

Rally Directions

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



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Targa High Country

February 2011

Classic Car of the Month

Mercedes 220S Coupe

Mercedes unveiled its new six cylinder 220 models in 1959 introducing the second generation of saloons and coupes to use the 220 model designation. Like the previous 220 the new cars had a 2195cc six cylinder engine with choice of either S or SE specifications.

The 220 Coupe shared its two door body with the convertible Cabriolet. The elegant roof line featured a large "wrap-round" rear screen and pillarless doors.

These very collectible coupes are referred to as 'Pontoon' cars, which has to do with the front suspension subframe design. When it first came out, a German journalist likened to a pontoon or bridge spanning the engine bay.

Upcoming Events

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

The Classic Capital Caper 16 April 2011

From the Southern Highlands to the Canberra on great roads with a gourmet lunch on the way...

What more could you want!

A club championship event, the CCC is a family friendly touring assembly with Masters, Apprentice & Tour categories and a special family award in each.

See page 7 for further information.

For accomodation recommendations and further details go to www.classicrallyclub.com.au or contact Bob Morey on 0402 479 661 or rjmorey@ozemail.com.au

Hope to see you all there!

Classic Rally Club Officers and Contacts 2011

Position: Name	Email	Phone
President: Ross Warner	crc.pres@classicrallyclub.com.au	(02) 9772 2860 or 0409 810 553
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	(02) 9858 2662 or 0419 233 494
Treasurer: Tim McGrath	crc.treas@classicrallyclub.com.au	(02) 4285 1438 or 0419 587 887
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Webphotomaster: John Southgate	crc.wpm@classicrallyclub.com.au	(02) 9731 2213 or 0421 112 073

Inspectors: Vehicles with HV Plates

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Danny Castro	dcastro@bigpond.net.au	(02) 9688 2318 or 0419 981 063
Peter Thomson	prt108@bigpond.net.au	(02) 9419 5774

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

Scrutineers

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

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 MARCH 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.

Ross' Rave

Well, this is my first rave as Club President and I would like to start by welcoming you all to 2011 and wishing you a safe and enjoyable year.

To say that I have a high ideal to live up to as your new president would be an understatement, I will try my best.



I would like to say thank you to Lui for her fantastic work over her time as president and also for her help and advice recently. She and her team have left the Club in a fantastic position, membership is good, there is money in the bank, everyone seems happy and I think we have a great Club. Thanks Lui and team.

Now, looking forward to 2011 and beyond I have a couple of things to put forward for consideration which I believe might help the long term viability of the Club and I will ask for your feedback to see what you think. If the feedback is positive I will create a series of projects designed to achieve the desired goals.

I believe that in the coming years we will need new rally directors, clerks of course, officials, presidents, treasurers, secretaries and of course club plate and regalia officers. This is not to say that the people who currently do these jobs now don't do a fantastic job (because they do) but we can't

rely on them forever. No matter how good a job they do, or how much they enjoy doing it, at some stage and for whatever reason they will deserve a break and if we would like to keep the club running then we will need to have some reserves sitting in the wings.

We will also need to continue to grow our membership and more importantly we need to try and convert non-active members to active members. By active I mean people who participate in events either as competitors, officials or supporters.

I have canvassed the idea of mentoring programs for future Rally Directors where some of our existing expert directors might work with some potential future stars to develop their skills and to produce a series of standard forms, formats and check lists to ensure we are not reinventing the wheel each time a new person decides to set a rally. I would love some feedback from potential candidates from both sides of the equation.

To the same end I would be very interested to hear from anyone wanting to teach or learn new skills associated with the operation of our Club and its activities. For example as I learn to be President it is my intention

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to document as many of the roles and processes as possible so that it might be a little easier and less daunting for those to follow.

What will we do with all this information? I'm not sure yet, one thing at a time.

On the competition front, the event calendar

is looking very promising and it looks like 2011 is going to be lots of fun. Don't forget to get your entry in for the Riverina Run, which is one event you won't want to miss. A new event, "The Classic Capital Caper" is being put together by Bob Morey and should be

fantastic, lets all try to support this one and keep in mind that the following day you may want to visit the "Auto Italia" on the shores of the lake.

Unfortunately two of the events that were on our calendar will not be running this year, The South Coast Classic and the MG Rally. This will give us a couple of gaps in May and August and I'll see what we can do to fill them up.

We had our inaugural First Friday Free Fling (FFFF) on the 4th of February and a few people turned up for a pie and a chat. It was a good night even if it was a little hot. Thanks to those who came along. We will be looking for alternative locations for future events, maybe closer to the geographical centre of Sydney. The next FFFF or 4F will be the night before the Riverina Run and will still be on for those of us who will still be in town.

See you out there (if I can find the right roads!)

Enough raving

Ross.

Targa High Country

by Carol Both

There's nothing like a mouthful of chemical spray from a fire extinguisher to set one up for the day. A car had arrived at stops with serious fire coming from underneath it. Hence the fire extinguisher. The type of car was undetermined as it obviously came from Ikea as a flat pack.

Alan Watson and I had gone to Victoria as officials of a new two day tarmac rally centred around Mansfield. This event is run by the same crowd who do Targa Tasmania.

Friday was an exhibition day of a race around Mansfield just to give the locals a look at the cars. Afterwards all the cars were parked in the Main street for several hours

so the local populace could get up close and personal with cars and crew. The main street was wide, very wide. Four lanes of traffic and enough space in the middle to build houses with good back yards.

Cars spent each night parked up at Mt Buller resort, so the first stage of each day was down the mountain and the last was back up again. We were on the team that did these stages, and as we were staying at the resort we didn't have far to travel to start the day. Good thing too as we had to be up very early, like 0530, to get set up on time. Alan got to work on starts and I was at stops.

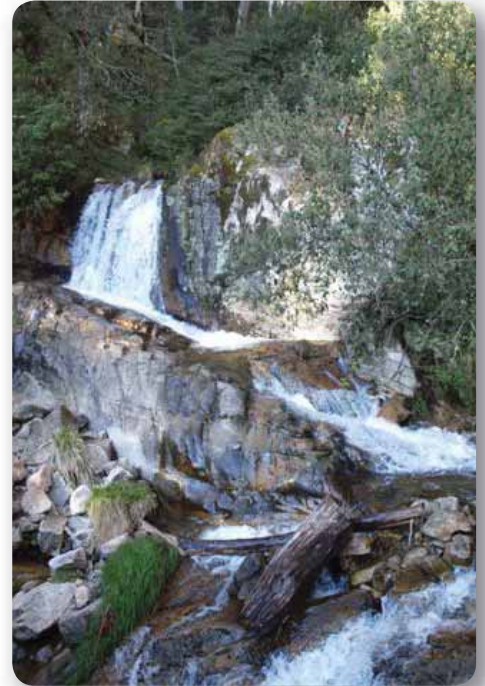
The morning stages were great as we had to set up outside a little service station that sold good coffee and made egg and bacon sarnies and had, of course, a loo.

Ernst and Sonja were there with the Renault Alpine and Kerry Smith had entered his Celica. Mike and Paul Batten abandoned the Volvo for a production car that had computer troubles. Evidently the computer took a dislike to the twin Webbers and refused to have anything to do with them. Despite missing some stages they did quite well, finishing third outright in the showroom category.

The weather was kind although there had been a lot of rain previously and all the little mountain streams were bubbling over rocks. We had a cracking thunderstorm Sunday

evening after we were safely back in our lodge. With the noise echoing off the surrounding peaks it was fantastic. (if you like thunderstorms, and I love them)

As always, we had a good time and met some great new people and caught up with some old friends as well. If you have always wanted to do a tarmac rally this one is a good start.



Maps, map reading and navigational Trivia

by Dave Johnson

Dave is a member of the Australian and New Zealand Map Society Inc. and a former Surveyor as well as navigating trial/rally cars since the 50s.

If you like it and want more information on anything in this column or think its too techo, please contact him on longitude@internode.on.net

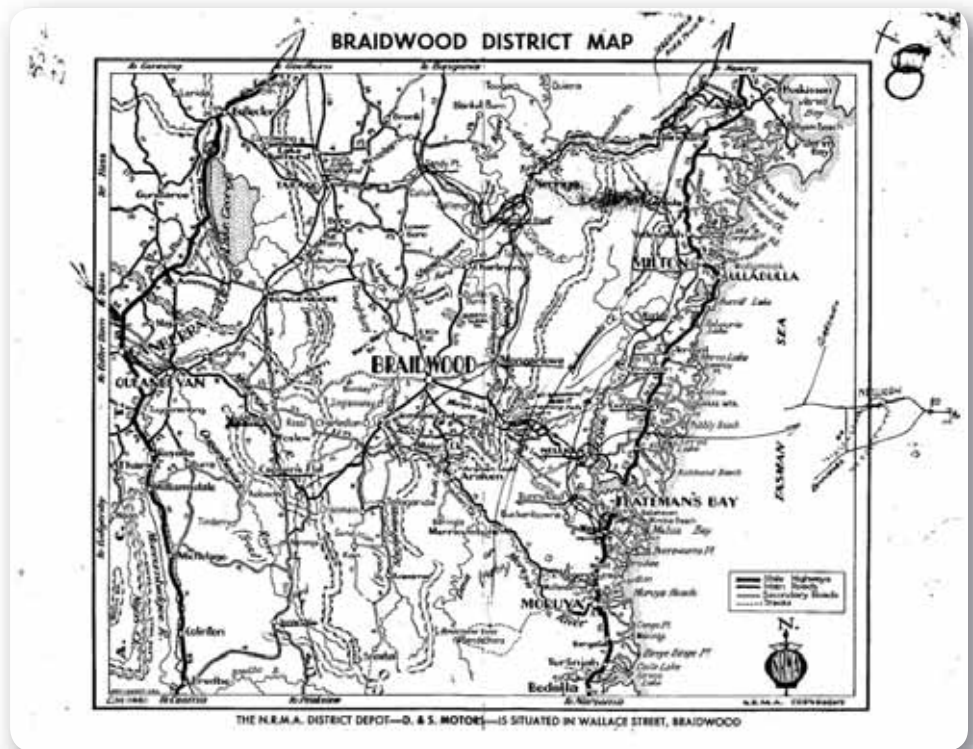
We are very used to using the 1:250k Government produced maps in our Classic Rallies that we readily recognise and are reasonably familiar.

It is only in the last 20-30 years that we have had an Australia wide coverage of this standard of maps. There have been a lot of different maps used in the last 60 odd years to get us around the roads of Australia and the navigators in trial cars of the day would hunt out the best available maps for the various areas.

Just like the explorers and trading companies of centuries ago, "maps were power" and they won you trials, but you had to know how to read them and get the best out of them.

We used the 1" to a mile Army maps whenever we could find them but there weren't more than a dozen in NSW outside the Sydney CBD and only a few out as far as Katoomba and Oberon and around main urban centres of Newcastle, Dubbo, Wagga and Tamworth.

The NRMA didn't have the large maps that we enjoy today and many of the local NRMA Depots did their own. These maps were our lifeblood because apart from the State maps



there wasn't anything else. From time to time we would find a few Forestry maps that showed some roads outside the forests as well and sometimes towns would produce a town and district map but all these local maps (NRMA and town maps) were only available in that town, so we had to go there to get them.

Similarly the councils sometimes had maps that were useable in a car (I mean of a size that you could handle in a car as they were often a very large map covering quite large shires) with more roads than the other maps, but they too were only available locally.

The Forestry maps we could get in Sydney.

Here is a typical NRMA District map. Compare it with the current 1:250,000 maps we use regularly.

This detail was all contained on a quarto (less than A4, probably has a B something size) sheet of paper. Great to pore over in a darkened car with only a magnifying light to work on the map.

You see the diagram of the town of Nelligen which I sketched in 1958 in an event and the subsequent protest and appeal over that town let to Rule 3.4 (ii) of the Rally Code being written.

More next month if I get positive feedback.

All Contributions Welcome

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

We are always looking for new content, so please don't be shy, send us your stories, anecdotes and images to share with the rest of the club! Remember, if you are sending images, please email us the the original images, not in a Microsoft Word document - This way we get the best quality pics for print. Any tables can be sent to us in an excel spreadsheet, and Microsoft Word or PDF documents are fine for text only articles.

crc.editor@classicrallyclub.com.au

Auto Italia

Canberra, Sunday 17th April 2011

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

Auto Italia Canberra 2011 will be held Sunday, 17th April 2011 on the Lawns in front of Old Parliament House between 10.00 am and 2.30 pm.

Display Classes include;

Featured Model - Fiat 1500, Fiat 1800 and Fiat 2300

Exotic - Ferrari, Lamborghini, Maserati, Iso, etc.

Alfa Romeo Spiders, Coupes & Sedans

Fiat Targas/Spyders, Coupes & Sedans

Lancia Coupes & Sedans

Most Desirable Motorcycle

Most desirable Ducati Pre-1989 & Post 1989

Most original Ducati

Best Vintage Scooter

Best Automatic Scooter

Best P Series, Automatic & Vintage Vespa

FIAT will be the featured marque for Auto Italia Canberra 2011 with the Fiat 1500, Fiat 1800 and Fiat 2300 being the featured models to commemorate the 50th anniversary of the launch of both models.

Fiat 1500 Series

The Fiat 1500 series built from 1961 until 1968 featured plain, three-box styling by Pininfarina and was a well designed and thought out saloon. It had a willing four-cylinder engine developing 72bhp coupled with a four-speed all-synchromesh column-shift gear change. The Fiat 1500 was a lively performer and would top 150km/h.

Fiat 2300 Series

The Fiat 2300 series was a six cylinder saloon styled by Pininfarina that was produced between 1961 until 1969. It had 2.3 litre engine producing 105 bhp and had power assisted discs brakes on all four wheels. It was fitted with a 4 speed manual all-synchromesh gearbox or a Borg Warner two speed automatic transmission.

Fiat 2300S

The Fiat 2300S was a grand touring coupe styled by Ghia. It used the standard Fiat 2300 floorpan and shared many of the components. The engine was fitted with twin carburetors and produced 136 bhp. Inside the 2300S featured powered steering and many other luxury features.

For further information go to www.autoitaliacanberra.com



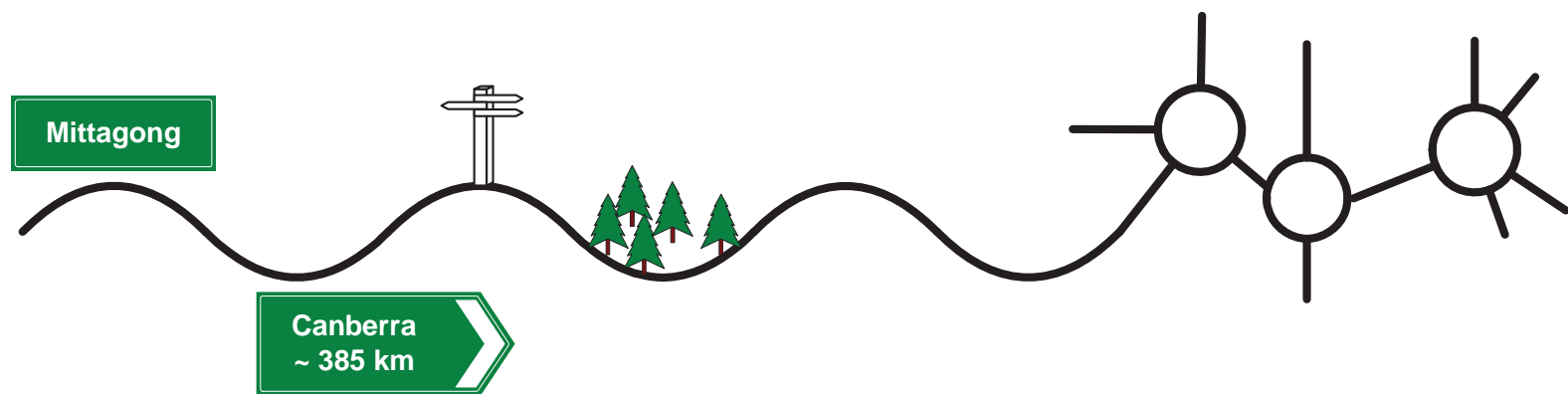
Fiat 1500 Series



Fiat 2300 Series



Fiat 2300S



The Classic Capital Caper

A round of the Classic Rally Club Championship

Saturday, 16th April, 2011

We'll take you from the Southern Highlands to the capital with great roads and a gourmet BBQ lunch along the way

The CCC will be a family friendly touring assembly (and it's in the school holidays) Masters, Apprentice and Tour categories with a special family award in each
Total distance: about 385km

And then what can we do in Canberra? Well, you could...

- Join the other rally crews for dinner on Saturday night.
- Enjoy Sunday at Auto Italia, a mouth-watering display of Italian automotive machinery on the shores of the lake.
- Explore the War Memorial, the National Gallery, the National Portrait Gallery, Questacon, the Old Bus Depot Markets (there's lots more!).
- Visit some of the Canberra region's cool climate wineries.
- Or you could head down to the South Coast and make a holiday of it!

For accommodation recommendations and further details please see:

www.classicrallyclub.com.au

or contact Bob Morey on 0402 479 661 or rjmorey@ozemail.com.au

AIRSHOW

Sunday, 27 February 2011

**Illawarra Regional Airport,
ALBION PARK, NSW**

AVOID THE RUSH

Pre-paid tickets:

- Adults \$20
- Families \$45
- Concession \$10

Book on website

Proceeds will support renal dialysis in Illawarra

FUN FOR THE FAMILY!

- Military flying jet display
- RAAF Roulettes Aerobatic Team
- WW2 Spitfire and fighters
- Parachute Display Team
- Hot air balloons
- Car and bike displays
- Train rides
- Food stalls
- Children activities and much more!

www.woi.org.au

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Tourism New South Wales



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
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.

NEW! First Friday Free Fling

Starting 2011, in addition to the
monthly club meetings, the CRC
will also be having an event we are
calling First Friday Free Fling
(The 4F's).

This will be a social gathering at
Harry's Café de Wheels on Orange
Grove Rd in Liverpool to be held on
the first Friday night of each month.
(The location may change through
the year if someone can come up
with a better one) From 7pm till late!

See the Event Calendar for 2011
dates - Come along and join us for a
pie or a doughnut!

Dolly Break Down Story #4 The Broken Clutch Slave Cylinder

by Jim Pope

During the years 1988 to 1992/3 I used to travel from Sydney to Grafton 4 or 5 times a year, for most of that time I was working for a TAFE College (and I still am) and I would go home every term break. I considered life in the city to be only temporary so things at home were much how I had left them, including a pen full of chooks, so I had to go home every three months to feed the chooks. I had six very large feed hoppers which held a 40kg bag of chook feed each and their water

supply was from a turkey nest dam up hill of the chooks, running through automatic drinkers. I also paid one of my neighbour's kids to check on them every few days.

On the way back to Sydney from one of these trips, me in the Dolly and my Father in his Rover 2000, I pulled into a garage for petrol in Taree, but when I pushed the clutch in, nothing happened. The Dolly came to a shuddering stop in the garage. Looking underneath I could see a large puddle of fluid around about where the slave cylinder is, well I thought, this is going to be fun.

Some years before, in the early 80's, I had driven my Fathers Triumph 2000 MK I from Grafton to Brisbane and back again without a clutch and it had a box trailer full of racing pigeons on the back, so Taree to Sydney should be a piece of cake.

The difference between the MK I and the Dolly being two cylinders and the Dolly has a higher first gear, luckily the garage sloped towards the road so once there was a brake in the traffic I put it in first gear and turned the

key. The Dolly lurched forward very reluctantly but eventually fired up and we were off. Changing gears once on the move was not much of a problem, and as luck would have it, I got a great run with traffic lights and did not stop again until the end of the expressway.

The toll gates (they're not there any more) at the end of the expressway had me worried as they were on an uphill run, so I slowed to first gear and tried to give the toll gate attendant the money, but it ended up all over the road. The Old

Man was the next car behind me and he explained the problem.

Now it was going to get interesting as I had to drive right the way across Sydney to Fairfield. Again I was very lucky and got a good run with the traffic and the traffic lights, but I did have to stop on many occasions but none of these turned out to be on an uphill run.

The following week end I again braved the clutch less Dolly and drove it from Fairfield to Lane Cove to my Fathers place where I could work on it. On MK I's, TR7's, Marina's and even Mini's the clutch slave cylinder is a pretty easy job, but no not on Dolly's. This proved to be one of the real hard jobs on a Dolly, of which there are a few. 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 Lost Wheel".

Classic Rally Club Annual Christmas Party and Trophy Presentation 2010

Many Thanks to Kay and Vince Harlor for hosting!







WANTED - Orange Safety Vests

The Club is missing quite a few of the orange safety vest that the control officials use. They are easily identified as they have CRC written on one shoulder and a number on the other.

If you have inadvertently thrown one or two in the back of your car and forgotten about them, please have a look and give Jeff West a call on 0427 263757 or email him at jj.west@bigpond.com

AROCA President's Run 2011

"Travelling North"

Sunday 20th February

Start off the New Year on our first Club Run. Starting at Berowra, with a pit stop for a good Espresso in the Yarramalong Valley then to the finish at Wisemans Ferry – approximately 145km on all good roads with little traffic.

The start is at the old Toll Plaza on the Pacific Hwy app. 1.5 km North of Berowra Waters Rd. (not the expressway). Arrive at 8.30 for a

9.00am start. You will be given a very simple route chart to follow- a crew of two would be an asset or you can follow the leader.

After arriving at Wisemans Ferry we will stop for Lunch at the Pub where kids are welcome in the Bistro.

There is no cost except for what you spend for Coffee and Lunch.



Confused Yet?



NZ Marathon Rally Car Club Membership

It is that time of year again for the NZ Marathon Rally Car Club Inc to renew membership, and for those not yet members to join up and receive all the news for the 2012 Silver Fern Marathon Rally.

The club was formed in 2005 with the express purpose of promoting and running the Silver Fern Rally. Membership of the club is \$30 per annum – valid until 31 December each year.

Application forms for membership and also renewal forms are available from <http://www.silverfernally.co.nz/marathon/membership.php>

The Marathon Rally Car Club has organised the 2006, 2008 and 2010 NZ Silver Fern Rallies, and is looking to the future for the 2012 Silver Fern Rally.

We offer one of the cheapest Car Club Memberships in NZ, can organise your competition licences, and provides newsletters promoting the activities towards the 2012 Silver Fern Rally.

1968 London-Sydney Marathon - Researching the Aussie Entries

I am researching the 1968 London-Sydney Marathon, and am specifically attempting to gather and collate the personal memories and recollections of surviving participants and those involved in the organisation and support of the event. I have already, and very gratefully secured the participation of a number of competitors, including one of the Aussie entries/drivers (Gerry Lister, Car 43).

My intention is to eventually seek publication of this collection of personal accounts of the race from London to Sydney – while a number of accounts were published immediately after the event (Innes Ireland, Nick Brittan, Jack Mackay), I fear this extraordinary motorsports competition is slowly fading into the mists of time, and I am eager to ensure that it, and the men and women who took part are not forgotten. I am still in the early stages of this initiative and am working entirely alone.

I am therefore writing to ask whether Classic Rally Cars members might be able to assist me with either gathering information about the Aussie entries or indeed tracing any surviving Aussie competitors/entries. I know that a number have passed away, but am

currently unaware of the whether the following cars/crews are still around (any omissions are intentional):

Car 2 Ford Falcon XT GT (Harry Firth; G. Hoinville; G. Chapman)
Car 6 Ford Fairmont (Clyde Hodgins; D. Wait; B. Lawler)
Car 8 Volvo 144 (Max Winkless; John Keran)
Car 12 Volvo 144 (Ken Tubman; Jack Forrest)
Car 15 Ford Cortina GT (G. Franklin; A. Brassington)
Car 24 Ford Falcoln XT GT (Ian Vaughan; R. Forsyth; J. Ellis)
Car 28 Mercedes Benx 280SL (A. Gorshenin; Ian Bryson)
Car 29 Ford Falcoln XT GT (Bruce Hodgson; D. Rutherford)
Car 31 BMC 1800 Mk. II (George Shepherd)
Car 39 Alfa Romeo 1750 Berlina (C. Lock; Tony Theiler)
Car 41 Morris 1100S (Eileen Westley; Marion MacDonald; Jenny Gates) –
I know this was a rebuild of the 'Gallopig Tortoise'
Car 62 Mercedes 200D (D. Prasnovsky; S. Zokko; I. Inglis)
Car 63 Volvo 142 (Bob Holden; Lauri Graham)
Car 68 Holden HK Monaro GTS (D. Whiteford; E. Perkins; J. Hawker)
Car 76 Holden HK Monaro GTS (D. Chivas; D. Johnson)
Car 91 Holden HK Auto (B. Madden; J. Bryson)
Car 97 Ford Falcoln XT GT (R. Lunn; C. Tippett; J. Hall)

Do please forward this message to anyone you think may be able to assist – I am of course happy to provide further info' as required.

Many thanks in advance!

Robert Connor
Gloucestershire, England
lightspout@yahoo.co.uk

Valentine's Weekend at Leura

What a great weekend is coming up on the 19th & 20th of February, 2011. Don't miss it! This is the schedule;

Automobile Picnic Day - Saturday 19th

- Leura Mall will be closed to traffic, with a display of 1920's vintage cars along the eastern side.
- The entire Mall will be turned over to pedestrians and picknickers, with local shop assistants in period dress.
- A jazz band will be playing from 1pm to 4 pm.
- Blues buskers will be roaming the Mall

- Local cafes will be offering picnic hampers.
- In the evening there will be jazz & dancing at the Hotel Alexandra.



Gala Golf Tournament - Sunday 20th

At the Leura Golf Club there will be a Gatsbyesque golf tournament where players/entrants will be encouraged to play in period costume with vintage clubs. Get out the Plus Fours!

Blue Mountains Music Festival - April

Next up is the fabulous music festival on the 18 - 20 April. This is a MUST DO event for everybody. See their website for details

Accommodation?

Just go to www.bmac.co and enter your dates for your stay. We have something for almost every budget in our huge range of self contained cottages. Most have a two night minimum so come up on Friday and leave on Sunday. Our accommodation search engine will be the easiest that you will ever use.

Bigger & Better Baw Baw

**You said it, and we listened...
The inaugural Mt Baw Baw Sprint, a brand new rally based just 150kms from Melbourne, will now run as a multi-stage rally when it pits horsepower against tar for the first time on April 30 & May 1.**

Originally planned as a traditional base-to-summit sprint, the Mountain Motorsports event will now offer numerous runs over five different roads and around 180 competitive kilometres.

That's not the only thing that's competitive – the entry fee remains the same at just \$1950.

Entrants will have the precipitous, windy road to the summit of Mt Baw Baw all to themselves for eight runs over the weekend, plus four additional sections of tarmac that surround the alpine slopes to use over the weekend (Further information about the new, additional stages will be available very shortly).

The 10.66km access road to the Baw Baw summit is a very challenging, and steeper climb

than any other mountain resort road in Australia. It features numerous hairpins and tight turns - (See YouTube footage of the Mt Baw Baw Stage at <http://www.youtube.com/watch?v=CVNT15yc21g>)

On both days of the event the field will be split in two, with one group tackling the Baw Baw road in the morning, while the other half of the competitors test themselves on the new roads

before a blast up the Baw Baw road to lunch. In the afternoon the groups will swap.

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

Non-rollcaged cars and their owners also have the chance to challenge the mountain and open up their throttles in the Touring category.

The mountain is less than two hours from Melbourne, making it the Victorian capital's most accessible ski mountain - and rally. The fantastic facilities and on-site accommodation will suit all tastes and budgets, and the Sprint Bar, open on Friday, Saturday and Sunday, will ensure the rally is a real social spectacular both day and night. Call 03 5165 1136 to book your accommodation.

“Entrants will have the precipitous, windy road to the summit of Mt Baw Baw all to themselves for eight runs over the weekend...”

Don't miss the chance to ensure your spot in this brand new multi-stage event – complete and submit the

attached 2011 Mt Baw Baw Sprint Expression of Interest Form.

For further information, contact Peter Washington (Event Director) on 0401 905 777 or Tim McNeilly (Event Secretary) on 0401 905 777.

MANNING MOTORS

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***Car servicing,
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New, second
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PLEASE READ April CRC Meeting

We have an interesting situation coming up in April where ANZAC Day falls on the same day as Easter Monday, and rather than letting us concentrate two days worth of fun into one day, the Easter Monday public holiday will this year be a Tuesday.

(This Tuesday just happens to be the normally scheduled 4th Tuesday of the Month for our Club meeting)

As a result of the above, the monthly CRC meeting for April will be held on **Wednesday 27th April.**



Love the Beast

by Greg Yates

I guess to remain true to the theme of Eric Bana's movie "Love the Beast", this should be about my 1972 Mini Clubman GT. For those who don't know, this limited production model which sold from 1971 to early 1973 in only Australia and New Zealand, was a Mini Clubman with all Cooper S Mk2 running gear (high compression 1275cc with nitrided crank, twin SU carbies, extractors, oil cooler, close ratio gearbox, boosted disc brakes, hydro suspension and twin fuel tanks).

My GT was purchased new by my parents and became my first car in 1978. I used it as my daily drive for many years, as well as in club motorsport with Thornleigh Car Club for around 13 years during which time I gave it a few mods (bigger carbs, cam, forged flat top pistons, and fully balanced allowing it to pull to beyond 7000rpm). Despite remaining in full road-going trim, it was a competitive car winning me the Club's Speed Championship for something like seven years running as well as outright Club Championship on a couple of occasions. Marriage and then kids put motorsport on hold for many years although I have remained a continuous member of Thornleigh Car Club since 1978.

I still own my GT although rarely drive it and it could benefit from a freshen up including new paint, or even a full resto if I was really serious. I have kept it in continuous registration from new and it still wears its original number plates. With that history and a great sentimental attachment, I could never part with this now very rare matching numbers car. Little more than 1000 were originally manufactured so who knows how many genuine examples survive today.

This story could also be about my 1973 Mercedes-Benz 350SLC coupe. Even though I was a Mini fan, I had always admired Mercs since my grandparents and my parents purchased their first examples in the early and late 1960s respectively. With a strong interest in anything with an engine and wheels from a very young age, I developed an appreciation for



the engineering that went into the Mercs.

In early 1983 when looking for something a bit larger and more comfortable than the Mini to use as my daily drive, I heard about a Mercedes "sports" at what sounded like a great price. Long story short, after parting with pretty much my entire life's savings, at just 23 years of age I owned a Merc coupe with a lovely revvy (very oversquare) 3.5 litre 200hp injected V8. The purchase price certainly was good but the car had been somewhat neglected and required some work. Fortunately, I was pretty handy with cars, and, as was the case with the Mini, I was able to do all my own mechanical work. I still own that same 350SLC today, and whilst it has covered lots of kilometres and has some rust and crook paint, it has been an exceptionally reliable car, hasn't cost me much to maintain, and is still fun to drive.

With ownership of the 350SLC ensuring I became a dedicated Merc fan, my wife and I have continued with them as our marque of choice. Karen usually drives our "family truckster", a 1990 300TE wagon which we have owned since 1998, and my daily since 2003 has been a 1990 190E 2.3 Sportline (rare in Australia). It is heaps of fun with its nimble handling and 5 speed manual box.

All along there were those cars that I considered to be my "dream cars". Being fond of the SLC, one

version I had always admired was the "lightweight" 5 litre V8 homologated for use in rallies from 1978 to 1980 in the hands of drivers such as Bjorn Waldegaard, Hannu Mikola and Andrew Cowan. Whilst these 450SLC5.0 and 500SLC models had a career cut short by the arrival of Audi's 4WD Quattro, they were (with their V8 and auto transmission) an unlikely yet successful rally car, particularly in the long African events. Being manufactured in left hand drive only, and in small numbers just for homologation, I figured a 5 litre SLC (code-named the 107026 as part of the W107 series) would only ever remain a dream.

Then in late 2006, I became aware of a 500SLC featured in the catalogue for a Sydney auction of a large collection of cars belonging to a single collector. I couldn't let this opportunity pass without at least having a look at it. The following day at the auction I was the successful bidder and the new owner of the only 500SLC known to exist in Australia at that time. Another enthusiast in Melbourne owned the only 450SLC5.0 known in Australia making these the only two 107026 models here of just 2769 manufactured (1636 of the 450SLC5.0 and 1133 of the 500SLC). Another 500SLC has been imported since by that same enthusiast in Melbourne and is now owned by a friend here in Sydney.

Buying the 500 at auction meant there was some risk (prior to auction I was

allowed to start it but not drive it), however I have been fortunate. Whilst it is not in concours condition, it is a genuine original and tidy example. Mechanically these are strong over-engineered cars and to date it has only required a new water pump, re-cored radiator (highlighted by the 2009 Oran Park track day), replacement oil cooler, and a timing chain and chain rails for peace of mind (you don't want to drop a chain on a Merc V8). The engine is in great condition, the 4 speed auto behaves perfectly and the car feels tight without so much as a rattle or squeak. The only annoyance is just some whine from the limited slip diff at around 80 kays.



Whilst being similar in appearance to the volume-produced SLC models (the 280 six, and 350, 380 and 450 V8s), the 5.0 and 500 differed in numerous small ways. A front air dam and boot lid spoiler reduced drag yet increased downforce. The fuel-injected engine shared the single overhead cam per bank configuration of the other V8s, but had an alloy (rather than iron of the 350 and 450) cylinder block (the 380 was also alloy block). This together with aluminium bonnet, boot lid, and lower bumper panels and brackets, meant the homologation cars at around 1500kg were about 10% lighter than the other W107 models.

By today's standards 240hp (177kW net DIN) from 5 litres isn't a lot, however a broad torque curve peaking at a healthy 410Nm combined with a relatively light body (for a Benz) makes for strong performance. In competition trim back in 1980, engine output was reportedly around 340hp (250kW). At classic rallies today, other competitors often wander over to look at my car and make comments like "this thing's got some mumbo, what's it got in it?". The 500SLC was the best performing of all the W107 models, even outperforming the 5.6 that came a few years later in the 560SL. Back in 1980 the 500SLC was the most expensive model in the Mercedes-Benz line-up, yet it is a very affordable classic car today, especially considering its rarity and motorsport history.

After storing my 500SLC for a couple of years and then sorting out issues resulting from stale fuel (it had been stored for several years prior to my

purchase), I began running it on unregistered vehicle permits in classic rallies from mid 2008. With our older son Ben old enough to navigate (and compete in Motorkhanas), I again became active in Thornleigh Car Club and joined Classic Rally Club. The rest of the story is familiar to many Classic Rally Club members. For 2010 I put it onto historic registration and have been enjoying it in numerous club events since. The popular convertible SL versions of the W107 series have just two seats, however the hardtop SLCs have rear seats allowing my family to come along to some events. The longer wheelbase SLC with the added rigidity of a fixed roof also drives better than the SL.



The 500SLC is ideally suited to classic rallies with its combination of long travel independent suspension, good handling, effortless performance, powerful 4 wheel disc brakes (yes, with ABS in 1980), comfort and safety. Air-conditioning, dual zone heating and heated seats (mine was delivered new in Switzerland) cater for everything from summer to those cold mornings on winter rallies. It drives like a modern car with little to suggest it being a 30 year old example of the W107 series originally released in 1971 (as the 350SL and 350SLC),

underpinned by suspension first used in the W114/115 series compact sedans from 1968.

The SLC is no circuit race car, but a GT coupe capable of covering long distances at high speeds over all road conditions with a minimum of fatigue to driver and passengers, partly the reason for its rally successes I suspect. In fact, a company called

"SLC Racing" in Europe is buying 5 litre SLCs and building them up as fully prepared replicas of the original factory rally cars to cater for the strong interest in historic rallying over there.

Many ask how I find driving my left hand drive 500SLC. After five or ten minutes on the road, you don't really notice. I'm now so used to driving it in classic rallies, that when I decided to run my old 350SLC in the recent Barry Ferguson Classic, I found myself going for the gear shift with my right hand!

So there you have it. Whilst my 500SLC hasn't been with me for near as long as my Mini Clubman GT or 350SLC, the 500SLC's rarity, motorsport history, and the driving pleasure it delivers when out enjoying the great roads on classic rallies ensures it is with me to stay. I love all my beasts!



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

The Folden

Is it a Holden? Is it a Ford?

Well, according to the folks from the New Zealand music radio station, 'The Rock', neither. They say it's a Folden and it was born from the unholy -or so to speak- union of a Holden HQ and a 1969 Ford Mustang.

The culprits are The Rock's Drive show announcers, Robert Taylor and Jono Pryor, who claim that they created the Folden because they were "fed up with the ongoing battle between their listeners over who is mightier - Ford or Holden."

Their goal was to fuse the rear 3/4s of a 1970's Holden HQ sedan with the front-end of a 1969 Ford Mustang with power being provided by 302 cubic inch V8 Ford engine.

After 3 months and more than 800 man hours involving a couple of dozen of businesses, and not to mention a total cost ranging somewhere between NZD\$85,000 to \$95,000 (about US\$62,000 to \$69,500), the project was finally completed.

Other treats include one-off Chip Foose 20-inch alloy wheels, a gun metal gray paint job with orange racing stripes, a custom interior fully rebuilt, high-end audio system, and last but certainly not least, a cool badge that puts the Mustang horse and Holden lion together.

The Rock team will be sad to see it go, but the Folden has now been auctioned off for the tidy sum of \$62,700NZD. Proceeds will go to the Mental Health Foundation of New Zealand.



Judd victorious in Queenstown

Jeff Judd of Christchurch has won the week long epay Silver Fern marathon rally for historic cars, which finished in Queenstown 20th November 2010.

With co-driver Mark Smith, Judd led home Paraparaumu's Shane Murland by two minutes 34 seconds after 1060 kms of high speed special stages since the start in Christchurch last Sunday.

The pair, both driving Escort RS1800s battled right to the last stage, with Murland attempting to pressure Judd into a mistake, but not making any inroads into the leader's advantage.

Murland had led the event from the Christchurch start, but slid off the road late on Wednesday in the Berwick Forest south of Dunedin, surrendering the lead to Judd.

Murland lost a final chance to pressure Judd, when organisers cancelled the last stage down Duffers Saddle, the highest public road in New Zealand, in the Nevis Valley near Lake Whakatipu. With large drops off unprotected corners, the stage was considered too dangerous after the narrow track had become very slippery with the heavy rain that drivers had to contend with today

Australian Geoff Portman claimed third in his Holden Commodore, the only one of the top seeds, not using a Ford Escort. The former double champion's bigger car was no match for the more nimble Escorts in the twisty stages and the Fords were just as quick on the faster stages. In the Challenge event for more highly



modified cars, the final stage saw the second and third placed cars change positions. Australian Brad Goldsbrough (Datsun 1600) had a slow time up the Duffers Saddle while Alexandra's Andrew

Hawkeswood in a Mazda RX7 was over four minutes faster, taking over the runner-up position in the class by 73 seconds.

Goldsbrough had led the class earlier in the week, but gave up the lead

to Christchurch's Deane Buist in yet another Escort on the faster stages in Central Otago and Southland. Hawkeswood came into his own over the final two days with stages nearer his Alexandra home suiting the high geared RX7.

Buist finished, over five minutes ahead of Hawkeswood. Forty one of the 55 starters were classified as finishers in the event, which was three times as long as a modern day Word Rally Championship event.

For more information on the event visit www.silverfernally.co.nz

“...Judd led home Paraparaumu's Shane Murland by two minutes 34 seconds after 1060 kms of high speed special stages...”

epay Silver Fern Historic Rally – Final overall result

- 1, J Judd, M Smith (Escort RS1800) Christchurch, 10hrs 28mins 57secs;
- 2, S Murland, J Benton (Escort RS1800) Paraparaumu, 10.31.31;
- 3, G Portman, R Runnalls (Holden Commodore) Australia, 10.45.50;
- 4, A Siddall, C Thompson (Escort RS1800) England, 10.54.04;
- 5, B Rawstron, I McKee (Escort RS1800) Christchurch, 11.11.59;
- 6, K Callinan, M Callinan (Escort RS1800) Australia, 11.13.13.

epay Silver Fern Challenge Rally – Final overall result

- 1, D Buist, A Bulman (Escort RS1800) Christchurch, 10.28.08;
- 2, A Hawkeswood, S Johnstone (Mazda RX7) Alexandra, 10.33.40;
- 3, B Goldsbrough, A Topliff (Datsun 1600) Australia, 10.34.53;
- 4, L Marston, J Marston (Subaru Legacy) Christchurch, 11.05.19;
- 5, A Dippie, P Coghill (Toyota Corolla) Dunedin, 11.19.18.

English Classic Car Tour June 2011 plus the Goodwood Festival of Speed

If you're a car enthusiast and enjoy classic cars then you'll be in your element on this tour to England. Not only do you get to drive a different classic car each day you'll stay in good quality hotels in beautiful English towns and cities.

The tour culminates with the Goodwood Festival of Speed weekend. No other event combines such a diverse and authentic collection of cars and motorbikes with a starstudded line-up of drivers in one place.

England has so much to offer. Picture yourself driving some of the classic cars of your dreams through quaint country villages and enjoying lunch in a traditional British pub. This tour will turn your dreams into reality - come and experience the reality with us! There's nothing like being there!

Highlights & Inclusions

- 12 nights accommodation in 3 & 4 star hotels
- 8 days car rental including insurance*
- 3 day Admission to Goodwood 'Festival of Speed'
- English breakfast daily
- 3 dinners
- 2 pub lunches
- Visits to Gaydon Heritage Motor Centre, Stonehenge, Winchester Cathedral
- London sights with 'London Eye' & a river cruise
- Transfers by air-conditioned coach
- Elite Special Event Tours travel wallet

Not included: Airfares, meals other than listed, tips, discretionary gratuities to guides, drinks, personal items.

Day 1. June 25 - Arrive Stratford

Check into our hotel in Stratford-upon-Avon and relax. Tonight, meet your fellow travellers for our welcome dinner and to discuss the logistics of the days ahead.



If you are arriving at London Heathrow today, a transfer has been arranged to the hotel, or if you are already in London and you wish, you can join the transfer at Heathrow.

Day 2. June 26 - Stratford - Gaydon Heritage Motor Centre - Cheltenham

We collect our cars this morning and have an orientation session about the vehicles. We'll then take a leisurely drive to the Heritage Motor Centre at Gaydon in Warwickshire. Britain has been at the forefront of the motor industry for over a century and many of the world's most famous cars and most well known figures in motoring hail from the UK. We'll continue to our hotel in Cheltenham.

Day 3. June 27 - Cheltenham - Cotswolds Drive - Cirencester

This morning we commence our drive to the lovely Cotswolds. We will stop for a pub lunch before driving through quaint little English villages like Stow on the Wold and Bourton on the Water. Later we'll stop for afternoon tea before motoring to our hotel in Cirencester.

Day 4. June 28 - Cirencester - Bath

Today's drive takes us over meandering country roads to the glorious city of Bath. Considered one of the most picturesque cities in England, its architecture includes the Roman Baths and the elegant Royal Crescent.

Day 5. June 29 - Bath - Stonehenge - Salisbury

Today we drive through the beautiful English countryside, which is at its most verdant at this time of year, towards the Salisbury Plain where we stop for a visit to the 3000 year old ancient construction of Stonehenge.

Day 6. June 30 - Salisbury - Winchester - Chichester

Today to Chichester and our appointment with Goodwood. We'll stop at Winchester to see the historic Cathedral which remained undamaged through the bombings of England in the 40's. We will arrive at our hotel near Chichester late this afternoon, and have a group dinner this evening.

Day 7. July 01 - Goodwood

This morning we drive to the beautiful estate of Earl March, which plays host to this incredible event, The Goodwood Festival of Speed. Ensure that you consult your guide so as to not miss anything.

Day 8. July 02 - Goodwood

Today we'll return to the Goodwood Festival of Speed to ensure that we have taken the opportunity to see all that this event has to offer, from F1 racing to Hill climb, to Concours d'Elegance.

Day 9. July 03 - Goodwood

Today you can return to the Festival for further activity or take an optional drive into the English countryside.

Day 10. July 04 - Chichester - Stratford - London

This morning we will head back to Stratford-upon-Avon to return our cars and then transfer to our London hotel. This evening is at leisure.

Day 11 July 05 - London sightseeing

This morning join our half day guided sightseeing tour. Experience this wonderful city from the 'London Eye' and relax on a river cruise. We'll stop for a pub lunch, then the rest of the day is free.

Day 12. July 06 - London at leisure

There are no activities planned today. London is a shopper's paradise and there is ample time to visit iconic Harrods department store. Tonight we'll travel by coach to a local restaurant for a farewell dinner.

Day 13. July 07 - Tour ends in London

Your tour ends this morning after breakfast with checkout from the hotel. We can arrange travel and accommodation if you'd like to extend your stay in the UK or travel to Europe.

The Goodwood Festival of Speed

The largest motoring garden party in the world; a unique weekend that brings together an impossibly heady mix of cars, stars and motor sport 'royalty' to create the largest car culture event in the world.

Held in the immaculate grounds of Goodwood House, this annual hillclimb event is a celebration of motor sport and all things automotive. From current Formula 1 racers and 200mph supercars to steampowered carriages of the 19th Century, and from fuel dragsters to classic rally cars, the Festival of Speed attracts the heroic and the evocative from every era in an exuberant display of style, sound, smell and colour.

The Festival pays homage to the most significant and salient cars in the history of international motor sport. All cars and motorcycles are painstakingly selected to reflect the event's major theme of the year, and to ensure their authenticity and provenance, all competing vehicles are presented in their original condition and livery.

Car Rental Inclusions & Conditions

- 8 days rental driving a different vehicle each day
- Fully comprehensive insurance for all drivers
- A detailed Route Book and a supply of maps
- A support vehicle carrying luggage as necessary will accompany the group.
- All cars provided for this tour are over 30 years old & well maintained. In the event of a mechanical failure full breakdown cover is included: if the vehicle can't be fixed quickly it will be substituted for another classic vehicle.
- All drivers are to be over 25 yrs of age & under 72 yrs; must have no more than 2 speeding convictions in current 2 years & must not have been disqualified from driving in the previous 10 years.

Tour Prices

(per person in AUD\$ (land only))

Price A - For 2 people sharing

\$7,890 pp

Travel in 1 car together each day and the 2 of you share a hotel room.

Price B - For 2 people travelling together

\$8,990 pp

Travel in 1 car together each day and you each have your own hotel room.

Price C - For 2 drivers sharing a room

\$9,190 pp

Each person drives their own car each day and you share a hotel room.

Price D - For 1 driver travelling solo

\$10,490 pp

Drive your own car each day and you have your own hotel room.

For further information contact Elite Special Event Tours
www.eliteset.com.au

Italian Connection Rally 20 -22 May 2011

Can you picture yourself indulging in a three-day long weekend away driving 1200 kilometres over some of the best roads in Victoria and New South Wales in your classic Italian or other exotic car?

Do you enjoy the challenge of some simple navigation, the promise of great food and fine wines at the end of the days' competition in the company of other like-minded competitors, not to mention the opportunity to raise some much-needed funds for an extremely worthwhile charity? And all this for free?

Yes, it's true – it could be you if you decide to enter in the fourth

annual Italian Connection Trophy in May 2011. To encourage you to enter this little-known but extremely popular event, your entry will give you a chance of winning our free rally entry and accommodation package for two people valued at over \$2,300.00. And as the event is restricted to just 30 crews, you stand a 1 in 30 chance of winning this fabulous prize. What could be better than that?

So why are we making this terrific offer? There are two reasons. Firstly,

we want to introduce you to one of the really great classic car rallies, one that connects Melbourne's Italian precinct, Carlton, with the Sydney equivalent, Leichardt via a three-day touring rally for Italian (and other) cars- in other words, we'll be making the Italian Connection. This year, 2011 will be the fourth time the Italian Connection Trophy has been held and to celebrate we'll have a brand new route from Melbourne to Sydney.

Secondly, we'll be raising money for a little-known but extremely worthwhile charity, the Duchenne Foundation, which has been established to help find a cure for

a terminal disease which affects young males and whose life expectancy is usually less than 20 years. And the best way of doing this, we believe, is to have some classic Italian fun along the way.

But what does the event offer? We all love driving our classic Italian cars on the highways and byways of Australia's east coast, where we can stretch their legs and drive them the way that those Italian craftsmen intended. So we've designed an event

that's kind on your car (the entire route is on sealed roads) but challenging for both driver and navigator. There'll be simple navigation to test the navigator, fabulous roads up hill and down dale that will put a grin on the driver's face, generous time schedules, and professional organization to make sure you have the best possible time.

Don't own an Italian car? No matter, because we know that our love of classic cars is not just restricted to Italian marques, but encompasses a whole range of brands and models. But if you drive Italian, so much the better.

There's so much more that we want to tell you about The Italian Connection, so go to website, click on the Registration form fill it out and send it off today. Entries are limited to just 30 crews (one of whom will receive our free entry and accommodation package), mark May 20, 21 & 22, 2011 in your diary and start preparing for this great event. It's one you won't want to miss.

For more information go to the ICT website www.italianconnection.com.au, call Robert Gunn (02) 9960 1733 or email robert@italianconnectionrally.com.au

"...your entry will give you a chance of winning our free rally entry and accommodation package for two people valued at over \$2,300.00."

Spotted! at the Barry Ferguson Classic - 2 lost Benz



Comedy Corner

Mature Lady Driver

A mature (over 50) lady gets pulled over for speeding...

Older Woman: Is there a problem, Officer?

Officer: Ma'am, you were speeding.

Older Woman: Oh, I see.

Officer: Can I see your license please?

Older Woman: I'd give it to you but I don't have one.

Officer: You don't have one?

Older Woman: I lost it, 4 years ago for drunk driving.

Officer: I see...Can I see your vehicle registration papers please.

Older Woman: I can't do that.

Officer: Why not?

Older Woman: I stole this car.

Officer: Stole it?

Older Woman: Yes, and I killed and hacked up the owner.

Officer: You what?

Older Woman: His body parts are in plastic bags in the trunk if you want to see.

The Officer looks at the woman and slowly backs away to his car and calls for back up. Within minutes 5 police cars circle the car. A senior officer slowly approaches the car, clasp his half drawn gun.

Officer 2: Ma'am, could you step out of your vehicle please! The woman steps out of her vehicle.

Older woman: Is there a problem sir?

Officer 2: One of my officers told me that you have stolen this car and murdered the owner.

Older Woman: Murdered the owner?

Officer 2: Yes, could you please open the trunk of your car, please. The woman opens the trunk, revealing nothing but an empty trunk.

Officer 2: Is this your car, ma'am?

Older Woman: Yes, here are the registration papers.

The officer is quite stunned.

Officer 2: One of my officers claims that you do not have a driving license.

The woman digs into her handbag and pulls out a clutch purse and hands it to the officer.

The officer examines the license.

He looks quite puzzled.

Officer 2: Thank you ma'am, one of my officers told me you didn't have a license, that you stole this car, and that you murdered and hacked up the owner.

Older Woman: I bet the liar told you I was speeding, too.

Bottle of Wine

A woman and a man are involved in a car accident on a snowy, cold Monday morning; it's a bad one. Both of their cars are totally demolished, but amazingly neither of them is hurt. God works in mysterious ways.

After they crawl out of their cars, the man is yelling about women drivers. The woman says, 'So, you're a man. That's interesting. I'm a woman. Wow, just look at our cars! There's nothing left, but we're unhurt. This must be a sign from God that we should be friends and live in peace for the rest of our days.'

Flattered, the man replies, 'Oh yes, I agree completely, this must be a sign from God! But you're still at fault... women shouldn't be allowed to drive'

The woman continues, 'And look at this, here's another miracle. My car is completely demolished but this bottle of wine didn't break. Surely God wants us to drink this wine and celebrate our good fortune.'

She hands the bottle to the man. The man nods his head in agreement, opens it and drinks half the bottle and then hands it back to the woman. The woman takes the bottle, puts the cap back on and hands it back to the man.

The man asks, 'Aren't you having any?'

The woman replies, 'No. I think I'll just wait for the police...'

The Moral of the Story?

Women are clever and evil. Don't mess with them.

Mystery Member



There is a current CRC member amongst this happy band of MG Car Club members. Who and which one?

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

CRC Classifieds

For Sale and Wanted

FOR SALE

LA Lancer Rally Car

Car is complete with uprated suspension, uprated modified motor (1600cc), twin downdraft Solex carburettors, 5 sp gearbox, Brantz tripmeter. 6 pt steel bolt in roll cage. New Momo steering wheel. Light bar. Sump guard. Intercom.

Many spare parts come with car: Wheels, guards, bonnet, boot, gearbox, all windows, disc brake rear axle, steering column, cyl head, bumpers, extractors. Also two sets of Volvo four spot callipers and rotors. Windscreen wiper motors, etc.

Willwood lightweight 4 spot callipers, Super Oscar driving lights and Terratrip available separately.

Please follow link for photos: <http://s715.photobucket.com/home/exhasbeen>

Perfect car for rallysprints, motorkhanas or rallying.

Can deliver within Sydney.

\$2000.00

philip@waveav.com.au
0414 958 898

WANTED

Parts for Datsun 1600

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

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

FOR SALE

Refurbished Philtronics Rallytrip OR Halda Twinmaster

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

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

The choice is yours. First in best dressed.

Kingsley Wallman
0421 685 820

FOR SALE

"Racing Car News"

A Collection of 60's Racing Car News Magazines

Anthony Edwards
0419 299 325
anthonyedwards@inet.net.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)

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. ZLA8340000082281 \$21,000 ono

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

* 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

2011 Events Calendar

Date	Event	Contact
22 Feb	CRC Meeting	
04 Mar	CRC First Friday Free Fling	Jeff West 0427 263 757
05-06 Mar	CC Riverina Run (Enteries by 23 Feb)	Jeff West 0427 263 757
22 Mar	CRC Meeting	
01 Apr	CRC First Friday Free Fling	
16 Apr	CC Classic Capital Caper	Bob Morey 0402 479 661
27 Apr	CRC Meeting <i>(NOTE: This meeting is on Wednesday due to Anzac Day public holiday on Tuesday)</i>	
06 May	CRC First Friday Free Fling	
21-22 May TBC	CC South Coast Classic <i>Dates still provisional</i>	Mike Stephenson 0418 201 453
24 May	CRC Meeting	
03 Jun	CRC First Friday Free Fling	
19 Jun	CC Tour d'Corse <i>Dates still provisional</i>	Tony Wise 0417 211 848
28 Jun	CRC Meeting	
01 Jul	CRC First Friday Free Fling	
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
05 Aug	CRC First Friday Free Fling	
23 Aug	CRC Meeting	
02 Sep	CRC First Friday Free Fling	
18 Sep	The Barry Ferguson Classic	Lui MacLennan 0418 645 623
27 Sep	CRC Meeting	
07 Oct	CRC First Friday Free Fling	
15-16 Oct	CC Alpine Classic	Lui MacLennan 0418 645 623
25 Oct	CRC Meeting	
04 Nov	CRC First Friday Free Fling	
22 Nov	CRC Meeting	
Nov	CC Penrith Pas de Deux <i>Dates to be advised</i>	Jeff West 0427 263 757
02 Dec	CRC First Friday Free Fling	
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:
Garth Taylor, 3rd on left
(Photograph taken 1962-1963)*