

Rally Directions

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

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March 2011

Classic Car of the Month

Shelby Daytona Coupe

The Shelby Daytona Coupe was first produced in 1964 and was based loosely on the AC Cobra roadster chassis and drive-train. The Daytona was built for racing, specifically to take on Ferrari in the GT class. Just six Daytona original coupes were built in the first year of manufacture before Shelby was reassigned to the Ford GT40 to prepare it for racing in the 24 hour Le Mans, again to beat Ferrari.

Pete Brock, an American race car designer, designed the Daytona's aerodynamic bodywork, while Bob Negstad designed the car's suspension.

Australia's Peter Brock drove a Daytona sports car, an Australian built replica of the 64 Shelby, in the Targa West rally on September 8, 2006, before his death.

Upcoming Events

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 accommodation 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!

May Medley 15 May 2011

A one day rally to the west of Sydney, the May Medley kicks off at John Coopers Entertainment Centre at Penrith, and finishes there with a BBQ from 3pm.

Half of the event will be a scatter and the other half will be a collection different bits of conventional navigation.

Hope to see you all there!

For more information, contact Dave Johnson on 0428 299 443 or longitude@internode.on.net



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Scrutineers

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

John Henderson (Bronze)	Killara / Bathurst	0408 118 427
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Tony Kanak (Bronze)	Eastwood (H)	(02) 9858 2662 (H) or 0419 233 494
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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 - 15 APRIL 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

Hi everyone and welcome to the March issue of Rally Directions.

The year is starting to gain momentum and our first competition event has been run and won. The Riverina Run was held over the weekend of 5th and 6th of March and as usual went off without a hitch. I know that Kim and I had a really enjoyable weekend even if it did start with me setting Kim's Porsche on fire! (Long story, ask me when you see me ... if you have time. Basically, it's all Dominic Votano's fault) I understand that there will be a couple of articles in this edition that will expand on what a great and challenging event it was.

The next event on the completion calendar is the Classic Capital Caper which has been put together by the Morey family and sounds like it will be a great new event. Get your entries in soon and think about staying overnight (the event runs on Saturday) to spend a bit of time in and around Canberra. The Auto Italia on the shores of Lake Burley Griffin is definitely worth a look on the Sunday.

On the social front we had another First Friday Free Fling at Harry's Café deWheels in Liverpool. An even better role up this month and a prospective new member turned up in a really nice BMW 2002. Have a think about coming along next month for a catch up and a pie (or kebab) and maybe even a doughnut.

Another social event consisted of a group of us travelling up to the Blayney Billy Cart Bash. Wow was that a fun weekend. Next year we should try to get a larger group together and a couple more carts. It would appear in hindsight that I should have tested my cart and learned a lot more about steering geometry, or how to drive around the "death wobbles". Lifting my head "World's Fastest Indian" style didn't work either.



We had some visitors at the February meeting from the Italian Connection Trophy and the Duchenne Foundation. The Duchenne Foundation supports families affected by the Duchenne form of Muscular Dystrophy. They spoke about the event and the cause and were very compelling on

both subjects. They have asked me to pass on their congratulations to our Club on having the past two winners of the ICT as members. Dominic Votano last year and Rob Panetta who won the 2009 rally. They have also asked me to throw out a challenge to the Club for a hat trick win for the CRC in 2011.

We have been invited to join them at the finish on 22 May in Leichhardt. (Check the <http://www.italianconnection.com.au/> website for specific location and time).

On a down side, during the recent Riverina Run there were reports of some reckless driving (Which included speeding, overtaking at inappropriate locations and stopping in the middle of the road) Obviously this behaviour presents risks to the public, to competitors and also to the reputation of our sport. We need to think very carefully about how we conduct ourselves while competing, let's not have that sort of thing again. The prizes on offer just aren't worth taking risks and our events are not speed events after all.

Dave Johnson has raised his hand to be our Officials Registrar. This is a new position and is intended to be a conduit for people wishing to become officials or to upgrade or add to their qualification. As part of this role Dave will also maintain a register of officials and encourage members in their quest to become officials. If you are interested, please have a talk to Dave. Thanks Dave for taking on this important role, without officials we can't run events.

John Cooper has added "Club Historian" to his Club Regalia position. Since becoming President I have had a couple of opportunities to talk to John about the history of the Club and Classic Rallying in general. If you get a chance have a chat to John, there are some fascinating stories and John has an incredible archive of magazines, memorabilia, instructions and maps. This archive was increased at the last meeting with a collection of old maps from the very early Jaguar Mountain Rallies donated by Geoff Bott. If you have anything that you would like to contribute to the archive or if you have any questions, please have a chat to John.

As far as our Club development programs are concerned, we have had our first submission from Dave Johnson. Dave has put together a piece on how to become and official. By the time you read this, it should be up on the CRC web site. I am writing a piece on "How to be President" and I know Tim is putting together "How to be Treasurer", these should make it easier for others in the future. If anyone has anything to contribute please let me know.

Check out the events calendar because a new event has been added. On the 15th May Dave Johnson will be running the May Medley which I understand will combine a number of challenging navigation styles, hence the name medley. This fills in our gap in May, now if we can get something happening in August we'll be set for a full calendar.

Finally, I apologise for the mix up with my photograph in the last issue. It is easy to see how this mistake could have happened.

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

Enough raving

Ross.

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

There are some very important issues in reading a map, that are applicable when you get maps from different sources and away from the standard maps that you have become familiar with.

When you need to use a map you should ALWAYS check the following:

You need to know how much value the map can be to you and you will be able to use it effectively.

1. Who made the map, when and for what purpose?

2. Where is North and what is the Scale?

3. What are the conventional signs for that map?

(I will leave this subject till next month.)

Who made the map, when and for what purpose?

If it is made by National Mapping , Royal Australian Survey Corps or Dept of Lands then you know it is made to reproduce the earths surface to the selected scale, generally, from aerial photography and you can have some reliance on the result.

The NRMA couldn't really care about the hills and rivers but they should have a reasonable care in reproducing the roads. As aerial photography was only in it primitive forms at the end of World War 2 and not in use for at least a decade most of the road layouts into the early 60s were derived from physical measurement on the ground. The early NRMA and Victorian Broadbents road maps often by driving over the roads themselves.

The local towns would produce quite informative maps of the town

for tourists showing the location of attractions, hotels etc. and consequently you learnt that the road configurations may not be reliable. They were designed for the tourist who probably had time to look at the road signs.

Similarly the forestry maps were great inside the forests but not reliable outside. Many council maps showed the unformed roads in the council area as well as the formed roads.

To give you an extreme example of making sure you knew the purpose of the mapmaker was a local fishing club map that showed how to get to a number of fishing spots by road but gave completely the wrong information for every other road on it.

To know the age of the map is also important for you to make decisions on the correct roads when you can see more recent intersections and re-alignments.

Where is North and what is the Scale?

We are used to maps with North upward on the page but they were not always drawn that way. If the shape of the area to be mapped and the printable page didn't match the image would be rotated (Be careful).

We are used to seeing 1:250,000 on the top of our maps and we get out our rally roamer with those numbers on it and it gives us kilometres, but it is sometimes important to know why.

We generally call those numbers "the scale" but they are technically a representative fraction and means that

1 unit on the map represents 250,000 of the same units on the ground. It doesn't matter if they are centimetres, inches or nautical miles. 1 of whatever unit you select is 250,000 on the ground (or sea).

In the pre-metric days (pre 1974) the common imperial scales for the government maps were 1: 63,360 or 1 mile to an inch (there are 63,360 inches in a mile) and 1:253,440 or 4 miles to an inch, for the army who then had the responsibility of all national mapping and 1:31680 for the NSW Lands Department now LPI (Land, Property & Information)

When Australia joined SEATO (South East Asia Treaty Organisation) they adopted the 1:250000 Ratio (and 1:100,000 1: 50000 and 1:25000)

inline with the NATO guidelines and discarded the 4" and 1" to the mile scale

The first series of these that were produced (like the ones I gave you in the Barry Ferguson Classic) were still in imperial (yards), with a grid gap of 10,000yards with extra graduations for the metric grid on the borders.

The grid for all the UTM Zones in Australia have a "false origin" way south of the Australian landmass and west of the zone boundary so that all measurements are positive. It would be too confusing to have to use + and - signs on map references.

If you look at the Bathurst and Sydney 1:250000 maps that we use in the Alpine you will see the jump in the Eastings on the Eastern end of the Bathurst sheet from a grid line of 77 to the next one on the Sydney sheet of 23, as that is the join between Zones 55 and 56.

Because the current convention is to print some overlap on the northern and eastern edge of each



(overlap from the map's designated geographical boundaries) you will see the '23' grid marking the next one to the east from the '77', both on the Bathurst sheet.

The earlier town maps were normally more conventionally drawn at a stated number of miles to an inch and this is often the case depending on who drew the map but is certainly using conventional 1: something if it comes from the LPI or NRMA.

Forestry and Council use maps were sometimes in miles to an inch and more often than not in a scale you don't really want to know about of chains to an inch, lets just leave it that you need to note the scale of a map every time you get a new one. (There are 80 chains in a mile. These units were used in surveying and consequently all land measurement well into the 20th Century.)

This month's map is part of a 1942, 4" to a mile (1:253,440) map of Hamilton in Victoria. (Sorry that it's Victorian, but I only have a couple in this scale in NSW and seem to have temporarily misplaced them)

They are fairly primitive by today's standards, being well before aerial photography and basically compiled in all cases from existing data to provide a map for basic strategic purposes. It is a good example of different conventional signs that we will talk about next month.

The map is actually a whole lot better for detail than I remembered, but then I didn't use the Victorian ones much and maybe it was only our NSW ones that I am remembering.



The 6 Hour Regularity is on again in 2011 at Wakefield Park on the weekend of **16 & 17 July**.

The Classic Rally Club team managed a creditable fourth place last year and are hoping to do even better in 2011.

Rob Mifsud is again co-ordinating the campaign, so if you are interested in joining the CRC team, please contact him on 4784 3445, 0418 621304 or starmif@bigpond.net.au

Cars & Modern Electronic Technology - How they are morphing together by Tony Kanak

As people interested in older vehicles and "traditional" driving and motoring skills, it is worth taking a moment to consider the increasing gap between the modern vehicle which is increasingly loaded with sophisticated electronics and the vehicles built with minimal electronics up to about the late 1970s.

Way back, advanced electronics meant maybe a car equipped with an alternator and a properly regulated electrical system instead of a generator. Generators often wouldn't or couldn't match their electrical output at low speeds to load. As such a car equipped with a traditional generator would struggle to run air conditioning, electric cooling fans and sound systems in heavy traffic, prolonged idling conditions, and especially at night. Generators had large heavy rotating parts, lower power output for their size than alternators, and needed to be spinning reasonably quickly before the voltage/current regulator would "cut them in". The glow of the dashboard generator light when idling with the headlights on was the clear sign of the battery carrying the load until the generator was spun faster by more engine speed.

Modern alternators and voltage regulators produced more power- pound for pound or kilo for kilo and by size than generators, and could be spun faster for better output at low engine speeds, so nobody really regretted the change. Except perhaps auto electricians....

So far so progress is good. Around the beginning of the 1970's the wear and replacement bugbear of the traditional contact point equipped ignition system was seen to be problem with the demand for longer service intervals and more consistent performance. Chrysler were amongst the first to move to a magnetic trigger system, and were soon followed by General Motors in the US and Australian markets. In the UK Lucas made a range of electronic ignition systems initially used with higher end vehicles like Rovers, before becoming increasingly common. Bosch built excellent electronic

systems which were used in Holdens and Fords in Australia. The joys of changing points in say a Lotus Twin Cam engine, or Jensen Healey, with

their challenging distributor access meant electronic conversion kits to retro fit earlier points equipped motors with breakerless lower maintenance parts are still popular.

So far still so good. Safety or compensation for poor driving skills, depending on your view

point, took another leap forward with the widespread arrival of ABS, or antilock braking systems, born on European and North American winter roads and increasingly available even

on lower cost new cars during the 1980s/90s. The 1990s also saw the birth of the air bag, first just one or two in the front of the passenger cabin, but many modern cars now carry more airbags than they can passengers. Many engines were also adopting distributorless direct coil pack ignition systems, and EFI systems became more sophisticated still than they had been in the 70s and 80s.

Into the 21 st century mobile phones, CD players either as an in-car installation or portable became common place, and then GPS

"...many younger drivers are keen players of electronic games, including some which replicate and exaggerate the types of thrills which were obtainable, to a degree, from driving in a zestful manner in the past, but these thrills are now difficult to experience with a real vehicle, with modern road conditions and regulations."

Driven a smartphone lately?

Maureen Dowd

DETROIT I'm barreling along a rural Michigan highway at 75 miles per hour in a gray Ford Taurus X when I glance down to check a number on a screen. It can't be more than two seconds, but when I look back up, I'm inches from plowing into a huge green truck. Panicked, I slam on the brakes.

Even though I'm in Virtex, the Ford simulator that uses virtual reality to give you the eerily real sensation that you're flying down the highway past cars and barns, I still feel shaken.

I made the mistake of taking my eyes off the road for more than 1.5 seconds, which is the danger zone, according to technology experts at Ford headquarters.

Ford, Chrysler, Chevy and other car companies are betting on the proposition that, as long as your eyes don't stray from the road for more than a moment, your other senses can enjoy a cornucopia of diversions on your dashboard.

I worried in a prior column that Ford cars with the elaborate and popular new "in-car connectivity" sounded like death traps. Ford Sync lets you sync up to apps, reading your Twitter feeds to you. MyFord Touch plays your iPod on demand and reads your texts to you — including emoticons — and allows you to choose one of 10 prewritten responses ("I'm on my way," "I'm outside," "O.K."). It also has voice-activated 3-D navigation that allows you to

merely announce "I'm hungry" or "Find Chinese restaurant."

Your car can even help you with a bad mood by giving you ambient lighting, vibrating your seat or heating your steering wheel.

Ford executives invited me to Detroit to experience their snazzy new technology firsthand.

They are on the cusp of a system featuring the futuristic avatar Eva, the vaguely creepy face and voice of a woman on your dashboard who can read you your e-mail, update your schedule, recite articles from newspapers, guide you to the restaurant where you're having lunch and recommend a selection from your iPod. Ford's working on a Web browser, which would be locked while driving.

Remember when your car used to be a haven of peace from the world? Now it's just a bigger, noisier and much more dangerously distracting smartphone.

Over lunch at Ford, Sue Cischke, a dynamic company executive, argued that even before cell-phones and iPods, drivers were in danger of distraction from reaching for a briefcase or shooting away a bee.

"Telling younger people not to use a cellphone is almost like saying, 'Don't breathe!'" she said.

Given that Americans are addicted to Web access and tech toys, she said, it will never work to simply ban them.

"So we've got to figure out how we make people safer," she said, "and the more people can just talk to their car like they're talking to a passenger, the more useful it would be."

Given that, however, we're talking about human beings who live in an A.D.D. world, wouldn't it be safer to try to curb the addiction, rather than indul-

ging it? Nobody thought you could get young people to pay for music after downloading it for free, either, but they do.

David Teater, a former market research consultant to auto manufacturers, lost his 12-year-old son in a distracted driving accident in Grand Rapids, Michigan, seven years ago. A 20-year-old nanny driving her charge in her employer's Hummer was so immersed in a cellphone call that she ran a red light and smashed into Teater's wife's Chevy Suburban. Now he works at the National Safety Council.

He says he doesn't expect car companies — which are trying to make cars more seductive — to be arbiters of safety. "They were slow to move toward seat belts and airbags until we, the customer, said we want it," he said. He sees the overwrought dashboards as trouble. "We can chew gum and walk, but we can't do two cognitively demanding tasks simultaneously."

Ray LaHood, the secretary of transportation, is livid about the dashboard bells and whistles. When he saw a Ford ad with a bubbly young woman named Kelly using the new souped-up system to gab on the phone hands-free and not paying attention to the road, he called Alan Mulally, the president and C.E.O. of Ford.

"I said to him, 'That girl looks so distracted, it belies belief that this is what you want in terms of safety,'" LaHood told me. "Putting entertainment centers in automobiles does not contribute to safe driving. When you're trying to update your Facebook or put out a tweet, it's a distraction."

He said he would compile his own statistics, meet with car executives and use the bully pulpit. "We'll see what the auto companies can do voluntarily and what we need to do otherwise," he said. "I don't think drivers should be doing any of that!"

navigation systems, MP3 players, I pod set ups , Blackberries and more- now accompanied many humans, wherever they chose to be.

Also in the 21 st century many drivers, and not just the new ones, are used to being wired everywhere they go, and never being unreachable or having to suffer in silence with their own thoughts or mental resources. Additionally many younger drivers are keen players of electronic games, including some which replicate and exaggerate the types of thrills which were obtainable, to a degree, from driving in a zestful manner in the past, but these thrills are now difficult to experience with a real vehicle, with modern road conditions and regulations. Still some people do seem to get the electronic games thrills and real driving confused, at least a bit, from time to time.

So given all of the above it is perhaps inevitable that designers of new cars are seeking to accommodate the wants and desires of the modern fully wired, and funnily enough at the same time, I also mean the wireless human vehicle operator. These types of features and their appeal to the purchasers of the vehicles of tomorrow will be part of market differentiation strategies for new automotive offerings- which are in fact sorely needed because many modern cars are very similar in many aspects including a somewhat bland driving experience, and external appearance. So the interior now features even more strongly in design because it is where you spend a lot of time sitting and perhaps not enough time moving- and needs to have the right appeal and style and functions to please the buyers. Obvious, isn't it- and what is wrong with that, you can't knock progress, eh?

Now for drivers of older limited or no technology cars this may not seem important- but even if you won't be in modern high tech car some of the time yourself- you will be sharing the road with those who are in new vehicles. To get another view of this future, see the nearby article, originally appearing in the International Herald Tribune of February 28th, 2011, from Maureen Dowd.

Dolly Break Down Story #5 The Lost Wheel

by Jim Pope

August 2003, after years off the road the Dolly was at last a registered car again. The Dolly had been ready for rego for a long time but the thought of having to deal with the RTA kept making me put it off. It was sort of forced on me as my other car (TR7) had died with terminal engine problems and as this was going to take some time to fix I thought

it would be simpler to rego the Dolly. I talked to a few other rally car owners who told me what I would need, all the usual things plus an engineer's

certificate, and a weigh bridge certificate. The engineer's certificate was a bit of a joke, all he was worried about was silly things, like the back seat, it had to be removed, and the sun visors, they had to be refitted. Much to my total surprise the RTA thing went of without any problems. I found out about a year later why it all went so easily, I was thinking about entering an AMSAG rally (they run rallies outside CAMS) and was reading their regulations and one of the things they required was an engineer's certificate. I thought that's alright, I have one of those, but I then read further and the certificate number must be printed on the rego papers, so I checked the Dolly's rego papers and no certificate number. The rotten RTA had just registered the Dolly on normal rego. Every time I go near the RTA I end up in trouble.

I decided to enter the Shannon's Super Sprint at Eastern Creek as the first event for the Dolly and me in a long time. Even though the Dolly's engine was about 5 years old (since it was rebuilt) it had only covered about 1500 km so I was only going to take it easy. Got though scrutineering but with the

usual new rules I new nothing about. The day went well as did the Dolly, no over heating, no problems at all and the Dolly handled so much better with wider wheels and tyres.

We travelled back down the next day for the Shannon's Display Day, me in the Dolly and the Old Man in one of his MK I's. As I drove around the

“...As I drove around the roundabout just outside Easter Creek the back of the car seemed to drop, at first I thought I had a flat tyre, that was before I saw the wheel rolling down the road, the wrong side of the road.”

roundabout just outside Easter Creek the back of the car seemed to drop, at first I thought I had a flat tyre, that was before I saw the wheel rolling down the road, the wrong side of the

road. As I got out of the Dolly I was thinking the worst, damage to the rear guard and underneath, gut no, nothing only a small black mark on the guard.

Talk about being lucky, if the wheel had come of while competing in the Super Sprint, well I hate to think about what might have been, and there was no on coming traffic for the wayward wheel to hit. I should have bought a lottery ticket. The wheel studs had not come undone or broken, the large nut on the end of the axel had come undone. Much to my total amassment we managed to find the nut, washer and keyway on the road and with not much trouble put it back together. We made for an interesting site as all the entrants in the Shannon's day were arriving. We ended up being about 45 minutes late getting into Eastern Creek. 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 Blown Welch Plug/Engine”.

Oz50 Mini Homecoming

Sunday 27th February 2011

by Greg Yates

(Photographs by Greg Yates & Gerald Lee)

Last year at a CRC meeting, John Cooper announced that in early 2011 there was going to be a celebration of 50 years since the establishment of a manufacturing plant for Minis in Australia. This was to be a week long celebration starting on Sunday 27 February at the former site of the BMC and Leyland factory at Zetland in Sydney. John asked that any CRC members with Minis consider attending this day as a group under the Classic Rally Club banner.

Those of you who read my "Love the Beast" article in the February edition of "Rally Directions" will be aware that I still have my first car, a 1972 Mini Clubman GT. I told John that its paint is in poor condition, however, he insisted that if it is registered and it goes, he wanted to see it at the display at Zetland.

On arrival I parked my "square nosed" GT alongside the other CRC Minis, all "round nosed" variants to the response of "You could have given it a buff!". A buff? I think it needs something a little more serious than a buff! The only hope for any hint of gloss on the paint was if the threatening rain showers came to something more substantial! Fortunately for the 300 odd cars on display and their owners, the traders with displays, and the many visitors, the showers didn't come to anything and it was a mainly overcast but warm day.

CRC members showing their Minis included Jim Barrett, Guy Brand, John Cooper, Ron Cooper, Gerald Lee, Lui MacLennan, Tim McGrath, Bill Stephenson, Alan Watson, and me. We had many visitors to our display and shelters. CRC member Dave Johnson arrived with a very special visitor, Scottish rally legend Andrew Cowan who was visiting Australia at that time. Dave navigated for Andrew in the 1971 Heatway Rally in New Zealand in a Mini. Andrew is well known for his wins in two London to Sydney Marathons (1968 in a Hillman Hunter and 1977 in a Mercedes 280E) and numerous wins in the Australian Southern Cross Rallies in Mitsubishi Lancers with CRC member John Bryson navigating. Andrew was also a regular in numerous international

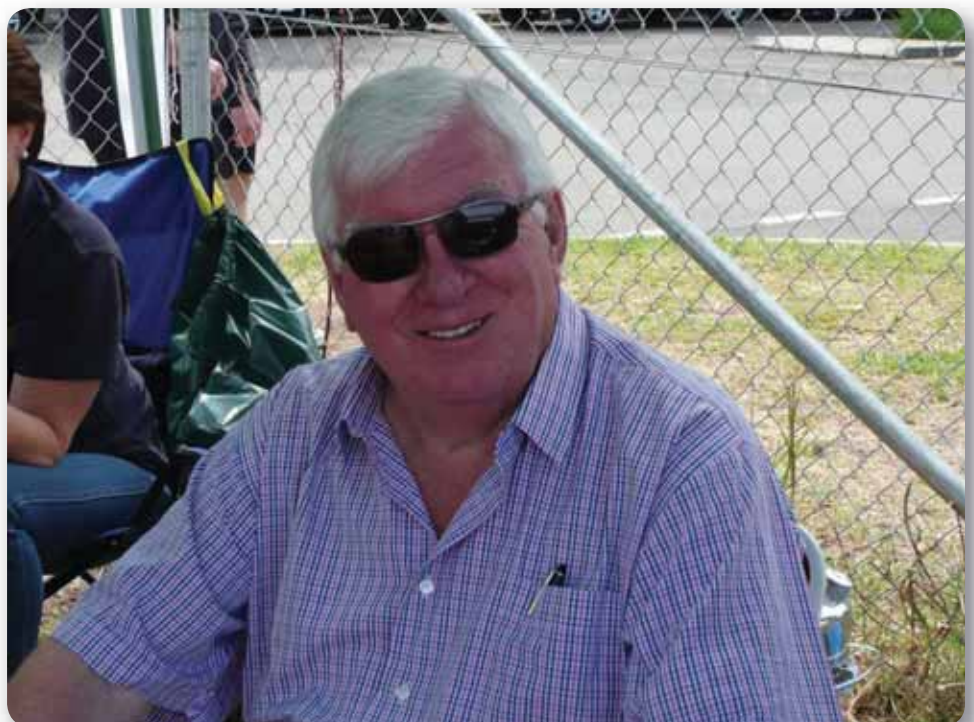
and World Rally Championship events in various marques including Ford Escorts.

Of particular interest to me is that Andrew drove for Mercedes from 1978 to 1980 in 5 litre SLC coupes (like my 500SLC featured in my "Love the Beast" article). I was thrilled to listen to Andrew recalling the fun he had with those big coupes with their V8s and auto transmissions. He especially enjoyed his win in the South American Rally in 1978 which exceeded 30,000km in length. Needless to say, I, like several others, ensured we had Andrew sign numerous autographs. Another big name to drop in at the CRC display was Bob Holden who, together with Rauno Aaltonen, drove a Mini Cooper S to victory in the Bathurst 500 in 1966. We are fortunate to have Bob as a member of our Club.



Andrew Cowan's autograph

In addition to discussing what our Club is about, I spent much of my day talking to those wanting to discuss my Clubman GT. It seems that whilst the GT previously did not attract a serious following like the Cooper S, its extreme rarity now sees it sought by Mini enthusiasts. I was thrilled to see four other GTs there on the day. In all, a day well worth attending, not only to see the variety of interesting and rare Minis, but for the exposure it gave our Club and the possibility for new members.



Andrew Cowan



Andrew Cowan & Dave Johnson re-united at Oz50



The line-up of 10 CRC Minis



Andrew Cowan & Greg Yates



Legends drop in for Lui's muffins - 1968 London to Sydney Marathon winner to the left, 1966 Bathurst winner Bob Holden on the right



Oz50 CRC crew with Andrew Cowan



The Homecoming Certificate

INTRODUCING
THE

MAY MEDLEY

A ONE DAY RALLY TO THE WEST
OF SYDNEY

SUNDAY 15TH MAY

STARTING AT JOHN COOPER'S
ENTERTAINMENT CENTRE AT PENRITH
AND
FINISHING THERE WITH A BBQ
at approximately 3 PM

MEDLEY?

WELL, HALF OF IT WILL BE A SCATTER AND THE OTHER HALF
A COLLECTION OF DIFFERENT BITS OF MOSTLY
(WELL PARTLY) CONVENTIONAL NAVIGATION

FOR THE TOURISTS AMONGST US THERE WILL BE THE OPPORTUNITY
TO REVISIT SOME OF THE GOOD ROADS OUT WEST AND BBQ WITH FRIENDS

DISTANCE WILL BE APPROXIMATELY 300 KMS
FOR MASTERS, APPRENTICES AND TOUR
(Yes Apprentices will get different instructions for the non-scatter)

HOPE TO SEE YOU THERE

*Pam and Alan Watson won the scatter in 2009 and have shared their secrets
with us in the magazine this month*

Enquiries to Dave Johnson 0428 299 443 longitude@internode.on.net

May Medley - 15th May, 2011

What is a Scatter Rally and Hints on how to Compete

by Pam Watson

Dave Johnson is running the May Medley on 15th May. As I understand, in the morning Masters and Apprentices will compete in a Scatter Rally. 'Tour' competitors will compete in a rally similar to other events. Dave asked me to write on our experiences in his 2009 Scatter Rally.

What is a 'Scatter Rally'?

A Scatter Rally differs from our usual Navigation Rallies in that there is no correct route set by the Director to be followed. At the start the crew will get a map with a number of locations marked on it, or descriptions or grid references on where to plot these locations. At each location there will be a question to answer. The points awarded for answering these questions varies, those at locations far from the start or finish, or tricky to find, are worth more than those close in.

The navigator has to pick a route that visits locations that will earn the highest number of points, taking into account the distance allowed and any time

restrictions. There will NOT be enough distance allowed or time to visit them all.

The navigator is setting his/her own rally. The skill factor comes in choosing an efficient route, navigating the driver round the route plotted within distance and time constraints and answering the correct question at the location and writing it in the correct space on the answer sheet.

Jeff West and Dave Johnson ran an all day Scatter Rally in 2009. It started at 9am, and although untimed, the Finish Control closed at 4pm. The maximum distance we could travel without penalty was 265km.

When we first arrived at Wendy and John Cooper's Westco Building in Coombes Drive at Penrith, we all took a trip around a 7km block to check

how our car's odometer compared with the Director's. Ours was close, and we knew we had to do about 2.5 kms less according to our odometer at the finish than the maximum allowed kms of 265. For those with odometers in miles, it was very important to have correct conversions.

We received strict instructions from Jeff on the penalties for exceeding 265 kms, and a reduced scale NRMA map marked with all the possible points we could travel through – 39 'A' locations, worth 10 points each, 30 'B' locations,

“...skill factor comes in choosing an efficient route, navigating the driver round the route plotted within distance and time constraints...”

worth 25 points each, and 9 'C' locations worth 40 points each. The instructions described the location, eg 'A8' Junction of Smith St and Jones St, Riverstone, and

the question to be answered there - 'What is the number on the letterbox on the NW corner of the intersection'?

We also had to bring a full scale NRMA map, as the street names etc on the reduced scale map needed a magnifying glass to read. We also had a street directory which we used only a couple of times, such as over the railway line at Rooty Hill where there were new roads. Possibly we should have used it more, as some of my routes took us through shopping centres and traffic lights and slowed us down.

Some competitors brought pins and string to measure different distances, but I brought my rally romer, 3B pencils, eraser, tape measure (for bendy roads) and ruler.

When we first received the map

marked with the locations, I used my eyes and pencil to plot a clockwise route passing through a number of 'C' and 'B' locations above the Great Western Highway, and also below it. These two routes were each very roughly around 120kms, totalling about 240kms, so I decided to go with something like that.

I did not transfer the marked locations to the full scale map as this would be time consuming and prone to error, but carefully checked the locations as some location dots obliterated several road junctions.

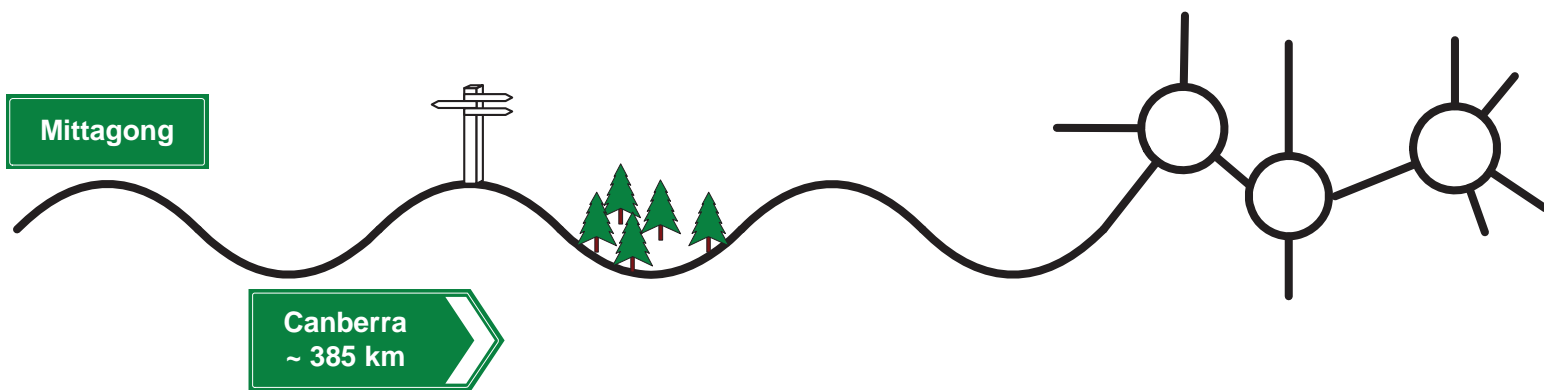
I didn't work out the entire route precisely before we started, but tried to go to the 'C's via 'B's, and to carefully plot the next 50 or so kms. Any 'A's nearby were a bonus. I fine-tuned my original route as we went along. I find if I try to plot too far ahead things get missed. With a strict distance allowed it was crucial to travel on the plotted route. About 80km from the end, SE of Penrith, I plotted the final finishing route very accurately, and this involved a few 'A's east of Penrith. Overall, we visited 6 out of 9 'C' locations, omitting those to the far east and south, and visited about half the 'B' locations.

It was all rather like being asked to set a rally, going through a personally chosen number of locations, and then trying to find the shortest way through these locations. This shortest way could involve 'U' turns, and 'going against rally traffic', all usually not allowed! We could receive no WDs, and every route was correct.

Fortunately time was not an issue, as although we traveled on some fast roads, others were on winding roads, or through shopping centres. We started at 9am, and after 3 hours had only traveled 120 kms, and then had 4 hours to travel 165kms.

We missed not getting together a lunchtime, as we were all spread around western Sydney, but this will not be the case in the May Medley.

It is certainly fun to try different types of events, and they keep our 'little grey cells' in working order. I hope to see you on the 15th May.



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

Race & Rally

have moved after
40 years in the same
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Thier NEW address is Unit 4/ 21-23
Brunker Rd Greenacre Nsw 2190.

Same phone & fax numbers which are
Phone 02 0709 4655
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Its is approx 2 streets away from
previous address.

**To celebrate we are having a "We
Have Moved Sale" - 10% off most
items in store.**

Valid for March 2011 only

We hope to see you soon!
- The Race & Rally sales team.

The Worlds Fastest Rolls Royce



BAW BAW UPDATE

No time for Targa? Just want to keep on rallying? Perhaps you are looking for an affordable new fix for the rally blues during the mid-year rally down time?

Well.... In less than two months, a brand new rally held in your own backyard will stake its place on the tarmac rally calendar.

The inaugural Mt Baw Baw Sprint is a multi-stage rally run across the weekend of April 30 and May 1, and promises some fantastic features no other can currently match.

The 16 stage rally runs over three different roads for nearly 200 competitive kilometres, yet the compact nature and design of the rally means the liaison between stages totals just 120km.

The rally will also be split into a field of two, with half the competitors tackling the summit road to the Baw Baw peak, while the rest compete on the surrounding mountain roads. Meeting up for lunch to tell tall tales, the groups will then swap.

What does it mean for you? It means more racing and less hurry-up-and-waiting! And all for the bargain entry price of just \$1950.

Competitors will climb the winding 15.50km access road to the summit of Mt Baw Baw for eight runs over the course of the weekend. There are an additional eight sections of tarmac to run that surround the alpine summit.

The competition is open to both Modern and Classic cars, with a hero award for the fastest run up the Baw Baw road.

No rollcage? No problem. Enter the Touring category for just \$350 and be a part of the action or whet your rally whistle without the expense of building and running a fully prepped rally vehicle.

The mountain is only 90 minutes drive from Melbourne, making it the Victorian capital's most accessible ski mountain – with the steepest driveway.

The fantastic facilities and on-site accommodation at Mt Baw Baw will

suit all tastes and budgets, and the Sprint Bar, open on Friday, Saturday and Sunday, will ensure the rally is a real social event in itself.

Speaking of which - there are plenty of Targa tarmac comrades already signed up to the Sprint, which is scheduled three weeks after the Tasmanian rally. Mountain Motorsports can cater for returning competitors with storage for rally cars in Melbourne.

Don't miss the opportunity to be a part of this brand new event on the tarmac rally calendar. Complete and return the enclosed 2011 Mt Baw Baw Sprint Expression of Interest form.

Contact Peter Washington (Event Director) on 0418 337 955 or Tim McNeilly (Event Secretary) on 0401 905 777 for more information.

To book your accommodation call 03 5165 1136.



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

Ted n Tone's Big Adventure # 128

The Riverina Run 2011 by Ted n Tone

The Escort last ran in September last year. Christmas came and went and when the car finally copped a cursory glance for what was needed for 2011, 3 flat tyres weren't a good omen. It got worse, a burnt valve, a couple of leaking seals, one stuffed Bilstein etc etc. This didn't auger well for a great start to a reliable 2011's rallying.

Nevertheless we pressed on with plans to leave Sydney mid afternoon Friday, Tony having arrived from Taipei at 8am and Ted being at work way before sun up to make it all happen. Happen it did, the Escort got us ALL the way from Woolwich to Baulkham Hills – a solid 15 k, before we decided discretion and valour oughtn't be confused – the Escort went back to Woolwich in disgrace.

Between Ted n Tone there are options for cars, but as is mostly the case with older cars, none were “available” – and certainly none ready for 1000k's of Westie's best.

A period of intense negotiation got underway and two hours later at 8 pm we headed for Goulburn in Lyn South's Golf GTi.

Being 4 hours later into Goulburn than planned, in a car 30 years younger than the one we'd left home in, didn't have either of us brimful of confidence for the weekend. That said, a couple of quick Gin and Tonics from the travelling bar of Mike Birks and Steve Stuart soon put things right (first clue to the weekend success here – Ted drank water!! Doesn't like gin, doesn't do white wine offered by Lui, and we couldn't find a beer, as CRCers, seemingly well lubricated, had closed the bar as we arrived). Dinner was missed in all this chaos!

Given our Friday, the fact Saturday dawned normally was a pleasant surprise - definitely against the run of things.

We got underway after 9, a thorough briefing from Westie and first mention of the dreaded Z boards. A Victorian invention I believe, Westie did his best to convince us all that finding 5 separate Z boards through the weekend was a good idea. No one believed that, and as it turned out we shouldn't have believed the bit about 5 either – one only Z board was the

correct answer for the weekend.

The morning was a great start. Good roads, reasonable navigation and what we found to be a very reliable VW tripmeter – more so than the Halda in the Escort in fact.

Sadly though, no rewind function or dual counting capacity. That became an issue around the time of the question about the property with the spelling mistake – for the life of us we couldn't find it, till finally we stopped where it ought to be and found , lying on top of the fencepost, the road number – 219! All of you who found it easily, thank Ted. He put the sign back up so it could be read. One of our colleagues (who'll remain nameless – you know who you are) - said “leave it down”!! By then the mental arithmetic “correction factor” had become a big number. By lunch it was 47klm! Division 1A's 241 k became 288 – a nice round number.

On to lunch at Wallendbeen school – sausage and steak sandwiches, a fete, a car display – the full 9 yards! And clean sheet for car 3

So far so good, but we've done this before, normally as the precursor to an afternoon disaster.

That was not to be. Despite Westie's best efforts to bring us all unstuck with what seemed to be 100 loops, multiple cross roads and 3 visits to at least one control around Old Junee and Illabo (we left that name alone, although it was just begging to be dealt with) we survived and moved on to the afternoon's grand finale – a circular herringbone. The favourite of rally directors the world over it seems. Amazingly, and with more than an ounce of luck, we found our way through with each question coming up more or less where it was meant to be, with each adding new levels of relief to

our proceedings.

Wagga never looked so good when we rolled in around 5, heads spinning from a day full of mental arithmetic, but one punctuated by glorious weather and some stunning roads and scenery.

More water in more dams, creeks and the Murrumbidgee than either of us could remember. A happy day and a quite confidence that we'd done it ok. Country Comfort was a cut above our usual lodgings and again all was well

with the world (For years we've said “The worst day's rally is better than the best day in the office” – today that wasn't needed!)

A fine meal at the

RSL, a moderate number of beers and some local red (second clue here – note the word “moderate”) and in bed by 11, having confirmed that we and the Watsons Alan and Pam) had clean sheeted day 1.

This would be a good time to tell you that Ted n Tone had been here before. Leading on Saturday night only to have some entirely unpredictable calamity befall us, usually in the first half hour of Sunday morning, has happened often enough for a “choke” to be par for the course. Either through the onset of advanced years, common sense at last coming our way or just plain too tired to drink, we headed off for a single night cap under the stars with Lui and Winton and then to bed – as I said just a moderate number!

Sunday morning looked like a carbon copy of Saturday – the brightest blue sky and not a cloud to be seen – just about 8 deg warmer than Saturday in Goulburn the only distinction.

Away at 8 and a lovely drive along the north bank of the Murrumbidgee, up to Sheridans Corner and by then, a train of half a dozen cars around a zig zag of narrow roads past the big mast near Bethungra. A bit of highway followed to Cootamundra and a classic Westie “shortest distance” dirt road that snagged a few, including Pam and Alan. Our luck held out as we backtracked across some of the Day

1 roads around Nubba. Jeff obviously had this lot sorted, with a couple of passage and caution boards having stayed out over night. It all very nearly came to an unhappy end for Ted n Tone outside Harden – an atrocity was averted when Rob Panetta and Hendo's passing us had Ted recall that dirt was ok again above 34 deg 30 min. We were above it, a suitable bit of dirt was located, and we pushed on.

Next up was lunch at Binalong. The ladies of Binalong make the best sandwiches, cakes and lunch generally on the planet. They should be knighted or something! Today was no exception.

The stars stayed aligned and from near last out of lunch, reading, re reading and checking, double checking and checking again the route, we set off on what for us, was an afternoon economy run. Very slow (for Ted n Tone), very deliberate and very, very careful. The maps were a mess of arcs, blobs, blots, lines and deliberations.

Convinced as we were that Westie would have one last trick up his sleeve, every side road off the Highway, Gunning and every second tree had at least one WD lurking behind it in our minds.

That wasn't the case of course and it wasn't long before Mt Martin, the road to Bredalbane and those dreaded WD hiding trees were behind us at the finish.

Shortly later we heard of Alan and Pam's morning misfortune, and the realisation that we'd had a win set in. Near 18 years of rallying together, and just one prior win in a Liberty Midnight Run more years ago than either of us can remember, made this Riverina Run

2011 special.

A great welcome home from Singapore for Tony, an early birthday present to boot, and the satisfaction of knowing he can do it for Ted.

What more could you ask for? AirCon and a CD player in the Escort, just like the Golf, according to Ted and less beers on Saturday night according to Tony. And of course a run of luck like this weekend for the rest of the year would be just the ticket!!

Our sincere thanks to Jeff West, all his team, Margaret and Jo and everyone else who played a role in making Ted n Tones Big Adventure # 128 unfold the way it did.

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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.**



Westies Test in the West

An apprentice view of the Riverina Run

by Tony Norman – also on behalf of Greg and Jake Francis

In what is now a traditional start to the competitive rally season, the Jeff West organised Riverina Run was held on the first weekend of March out of Goulburn.

True to its reputation, the town put on its usual chilly morning as the teams gathered for the event briefing. This was the usual informative but light-hearted affair and included the advice that Z boards –note plural- would be used at certain locations during the rally. We had previously been issued with details of how to proceed at the 5 Z locations so were expecting some interesting plotting surprises. Jeff being Jeff however was up to his usual games, but more on this later.

Division 1A consisted of a run towards the west, using sections of the Hume Highway and Burley Griffin Way, with detours through Gunning and Dalton, Bowning and Galong, and finally north to Wombat where

we encountered our 1st Z board, numbered Z2. Had we missed Z1 – seemed unlikely – so they are not in numbered order. Good one Jeff. Then a quick run south down the Olympic Highway to a great lunch venue in Wallendbeen. Nothing too tricky so far but that did not bode well for the afternoons Division.

Out of Wallendbeen we tracked west and then south, passing Cootamundra to the west. There was an instruction here to cross ‘an underground pipeline three times only’ but the only obvious route involved 4 crossings. It was only when it was noticed that there were 2 pipelines, one water and one gas, that we realised that it was only the singular gas pipeline that was to be crossed 3 times. We then passed through Bethungra and on to Illabo, Junee Reefs and into Junee. It was on this section that we encountered a manned control on 3 separate

occasions and had a tricky double loop through a series of crossroad vias. Thanks Jeff for the hints that we get at Apprentice level – don’t know how the Masters do it!

In Junee we were tempted by the Licorice and Chocolate Factory but stopped only to get our route card stamped before heading generally in the direction of Wagga. A couple of unmapped road vias deposited us at the final control and our overnight motel stop. But still only one

Z board out of 5 – Sunday was looking interesting.

There was only time for a swift beer before we headed to our dinner venue. A pleasant evening ensued, helped by the fact that the posted

first day results showed that we were 2nd in class – this always makes the meal taste better. The day had been long with 490 kilometers of rallying so we retired early to bed and looked forward to further Westie skullduggery on Sunday.

A warmer morning greeted us and with the sun shining it was off on the road again, heading west towards Wantabadgery with a sneaky little detour to enter the village from the south. From here we tracked north through a series of grid reference vias that were not listed in sequence but had to be visited by the ‘shortest mapped route overall’. Then it was back via Bethungra and onto the Olympic Highway towards Coota. Having plotted a RJ via some 3k west of the town the route seemed to require a visit to the town itself before heading south towards Brawlin. It was then that we spotted an

unsealed road on the map which appeared to offer a slightly shorter route. Since we had not yet reached the via at 157k, after which we were instructed that unsealed roads could not be used, this seemed the right way to proceed. Boy did we get lucky, not only finding a VRC on the dirt section but then entering the manned control from the right direction. We did not realise at the time that a number of crews missed this and ended up with substantial penalties.

From here we had to find our way avoiding bridges and route markers etc but having to pass through a couple of distance markers before arriving in Binalong for lunch. Another 265k under our belt and still no more Z boards. Beginning to think Jeff is having a lend of us!

After a short break it was back into the WRX bucket seats for the final 163k run home. A fairly straight forward set of instructions, at least for Apprentice class, but with what appeared to us to be to us a tricky bit of plotting for the Masters involving numerous landing grounds and angle bearings. We found, after the event, that we could have solved this instruction but might not have made Goulburn until after dark! Once again the Hume featured strongly, with side trips towards Gunning and north to Mt. Martin and a final relaxed section back to the finish line at Goulburn Sports Arena. And still no more Z boards! A grand total of 918 competitive kilometres – boy were we knackered. After a short wait, following excellent work by the scorers, we were confirmed as the winners of Apprentice Class by the narrow margin of 3 points from the team of Tony Wise and Alan Walker.

Since the sad loss of our team-mate John late last year, we decided to retire the name Three Blind Mice

Rallying in his memory. For this event Greg and I were joined by Greg's son Jake who, with his perfect 20/20 vision became known as the Seeing Eye Dog for the remaining 2 blind mice!

A huge thank you to Jeff and his band of officials and helpers who, with their friendly greetings out on the road, make us all realise how lucky we are to have such dedicated members of the CRC prepared to give up a weekend to allow us to

pursue our hobby and, in some cases, passion for rallying. Also thanks to all of the other teams – 17 in Masters, 19 in Tour and the other 4 protagonists in our Apprentice class – for your friendship and congratulations.

Riverina Run 2011

by Xanthea Boardman

Doug was in the good books. Cold air. His investment of a new A/C system had paid off. It actually worked this time (thanks Garth for the contact). It was 34 degrees leaving Sydney on the Friday afternoon and we were happy. After having tossed up the best way of leaving Sydney, we were relieved the traffic was moving along nicely, until the M5 at Liverpool. Red and blue flashing lights, ambulances, fire engines, tow trucks and a lot of rubber neckers. Oncoming vehicles sat frustrated for a stretch of over 30 kms not knowing what lay ahead. We counted at least 6 cars in the accident. A reminder to be responsible while enjoying the run that lay ahead. After driving with mundane cars on the freeway, it was good to spot some fellow rally goers even though they looked hot; there was a hint of anticipatory excitement.

On arrival at the motel it was good to catch up with the regulars and some new ones. Getting to know more people has definitely enriched our experiences and made 'rallying' a lot more fun and rewarding. Dinner was the usual loud affair with lots of plates coming out with half a cow on them, including Doug's! I felt like a salmon swimming upstream.

Saturday morning saw us get out the winter woollies with our hands wrapped around hot coffee. All excited and itching to go, the route saw us drive beautiful roads with straight forward mapping. No tricks, Jeff? As usual it's always great to drive through Gunning and reminisce, as some of you know this is where Doug's family is from. If you happened to see Barbour Park, Barbour Pool and everything else Barbour, it's Doug's grandfather who was the GP and Shire President for over 50 years. I'm sure the truth of the matter was that you were so busy looking at the route chart, that you didn't see any such thing.

By lunch time, layers of clothing were

peeled off as the welcoming sun shone down. A fete was being held with stall holders excited with the prospect of a 100 people showing up. If only they knew most of our money goes on keeping our old cars happy. Although I think one woman felt sorry for me by giving me a dollar off a book. I really wasn't haggling, honestly.

Looking on at where we were heading, we couldn't stop wondering why we knew the name 'Bethungra'. After some brain storming we realised it's where some friends had recently bought a B & B. We'd been promising

"While the boys were happily sharing and comparing their tools to fix the worries of the day, the girls just really wondered why they didn't buy a newer car."

to visit (like you do) and we couldn't believe this was in our mapping. Well, we could not visit Bethungra without even driving past and having a sticky (would this have encountered a WD if seen by officials?). Not just an ordinary B & B as thought, but the beautiful historic 'Shirley hotel' built in 1886 from locally quarried granite stone, and established as a Cobb & Co station when it was a busy railway town. It is also home to the Bethungra Rail Spiral which was an engineering feat constructed in 1940s to allow rail

engines to negotiate the steep slope. It goes through two tunnels and over the top of the hill, through a big cutting in the spur. It is the only example of a 360 degree spiral in Australia.

The next decision spiralling in our heads was 'do we or don't we' visit the licorice factory. After hearing of Garth and Adrian's mishap in trying to find a park and encountering a WD, we were quite pleased with ourselves as not only did we not gain any points, but no pounds as well.

On arrival into Wagga for the evening we were confronted with every single red light and duff duff car imaginable. Happy to be finally turning into the motel and catching everyone's tales, the most talked about topic seemed to be who had the most bugs on their cars. While the boys were happily sharing and comparing their tools to fix the worries of the day, the girls just really wondered why they didn't buy a newer car. Dinner was at the RSL club and if I had dressed like I did in Kosciusko last year (Tiger's Mistress - #14), I'm sure I would have blended in quite well.

Sunday saw many great driving roads with great U-turns (good one Robbie). Always sad and glad to be finishing the rally, we then had to face the tie-breaker. As eight cars had clean sheets, it was a simple matter of driving closest to the cone without touching it. Thankfully I yelled STOP when we did as this put us closest and won. Obviously it was nice to win, but we do feel for our fellow competitors who worked just as hard all weekend to have to walk away with nothing. Well done to all you too, and also the winners of Masters and Apprentice and thanks Jeff and the officials for another great weekend.

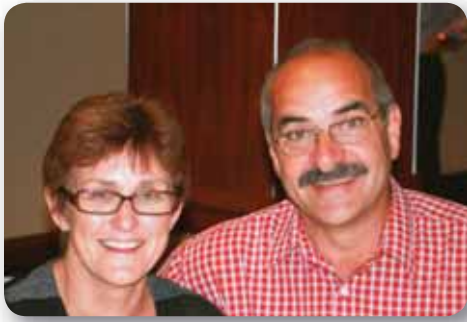
2011 Riverina Run

Photographs by John Southgate









FoSC meeting @ Wakefield Park

11th, 12th, 13th February by Darren Taylor

I checked the weather forecast for Goulburn on the Monday prior to the meet, all I saw was lightning and thunder storms expected for the following weekend.

Well I thought! I'll just have to learn to drive well in the wet, at speed that is.

It wouldn't be the first time I've driven on a wet track, we had rain at Bathurst last year.

I arrived at Wakefield 8.30am on Friday morning, found my garage, unpacked and set up my equipment. Off to scrutineering, car OK, now I was ready.

By 9.30am CRC legend Glen Innes was already calling the first cars to the Dummy Grid with wife Joyce in the tower, organising a lot of the paper work.

FoSC stands for Festival of sports cars. It's a group of enthusiasts who decided a few years ago that there weren't enough events at race tracks for amateur motor sport enthusiasts.

There are between 4-6 events a year. There are varying categories from Group N to regularity.

Last year at Bathurst they got over 800 entrants competing there for 5-6 days. It's very well organised, all officials are volunteers.

There is a lot of camaraderie between the entrants, plus the different makes of cars, how they are setup is just fabulous.

They don't tolerate any kind of, "win at all cost", attitude, you do get warned and some have been sent home.

In 2005 ace navigator Lui MacLennan, encouraged me to get my CAMS officials licence so I could be an official

at the East Coast Targa, which was a lot of fun.

I thought one day I'd like to do something like this.

Then when time permitted I started to help out as an official at FoSC events. Oran Park, Bathurst, etc.

After seeing many drivers with their cars having fun I decided I might have a go.

The point of FoSC is if you want to do outright racing they have races for that in a few different categories.

If, like me you want to drive on a race track, have a little bit of experience, don't really want to bend your car, then you can do regularity.

Friday was practice only with what FoSC calls

"...We had a wet track; I thought this is going to be fun. I have driven at Wakefield a few times now, but never in the wet. The more seasoned competitors' called it a "slow track". I thought, 'Just don't go off and try not to get hit!'..."

"The Masters" experienced drivers and past champions, available to go around the circuit for a few laps to impart some of their knowledge onto you. I had John Leffler, who I thought was great.

He thought my driving was good but could improve, brake later here, get on the gas sooner there; I'm looking for smoothness he told me as we took off from Dummy Grid.

Although Friday is an unofficial practice day a lot of competitors like to set up the day before, because Saturday is down to business. We were lucky on Friday the threatening rain never arrived.



Apart from getting sprayed with petrol from a competitor with no petrol cap on, Friday was trouble free.

My little Lancia was performing well with car and tyres holding up well. About midday the trusting CRC Dummy Grid crew of Lui MacLennan, Carol Both and Alan Watson appeared. Also later that afternoon I saw the Harlor family of Kay, Vince and daughter Rebecca, Geoff Owens, Narelle and Gary Beacham, Alan Cummie and son-in-law Phil Mitchell all driving Datsun Z's. I hope I didn't leave anyone out, apologies if I did.

Saturday arrived and the sky's looked ready to open, by the time we got to the track competitors and officials were busy getting ready for the day's events.

The scrutineering bay had a long queue, lucky I did it the day before. On the mike was CRC John Young, who regularly does the mike at FoSC events.

My first race was at 10.15am, Saturday morning was official practice and being regularity I had to nominate my time by 12.30pm.

By the time we got called up to Dummy Grid the heavens had opened up.

We had a wet track; I thought this is

going to be fun.
I have driven at Wakefield a few times now, but never in the wet.
The more seasoned competitors' called it a "slow track".
I thought! Just don't go off and try not to get hit.

For track days I use Yokohama AO48 tyres which I find are good in the wet. Staying on line in the wet is obligatory as it's the only dry place, go off line and you'll probably go off the track, as some did.

Wakefield is a very kind circuit; the only arm cove is on the main straight, come off on a corner and at worst you'll spin off

The other things to worry about are other cars, just like driving in Sydney traffic really!

Since my last drive at Wakefield the Fulvia has been on the Dyno and my mechanic Andy Cantrell has found some more horsepower, so I was going to have to be careful.

Unlike full on racing in regularity we have a rolling start; we went out from dummy grid one car behind another for a warm up half lap behind a safety car.

At fish hook which I think is turn 8/9 the safety car pulls away and we are racing except it's not racing because you're in regularity.

It's confusing because regularity is about nominating a time and attempting to do the same time each lap, but you're going fast! With other cars.

So technically you're not racing, but you're going as fast as you can, consistently.

The track was very wet, although it was light rain, even so I had to be careful.

I spent the first 5 laps at $\frac{3}{4}$ pace being very careful on the turns, the more laps I did the more proficient I was becoming.

By the time I felt that I could turn it up a notch practice was over.
My average time was 1.35 which is slow compared to my best ever of 1.18, which I would dearly like to beat.

A V8 Super car can lap Wakefield in 59 seconds on a dry track, just to give you an idea.

In between races if not attending to the Lancia, you get a chance to chat with fellow competitors, particularly if they are Lou and Harry Brittain who also drive Fulvias.

It's also nice that Dummy Grid is full of CRCers like Jeff West who had just finished a check of the Riverina, or Z car fan club member Judd Smith, plus Terry Lawlor who's recently sold Porsche failed to proceed!

After lunch and after much thought and discussion with fellow CRCers, (thanks Kay, Vince and Geoff), I nominated 1.25.

By the way all fellow CRCers I think mostly in Datsun Zs drove very well and were very quick.



Regularity had two groups depending on your nominated time.
I got moved from B to A.
I took an each way bet on the time.

By the time my next race came around the rain had stopped and the track had dried out a lot and times started to drop.

I started posting low 1.20s and even a 1.19.

I was happy, my only concern was my front tyres were starting to show some wear.

The Fulvia is front wheel drive. The tyres weren't new for this meet, so it wasn't unexpected.
In the wet you need tyres with lots of tread.

Had my last race and I was still in one piece, the car was too!
I was still posting good times consistently around 1.20.

After the day's events we all headed to the canteen for a beer or two and some nibbles.

Unfortunately Kay Harlor had a tangle with another competitor; they were busy sorting it out for the next day's events.
Luckily the damage was only cosmetic.

After dinner that night with Lui, Carol and Alan it was off to bed, I was stuffed.

Sunday arrived over cast but no rain, and that's the way the weather stayed.
After race 1, I decided to change my tyres on the front; I spun on a corner I have never spun on at Wakefield before.
Also I was having trouble with the front left brakes, a dodgy bearing I discovered later.

Thankfully Billy and Daryl of Gordon Leven Tyres are at all FoSC events, so getting new tyres is never an issue.
I didn't have another bearing so I had to live with that.

Other competitors were also having some car troubles as you could see the fields were starting to thin out a little.

Driving a car, no matter how well it's set up; at those speeds, puts a lot of pressure on a car.

The tyres did the trick with grip, the bearing; I had to be smarter the way I braked.

The last two races went well; my times were good and consistent.

The CRC was well represented with Rebecca Grassi, (Kay and Vince's daughter), winning regularity.

And it's the first time she's done anything like this, so well done.

It was a good meeting; as usual the Dummy Grid was officiated by CRC crew of Glen Innes, Lui MacLennan, Carol Both and Alan Watson; and Joyce in the tower, who worked tirelessly all weekend.

As does John Young on the mike, who provides a wonderful commentary with all his knowledge about motor sport and the competitors.

Thankyou Alan for bringing your car down, so I could drive back to Sydney in Lui's car on Friday afternoon.

If anybody wants to borrow Lui's car be careful, that things a rocket.

It all makes for a great weekend of motor sport; I'll be back.

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

Love the Beast by Don Dux

The first Classic car I bought in 2005, was a 1977 Triumph 2500 TC which needed a great deal of refurbishment. I had been diagnosed with a serious medical problem in December of 2004 and decided it was time to do the things we wanted to. Our eldest son was doing up a Triumph Herald and I liked the marque so we went from there. As it was going to cost more to repaint than to repair, our second

“ Heather, meanwhile, was in the office talking to Steve Rowland who had the most gorgeous British racing green Triumph 2500 PI which he had built from scratch. By the time I got into the office, Heather had bought it! “

son suggested we buy one already in good nick. We bought the beige 1970 Triumph 2500 PI and used it for a few rallies. I had always been keen on the Triumph Stag and had a secret yen to own one. Greg Tunstall who looks after classic cars, had one being repaired and he knew it was for sale. While I was looking at it,



Heather, meanwhile, was in the office talking to Steve Rowland who had the most gorgeous British racing green Triumph 2500 PI which he had built from scratch. By the time I got into the office, Heather had bought it!

Steve had bought the shell for \$125 and began his magic. His attention to detail is phenomenal. The three piece section in the boot covering the spare wheel, fuel pump and tool kit has been joined by piano hinges so they fold back and come out in one piece. He has a 6 stack CD player in the tool kit space, cooled by a 12 volt fan.

The motor has been bored out to 2700 and has many people stumped because Greg Tunstall had a metal badge made with 2700 on it. It looks factory made.

The body is double insulated everywhere and is very quiet. Everything has been taken care of with the best possible products possible. She is my treasured beast as is the Stag I eventually bought.

Rally Navigator forced to drive

Stephen Ottley, SMH Drive, 14 February 2011

Petter Solberg's co-driver had to take the wheel after the former world rally champion was banned for speeding.

Rally star Petter Solberg was forced to sit in the passenger's seat of his car while his navigator drove the last stage of the weekend's Rally of Sweden, after the former world champion was caught speeding on a public road and banned from driving.

The bizarre seat swap happened after Solberg was caught by Swedish police doing 122km/h in an 80km/h zone on a public road on the opening day of the rally. Under Swedish law a driver's licence is suspended immediately if caught speeding by more than 30km/h.

Fortunately for Solberg there was a 48-hour grace period before the ban was enforced, which allowed him to keep racing until 2pm on the final day of the rally. But that left the last stage, which is televised live, for co-driver Chris Patterson to take control of the Citroen DS3 while Solberg sat in the passenger seat calling the pace notes. Advertisement: Story continues below

Petter Solberg at the wheel of his Citroen DS3.

The Northern Irishman managed to complete the stage without incident and secure fifth position for the pair.

"We were caught speeding and, like the everybody else, rally drivers have to obey the law," Patterson said.

"Road safety is a very important message in the World Rally Championship, we were caught and we paid the price."

Petter Solberg in action during the World Rally Championship.

To make matters worse for Patterson,

he was being pursued by seven-time world rally champion Sebastien Loeb, also in a Citroen DS3.

"If you're going to make your debut as a driver, do it in style," Patterson said. "I did that with a brand-new Citroen DS3 World Rally Car, on a proper snow and ice stage with live television. I wasn't nervous at all, there was no point in getting nervous, I'd just have put pressure on myself. I had to average 60kph to stay ahead of Sebastien Loeb and we actually managed well over that. It was an amazing experience, but the main thing is that we took some points away with us and kept our fifth place."

Solberg's Swedish driving ban is expected to be lifted in time for next year's rally.

Finland's Mikko Hirvonen won the rally driving a Ford Fiesta. Former formula one champion Kimi Raikkonen was eighth in a Citroen.

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Lamborghini's radical new Aventador: The first car in its bracket to break the three-second barrier

It only takes a glance at Lamborghini's Aventador to know it's a Lambo. In fact, it inherits from the long-toothed Murcielago the mantle of top-bull in Italian marque's lineup. And with it, beneath the latest interpretation of Lambo's hallmark body origami – yes, the scissor doors remain – comes the technical shiz it needs to fill such a spot. Engine, transmission, suspension, bodywork – it's completely clean-sheet new. All up,



they conspire to put the Aventador at the pointy end of the performance spectrum – the first anything-like-

mainstream car to kiss 100 km/h in less than three seconds.

Comedy Corner

Teenage Driver

A teenage boy had just passed his driving test and inquired of his father as to when they could discuss his use of the car.

His father said he'd make a deal with his son: *'You bring your grades up from a C to a B average, study your Bible a little, and get your hair cut. Then we'll talk about the car.'*

The boy thought about that for a

moment, decided he'd settle for the offer and they agreed on it.

After about six weeks, his father said, *'Son, you've brought your grades up and I've observed that you have been studying your Bible, but I'm disappointed you haven't had your hair cut.'*

The boy said *'You know Dad, I've been thinking about that and I've noticed in*

my studies of the Bible that Samson had long hair, John the Baptist had long hair, Moses had long hair...and there's even strong evidence that Jesus had long hair.'

To this his father replied, *'Did you also notice they walked everywhere they went?'*

Reality Upgrade

Dear Tech Support,

Last year I upgraded from Boyfriend to Husband and noticed a distinct slowdown in overall system performance, particularly in the flower and jewellery applications, which operated flawlessly under Boyfriend.

In addition, Husband uninstalled many other valuable programmes, such as Romance and Personal Attention and then installed undesirable programs such as Rugby, Football, Sailing and Continuous TV. Conversation no longer runs, and Housecleaning simply crashes the system. I've tried running Nagging to fix these problems, but to no avail.

What can I do?

Signed, Desperate

Dear Desperate,

First keep in mind, Boyfriend is an Entertainment Package, while Husband is an Operating System. Please enter the command: 'http: I Thought You Loved Me.html' and try to download Tears. Don't forget to install the Guilt update. If that application works as designed, Husband should then automatically run the applications Jewellery and Flowers, but remember - overuse of the above application can cause Husband to default to Grumpy Silence, Garden Shed or Beer. Beer is a very bad program that will download the Snoring Loudly Beta.

Whatever you do, DO NOT install Mother-in-law (it runs a virus in the background that will eventually seize control of all your system resources).

Also, do not attempt to reinstall the Boyfriend program. These are unsupported applications and will crash Husband.

In summary, Husband is a great system, but it does have limited memory and cannot learn new applications quickly. It also tends to work better running one task at a time. You might consider buying additional software to improve memory and performance. We recommend Food and Hot Lingerie.

Good Luck,

Tech Support

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.

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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

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

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Club Regalia For Sale

CRC Embroidered Cloth Patch (blue with yellow writing)	\$5.00
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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 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