

Rally Directions

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



IN THIS ISSUE

2010 Barry Ferguson Classic

2010 Penrith Pas de Deux

November 2010

Classic Car of the Month

BMW 507 Roadster

The BMW 507 Roadster was launched at the Frankfurt motor show in 1955. Designed by Count Albrecht Goertz, the 507 was a very exotic looking car for its time, intended to increase sales in America after WW2 by competing with the likes of Mercedes, Triumph and MG. With its 3.2L 16V all aluminium V8 engine and aluminium body, the 507 was a very lightweight and powerful coupe exhibiting 160bhp.

Unfortunately the very high cost of the mostly hand built production version ended in 1959 with only 252 cars built over 4 years, with significant losses for BMW. The very influential styling of the 507 has heavily influenced later model BMWs such as the Z series.

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
maclenna@bigpond.net.au

Hope to see you all there!

Macleans Bridge at Lakeside Sports and Classic Car Festival 15 May 2011

Macleans Bridge has been a most important multi club sports and classic car assembly in Queensland for 35 years. The 36th annual Macleans Bridge will be held on the 15th of May 2011 (Mothers Day) at Lakeside Park, Kurwongbah QLD.

Enjoy a fun day out with the Sports and Classic Car Display, the Concours d'Élegance, a Restoration Theatre and Specialised Sports and Classic Car Auction.

More information can be found on the website-
www.macleansbridge.com

Classic Rally Club Officers and Contacts 2010

Position: Name	Email	Phone
President: Lui MacLennan	crc.pres@classicrallyclub.com.au	(02) 9460 6909 or 0418 645 623
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	(02) 9858 2662 or 0419 233 494
Treasurer: Alan Watson	crc.treas@classicrallyclub.com.au	(02) 9653 1036 or 0405 386 206
Membership: Ian Packard	crc.mem@classicrallyclub.com.au	(02) 9451 6869 or 0414 516 869
Newsletter Editor: Simon & Belle Duff	crc.editor@classicrallyclub.com.au	(02) 9457 7882 or 0410 654 747
Competition Secretary: Tony Norman	crc.comp@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
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Webphotomaster: John Southgate	crc.wpm@classicrallyclub.com.au	(02) 9731 2213 or 0421 112 073

Inspectors: Vehicles with HV Plates

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

Committee

John Henderson	crc.cm1@classicrallyclub.com.au	(02) 9499 8141 or 0408 118 427
Garth Taylor	crc.cm2@classicrallyclub.com.au	(02) 4784 3301 or 0418 207 306
Dave Johnson	crc.cm3@classicrallyclub.com.au	(02) 9979 7629 or 0428 299 443
Tony Norman	crc.cm4@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811

Scrutineers

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

John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Ivan Hughes (Bronze)	Bexley	(02) 9587 9399 (W)
Tony Kanak (Bronze)	Eastwood (H)	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond (H)	(02) 4571 1229 (H)
Tim McGrath (Bronze)	Wollongong / Illawara	0419 587 887
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Patterson (Silver)	Blaxland	0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Matthew Windsor (Bronze)	Kelso / Bathurst	(02) 6332 1594 (W)



**DEADLINE FOR NEXT NEWSLETTER
- 11 FEBRUARY 2011**

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

Please make phone calls before 9.00pm

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

Ms Pres Says

Here we are in November and the year is nearly over. This will also be the last edition of Rally Directions for 2010 and the last you'll be hearing from Ms Pres. Yes, the time has finally come after six (Oh my god, how the time has flown!) years for me to step down and welcome some new blood to the presidential rally car. I must say that



for me, it's been a fantastic six years. Through the club and only partly because of my position, I've met some wonderful people and forged some great friendships, friendships that I'm sure will be with me for many a year to come.

It's been another busy year for the club with twelve days of competition and the continuation of our series of desktop rallies. The desktops have not been hugely supported this year but we hope to continue them in 2011 with an emphasis on Apprentice level of navigation, in the hope that we may get a few more Tourists making the jump to the maps. In addition to these 'events', we had a gorgeous lunch run to the Southern Highlands in February and we saw our annual drive day return successfully to Wakefield Park in August. As I said, a busy year and a big thank you to all who have been involved in these events.

This year will also see Dave Johnson return to the organiser's seat after an absence of forty years with his running of the Barry Ferguson Classic in November and next year will see the Moreys step up to the plate to take the reins of a new event, the Classic Capital Capers in April. We certainly need some newcomers to the organisational side of things because, as I'm sure you realise, some of us are starting to get a bit worn!

Membership numbers have continued to climb, events are getting healthy entry numbers and meetings are well patronised. We are definitely doing something right in this club that sadly,

other clubs don't appear to be doing quite as well.

Before I forget, we will be having our annual general meeting at the end of this month prior to our meeting on 23rd November. There will be a few changes to the committee and club officers but I can assure you all that the club remains in safe hands.

There is still a vacancy for the Editor's chair, so please let me know if you'd be interested in taking this job on board. Can I take this opportunity to publicly thank all who have made the club run so smoothly and so well and who have made my job as Ms Pres so easy and enjoyable for the last six years.

Although I may no longer be Ms Pres, I won't be out of touch, resting under the nearest palm tree with a glass of bubbly in my hand. (I wish.....) I can assure you I'm still on the end of an email or phone if anyone needs advice or has a query to which they think I may have the answer.

So, what has been happening over the last month?

The Penrith Pas de Deux, organised by Jeff West and Gary & Wendy Maher, ran successfully on October 17. A slightly depleted field of twenty two set out and returned to Penrith in fine weather. A great bunch of control officials were out there, either making us happy or grumpy, depending on how they marked our cards! And I can assure you, they were doing both to this crew! No tie breakers were needed in any category, although a certain XK 120 needs more practice than most in determining where the front of his vehicle ends.....

John Cooper and his merry band of helpers put on a great spread for lunch, which I'm sure was really appreciated by all. (I never knew it was in the CAMS Stewards' job description to make sandwiches but they did a damned fine job!) Trophies

were produced and presented in record breaking time and hopefully, results will be in the mag. Thanks to Westie and the Mahers and congratulations to all.

The first weekend in November saw three CRC crews tackling the inaugural Targa High Country tarmac rally, based at Mt Buller in Victoria. Kerry Smith & David Kirkby in the '75 Celica came 37th in the Late Classic competition, whilst Ernst & Sonja Luthi in the Renault Alpine came 57th – there was some pretty tough competition. Mike & Paul Batten came 3rd in Showroom in a Ford sponsored 2009 FPV F6. Mechanical issues saw them miss 25% of the event. In addition to the CRC competitors, Ms Pres was working in Results and Carol Both & Alan Watson were manning the stages. With a field in excess of 200 and seventeen stages to run, we were all a bit weary when the last car hit the top of the mountain.

Approaching rapidly on the calendar is our annual Christmas Party and presentation day on Sunday 12th December. Organised by the irrepressible Ross Warner, we'll be heading to Vince & Kay Harlor's for a hearty end of year spread. Presentations on the day will be made to all our championship winners as well as winners of our Club Sportsmanship trophy and also to those on the podium of the Barry Ferguson Classic. Make sure you let me know as soon as possible if you'll be there on the day.

Wishing you and yours a very merry Christmas and a safe New Year. See you all at the meeting or at the Xmas Party or on a rally road next year.

And so, it's goodbye from me!!!

Lui



Notice of AGM

It is nearly time for the CRC Inc 2010 Annual General Meeting

Date:

Tuesday November 23rd, 2010 commencing at 8pm- prior to the usual monthly meeting.

Place:

Denistone Sports Club, 59 Chatham Rd, West Ryde.

Agenda:

1. To accept the minutes of the 2009 CRC AGM,
2. To receive the summary reports on activities from the CRC Committee,
3. To elect the CRC committee for the period to the 2011 AGM (note that some of the current committee will not be standing for re-election, or not in the same positions that they have held during 2010. Other c'tee members will be standing again in the same roles.

Accordingly nominations will be called for at the meeting for the positions of President, Treasurer, and possibly

some other committee positions. The position of Newsletter Editor is also confirmed as vacant, and thanks and well done to Simon and Belle Duff for an outstanding effort!

New nominees to committee positions will be allowed a few minutes to state the basis of their interest/capacity for the roles sought. Election will be by a hand count in the event of multiple nominations for the same position.

If you are potentially interested in assisting with organizing some of club activities/roles-but won't be at the AGM to declare your interest, could you please contact the secretary on 0419 233 494 so your interest can be noted at the meeting.

4. To set membership fees for 2011.
5. To conduct any other business in accordance with the rules.

Tony Kanak
Secretary CRC Inc.

2011 Mount Baw Baw Sprint

This exciting new event will be run on the final weekend of April next year (April 30th & May 1st). Mt Baw Baw is located just 150 kms from Melbourne, making it Melbourne's most accessible downhill ski mountain (see google maps attachment for location).

The access road is steeper than any other mountain resort road in Australia, and features numerous hairpins and tight turns as it winds its way up the 10km Tourist Road to the resort village. With all competitors based on the mountain, the event is sure to live up to the Mountain Motorsports reputation socially.

The 2011 Mt Baw Baw Sprint will consist of 10 timed runs over 2 days, with the best 9 times combined to work out the overall winner. To allow competitors to warm up their brains, brakes, diffs etc, a short untimed 1km section is being introduced prior to each run.

Outright and Class Awards will be presented for both Modern and Classic cars, as well as awards for the fastest run overall in Modern and Classic.

To be part of this exciting new Tarmac Rally Event, simply complete the Expression of Interest form which can be downloaded from the Mountain Motorsports website:

www.mountainmotorsports.com.au and return it to us at your earliest convenience.

For more information, contact Peter Washington on (0418 337 955) or Tim McNeilly on (0401 905 777) tim@mountainmotorsports.com.au

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Eugen has a play in the mud ...

by Steve Friend. Photos by Greg Yates.

A couple of CRC members braved the wet at Ansell Park for a khanacross, run by Thornleigh Car Club, on the 24th October.

Entering the competition was Brian Madigan with his Corolla, Ian Packard with the Stanza and me with Eugen –the Mercedes Benz 220s. Young Michael was there to assist, and showed his usual foresight as soon as we drove into the park. “Dad,” said young Michael, “your car is a bit out of place here.” Smart lad is Michael, as he had noticed that just about all the other vehicles were trailered, caged, and rally tyred (some rally tired too). Not us, Eugen just had his normal road Michelins and an open diff, just rolled in off the street.

I was lucky enough to have a dry run through the course on Saturday, and it was all fine – dusty even. However, Saturday night brought some nice rain, and turned Hawkesbury’s finest top soil into something of the consistency of ‘custard’ by Sunday. Scruiteering proceeded with some amused competitors when they noticed Eugen lining up next to the buggies and rally specials. Then came the reconnaissance run.

Michael, took up his usual position in the navigator seat, and away we went. Test One was completed slowly, but without any incident. In Test Two, we managed to nudge the only tree with several layers of caution tape wrapped around it. Test Three, was just a little more of a challenge. Indeed, Eugen, got bogged - twice, but so did several other competitors. After the recce, some competitors (the smart ones according to Michael) decided the run was just too slippery. Having got this far, I was determined to have a go. It is not often I get to say this, but the 2.2 litre 49 year - old Benz had way too much power. It took me 15 seconds to get out of the starting garage, and I was well into second gear. Through the run, I was on track for less than half the time, and really was a passenger for most of it. There was virtually no traction, which was just as well, because even at walking speeds, the front wheels had only a passing interest in controlling the direction of Eugen. After some 4 minutes, Eugen returned to the garage

to quite a cheer from the crowd. Yes it was the slowest time – by a considerable margin. Through the run, I had several points where I had to reverse to get the car moving, or back on course. At no time did I get much faster than a slow run, and at one point the car just slowed to a stop, in a straight line, with the wheels spinning. That was enough for me.

Brian did a couple of runs in the Corolla. Ian packed the Stanza away after getting bogged in the recce.

The event itself was well run with some more CRCer’s doing service here. Thanks to Gary and Wendy Maher, and Greg and Ben Yates for spending a day out in the rain.

So what was it like ?
Have a look at <http://www.youtube.com/watch?v=tkDBVXfSf2s> or search Youtube for team220s rally.



Classic Rally Club Incorporated

Profit & Loss

	01/07/2008 - 30/06/2009	01/07/2009 - 30/06/2010
Motor Sport Income	40,122.05	58,199.69
Motor Sport Expenses	38,249.98	55,373.61
Motor Sport profit	1,872.07	2,826.08
Other Income		
Membership	12,095.00	13,045.00
Heritage Plates	1,495.00	1,720.00
Interest Term Deposit	1,370.33	975.57
Sundry Income	722.40	79.00
Total Income	17,554.80	18,645.65
Expenses		
Newsletter printing and postage	5,939.30	5,898.40
Hire of Denistone Club	1,100.00	1,300.00
Club Christmas party	2,752.99	3,923.85
CAMS - annual capitation	958.00	1,005.00
CMC annual fee	175.00	175.00
Donations	3,780.00	1,547.44
Other expenses	2,613.38	1,412.13
Total Expenses	17,318.67	15,261.82
Profit for year	236.13	3,383.83

Balance Sheet as at 30/06/2010

	30/06/2009	30/06/2010
Members Equity at start	39,850.87	40,087.00
Retained profit	236.13	3,383.83
Members Equity	40,087.00	43,470.83
Represented by:		
Term Deposit NAB	27,099.00	28,074.67 ***
NAB trading account	11,167.00	6,761.16
Regalia and cash - John Cooper	3,556.00	3,635.00
Pre-paid Oran/Wakefield Park expenses	665.00	5,000.00
	42,487.00	43,470.83
Liabilities		
Oran Park pre-paid entries	2,400.00	
Net Assets	40,087.00	43,470.83

*** Reinvested 28/02/2010 for 7 months at 6%

2010 Barry Ferguson Classic - Results (Provisional)

Results marked * determined by 'furthest, cleanest'.
'VRC' covers both missed VRC or incorrect VRC

No	Driver	Navigator	Car	Section 1						Section 2	Section 3				Total Sections 2 + 3	Grand Total	Final Place
				VRC	Z	PC	Q	Radar	Total Section 1		M	VRC	Z	PC			
3	Mike Batten	Jeff West	Datsun	0	0	0		0	0	0	0	80	20	0	0	100	1
9	Gerald Lee	Ian Reddoch	Mitsubishi	20	20	30		0	70	0	0	20	20	0	0	110	2
1	Rob Panetta	John Henderson	Alfa	60	0	0		0	60	0	0	60	20	0	0	140	3
7	John Cooper	Ross Warner	Ford	60	40	0		0	100	0	0	40	20	0	0	160	4*
11	Winton Brocklebank	Graham Thompson	Mazda	0	20	0		0	20	60	0	40	40	0	0	160	5*
13	Carol Both	Wayne Gerlach	Alfa	40	0	0		0	40	0	0	80	40	30	0	190	6
15	Graham Pettit	Phil Stead	Toyota	40	0	0		0	40	0	0	60	40	30	60	230	7*
6	Alan Watson	Pam Watson	Mercedes	60	0	0		0	60	0	0	100	40	30	0	230	8*
2	Ian Maher	Gary Maher	Ford	80	20	0		0	100	0	0	60	40	30	0	230	9*
5	Paul O'Neill	Arthur Evans	Datsun	60	60	0		0	120	0	0	100	20	0	0	240	10
4	Steve Friend	Peter Dunlop	Mercedes	40	80	0		0	120	0	0	140	60	30	0	350	11
12	Tony Wise	Alan Walker	Alfa	80	20	30		0	130	0	0	160	40	30	0	360	12
10	Neil Brain	Dave McCowatt	Ford	200	80	30		0	310	0	0	380	60	120	0	870	13
8	Peter Thomson	Ted Norman	Peugeot	120	0	0		0	120	DNF							
22	Doug Barbour	Xanthea Boardman	Porsche	0	0	0		0	0	0	0	0	0	0	0	0	Equal 1
25	Peter Hill	Brian Gavin	SAAB	0	0	0		0	0	0	0	0	0	0	0	0	Equal 1
26	Neil Hood	Joy Hood	Mitsubishi	0	0	0		0	0	0	0	0	0	0	0	0	Equal 1
27	Greg Yates	Ben Yates	Mercedes	0	0	0		0	0	0	0	60	0	0	0	60	4*
29	Bernard Corbett	Madelon Corbett	Subaru	0	0	0		0	0	0	0	60	0	0	0	60	5*
24	Phil Coffey	Steve Lansley	Ford	0	0	0		0	0	60	0	60	0	0	15	135	6
23	Ramin Shoushtarian	Amir Shushtarian	BMW	0	0	0		0	30	0	0	60	0	0	0	150	7
28	Deborah Knight	Chris Greaves	Holden	20	0	0		0	80	0	0	60	0	0	0	185	8
21	Bryan Allart	Beryl Allart	Porsche	40	0	0		0	55	0	0	80	0	0	0	210	9
20	Jim Barrett	Graham Lane	Triumph	20	0	0		0	20	0	0	100	0	0	60	265	10
14	Peter Meddows	Liz Meddows	Renault	DNS						0	0	20	0	0	0	NS	

The Barry Ferguson Classic “Back to the 60s” Rally

by John Henderson and Robbie Panetta

When Dave Johnson said he was going to run this event, I thought to myself, the man has serious street cred, we'll give it a go. So Robbie Panetta and I turned up at Maccas in Raymond Terrace on the hottest November Saturday for quite some time. It reminded us why we usually rally in winter – most of our classics don't have air conditioning!

I had some initial misgivings because Dave was going to use old (read 1950s) maps, he was banning additional maps and worst of all, he was going to use Z-boards to see if we could find the realignments.

Now I could not be called a fan of realignments in rallies. For a start, Victorians love them, so that has to be a negative. More seriously, I think they are often dangerous and can hurt your car. They are dangerous because in the hunt for them, you are forced to drive down what are usually narrow little rough dirt tracks that may or may not reward you with the board being there. Then you often can't do a u-turn, so you have to reverse back said narrow dirt track hoping like mad some other driver isn't hurtling towards you looking for the same elusive Z-board. And because you are reversing on a rough track, the odds are you will belt your exhaust or underbody on a large rough rock that you can't see through your dust covered rear window. I know we did. Anyway, rant over! Despite my hatred of Z-boards – fuelled I think by the fact that I usually miss them – we managed to find 6 of the 7 that were out there.

We started at 8:30am with the usual drivers' briefing. Dave explained the ground rules and answered questions and, amongst lots of other useful information, gave an explanation of his methodology for determining closing times for controls. I wish I hadn't listened to that bit!

So, gentlemen, start your engines and we headed off for the William Bailey Bridge over the Williams River. A good start because the bridge wasn't mapped in 1958 and so we used the first of several unmapped roads. We then looped up through Seaham, Clarence Town and back to said bridge

on both sealed and good fast dirt roads. All good so far. Somewhere in that loop we came across Teddles and Thommo bemoaning the fact that the trusty Peugeot had sprung a hydraulic leak from its clutch. Despite lots of topping up, they eventually called it a day at lunchtime. Shame.

After crossing the bridge again, we headed west through old dairy country that I remember mucking up some years ago in an MG rally. I still think I found the shortest route this year, but it wasn't where Dave had put the VRC. Luckily we caught sight of other cars going on a different route from us, so we abandoned our hard won principles and followed them to pick up the elusive VRC.

We then wriggled around the countryside looking for more Z boards, finding some, confusing SW with SE and consequently getting WDed and eventually ended up at Rutherford for lunch. I actually got more lost on the 6kms of route-charted instructions to lunch and the start of the afternoon that I could believe was possible. Portents of things to come...

Lunch was a DIY kind of thing. I do prefer organised lunches because it gives all the competitors a chance to get together and bitch about the rally organisers. Note to self: maybe we should have DIY lunches on the next Alpine...

In the afternoon, we headed off to wine country. The Hunter is one of Australia's joys. I'm not the only one

who thinks so – almost every man and his dog thought so. And just for fun, on this day was A Day on the Green at Bimbadeen winery. Now, I've never been, but an awful lot of people do go. Buses and buses of them do. Jimmy Barnes was there, Vanessa Amorosi was there, Robbie Panetta and John Henderson were so nearly there. We passed the entry not once but so many times that Robbie was on first name terms with the lady cop directing traffic! And best of all, Barry F and Dennis Reeve could have made a fortune from all the people who came up to their nice big P sign and asked them to park their cars! Gotta love it.

We then headed off towards Cessnock for a 'round the houses' exercise where we had to find the shortest route that included several specific stretches of road. Rule one: in a 'round the houses', a competitor will always, but always, find a shorter route than the one the rally director thought was shortest. If you don't

believe me, ask Westie or Gary. The real skill is not from the competitors, it's how the rally director handles the problem.

After Cessnock we headed towards a bend in a road south

of Pelaw Main. To get there Dave dumped us in the middle of nowhere and we had to guess (or should I say, correctly deduce) which of two roads to follow. It was like Dungeons and Dragons: guess it right and you win the treasure, guess it wrong and you are on a dirt road (and you shouldn't be) where you have to DAFQUT and follow the guy with all the loot. We used impeccable logic (to which I assigned at most a 60% probability) and headed off to the bank with the cash.

From Pelaw Main, we had to go to a junction near a building near Buchanan (wherever that was). We found this difficult, but headed - after a couple of false starts – off down a road to somewhere. After about 10kms, I said to Robbie that this looked wrong. It was a good quality

wide road that looked like it had been there forever. The 1958 map showed a miserable track so I concluded my logic must have been wrong. A quick DAFQUT took us, after several minutes, back to Pelaw Main where I had seen some dirt bikers offloading their weapons of choice. These fine upstanding locals told me the road to Buchanan was exactly where we had just come from. Bugger.

So back we went, visited Margaret and Jo at their passage and then soon pulled over to ponder the future. Westie and Mike Batten pulled over to join us and I got out to shoot the breeze. "Do you have the faintest idea where the eff we are?" asks your scribe? "No effing idea" came the western reply. So we both got back in our cars and headed in a convoy of two for the nearest freeway to cut and run to the finish. We were both mentally very tired and (see para 4) we thought we had to be at the finish by 5:17pm even though the afternoon instructions said 6:00pm.

A few kilometres later we both saw a sign to Black Hill which was on our route. Glory be, so we headed there, picked up a VRC and a Z board and arrived at the finish a few seconds before the, as it turned out, questionable 5:17pm. At least we had finished. A stewards' decision later told us that the written instruction of a 6:00pm close would stand and we remembered the immortal words of Arthur Bransgrove: you're not playing for sheepstations. True enough. We hid our surprise well and headed off home for dinner and a well earned beverage.

In conclusion, it was a well thought out event. My opinion is that the morning was hard, but not too hard. My mistakes (and there were three) were all my own. The afternoon was harder than most of us could cope with. And that wasn't helped by a Coke can exploding in the back of the car. I told you it was a hot day.

My thanks to Dave and his team for an interesting day.

Dolly Break Down Story #3

The Broken Rotor Button

by Jim Pope

October 1990, I had entered the Dolly's first rally about a month before only to retire with a flat tyre, so the decision to enter another event was taken. It was Saturday of the October long week end as we set out to the start at Raymond Terrace and every thing went well till just out side Kurri Kurri, the Dolly's engine just stoped.

My father was service crew so he was following along behind in his 2500 MK II so we were not without help. In the hope that we would be able to fix the Dolly the old man continued on to Raymond Terrace to talk to the rally organisers to ascertain the latest we could be there to make the start.

In the proses of checking the usual things I took the dissy cap of only to see the rotor button had come apart. The brass part of the rotor button had separated from the plastic part and done quite a lot of damage to the dissy cap as well. There was no way to fix this, short of getting another rotor button and well, there was not much hope of that on a Saturday afternoon in Kurri Kurri.

We towed the Dolly back to Kurri Kurri with my fathers Triumph 2500 to my uncles home were we left it till the next day.

Sunday of the long week end used to be the day of the Bathurst 1000 and this would be the first year since 1974 that I had not sat in front of the TV all day watching a great sporting event. This broke the habit and I have never watched the race all day since. Of course the fact that it is no longer a great sporting event has had a part to play in it. These days it reminds me of World Championship Wrestling, nothing more than scripted soap opera entertainment.

We drove to Kurri Kurri on the Sunday and fitted another rotor button and the engine fired up, no worries, even with the damage to the dissy cap. The disappointing part to this story is that I had changed the rotor button a few weeks before as part of the rally preparation and I did not keep the old one for a spare. 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 Clutch Slave Cylinder".

Historic Horsepower in Store for Armor All Bathurst 12 Hour

Some of the most iconic cars from Australian Motorsport history will return to Mount Panorama during the 2011 Armor All Bathurst 12 Hour Event.

In what is set to be a blast from Bathurst's past, Group C & A Historic Touring Cars will race at the February 4-6, 2011 Event for the first time.

Group N Historic Touring Cars, Improved Production and the venerable HQ Holden's all return for another year promising big fields and plenty of action across two days of practice, qualifying and racing as the lead in to the 12 Hour race itself.

Some of the future stars of the sport will also be showcased as the nimble Formula Vee Open-Wheelers return after a year's absence.

The Group C & A Historic Touring Car class has seen substantial growth in recent years with more than 30 cars now regularly attending major Events.

The class features original cars only – replicas are not allowed – meaning that some of the most historic cars from Bathurst's history will return to the track next year, some possibly for the first time since they last raced there.

The diverse grid could potentially include cars like the famous Nissan 'Godzilla' GT-R, Holden Dealer Team A9X Holden Torana's, Group C Holden Commodores and Ford Falcons, turbocharged Ford Sierra's, the ex-Jim Richards' BMW M3 and many more.

"Our cars represent the halcyon days of Touring Car racing from 1974 right through to 1992 and Mount Panorama is really the spiritual home of them all," said Edward Singleton, Group C & A Category Manager.

"The ownership group is very excited to have been invited to race at the Armor All Bathurst 12 Hour and we are confident that we are going to put on a fantastic show for everyone there.



Photo: Legendary Group C cars like the Holden Torana A9X are a feature of the Group C & A Races set to tackle the Mountain next February. Image: Dirk Klynsmith

"The grid will be full of variety like the 'Big Banger' Group C cars to the nimble BMW M3s, which should be great to watch across the top of the Mountain, and also smaller cars like Escorts, Gemini's and Dolomites.

"Everywhere you look there will be action and we are all excited to return to the track where a lot of motorsport legends were born in these very cars."

Event Director James O'Brien said that the support card for the 2011 Event promised big fields and great racing for fans trackside.

"There really is something for everyone at the 2011 Armor All Bathurst 12 Hour," Mr. O'Brien said.

"From the high-performance, exotic GT cars and the massive array of Production cars racing in the Armor All 12 Hour, to some iconic cars from the sport's history, open wheelers and great one-make racing in the HQ's. It's possible that we have assembled perhaps the widest variety of cars ever to race at Bathurst at the one Event.

"We expect there to be more than 200 cars on the Mountain and near-to full

grids in every category. It's going to be a very spectacular sight."

The 2011 Armor All Bathurst 12 Hour is set to be the best yet and will include a broader vehicle eligibility list.

GT vehicles will join with production vehicles in 2011, with a total of 31 manufacturers eligible to compete in the around-the-clock Enduro at Mount Panorama from 4 to 6 February 2011.

Historic Group N Touring Cars, Group A&C Historic Touring Cars, Improved Production, HQ Holden's and Formula Vee will feature throughout Friday and Saturday's action, ensuring a racing program that caters to nearly every type of Australian Motorsport fan.

More information about the 2011 Armor All Bathurst 12 Hour can be found on the Event's new website; www.bathurst12hour.com.au

For more information please contact: Richard Craill, Media Manager – Armor All Bathurst 12 Hour www.bathurst12hour.com.au
M – 0408 813 141
E – richard@race-torque.com

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!

NSW Trials Reports 1960

Compiled by Dave Johnson

Courtesy of Max Stahl who had saved copies of Sports Car World. Most of the stories were written by the editor, Peter Burden, himself a competitor. Months shown are the magazine issue date. Most are straight extracts and words direct from the report.

Words in italics are Dave Johnson's additions.

June: Simca Car Club 200 mile Night Trial

Reliability trials are meant to be tough. The routes wind crazily through convoluted hills over roads that are a surveyor's compromise and a shire's neglect. Potholes slam hard underneath the car.

Rocks clatter brazenly against metalwork. A driver bets his reactions against the feel in his backside and his mind races ahead searching, evaluating and rejecting. A navigator lives in a swaying and pitching world of dim light, map references and incipient nausea.

The club's two hundred mile night trial was fairly tough. We checked out at Yango Creek, scrambled in a slither of stones along a single track with grass as high as a VW's eye. Big Sugar Loaf, between wherever it is and somewhere else just isn't worth the trouble. We swear we saw a sign Glenrowan, but it must have been a mistake. We snapped on through Cooranbong and Morisset, got through 446906 in a westerly direction. We ploughed up a lot of mud around Mandalong in third. We raced past the scene of Simmonds Last Stand, got to control at 442888 breathless but with a few minutes in hand. That's near Wyong that is.

Add up seven sections like this, throw in about twelve hours in which to complete them, and you've got a reliability trial 200 hundred miles long.

This one blew away some of the cobwebs that reliability trials have collected in the last few years. They do not consist of charging up and down the bitumen. They must be a test of driving, reliability and navigation. This one was in pretty equal thirds. Winner was R. Webber with a lost of

19 points, with a side banger Morris Minor.

General reflection by author / Burden: Why aren't maps marked "here be horses"?

July: Australian Sporting Car Club's 1500 mile Southern Mountains Trial

Run over the long weekend in June, the 15 cars to start left the ASCC Clubrooms in Cleveland St at 3 minute intervals starting at 2 PM Saturday. The course led from Lithgow, Tarana, Sodwalls to O'Connell. Then onto Wisemans's Creek then onto Essington and Campbell's River Crossing, then Rockley and Trunkey to the Abercrombie Mountains to Tuena.

The river crossing there lost a couple of cars, and then onto Markdale, Bigga to Rugby, to a tea stop at Yass about 9.30 in the evening.

The points to Yass were Jack Murray and Dave Johnson Simca 11 points lost, Sly in a Zephyr 16, Leigh Moore in a Holden 17, Carl Kennedy in a Peugeot 203, David McKay (Fiat) 23 points, and Bill Burns in his big Jaguar on 45 points.

Then heading towards the coast down through Runnyford, Mogo and then up the 100 bends of the Araluen Mountain, and so to the Coffee Shop at Bradiwood at 4am Sunday left only six competitors with placings. Murray / Moore / Mc Kay. Burns in the big Jag was still there.

From Braidwood down to Cooma. The section from Rockton through Pericoe and Wyndham to Candelo contains five major mountain ascents

and descents in sixty miles. The first thirty miles was on narrow good surface bush tracks in heavy forest. Murray pushing the little Simca hard in a determined effort to maintain his lead, didn't manage a bend about five miles into the forest and rammed a fallen log.

This put an end to his chances and a tow truck was needed.

I can tell you that it is not easy to get out of Bombala on a Monday Public holiday in 1960.

Only 3 cars left now, which left Candelo at 1.45 AM after a 10 hour break.

The event continued up Mt Tantawangelo, Cooma and Tharwa and across to Yass for breakfast on Monday. The placings at Yass were Leigh Moore and Pat Lawless (ACT) (Holden) 44 points, David McKay (Fiat 1800) 87 and Bill Burns (Jaguar) on 142.

They agreed at this stage with the Clerk of the Course to terminate the event there as they were the only ones still running.

It was planned that following years would be reduced to just 1000 miles. The Director was Des Pinn a mighty navigator and prominent Director of the era.

July: Simca Car Club's 250 mile South Coast Trial

A driver's impression is notoriously wide of the mark, but all we remember is a twelve hour jaunt, trying to hold what felt like an endless slide. That wasn't all of course, you had to have a navigator.

The Trial Director, Frank Bourke must have rummaged through his battered bag of old maps and magazine cuttings and came up with (1) cryptic instructions (2) a Monte Carlo regularity section (3) the usual map reference numbers maze (4) average speed sections (5) an elimination hill climb up Jamberoo Pass and (6) knock-down and drag-out reliability sections.

By half distance the field was hours late and no one really knew how they were doing. So we sat at Fitzroy Falls

eating meat pies in below freezing weather and wondering what the hell the second half would bring. It was the same, brother, the same Results Alf Long Simca 24 points, Yoemens second 196, Burden third place 278 points. *Look at the cricket scores !*

Vintage Sports Car Club's Hillclimb at Silverdale

Hillclimbs were a very popular for the track / speed competitors in 1960.

They would not normally get a big mention with a trials oriented club. But this one gets a particular mention here because of some of the entrants. Paul Samuels in a Berkeley B105 was competing in the under 750cc sports car class. He succeeded in knocking almost 3 seconds off the previous record.

Paul Samuels as many of you may know was the founder of Wakefield Park at Goulburn and is still extremely active in vintage cars In the Southern Highlands.

The under 1100 cc class record at Silverdale was held by Derek Jolley for many years, He has one of Australia's most beautiful red Alfa Romeo Montreal I have ever seen.

October: KLG 300, Hills District Car Club, 300 Miles

Alf Long and Tony Denham had the KLG 300 one at three quarter distance with only 21 points lost. Then they rubbished it with three route checks skipped in quick succession. (Route checks were worth between 100 and 250 points depending on the Regs)

The event was won by J. Nelson/J. Hall (Puegeot 203) 240 points lost, second Arthur Andrews (Zephyr) , and third Bill Burns (XK120 Jaguar).

The points lost for second and third were in the order of 359 and 437, although the report was a little confusing on that subject.

Bathurst Hillclimb -- Backwards

The New South Wales Hillclimb Championship (round 4) found the competitors peddling up the Esses instead down in the usual direction. The entries contained some very famous names: Jack Myers, Lex Davidson, Tom Sulman, David McKay (again in the little Fiat) Barry Gurden in an Austin A90 and again Bill Burns in his Jaguar.

David McKay was one of the most regular supporters of all forms of motorsport.

His name was on the entries for all the Redex Trials and he would be seen on the track in all those years as well as bringing leading European drivers to Australia for the major race meetings.

Bill Burns, a Sydney taxi driver, competed right across the spectrum as well.

He liked his dram of Scotch to keep him going on a cold night and an empty bottle by the road often meant that this was the road he had taken.

November: Simca Car Club Presidents Trial, 235 mile daylight

Running out of Sydney, familiar names flashed past, Luddenham, Theresa Park, The Oaks and our old friend Kembla Mountain. Then on to some the lesser known South Coast mountain roads near Wollongong and Kiama and the Saddleback Mountain leading into Jamberoo

Again it was Alf Long to have a win with the event being directed by Tony Denham and Ahern, who were trying to encourage newcomers to the sport who may be daunted by the all night events.

December: ASCC Gnoo-Blas Race circuit at Orange

1960 found the Australian Sporting Car Club running a race meeting on the Gnoo-Blas Race Circuit at Orange. *The ASCC, while the leading trials club in NSW at the time, having run the Ampol Trials in 1956,57 and 58,*

still had roots with the speed side of the sport after it broke with the ARDC many years before and had taken up the contract with Orange City Council to try to get Gnoo Blas going again. It was never a successful alternative to Bathurst.

The event attracted all the usual names of good drivers of Frank Matich, Des West, Kingsley Hibbard, Doug Chivas, Jon Leighton, Ron Hodgson and as the article describes the "Young Ian Geoghegan" and Brian Muir (*later to go to the UK and win the European saloon Car Championship*) who won the touring car event on the day.

It was run shortly after the Bathurst event, so some of the cars had only be roughly re-shaped.

December: Simca Car Club - Club Captains Trial

The event started at 6.44pm Saturday and finished at 4 AM Sunday. Out via Bringelly and then South. There were diversions into the mulga around Sutton Forest and Canyonleigh.

One particular section had the instructions:

"Straight ahead to control. Time allowed 3 minutes".

Jack Murray's Simca (*with Dave Johnson in the LH seat*) unfortunately ran out of castor (and Jack out of expletives) around Carrick when a finger tight retaining nut shook loose. The event was won by Barry Ferguson with Tony Denham, with a loss of 417 points.

Tony had scored a triumph in cracking the acrostics in which the route instructions were written.

The Director, Alf Long, was the subject of much attack at the finish.

(Acrostics: Wikipedia definition summarised. Form of poem where the first letter or syllable of each line or paragraph forms a message. I hope that is not too simplified)

January 1961: Hills District Car Club, 100 mile Invitation Trial

Through the Windsor area. Competitors from Hills, Simca, Renault and Parramatta Car Clubs made up a very impressive field. It had 19 starters and took off at 7pm on Saturday night. Everyone thought they would be home sipping tea or what-have-you by 11pm that night. Hmm. We were still on the road by 1am having average about 16 mph at that point. Not so a lot of others. Six cars failed to get to the first control, a mere 23 minutes from the start.

Quite frankly we didn't think there any navigational traps left in the Windsor left area.

After missing a route check and entering a control from the wrong direction, we now know better. Here is a sample of the instructions that got drivers and navigators to screaming point:

"From control take first right, first left, first left again, second right, right at T, keep left at next road junction, cross two fords, pass through the intersection over the top of which grid reference 45 is written in a north-westerly direction, cross Killarney Chain of Ponds, pass Nelson Trig Station, cross Bardenarang Creek, and continue to control. Average speed 30.5mph."

(Now I remember and see where the CRC developed their current style of navigation including the herringbone figure)

Six sections like that in one hundred miles. Need we add we spent most of our time in farmers' paddocks, on forestry commission tracks, on wrong roads looking for places we had never heard of, one of them, Waterholes we never did find.

1st Alan Taylor (Ford Prefect) 22 pts, 2nd Geoff Mangnall (Standard Vanguard) 96 pts, 3rd Baxter 123 points.

The NSW Rally Championship for 1960

Champion Driver -
Leigh Moore (ACT) Holden

Champion Navigator -
Pat Lawless (ACT)

Round Australia Trial Reunion

- Invitation to:** Round Australia Trial Reunion
- When:** 6th March, 2011
- Where:** Beresfield Bowling Club-
(Anderson Drive Beresfield)
- Cost:** Reunion Entry : \$20 pp
2 Course Lunch : \$30 pp
(Optional)
- RSVP:** Hal and Faye Moloney, 49661763
or halmoloney@gmail.com
by 4th March 2011.

Bookings Essential

Prizes will be awarded and a short talk by motoring writer and Round Australia competitor Barry Lloyd.

All competitors and interested persons are welcome to attend.

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

2010 Penrith Pas de Deux - Provisional Results

No	Crew	Car	Cat	Sun AM Majors	Sun AM M/ Ps	Sun AM VRCs	Sun AM AM Quest	AM Pen Sub-Total	Sun PM Majors	Sun PM M/ Ps	Sun PM VRCs	Sun PM Quest	Test mmm	Total	Placing in in Cat
6	David Shaw / Ray Arthurs	73 Datsun 1200	Mast	0	0	0	0	0	0	0	0	0	540	0	1
8	Michael Olsson / Harriet Jordan	92 Mazda MX5	Mast	0	0	12	0	12	0	0	0	0	710	12	2
1	Garth Taylor / Adrian Kinslor	61 Jaguar Mk 2	Mast	0	0	12	0	12	0	0	12	0	390	24	3
2	Bob Morey / Teresa Morey	76 Alfetta GT	Mast	0	0	0	0	0	0	25	0	0	450	25	4
3	Darren Taylor / Lui MacLennan	69 Lancia Fulvia	Mast	0	0	36	0	36	0	0	24	0	385	60	5
4	Alan Watson / Geoff Watson	78 Mercedes 250	Mast	0	25	12	0	37	0	25	12	0	565	74	6
5	Kim Warner / Ross Warner	59 MGA roadster	Mast	0	0	39	0	39	60	0	0	0	200	99	7
9	Gerry Both / Carol Both	73 Alfa Romeo 105	Mast	0	35	0	0	35	35	25	84	0	211	179	8

11	Lauren Mackie / Alan Walker	74 Alfa Romeo 105	App	0	25	0	0	25	0	0	0	0	430	25	1
10	Chris Hallam / Phillip Stead	53 Jaguar XK 120	App	0	0	48	0	48	0	0	0	0	1010	48	2
13	Phil Coffey / Steve Lansley	80 Ford Escort	App	0	0	132	0	131	35	25	84	0	55	275	3
12	Bruce Smith / Jennie Smith	69 MGC	App	0	35	77	0	112	DNS	500	0	0	190	612	4

17	Shane Navin / Glenn Evans	89 Porsche 928	Tour	0	0	0	0	0	0	0	0	0	530	0	1
21	Robert Panetta / Ric Bonomo	72 Alfa 105 Veloce	Tour	0	0	0	0	0	0	0	12	0	660	12	2
7	Peter Hill / Brian Gavin	75 SAAB 99EMS	Tour	0	0	0	11	11	0	0	0	11	Max	22	3
15	Ian Packard / Neil Watt	78 Peugeot 504	Tour	0	0	15	0	15	0	0	0	11	930	26	4
14	Steve Friend / Maureen Friend	61 Mercedes 220S	Tour	0	0	24	0	24	0	0	0	11	255	35	5
20	Steve Maher / James Garrod	73 Leyland P76	Tour	0	25	12	0	37	0	0	0	0	350	37	6
18	Dave Johnson / Natalie Jill Evans	86 Nissan 300ZX	Tour	0	0	48	11	59	0	0	24	0	595	83	7
19	Raul Amor / Brad Dopper	75 Datsun 260Z	Tour	0	35	12	11	58	0	25	12	33	405	128	8
16	Ramin Shoushtarian / Amir Shushtarian	77 BMW 320	Tour	0	35	12	22	69	0	0	0	110	Max	179	9
22	David Psaroudis / Ashley Warner	67 Healey Sprite	Tour	0	35	24	0	59	DNS	500	0	0	260	559	10

I've got friends I haven't used yet

By Gary Maher

Once again, Professor West enlisted Wendy's and my help to organise the Penrith Pas de Deux.

Of course we jumped at the opportunity – why wouldn't we? We only had a State Round Khanacross to organise for Thornleigh Car Club and a Desktop Rally for CRC to organise within the same week!

Anyway, it's always fun working with Jeff, he's so.....Jeff and the social atmosphere we build around our commitment is very rewarding.

Jeff set the route on paper but his knowledge of the actual logistics of the roads east of 'The Divide' leaves a little to be desired so we made a few adjustments, then we all drove it and put in the questions & VRCs etc. This year, over a few house Reds - or was it Whites – no, I think it was both - we decided to take the Masters & Apprentices out of their comfort zone and delete the questions with mileages. After all, they didn't have that luxury in the '50s & '60s and that's what we now celebrate as 'Classic'.

Wendy & I then organised the Tour level of the event. We applied the much tested Maher Method of no mileage for questions and added a little basic navigation including 'Tulips', all of which was well received.

Our efforts were rewarded with only 22 starters – 8 Masters, 4 Apprentices and 10 Tourists – the first time the in a long time that full navigation crews outnumbered the

Tour crews. The timing of the event was a bit out as many potential entrants had other attractions. MGCC had the Annual Concourse, TCC had a State Round Motorkhana, Jaguar, Triumph etc had a Supersprint at Wakefield Park and then there was the Commercialisation of Mary McKillop for her miracle of increasing tourism to Rome.

I'd like to congratulate those who made it onto the podium, but sorry, this article is not about you. There are results elsewhere in this issue and

hopefully some competitor thought highly enough of the event to write a report. No, this is about my friends who jumped in so that you may not only have an event at all, but have one with several smiling (especially if you were WD) faces along the route.

John & Wendy Cooper can always be relied upon to provide us with a venue for the start, finish, and if necessary, lunch. They also organised the lunch and, with the help of the other 'girls' who were at 'Rally Headquarters', prepared the spread.

Margaret Brown & Jocelyn Vettoretti are our regular and very reliable Stewards and both make a huge personal effort travelling hundreds of kilometres to not only represent CAMS but assist with starts & finishes and lunch.

Who else but my 'ever-lovin' would we trust with the secretarial chores – to be honest, who else could work

with Jeff West AND Gary Maher. As usual, Wendy put in a great effort before, during and after the event.

For some reason, which I still don't fully understand, we scrutineer cars for what is

essentially a 'drive' on public roads. However, for whatever reason, my old friend Wayne Paterson is always happy to jump in and help out with this duty. Besides, it gives him an excuse to show off his nice cars – and look at other people's too.

I'm going to mention those who 'manned' or 'womanned' the Passage

Controls in the order that you, hopefully, found them. In Second Road, Berkshire Park you found Gary Winterbottom and Wayne Gerlach twice (?). Gary has previous Pas de Deux control experience so we paired him with virgin 'controller' Wayne at this (as it turned out) very busy control. Wayne then doubled up and ran the sub event at lunch time.

Having escaped this area, crews found Peter Dunlop and new members Chris Greaves and Deborah Knight – all first timers – happy to do on the job training. They specialised in 'T' Junction controls doing one at Scheyville in the morning then an afternoon one in the Richmond Lowlands – and catching a good few WDs. We look forward to seeing Chris & Deborah at events soon.

One of my newer friends from Jaguar Drivers Club & Thoroughbred Owners (Kurrajong Chapter) is Terry Daly who was happy to man the passage near Maraylya. For those who saw it, the Ford GT 40 is a 'real' one and it shares Terry's garages with other collectable Fords, a gaggle of Aston Martins, a few Lotuses (or should that be 'Loti'?) some Jaguars and a 1936 Rolls Royce with only 24,700 miles on the clock. Terry has also had a very enviable motor sport life having competed in 6 Bathurst 1000 races, 3 Sandown 400s, 2 London to Sydney marathons, a London to Mexico (via South America) and the Panama to Alaska rally – I hate him!!!!!!

In the mountains, Grose Vale to be exact, all crews found Jeremy & Julie Braithwaite, also from Jaguar & Thoroughbred. Disappointingly, Jeremy brought his 'Thoroughbred' Toyota Land Cruiser, as he also owns some nice cars too. Interestingly, he has just sold his Jaguar XK150 to another Classic Rally competitor and when I asked him what he was going to replace it with, he answered 'a rally car'. Jeremy was able to renew his acquaintance with Bob Morey against whom he raced Formula Fords. This sport is full of surprises. Jeremy also took some photos at his control

which are on the CRC website.

There's not much that hasn't already been said about Glen & Joyce Innes' contribution to motor sport, so it was no surprise to crews to find them manning a control at a busy intersection on Grose Vale Road at North Richmond. Glen is also trying to divest himself of some nice cars to lessen his fleet – 'Gary, I've seen this nice that looks interesting'..... Really?

Of course, we always need someone to run around and maybe rescue someone and clean up our mess and destroy the evidence. Who better to do this than our professional 'Sweeper' Graeme Lord, this time assisted by his son Gavin. At the end of the day Graeme had to drive Gavin back to the Academy at Goulburn where he's studying to be a 'you know what!'

For my part, I nailed up more VRCs in one day than I have in the last 40 years of rally directing. I needed a driver so I prevailed upon an old friend from Jaguar and previously Hills District Car Club, Neil Stretton. Neil is a closet Volvo fan so enjoyed punting my 122S around all day.

Oh, yes, the Professor – well, he was so.... Jeff!!.....Thanks for co-ordinating a great day.

On Jeff's and my behalf, a huge thanks to you all - not only for your help on this event, but for your continued support of motor sport. I'm sure the competitors really do appreciate your efforts.

[Photographs courtesy of Jeremy Braithwaite]





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**

Love the (very small) Beast

by Alan Watson

I first met my little beast, a Sandown Red Mk1 Cooper S, in April 1969 in the showroom of Hunter and Chenoweth (BMC dealers in Blakehurst). I was with the beast's new owner, fellow Mini Car Club member Peter French, and was envious of his purchase as all I could afford was a Mini Deluxe. Peter used the car in many Mini Club events for about 7 years at which time the motor was rebuilt. The car was then bought jointly by Peter's sister Kylie and Alan Hagarty and a 1071cc engine was installed enabling the car to run in a different class in Mini Club events.

Kylie and Alan H used the car for a few years then sold it to Alan Vaughan (Alan was a popular name in the 1940's!) who wanted the 1071 motor. He replaced the 1071 with a 1098 and I bought the car from Alan V (I think for \$800). The original motor was sitting under a bench in Alan Hagarty's garage so I was able to buy it and had it re-installed by long time mechanic to the Mini Club, Stu Burton, who unfortunately is no longer with us. Stu was famous for his heavy metal sump guards – a must for forest rallies.

I used the car briefly in a few Mini Club events but it quickly became transport for our two children and Pam was often seen running around

“I used the car briefly in a few Mini Club events but it quickly became transport for our two children and Pam was often seen running around the neighborhood with Geoff, Kate and the dog in the back...”



the neighborhood with Geoff, Kate and the dog in the back. Eventually the car was retired to the back corner of our garage in Galston where it sat forlornly for many years until 2000 when I could afford a proper rebuild.

The car was rebuilt mechanically, the body was stripped to a bare shell, sand blasted, then put on a rotisserie for the paint job (Sandown Red of course). All new rubber bits were fitted along with a new wiring loom.

As you can see from the photo the car is very original. Mechanically the only changes are an alternator replacing the generator, a Mk2 power booster and the head is from a 1100S motor,

otherwise as it came from the factory.

The car does not get enough use these days. Somehow it does not seem as comfortable as it is used to (nothing to do with the age of the driver of course). Mostly Pam and I do lunch runs and one day events, although we did do a Mountain Rally and the first South Coast Classic (collecting a kangaroo along the way).

I wrote an “interesting” article (to those few who are interested in the differences between a Mk1 & a Mk2 Cooper S) in a 2008 Mini Experience Magazine, and hope to take the beast along to some of the Mini 50 events next year.



VALE - JOHN PATTISON

It is with great sadness that we have to report that Club member John Pattison passed away on Thursday 11th November, a victim of the big ‘C’.

John was a founding member of ‘Three Blind Mice Rallying’ although it was never finally decided if in fact he was Stevie (Wonder), Ray (Charles) or (blind) Freddie. Although only a member of the CRC for a few years, he thoroughly enjoyed the navigational challenges of the

Clubs’ events and even more the great camaraderie and friendship of other competitors, especially after a hard day at ‘the office’ in front of the Terratrip!

The saddest thing is that he did not become aware of the CRC and its rally activities many years earlier.

We offer the Clubs’ and our own deepest condolences to his wife Kaye and the rest of his family. John mate - you will be sadly missed.

Tony Norman and Greg Francis - TBM Rallying

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

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

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

1979 Toyota Crown



In brilliant condition - all original and would make an excellent, comfortable rally car. The car is at Glenorie. Purchased new on 26th February 1979 for \$14,400.00. Always garaged and well maintained. Auto with power steering and windows, air conditioning recently serviced. Just over 150,000kms, rego (WP792) until 26th February 2011. Engine 4M type engine 6-cyl. in line OHC. Fuel system Down-draft, 2 barrel carburettor with automatic choke. Fuel tank capacity 72 litres. Transmission 3 speed automatic floor.

\$3,500 ono

Alan Watson
(02) 9653 1036 (H)
0405 386 206 (M)

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

1964 Austin Cooper S Works Rally Replica



This is a rare opportunity to acquire a very remarkable Mini.

It was prepared by noted Mini restorer Jim Barrett as a faithful replica of DJB 93B, the Works Mini Cooper S that Rauno Aaltonen drove to victory in the 1965 RAC Rally. The car is as accurate as possible in mechanics, appearance and equipment. Modifications have been kept to homologated rally specifications of the period.

The car has an active and successful history in classic rallying and historic regularity and has been prepared and maintained by Greig Malaure of Mini Classic.

The car features a 1293cc Cooper S engine with 1 1/2" SUs; straight-cut close ratio gearbox; full RAC Dural sump guard; genuine Minilites with a spare set of wheels with A032 track rubber; Halda Twinmaster; period-Lucas driving lights; CAMS log-booked alloy roll-cage with traditional centre spar; and a comprehensive spares kit.

\$21,500

Gerald Lee
(02) 9743 1447
0419 200 911
gerald@famlee.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 1/2 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

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

Mystery Member



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



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

Ph: **9476 2877** Contact - Steve Cox

**27 King Rd
 HORNSBY
 2077**

**QUICK FIT
 Motor Services**
www.quickfitmotorsport.com.au



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

2010/2011 Events Calendar

Date	Event	Contact
23 Nov	CRC Meeting	
12 Dec	Christmas Party - Hosts Vince & Kay Harlor at Pleasure Point	
22 Feb	CRC Meeting	
06 Mar	CC Riverina Run Enteries by 23 Feb	Jeff West 0427 263 757
22 Mar	CRC Meeting	
16 Apr	CC Classic Capital Capar	Bob Morey 0402 479 661
26 Apr	CRC Meeting	
21-22 May TBC	CC South Coast Classic <i>Dates still provisional</i>	Mike Stephenson 0418 201 453
24 May	CRC Meeting	
11 Jun TBC	CC Tour d'Corse <i>Dates still provisional</i>	Tony Wise 0417 211 848
28 Jun	CRC Meeting	
9-10 Jul	CC Mountain Rally	Gary Maher 0408 271 502
26 Jul	CRC Meeting	
01 Aug	CRC Trackday at Wakefield Park	Tony Norman 9804 1439 or 0402 759 811
23 Aug	CRC Meeting	
10 Sep	The Barry Ferguson Classic	Lui MacLennan 0418 645 623
27 Sep	CRC Meeting	
15-16 Oct	CC Alpine Classic	Lui MacLennan 0418 645 623
25 Oct	CRC Meeting	
22 Nov	CRC Meeting	
Nov	CC Penrith Pas de Deux <i>Dates to be advised</i>	Jeff West 0427 263 757
Dec	Christmas Party	

[CC] = Club Championship Event

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



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

This months Mystery Member:
Dave Johnson