paris time.

“We’re very pleased with ourselves,” Mr Crown told The Age last night. “But we are feeling a little bit hungover now.

“It was very tough. In Mongolia there were no roads at all, just tracks across the desert.”

It was the second time Mr Crown, managing director of Sydney-based board game company Crown and Andrews, had tackled the event.

He first took on the challenge in 1997, in the same EH Holden, with car rally veteran John Bryson by his side.

That race, in which they finished second, was the first since the original Peking to Paris in 1907, when there were hardly any roads, no rules and cameleers carrying petrol were sent from the Chinese capital before the race to act as makeshift fuel stations along the way.

More than 100 years on little has changed, with the terrain still the most rugged in the world.

But it was having an Australian-built car that gave Mr Crown and the older Bryson, who joined this year’s race as team manager, the confidence they needed to take on the event.

“The Poms would consider the Holden a bit of a wheelbarrow,” John Bryson said.

“But this is a battler’s car. It’s simple, it’s reliable, it’s sturdy, and it was built to cope with the conditions of the Australian outback. A Rolls is built for genteel motoring in the English countryside.”

The younger Bryson rebuilt the Holden after the 1997 race. Matt Bryson said the car was one of the toughest cars in the world and had hardly any trouble climbing mountains in the Gobi Desert and Turkey, and navigating pothole-ridden roads in Kazakhstan.

“The roads in Kazakhstan were like they had been bombed. They just build them and that’s it. They don’t have the money to maintain them,” he said. Mr Crown, 78, the oldest driver in this year’s race, started the event in the passenger’s seat after Chinese authorities refused to give him a driver’s licence.

The race had three categories, pioneer (pre-1921), vintage (pre-1941) and classic (pre-1968). “We were the overall winners but it is unfair to compare us to the pioneer cars,” the younger Bryson said.”

Drink Driving

Drink Driving...THIS is absolutely brilliant! Only an Aussie could pull this one off!

A true story from Mount Isa in Queensland
Recently a routine Police patrol car parked outside a local neighbourhood pub. Late in the evening the officer noticed a man (Luke Sandery) leaving the bar so intoxicated that he could barely walk.

The man stumbled around the car park for a few minutes, with the officer quietly observing. After what seemed

an eternity and trying his keys on five vehicles. The man managed to find his car, which he fell into. He was there for a few minutes as a number of other patrons left the bar and drove off. Finally he started the car, switched the wipers on and off (it was a fine dry night). Then flicked the indicators on, then off, tooted the horn and then switched on the lights.

He moved the vehicle forward a few metres, reversed a little and then remained stationary for a few more minutes as some more vehicles left.. At last he pulled out of the car park and started to drive slowly down the road. The Police officer, having patiently waited all this time, now

started up the patrol car, put on the flashing lights, promptly pulled the man over and carried out a random breathalyser test.

To his amazement the breathalyser indicated no evidence of the man’s intoxication.

The Police officer said “I’ll have to ask you to accompany me to the Police station - this breathalyser equipment must be broken.”

“I doubt it,” said the man, “tonight I’m the designated decoy”. HAVE A FANTASTIC DAY!

The 2010 MG Classic







What could have Been!!!

13wwa **Saturday the 16th October 2010**

The photos below were sent to us by our daughter her husband and their four boys were (if you have not worked it out) at Black Springs between 1pm and 2 pm.

This date and time could have been the Alpine Classic Rally Saturday, if it had been run on the same weekend as in the past.



The photo below is of our front yard on the same day, we live just over the hill from Hendo's place where the motorkhana and lunch were held on the Saturday the 24th September.



The photo below shows inside temp and outside temp at 11:30am after we returned from walking the dogs.



These conditions would have had Thomo looking for long trousers, Wouldn't they?
So who do you know Hendo?

LOOK AT THIS!

"A nice Christmas graphic would be here if I had one."
Please use your imagination!

Classic Rally Club Annual Christmas Party and Trophy Presentation

When: Sunday 12th December 2010 from 11:00 am until late!

Where: Vince & Kay Harlor's, 17 Green St, Pleasure Point
(enter to the SSW)

Cost: Free (BYO Refreshments)

Please confirm numbers by Sunday 5th December to
Lui MacLennan : 9460 6909 or 0418 645623 or maclenna@bigpond.net.au

A fun way to get there is by...

Ross' Raucous Rally.

M1 – Hooters Restaurant Carpark
Corner James Ruse Drive and Hassall St Rosehill
Arrive around 9:00 am for a 9:30 am start.
(please wear clean underpants)

"Another nice Christmas graphic would be here, but I
didn't have the first one so why did you think I would have
another? Please stop looking for graphics I just don't have
any."

You'll just have to use your imagination again!

LOOK AT THIS!

Love the Beast

by Bob Morey

My Car: 1976 Alfa Romeo Alfetta GT.

Before I tell you about my car I must say I had to think twice when asked to contribute this article for the Newsletter. My little Alfa is not a beast, more like an Italian thoroughbred. However like most love affairs the relationship is tested occasionally. Like when the driveshaft donuts need replacing or when removing the clutch slave cylinder!

Why an Alfetta coupe; Five years ago Teresa and I decided we wanted to have a go at rallying. Gravel rallying was too expensive and being somewhat anal, navigational rallying appealed to us. The fact that we could use a classic car made the idea even more attractive. I started driving before automatic gearboxes, and ABS etc. so a 30-year-old car held no fears. The Family Finance Director decreed the car had to be my daily driver and a sedan sounded boring so I decided a coupe was required. After negotiations with the aforementioned F.F.D. a budget was set. This narrowed the choice down to a Datsun Z, a Fiat 124 or an Alfetta. The first car in reasonable condition that fitted these criteria was a '76 Alfetta GT that had been in a shed in Adelaide

“ My little Alfa is not a beast, more like an Italian thoroughbred. However like most love affairs the relationship is tested occasionally. Like when the driveshaft donuts need replacing or when removing the clutch slave cylinder!”

for 15 years. A trip to Adelaide sealed the deal and we had a rally car.

of this the handling is excellent. The car is very dynamic and gives great feedback through the seat & steering. The engine is an 1800cc,

What is great about my Alfetta: The Alfetta is not conventional in design. The gearbox is at the rear while the engine is in the front. This gives almost ideal 50:50 weight distribution front to rear. Because

twin overhead cam with 2 Dellorto carburettors that loves to rev. Opening the car up in 4th gear and shifting to 5th on the roads Westie, Hendo and Co. find out west is just fun!

Modifications: Apart from a complete mechanical overhaul the only work done to the car has been to make it more user friendly on rallies. The navigator wanted a false floor to brace against. I've altered the pedals to overcome the 'Italian short leg syndrome' and modified the gear linkage to reduce the travel. Apart from sports seats the car is otherwise standard.

I love it!



Introducing Our Newest CRC Member!

Wendy & I are proud to announce the arrival, on the 31st of August, of our first Grandchild Samuel James Maher, to our son Ian & his wife Penny. At 5 weeks of age, Sam is already a member of the Classic Rally Club, having joined with his Dad & Mum. We can now claim to be the C.R.C's second three-generation family, with Arthur, Garth & Adam Bransgrove being the first.

- Gary Maher



New members Ian Maher & son Samuel - all ready to rally!

Goodbye Mt Buller Sprint - Hello Two new events

After six years of success, the Mt Buller Sprint, has called it a day.

But other mountains await in 2011... The inaugural Targa High Country event run by Octagon, scheduled to run one month prior to the annual Sprint, has seen a sharp drop in competitor entries. With both rallies utilising the same piece of road in such close proximity, and the newly-established championship run by the same outfit, Mt Buller Sprint organisers Mountain Motorsports simply could not take the risk of running the event with the current numbers.

Mountain Motorsports wishes the Targa High Country event and its competitors all the best, and thanks the continued support of Pacific Hire and RDA Brakes, Racesolutions Motorsport, the volunteers and officials, and the hundreds of

competitors who have made the past six years possible.

From the ashes of the Mt Buller Sprint will rise a brand new event, free of any conflicts of calendar and location in 2011.

The proposed Mt Baw Baw Sprint, now delayed until late April 2011, will preclude an exciting new rally in the Victorian alpine region.

The event, in the early stages of development, will invite both Classic cars (pre-1982) and Modern cars (1982 onwards) to taste over 200 competitive kilometres of challenging mountain roads, linked by short liaisons and a wicked social scene, both by day and by night. More details will be released

towards the end of 2010. Australia's premier hillclimb rally, the annual Mt Buller Sprint, has come to an end after six successful years.

But for now, the organisers of the Mt Buller Sprint will say farewell... And see you again very soon.

For more information please contact: Peter Washington 0418 337 955 or email peter@mountainmotorsports.com.au Tim McNeilly 0401 905 777 or email tim@mountainmotorsports.com.au



ATC King of the Mountain at Mt Buller

The ATC has created the ultimate 30 Event Challenge over two action packed days on Friday 26th and Saturday 27th November at Mt Buller.

Two full days of motoring Challenge commence at Winton Raceway with Auto tests, short circuit and long circuit sprints.

The Winton activity is the perfect prelude to a great drive through Mansfield, Merrijig and onwards and upwards to Mt Buller.

Saturday will see multiple runs of seven Gymkhana's including a hill climb and concludes with a road closure for a 9km spirited touring climb to the top of the mountain Village. To finish off a huge day, ATC's after party and Presentation function will include dinner and live entertainment.

The Entry Cost (per driver) of \$1,150 includes:

- 30 Events (view events)
- 9 km Closed Road Spirited Touring

Climb to the top of the Mountain Village

- Winton Raceway Short and Long Circuit Sprints
- Breakfast Lunch and Dinner included on both days
- ATC Merchandise
- After Party – Dinner and Live Entertainment

All You Need

- Your Car – (Street cars eligible)
- Helmet
- 1 KG Fire Extinguisher fitted
- AASA or CAMS License (AASA License can be purchased at registration for \$50.00)
- 2 Nights Accommodation at Mt Buller

Crews, Friends and Family

- Friends and Family are more than Welcome - Ticket Prices: Function Ticket - \$95.00

2 Day Function & Meals Ticket - \$195.00

- Scenic helicopter rides will be available from - \$50.00 a seat

All Drivers please note - The Teams Award is Back

The Mt Buller event will also see the return of the popular team's awards. So team up with a mate in your car (or better still use theirs) and vie for this hotly contested prize. Make sure you get in early for this amazing event to top off an incredible year of ATC action!

For further information: Contact the ATC Office on 03 9647 0666 or email us at: info@australiantarmacchallenge.com

**Gerald Lee & Peter Thomson
at Speed on Tweed 10/11
September Photos by Southy**



Thommo ready to roll



Eric Rudd was there to lend a hand



A little bit sideways



Last minute check - we have oil!



Thommo



Night time action



Thommo in action



Between races (note the carton in the background)

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.silverfernally.co.nz

Position Vacant CRC Newsletter Editor

The position of Classic Rally Club Rally Directions Newsletter Editor is up for grabs!

Sadly, due to work commitments we are not able to continue as Editors in

2011, so it's time to hand the reins over to someone new.

If you are computer savvy, & have a basic understanding of Adobe Indesign, we need you!

Please direct enquiries about the position to Lui at crc.pres@classicrallyclub.com.au or us at crc.editor@classicrallyclub.com.au

Thanks, Simon & Belle Duff



Promoted by the Marathon Rally Car Club Inc.

International Drivers Head Silver Fern Entry List

With 20 International competitors signed up for the running of the 2010 NZ Silver Fern Marathon Rally, organisers are pleased to announce that South African driver Geoff Bell in a Ford Escort RS1800 was named as the No1 Historic Trophy seed, when the entry list was announced today.

Bell and his Kenyan based co-driver Tim Challen will lead the field of 54 starters away from the Ceremonial Start in Christchurch's Cathedral Square on the afternoon of November 13th before heading into seven days and 1050kms of high speed rally competition.

Bell told organisers "I am pleased to be considered worthy of being seeded No1" and added "I hope I can show it's warranted with a good placing this week in the Classic International Rally of Morocco" a 9 day marathon event where he and Challen are competing in a Porsche. (his UK built Escort is already on the sea heading for New Zealand).

In recent events Bell has competed well in Historic events in Europe against some top competition including World Champions Bjorn Waldegard & Stig Blomqvist.

Local Kiwi favourite, Christchurch's Jeff Judd along with winning co-driver from the 2008 event, Mark Smith, will start second Historic away, in a brand new yet to be tested Ford Escort RS1800.

At 3 will be Englishman Simon Tysoe, followed by local Shane Murland, both in Ford Escort RS1800's, and both of whom competed in the 2008 event.

The first Australian pairing away at No5, will be outback and gravel specialist's Geoff Portman and Ross Runnalls driving a Holden Commodore. The large cars are rarely seen in NZ rallying, but in this event it is joined by fellow Australian's Peter Cochran in a Ford Mustang and Garry Leeson in a Ford Falcon, both V8's.

Austrian brothers-in-law Willi Polesznig (Porsche 911) and Josef (Sepp) Pointenger (Escort) will start from 11th and 14th respectively.

In the 16 car Challenge Event, (for modified Classics and modern cars) 2006 Silver Fern Rally winner Kaiapoi's Brian Stokes will be first away in his highly modified MKII Ford Escort, followed by the spectacular Andrew Hawkeswood (Alexandra) in a brand new Group B look-a-like, but modified Mazda RX7.

Australian Brad Goldsbrough (Datsun

1600) second at the Otago Classic in 2009, is next Challenge competitor away, followed by Englishman Peter Smith in the car (Ford Escort MKII) that Jimmy McRae drove into the 2008 Silver Fern Rally lead just before the engine expired.

Christchurch drivers Garry Cliff (Datsun 160J) and Jim Hewlett (Ford Escort RS1800) will battle out the three day Baby Fern event which finishes in Dunedin.

The 2010 Silver Fern Rally has drawn not only competitors from 5 nations, but also sees a real diversity of cars, from the popular Ford Escorts thru to the likes of a Fiat 131, Datsun 240Z, Vauxhall Chevette, Peugeot 206, Subaru Legacy and Volkswagen.

The 2010 NZ Silver Fern Rally starts in Christchurch on Saturday November 13th, with overnight stops in Timaru, Dunedin, Invercargill and Alexandra before finishing in Queenstown on the 20th.

For more information visit www.silverfernally.co.nz or www.targa.co.nz

For further media information contact PF Smith Rally Services
Ph +64 274 852234
rally@ps.gen.nz

1958 and 1963 Coupe des Alpes Courtesy of Peter Dunlop

I came across these film clips on YouTube - They are incredible to watch.

<http://www.youtube.com/watch?v=7WVmHt9mBc4&feature=related>
<http://www.youtube.com/watch?v=tH-wvh3HGBQ&feature=related>
<http://www.youtube.com/watch?v=gxxWrRL9Y3M&feature=related>
<http://www.youtube.com/watch?v=SU1anmKg0zs&feature=related>
<http://www.youtube.com/watch?v=be62RykbUuQ&NR=1>
<http://www.youtube.com/watch?v=DhS2usPBQ8U&feature=related>

Big Changes = More Choice for You!

Blue Mountains Getaways offers you more choice of fantastic holiday cottages than ever before with the recent acquisition of the properties formerly managed by Leura Real Estate. Find them on our website today! There is now over 100 properties that you will find detailed, more than any other Blue Mountains based booking service.

Its so easy to use - just go to our search engine and enter in the dates that you are thinking about taking a break from the daily grind and it will bring up only cottages that are available. You can even specify features that you want, such as views, a spa, central heating or a fireplace.

Here's the best part - Book your Blue Mountains Getaway online for November 2010 and I will give you a NSW Lotteries Scratchie Lottery ticket on key collection and you could win \$100,000

As the old saying goes - Book Early To Avoid Disappointment! Think about your travel plans for next year and book now.

Looking forward to welcoming you to the Blue Mountains this Spring!

Geoff
from Blue Mountains Getaways

Dolly Break Down Story #2 The Broken Suspension

by Jim Pope

Summer 1991, after two years of life in Sydney I found myself unemployed and back in Grafton. If you ever want to get the sack from the public service, well it's easy, just refuse to do a medical exam, and you will be out of there like a rate out of an aqueduct. How was the Dolly going to handle life in the country, the constant pounding

of dirt roads, the dust, the mud and the hard work? The Dolly's pre-decessor had handled it surprisingly well, rallies, motorkhanas, even hillclimbs but they were a piece of cake compared to day to day life. During

the building of my house the poor Marina hardly ever went anywhere with out a box trailer in tow loaded to the gunnels with bricks, sand, gravel or timber. During a prolonged drought I use to drive to my parents place to fill a 44 gallon drum with water every day. Also, unlike the Marina I would not be able to just pop down to the local wreckers for spare parts. Would the Dolly stand up to this sort of treatment? Only time would tell.

I was on my way home from a trip to a small village about 25 km's west of Inverell having visited a relative. On the outskirts of Inverell as I approached the 60km zone I put my foot on the brake and the front right hand wheel locked up, so I took my foot of the brake but the wheel stayed locked. The Dolly came to a stop about 100 metres down the road, in the middle of the road, luckily there was no traffic around. I thought, hay up, I think I have a brake problem here. I tried first gear, but the Dolly was going nowhere, then I tried reverse gear and we had movement. As I backed off the road into a track stop the steering felt a bit funny. On closer inspection the problem was not brakes but broken from suspension, the front suspension

arm that goes from the lower control arm to the sub frame had broken, this had allowed the front wheel to move back and jam against the inner guard. As luck would have it the bush, large washers, nut and broken suspension were all still there. So here I was a long way from home, on the side of the road with a broken Dolly, a good

38 degrees and not a tree in sight.

I pulled the front suspension apart, locked the car and started walking. About 1 km down the road I found myself in an industrial estate and soon located a welder who welded the

suspension back together. I walked back to the car and put it all back together, and my goodness, it was hot.

The rest of the trip home was uneventful. The road from Glen Innes to Grafton must be one of the quietest pieces of road around, from a few km's outside Glen Innes to Jackadgery there is nothing but national Park, State Forrest and sheep paddocks, not a house in site, and no traffic either, I think only one car went the other way in the whole trip.

The local newspaper in Grafton use to print stories about what was on the front page of their paper 50 years earlier and one of those stories was about the discovery of asbestos at Jackadgery and how this was going to bring prosperity and employment to the Grafton district. Ah if they only knew. The welded up suspension stayed on the Dolly for some time before I got around to replacing it. So ended another Dolly Break Down Adventure.

Stay tuned, same Dolly time, same Dolly Channel for the next exciting episode of Dolly Break Down Stories, titled, "The Broken Rotor Button".

12 HOURS ON THE MOUNTAIN

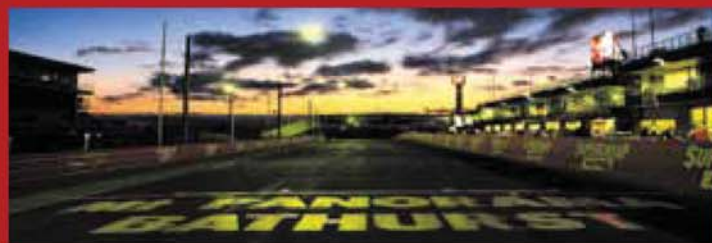
4-6 FEBRUARY 2011 • MOUNT PANORAMA



MOUNT
PANORAMA

WWW.BATHURST12HOUR.COM.AU





CAR CLUBS INVITATION

The new look Armor All Bathurst 12 Hour returns to Mount Panorama over the period 04 to 06 February 2011. In 2011, exotic GT vehicles will be eligible alongside production cars promising a fierce battle for outright honours and class bragging rights over twelve gruelling hours. See the likes of Porsche, Ferrari, Lamborghini and Aston Martin compete on the same piece of tarmac as Ford, Holden, Mitsubishi and BMW along with many other marques.

Class A GT Championship

Class B GT Challenge

Class C GT Production

Class D Production (AWD)

Class E Production (RWD)

Class F Production (Performance)

Class G Production (Sport)

Class I Invitational

Car clubs are invited to attend the Event though a special offer providing a dedicated area to display your vehicles and watch the action. Benefits include:

1. A complimentary 3 Day Season Pass for the Driver of the Vehicle
2. A complimentary copy of the Official Program for the Driver of the Vehicle
3. Reserved area to showcase your vehicle in Harris Park (bitumen)
4. Opportunity to participate in parade lap of the Circuit on the Saturday during the scheduled resident access break

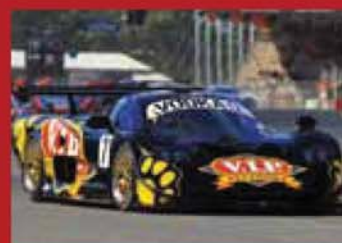
Note: The above package of benefits apply to Car Clubs providing a minimum of ten vehicles

Info:

1. Any passengers in vehicles will be required to purchase an event ticket either in advance (www.ticketek.com) or at the Gate (advance daily tickets start at \$15)
2. Camping is available at the Circuit for \$55 per site (10m x 8m) with showers, toilets and security patrols (book through www.bathurst12hour.com.au)
3. Bathurst Township is less than 5 minutes drive from the Circuit with a bus service day and night
4. The Top of Mountain is accessible for viewing on-track action during daylight hours daily

For more information about the Car Club Offer, call Will Lesh on (02) 6333 6236 or email will.lesh@bathurst.nsw.gov.au

04-06 FEBRUARY 2011 • MOUNT PANORAMA





Living Automobile History

Maclean's Bridge has been a most important multi-club sports and classic car assembly in Queensland for 35 years. The 36th annual Maclean's Bridge will be held on the 15th of May 2011 at Lakeside Park (Lakeside Raceway). With a new venue comes a slight variation of name ...

Maclean's Bridge at Lakeside *Sports and Classic Car Festival*

... and new activities hand-in-hand with the traditional, and definitely **not to be missed**.

- **Sports and Classic Car Display** – all classic sports and related vehicles in a tableau of automobile glamour and history. The best of European, British, Japanese, American and Australian classic sports cars. **Sports car marques actually displayed on a racetrack –not to be missed!**
- **Concours d'Elegance** – a serious event for exceptional cars. A unique Circuit d'Elegance – ten finalists in a parade around the racetrack. Details on the event website (see below). **A Concours around a racetrack, possibly the World's first – not to be missed!**
- **A Restoration Theatre** – experts show their skills for DIY restorers. **So, when enthusiasm exceeds competence, the DIY restorers will know who to call – not to be missed!**
- **A specialised Sports and Classic Car Auction** – conducted by Pickles Auctions. (See www.pickles.com.au) **The inaugural auction at Lakeside – not to be missed!**
- **Track time** – for serious sports car drivers. **Lakeside Raceway busy with all marques of classic sports cars in the year of the 50th anniversary of the Raceway. What a photo opportunity -- not to be missed!**
- **Guest classes** – for heritage vehicles. **See what may be the parents and grandparents of the classic sports cars – not to be missed!**

For more details visit www.macleansbridge.com

Don't go to North Maclean next Mothers' Day; the cars won't be there!
Write it into your calendar... the cars will be at

Maclean's Bridge at Lakeside

Sports and Classic Car Festival

Sunday 15 May 2011



Spectators are welcome:

- Ample on-site parking
- On-site catering – kiosk and restaurant (or BYO a picnic if you prefer)
- Children's Corner – make it a family outing

Entry prices:

- Display vehicles and occupants..... \$20 (no additional charge for track time)
- Spectator vehicle, and up to 2 adults \$20 (includes on-site parking.
Each extra adult \$10. Children 12 and under are free).

Gates open for display vehicles and Concours d'Elegance cars only from 7:30 am.
Public entry (spectators) from 8:30 am
Breakfast service available from 7:30 am

A special decal for every display car or motor cycle. *Memento quality – 'I was there!'*

A special 'Program in a Page' for every car (including spectators).
Save this inaugural program for your children – 'I was there!'

Gate prizes – save your numbered 'Program in a Page'.

WARNING: NOT TO BE MISSED!

Proud supporters of

Fatality Free
FRIDAY

Goodbye Mt Buller Sprint - Hello Two New Events

After six years of success, the Mt Buller Sprint, has called it a day.

But other mountains await in 2011... The inaugural Targa High Country event run by Octagon, scheduled to run one month prior to the annual Sprint, has seen a sharp drop in competitor entries. With both rallies utilising the same piece of road in such close proximity, and the newly-established championship run by the same outfit, Mt Buller Sprint organisers Mountain Motorsports simply could not take the risk of running the event with the current numbers.

Mountain Motorsports wishes the Targa High Country event and its

competitors all the best, and thanks the continued support of Pacific Hire and RDA Brakes, Racesolutions Motorsport, the volunteers and officials, and the hundreds of competitors who have made the past six years possible.

From the ashes of the Mt Buller Sprint will rise a brand new event, free of any conflicts of calendar and location in 2011.

The event, in the early stages of development, will invite both Classic cars (pre-1982) and Modern cars (1982 onwards) to taste over 200 competitive kilometres of challenging mountain roads, linked by short liaisons and a

wicked social scene, both by day and by night.

More details will be released towards the end of 2010.

Australia's premier hillclimb rally, the annual Mt Buller Sprint, has come to an end after six successful years.

But for now, the organisers of the Mt Buller Sprint will say farewell... And see you again very soon.



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

Steve Friend	24	24	7	2	2	18		74	1
Lauren Mackie			14		30	30		74	1
Tony Wise	30	30	11					71	3
Ron Cooper	22			2		26		50	4
Ian Packard	22		5		4	2		33	5
Justin Beddingfield						28m		28	6
Greg Francis	28m	22m	13m					28	6
Roger Banham		28						28	6
Steven Cox			15m	18m				24	9
Kay Harlor						24		24	9
Richard Bennet						20		20	11
John Calabria		20						20	11
Bob Moore			10					10	13

Apprentices Navigators

Alan Walker	30	30	14		30	30		120	1
Peter Dunlop	24	24				18		66	2
Winton Brocklebank	26m		12m	24				50	3
Tony Norman	28m	22m	13m					28	4
John Pattison	28m							28	4
Bill Stevenson	22				4	2		28	4
Phillip Stead		26						26	7
Vince Harlor						24		24	8
Brenda Cox			15m	18m				24	8
Liz Bennet						20		20	10
David Calabria		20						20	10
Guy Brand						14		14	12

	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									
Robert Panetta	16	38	20		40	40		146	1
Bob Morey	2	32	12	38		38		121	2
Darren Taylor	40	22	17		38	8		121	2
Garth Taylor	28	20	19	26	28			111	4
Alan Watson	26	36	16		22	22		111	4
David Shaw	20	34	5m	32	24	16		110	6
Tony South	30	24		22	34			110	6
Dominic Votano	34	32	18m		20	2		105	8
Gary Maher	18		14	32	30	18		103	9
Dianne Gerlach		28	10	2	32	24		95	10
Gerry Both	32	26	11		16	14		92	11
John Young 1	2	18	5	40		28		92	11
David Wigley	38				32	20		90	13
Kim Warner			15	24		30		69	14
Gerald Lee	24		12	20				56	15
Geoff Bott		40m			36m			40	16
Beb Fox	22			8		10		40	16
Michael Olsson	36m	30m	13m		26m	36m		36	18
Lui MacLennan				34				34	19
Roger Banham						34		34	19
Barry Ferguson	24m		16m			12m		28	21
Peter Thomson						26		26	22
Kay Thompson	16m					8m		16	23
Robert Mifsud	2m							2	24
Masters Navigators									
Lui MacLennan	40	22	17		38	32		138	1
Jeff West	32	40m	20		36m	40		132	2
Teresa Morey	2	32	12	38		38		121	3
Ted Norman	30	24			34	32		120	4
Robert Smith	38			30	32	20		120	4
Pam Watson	26	36	16		22	22		111	6
Ray Arthurs	20	34		32	24	16		110	7
John Henderson		38			40	32		110	7
Mike Stephenson	34	32	18m		20	2		105	9
Wendy Maher	18		14	32	30	18		103	10
Wayne Gerlach		28	10	2	32	24		95	11
Carol Both	32	26	11		16	14		92	12
Helen Young	2	18	5	40		28		92	12
Adrian Kinslor	28		19		28			75	14
Ross Warner			15	24		30		69	15
Harriet Jordan	36m	30m	13m		26m	36m		36	16
Roger Barlow						34		34	17
Dave Johnson 2	24m		16m			12m		28	18
David Booth						26		26	19
Joe Lester		20						20	20
Graham Thompson	16m					8m		16	21
Starr Mifsud	2m							2	22

	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									
Bruce Smith	8			10	18	12		48	1
John Cooper	2	12	1	2		20		36	2
Jim Richardson	20				12	2		34	3
Peter McAlpine	2			2	12	18		34	3
Greg Yates	12		10	2	2	2		27	5
Neil Brain	2	10	7		2	6		26	6
Michael Peters		20	1			2		23	7
Doug Barbour	10		1	2	8			21	8
Peter Grant					20			20	9
Eric Young	18					2		20	9
Rob Clare	2	8	5			4		19	11
Ross James		18						18	12
Henry Stratton		16		2				18	12
Mike Birks				18				18	12
Steve Bicket				1m				16	15
Ernst Luthi	2m				14			16	15
Steve Maher		4				12		16	15
Len Zech	2m					16m		16	15
Peter Dunlop			5		10m			15	19
Morrie Barrett		14m						14	20
Kim Votano		12				2		14	20
Jeff Whitten			10			2		12	22
Garth Bransgrove			8m			2		10	23
Alan Cherry	6					2m		8	24
John Slater					6			6	25
Don Dux	2			2		2		6	25
Robert Gambino						6		6	25
Shelley Shaw			5					5	28
Ray Arthurs			5m					5	28
Cherie Collins		4m						4	30
Merzi Mody	2			2				4	30
Stephen Pryor	2			2				4	30
John Vickery				4				4	30
Peter Cale	2					2		4	30
Geoff Scott			1	2				3	35
Chris Mackertich			1			2		3	35
Geoff Mills	2m	2m	1m					2	37
Shane Navin	2m	2m				2m		2	37
Alan Butler		2m						2	37
Rick Woskett		2						2	37
Todd McPherson	2							2	37
Gary Winterbottom	2m							2	37
Simon Duff	2							2	37
James Pettigrew	2							2	37
Mark Pentecost	2m							2	37
Don Jones				2				2	37
Brian Madigan				2m				2	37
Chrissie Daniels				2				2	37
Lyn Cooper					2			2	37
Ben Gerlach						2		2	37
Tony Shepherd						2		2	37
Terry Lawler						2		2	37
Sergio Cariolato						2m		2	37
John Needs						2		2	37
Edul Dhondy						2m		2	37
Will Brown						2		2	37
Terry Gunter			1					1	57
Ramin Shushtarian			1					1	57
Denise Adams			1					1	57

	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 Navigators									
Wendy Cooper	2	12		2		20		36	1
Bev Richardson	20				12	2		34	2
Sharyn McAlpine	2			2	12	18		34	2
Jenni Smith	8				18			26	4
Ben Yates	12		10	2		2		26	4
David McCowatt	2	10	7		2	6		26	4
Cate Lee	4		1	20				25	7
Kevan Peters		20	1			2		23	8
Xanthea Boardman	10		1	2	8			21	9
Kathleen Wilson					20			20	10
Jenny Young	18					2		20	10
Julie Stratton		16		2				18	12
Tim McGrath				2		16		18	12
Donna Smith				16m				16	14
Sonja Luthi	2m				14			16	14
Glenn Evans	2m					16m		16	14
Colleen Dunlop			5		10			15	17
Ron Skeoch		14m						14	18
Frances Stephenson		12				2		14	18
Brian Madigan						12		12	20
Michael Friend			7	2	2			11	21
Adam Bransgrove			8m			2		10	22
Sue Clare		8				2		10	22
Marie Cherry	6					2m		8	24
Ruby Taylor						8		8	24
Heather Dux	2			2		2		6	26
Neil Watt			5					5	27
Jessica Shaw			5m					5	27
Kate Shaw			5					5	27
Kathleen Arthurs			5m					5	27
Phil Mc Farlane		4m						4	31
Edul Dhondy	2			2				4	31
Penny Dmitrieff	2			2				4	31
Carol Vickery				4				4	31
Tammy Cale	2					2		4	31
Liz Kornhaber			1	2				3	36
Allana Mackertich			1			2		3	36
Trish Mills	2m	2m	1m					2	38
Beryl Woskett		2						2	38
Clarice Winterbottom	2m							2	38
Stephen McPherson	2							2	38
Shaun Dudley	2							2	38
Karyn Pile	2							2	38
Elizabeth Pentecost	2m							2	38
Jennifer Navin	2m	2m				2m		2	38
Simon Robinson				2				2	38
Michele Madigan				2				2	38
Guy Robson				2				2	38
Alan Butler					2			2	38
Ron Cooper					2			2	38
Pam Shepherd						2		2	38
Louise Lawler						2		2	38
Irene Cariolato						2		2	38
Arthur Bransgrove						2		2	38
Lisa Needs						2		2	38
Nina Dhondy						2m		2	38
Lorraine Gunter			1					1	57
Jane Morey			1					1	57
Amir Shushtarian			1					1	57
Joel Cooper			1					1	57

CRC Classifieds

For sale and Wanted

FOR SALE

1989 Lancia Delta Integrale 16 valve turbo

Original condition, 125,000 kms
LHD, Colour: Grey metallic
Chassis no. ZLA831AB000485378
\$21,000 ono

1987 Lancia Thema 8.32 Sedan

Ferrari motor, FWD, One of only 5
in Australia, LHD, Colour: Metallic
blue.
Needs paint and panel work
Chassis no. ZLA83400000082281

\$21,000 ono

Graham O'Connor
(02) 4872 3685 (H)
(02) 4871 1900 (W)
lambda@hinet.net.au

WANTED

Navigator

Elderly person driving an old Volvo
is looking for a navigator, "person
who can read maps and route
instructions", for Alpine Classic
Rally to be run in NSW on 25 & 26
September 2010. This is a timed
Touring Road Event. If interested
please contact Beb Fox.

Beb Fox
(02) 6295 1115
fox@velocitynet.com.au

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

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 LEASE

Service vehicle and trailer - Are you looking for these for the Classic Outback Trial?

Holden Rodeo V6

Petrol, crew cab with canopy and
roof rack. 110 lt long range fuel
tank, 9000 lb Warn winch fitted in
bull bar. Bridgestone A/T tyres
+ 2 spares. Tow bar, twin IPF
spotlights, UHF radio and Terratrip.

Trailer

Duratorque axles (1500 kgs). Full
chequer plate floor. Hydraulic disc
brakes with over ride coupling.
Has wheel/tyre rack fitted and
ramps.

Will carry a medium sized rally car –
1500 kgs. Trailer weighs 480 kgs.
5 ½ x 14" wheels and tires with 2
spares. Inc. jack, wheel brace and
tool kit.

\$250.00 per day for Rodeo and
trailer

Graham O'Connor
(02) 4872 3685 (H)
(02) 4871 1900 (W)
lambda@hinet.net.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

Got something you want to buy or sell? Contact

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!

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

FOR SALE

Parts

- 1 x Hand winch, rope and double ended handle – heavy duty \$200.00
- 8 x Plasti-tracks – clip together, 50 cm long \$80.00
- 1 x Second hand snatch rope \$50.00

Graham O'Connor

(02) 4872 3685 (H)

(02) 4871 1900 (W)

lambda@hinet.net.au



Club Regalia For Sale

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

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

Cheques made payable to Classic Rally Club

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

Prestige Embroidery

4/29 Coombes Drive, North Penrith NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893

2010 Events Calendar

Date	Event	Contact
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 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