

Rally

Directions

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

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April 2011

Classic Car of the Month

Lancia Flaminia Coupe

The Lancia Flaminia Coupe was originally designed and built by Pininfarina from 1952 and in Lancia tradition was named after the roman road, via flaminia. The GT variant (shown) was designed and manufactured by Carrozzeria Touring from 1957 to 1965. The car can be primarily distinguished from the original by its double round headlights and shorter wheel base and exhibited both a 2.5 and 2.8litre V6 engine with the latter exhibiting 150bhp.

The Flaminia's V6 engine was an evolution of the first production V6 seen it is predecessor, the Aurelia, in 1950. The engines were mounted longitudinally, powering the rear wheels through a 4-speed rear-mounted transaxle.

Upcoming Events

Jaguar Supersprint 01 May 2011

The JDCA Supersprint is the sprint of the year and for only \$195 you could run your race car or daily driver around the track ... all the time learning more about your car and how to safely drive at increasing speeds.

It's the best way to learn car control and have a terrific day of adrenalin-based fun!

Venue: Eastern Creek Circuit

For further information contact Brian Todd on 0419 971 701 or for Supp Regs or an Entry Form, go to www.jaguar.org.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 of 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

Classic Rally Club Officers and Contacts 2011

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Committee

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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 |
| 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 - 13 MAY 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 April issue of Rally Directions.

We haven't had much club competition rally action in the early part of this month, but I am really looking forward to the first running of the Classic Capital Caper. I have a feeling that this is going to be a really great event.

Bob, Teresa and Jane have put a lot of work into this event and plan on trying something different in the Apprentice category which I'm sure you will hear all about in the next issue of Rally Directions. I hope you didn't miss out on this one.

Some of us are planning a visit to Auto Italia on the shores of Lake Burley Griffin on the following Sunday, then Kim and I are off to Moama via Griffith (now you know why the petrol price has gone up – oil companies speculate on our use of the Jag!). We should be back on the Thursday before Easter, just in time for the birth of our first grandchild in either late April or early May.

On the social front we had another First Friday Free Fling at Harry's Café deWheels in Liverpool. A reduced attendance this month, although we



did have some visitors from the P76 Club. Have a think about coming along next month for a catch up and a pie (or kebab) and maybe even a doughnut. It's starting to get a little cold so wear something warm!

I understand that at least half of the Club has been down in Tasmania in the last

week or two. Can't imagine why, couldn't have anything to do with Targa Tasmania? Hope everyone had a safe and enjoyable trip, can't wait to hear some of the stories.

A little more progress in respect to the Club development program. Gary and Wendy Maher have prepared a document that details how they go about setting a rally. I expect that this will be a tremendous asset and will make life a whole lot easier for all our budding young Clerks of Course in years to come. Again, if you think that you might have anything to contribute please let me know.

Don't forget that on the 15th of May Dave Johnson will be running the "May Medley" which I'm sure will be a great new event combining a number of challenging navigation styles, hence

the name medley. Get your entry in soon.

This will be the last edition of Rally Directions edited by Simon and Belle Duff. I think that everyone would agree that they have done a great job and I would like to say a really big thank you to them on behalf of the Club. Bob Morey will take over for his first edition in May.

Finally, I realise that there was yet another mix up with my photograph in the last issue. I don't know how Brad Pitt's photo ended up in our magazine. A big thank you to all those people who called to point this out. It is obvious to see how this mix up could have occurred.

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

Enough raving Ross.

ROSS.

P.S. Don't forget that this month's meeting will be on Wednesday 27th April, as the fourth Tuesday of the month (26 April) is a public holiday.

A Farewell from the Editors ...

As George, sorry, I mean Ross mentioned, this is our last issue as Editors so we would just like to say thank you for having us and all the best to Bob for the future issues. We have had fun putting the mag together over the last year or so and wish him all the best.

We did have every intention of finishing with a 20th Anniversary Targa Tasmania Special but simply ran out of time, so hopefully we can squeeze something into next month's issue. We had an awesome time in Tassie and would like to congratulate all the CRC crew, including the infamous CRO's, who managed to conquer a very challenging event.

Simon & Belle Duff

THE 19TH RUNNING OF

The Jaguar Mountain Rally



Lithgow
» Crookwell
» Queenbeyan
» Marulan
» Cobbity

Around 800kms of sensational NSW roads!

Sat 9 & Sun 10 July 2011

Tour: FULLY ROUTE CHARTED (NO CAMS licence required)
Challenge: BASIC MAP READING & PLOTTING (CAMS licence required)

All for only \$410 per crew of two for full details see supp regs

For pre rally Friday night accomodation at Lithgow Zig Zag Motel call 02 6352 2477 & mention Jaguar Mountain Rally

For further Details & regs by mail contact Brian Todd 0419 971 701

ENTRY FORMS AND REGS NOW AVAILABLE AT WWW.JAGUAR.ORG.AU

The Mercedes-Benz 5-Litre SLC Rally Cars

Researched by Greg Yates

With the February edition of "Rally Directions" featuring my Mercedes-Benz 500SLC and 350SLC in my "Love the Beast" story, and the March edition mentioning a visit by rally legend Andrew Cowan at our Classic Rally Club display at the Oz50 Mini Homecoming event at Zetland, I considered it timely to have "Rally Directions" feature an article I researched and wrote back in 2005 for a Mercedes-Benz club magazine.

From the mid 1950s to the mid 1960s Mercedes-Benz cars were seen in rally competition, initially as the legendary 300SL, then the 220SE, the 230SL and finally the 300SE. A period of around twelve years then elapsed before Mercedes-Benz cars were again seen in rallies.



In 1977 a crew comprising Andrew Cowan, Colin Malkin and Mike Broad were victorious in a W123 series 280E in the 18,000km London to Sydney Rally and a similar 280E of Fowkes and O'Gorman came in second. The following year the 280E of Zasada and Krupa finished sixth in the African Safari Rally.

Daimler-Benz realised that their cars had the necessary durability for rallies and that with more power they could achieve further success. While other manufacturers were rallying small to medium sized cars, Daimler-Benz decided that following their experiences with the 280E, the coupe version of their 107 series was the car to use. The "SL" in SLC was supposed to stand for "sports-light" but this was not an accurate description of the long and heavy SLC coupe, at the time the flagship of the Mercedes-Benz range aimed at the upper end of the luxury market. With V8 engines it was however a fast tourer. The fixed roof of the SLC added to the body rigidity

of the SL and the superb handling, together with the comfort of the long wheelbase coupe, meant that crews would suffer the minimum of fatigue over long rallies.

The 107 series had been released in 1971 with the 200 horsepower (147kW) 3.5-litre M116 V8 initially as the 350SL 2-seat roadster and then as the 350SLC 5-seat coupe. Subsequently the 225hp (165kW) 4.5-litre M117 V8 was added to the range in the 450SL and 450SLC with the 185hp

(136kW) 2.8-litre twin-cam M110 six-cylinder from the 280E added later still. In 1978 a new all-alloy 240 horsepower (177kW) V8 engine of 5,025cc was developed specifically for the rally version of the SLC. Previously all 107 models used engines with alloy cylinder heads on cast iron cylinder blocks. Together with a lightweight aluminium bonnet and boot lid, the new engine also assisted in reducing the substantial weight of the big coupe and the resulting car became known as the 450SLC-5.0. Despite the light alloy block, the 5-litre engine retained the M117 designation and the remainder of the rally version of the 450SLC-5.0 differed little from

the standard 450SLC, including the 3-speed torque converter automatic transmission.

The month-long 30,000km 1978 Vuelta America del Sud (Tour of South America) was chosen as the debut event for the SLC rally car. A 450SLC-5.0 crewed by Andrew Cowan and Colin Malkin won the rally with second place going to Zasada and Zembruski also in an SLC, third to Fowkes and Kaiser in a 280E and fourth to Makinen in the remaining SLC. Only about one third of all the entered cars survived the gruelling rally, however all four SLC and three of the four 280E Mercedes entered completed the event.

For 1979 the 450SLC-5.0 was homologated as a Group 4 rally car with power being increased to around 300hp (220kW) and further weight reductions resulted from stripped-out interiors. Three-speed automatic transmission was retained as it was considered the only Daimler-Benz unit capable of withstanding the torque of the V8. Massive factory support under the leadership of Eric Waxenberger backed the effort behind several entries in the 1979 World Rally Championship. Three each 450SLCs and 280Es were entered in the African Safari Rally and SLCs driven by Bjorn Waldegaard and Hannu Mikkola led for much of the event. Mikkola and Hertz finished a close second with Cowan and Syer in a 280E in fourth and Waldegaard sixth. Greater success was achieved with a clean sweep of the 5,500km Bandama (Ivory Coast)



Rally with four 450SLC-5.0s driven by Mikkola, Waldegaard, Cowan and Preston taking positions 1, 2, 3 and 4 respectively.

Following the 1978 and 1979 successes, an even greater effort went into the 1980 season. The Portugal Rally resulted in a best of only fourth



place for Waldegaard and Thorszelius and it was becoming obvious the big SLC was not so suited to the shorter and tighter European rallies. In the 5,300km Safari Rally where success was expected, rear suspension failures saw a best of third place to Vic Preston Junior in a 450SLC-5.0 using the newly introduced four-speed automatic transmission. In the Acropolis Rally the power of the 5 litre SLCs resulted in shredded tyres on the rocky roads with the highest placing again going to Preston this time down in fourteenth place.

For the Rally of Argentina engine output increased to 340hp (250kW) despite a slight reduction in displacement to 4,973cc. The cars became known as a 500SLC and were now homologated as Group 2. Mikkola and Hertz managed second place however two other 500SLCs suffered broken drive shafts. In the Rally of New Zealand Mikkola finished third and Waldegaard fifth. In the same event Cowan suffered rear brake problems. Following a call over the radio, a helicopter was soon seen flying with an entire replacement rear axle assembly slung underneath, such was the level of factory support. The final event contested for 1980 was the

Ivory Coast Rally better suited to the big fast SLC. The rate of attrition across all entrants was huge including Cowan who crashed. A total of just eleven cars finished with first to Bjorn Waldegaard, second to Jorge Recalde and fifth to Vic Preston, all in 500SLCs.



Not entering every event for the 1980 season resulted in Mercedes finishing fourth overall in the championship. Mercedes recruited winning driver Walter Rohl who had been driving for Fiat in preparation for the following year. With the realisation that the SLC was just too big for the European rallies, plans were to use the similar but shorter 500SL for 1981. This was never to eventuate and the 1980 champion was left without a drive for 1981. Daimler-Benz again had a break from motor sport for a few years until the introduction of the W201 series 190E 2.3-16 destined for circuit racing, but that is another story.

The 350 and 450SLC (like the 350 and 450SL) had been discontinued in 1980 with the introduction of the 380 and 500SLC. The 280, 380 and 500SLC were discontinued in 1981

with the introduction of the 126 series 380 and 500SEC coupes. A total of 62,888 SLCs had been manufactured over a ten year period of which just 1,636 were the 450SLC-5.0 and 1,133 were the 500SLC. Both these models are sought by collectors today. Unfortunately they were not sold in Australia. The SLC remains the only fixed roof Mercedes-Benz coupe based on a roadster rather than a sedan. Even today, an SLC in good mechanical condition still gives a mix of good performance, superb handling, comfort and safety, making it is easy to realise why they were a successful rally car. Following the discontinuation of the SLC, the 107 series continued initially as the 280, 380 and 500SL and then finally as the 300, 420, 500 and 560SL until 1989. This eighteen-year run makes the 107 series the longest running series produced by Daimler-Benz.



This recent photo from the Mercedes-Benz museum in Germany features both the Waldegaard 1980 Ivory Coast rally winning 500SLC and the Cowan 1977 London to Sydney marathon winning 280E



What's Happening this Weekend?

First up, the Blue Mountains Material Girls present **The Quilt Show** Saturday 19 March and Sunday 20 March, 10:00 am to 5pm, Wentworth Falls School of Arts, Cnr Great Western Highway and Adele Avenue, Wentworth Falls. Quilt show, cushions and craft for sale, quilt raffle, entry \$5.00. Supporting the Greystanes Foundation for handicapped children.

Secondly, at Katoomba at various locations, **Blue Mountains Music Festival**. Don't miss it, its going to be huge. Artists include: The Waifs, Justin Townes Earle, Luka Bloom, The Backsliders, Chains, Captain Matchbox Whoopee Band, Katie Noonan & The Captains, Mama Kin & Martin Simpson. Many other local supporting musicians also appear. Further details can be found at www.bmf.org.au/artists.cfm

Winter in the Blue Mountains?

Crisp cold nights, wood fires, cosy cottages, stunning scenery & walks, great shopping in Leura, wonderful local restaurants, plus a heap of tourist attractions! How's that for every day of the week?

Time to make your plans for your winter holiday. Blue Mountains Getaways has a massive range of holiday homes for rent in all areas of the upper mountains.

Go to www.bmac.co to search what's available.

If you enter your dates, the search will only bring up places that are available and rejects those that are already booked out so you won't waste your time making inquiries on places that already booked out. If you want something with a great view, maybe a spa or is pet friendly, then use the advanced search.

Don't forget the **Winter Magic Festival** - This famous festival takes place on the 18th June in 2011. See www.wintermagic.com.au for details

Easter is packed out!

At Blue Mountains Getaways we are sorry to disappoint so many people who have contacted us to try and get accommodation for the Easter weekend, lately. We were almost completely booked by the beginning of March. BUT there is good availability for the earlier part of April still if you want to try our accommodation search by entering your dates.

Hot Tip!

Check our accommodation search at the end of this month for a cancellation, you might get lucky at the last minute! The moral of the story is **BOOK EARLY TO AVOID DISAPPOINTMENT!**

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

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

2011 Riverina Romp

By Heather Dux Triumph 2500 PI

Once again, we trundled down South to Goulburn to take part in Jeff's well-known Riverina Run. We are finding it difficult to discover new and interesting ways to travel to the Classic Car Rallies because there are not many different routes to get from Amiens to our starting points without covering the same ground over again. Nevertheless, we look forward with much anticipation to see what Jeff has come up for each Rally. We spent the Thursday night in Gloucester once again and then headed to Goulburn on the Friday. It was great to catch up with the friends we have made since joining the Classic Rally Club in 2005.

There are three other couples as well as us who have somehow clicked and become rather riotous at times, I'm afraid. They are all young enough to be our children so maybe that's why they feel comfortable with us. We do look forward to their company and we give each other heaps of backchat and gentle leg pulling which all adds to the enjoyment of taking part in a Rally.

We were lucky to have glorious weather the whole weekend and we set off on the Saturday with high hopes. I have to say, we had the worst Rally ever as far as points lost were concerned. On the fun side, it couldn't have been better. Saturday morning we had no worries at all and dreaded the afternoon. We all know what Jeff's diabolical directions can do to one's harmonious well being. There was a small section of mapping to follow and before we started off we planned exactly which way we would go.

Somehow, I lost a road [I refuse to say I was lost - I knew where I was - in a car with Don doing a Rally]. I know now exactly where we should have gone, but that's no help at this stage. We went around in circles for a while and finally ended up on the highway at Illabo. Hang on - we were supposed to exit over a railway line into Illabo! Here's where we bent the rules a bit. We crossed the railway line from the highway, then realised if we went too far, we were sure to get a WD for coming at a manned control from the wrong way. So we turned around and continued back over the railway line not worrying about the 3 missed questions and continued following our directions. I was sure we'd [a] missed three questions [b] missed a manned control and [c] definitely missed at least one VRC. Bloody Hell, we were in it up to our necks so the question

we missed at the next manned control wouldn't make a lot of difference. I could have got Don to stop and walked back the few metres to find the answer these gentlemen at their little card table were blocking - but, what the heck, we'd lost a million points already so why worry.

During our wanderings of the afternoon, we encountered 'The Day of the Locusts' as we drove through several swarms of small grasshoppers. They were everywhere and our lovely Green Lady was covered in yellow and green gunk from the bodies of these suicidal creatures. She was the dirtiest we've ever seen her and I think she was sniffing her disgust at our treatment of her. It reminded us of the Rally a few years ago, when our young gentleman who was soon to be introduced to the delights of his erotic accommodation, went through a swarm of locusts. His windscreen was a mess of mashed locusts and he wondered how on earth to get them off. Don came to the rescue with his handy bottle of Windex and some paper towels. This young adventurer now never comes on a Rally without his windscreen cleaning equipment.

We were very pleased to arrive at the motel, what a beauty. Jeff, you did us proud! Our four couples were organising how we'd get to the dinner that night, when Eric Young said to me you really have to have a look at the room T & P have got. I won't identify them to save their blushes but he's a tall blonde with glasses and she's a not so tall blonde and they live near Dubbo and drive a little blue car. Good grief, you should have seen their room. Talk about a Persian Passion Pit; it had a huge spa, wall to wall mirrors and a mirrored ceiling. They would have made a fortune if they'd charged admission to view this place of abandoned sensual delights!

When we arrived at the dinner, we shared a table with the McGraths. After the results for the day were produced, I toddled over to see how close to a million points we'd lost. To my amazement, we'd only lost 54 points! I knew we'd missed 4 questions but I was puzzled about the extra 10 points so I asked Tim what they'd be for. He leaned very close to me and whispered, "Don's right foot." I didn't twig immediately but Don did. He'd been pinged doing 79ks in a 70kph zone. He was mortified and abjectly apologetic. In 57 years of driving he's only had 5 infringement tickets and none for excessive speeding!

Anyway, back to the dinner. We spent the rest of the evening enjoying a wonderful meal and giving the young blonde couple all sorts of advice about how to make the most of their astonishing accommodation. Some of the suggestions were a tad risqué but I think they got the message. Next morning, when they finally surfaced, they were well hidden behind their sunglasses and seemed a trifle drained. Must have been a long night!

Sunday was a beautiful day and a great start to some wonderful roads and scenery. With much trepidation, we began following Jeff's instructions, answering his questions and marking VRCs on our road card. This time our mapping was no problem and we followed the set course with a good deal of confidence. It was calm and peaceful and thoroughly enjoyable which is why, even if we ever ended high enough up the ladder, we'd never want to do Apprentice or Masters. We are at that stage in our lives, where we prefer to avoid stress not encourage it. Besides, we've never had an argument on a Rally nor ended up with a migraine and we'd like to keep it that way. The enjoyment of the moment is the highlight of the weekend.

We actually, clean sheeted on Saturday morning, Sunday morning and afternoon. If only Saturday afternoon could have been blotted out, we'd have had something to crow about but who cares, it's a fun

Rally not the Olympics. Jeff is to be congratulated as is anyone who organises any Rally. The ladies who supply our lunches along the way always provide some marvellous food and raise funds for their schools and communities at the same time. John

and Anne took some great photos again and we love it all. Long live the CRC and we look forward to seeing everyone on the Capital Caper.

When we arrived home, Don began the dreaded task of cleaning our

beloved Triumph. The Karcher took a beating and he was astounded to find bodies even under the front skirt. There must have been millions of them. She is now back to her pristine best and I think she's actually smiling.

The Classic Capital Caper

by Garth Taylor

For me the Canberra Caper started off on Friday morning with the washing of the Mk2. All the problems affecting it on the December run seemed to be gone, the engine was running happily at normal Mk2 temperatures (70C) and the air conditioning demonstrated that it could get really COLD.

The plan was to drive to Redfern to collect Adrian and granddaughter Ella who was coming with us to Mittagong to stay with her other grandparents. We were on the road from Redfern by 2.00pm and all seemed well until we were going through the M5 East tunnel when I detected a noise best described as rotating stressed metal. Stopping in the first emergency bay after leaving the tunnel, investigation revealed that trying to continue on to Mittagong would be very unwise, so plan 2 was activated. This involved taking the car to a Jaguar specialist in Westmead, then catching the train from there to Leura, (1.5 hours), to pick up the X-Type, which I had wired to run the Terratrip. All this with a 3yo and her car seat accompanying us.

We thought it wise at this point to feed Ella, and then we were back to Westmead, by 7.45pm to change over the rest of our gear from the Mk2 before heading off to Mittagong, arriving 9.30pm. Ella by this point was sound asleep and was put straight bed without waking and for the whole of this saga, not one grizzle or tantrum.

Saturday morning saw drizzly weather, registration completed; it was off for breakfast and coffee. The Moreys' had decided to use the least distance travelled overall as a tie breaker, ("this requires no or minimal DAFQUTS Adrian"), so a short first stage took us to the real start where speedos were read and instructions issued.

The route took us through Bowral to Berrima where DAFQUT #1 of three occurred; Adrian was having trouble with the different scale of the NRMA

map! We then ran east of the Hume Highway to Goulburn and onto lunch at Collector where speedos were read for the third and final time. After lunch more of the usual suspects were passed through, Breadalbane, Gunning, Dalton and Jerrawa where most Masters found that the answer to a question appeared to be missing. Much backtracking resulting in Southey and Anne getting lots of shots of cars going in both directions to no avail, a typo we hope is the suspected culprit!

Then it was onto the finish in Canberra largely running this time to the west of the Federal Highway. Dinner in a small German Style boutique brewery, large platters of German style food followed by birthday cake to celebrate Lui's birthday.

Sunday was a do your own thing day, Adrian and I did the War Memorial where I discovered that after two hours, when we had to leave, I need to go back for at least another 1 to 2 days. If you haven't been there, of haven't been for a while, put it on your list of things to soon.

Thanks to the Moreys and their team for a great rally, a top effort for first timers. Please do it again.









News from the Council of Motor Clubs - April 2011 by Tony Kanak

There was a larger than usual amount of news from the March CMC meeting, and I have summarised the more interesting items, as below:

1. Victorian HCRS logbook discussion-

As some of you may know in the state of Victoria a new scheme involving a logbook has been introduced. In effect this improves the flexibility of the scheme for users – particularly if the classic car owner cannot or does not want to be a member of an appropriate club. For example if you had a one of a kind car for which there was no usefully relevant club, or if you live remotely from any other club- why should you have to join some club just to get HCRS access?

This is a question that goes to fairness of access to the HCRS scheme, and also gets around some of the pernickety regulation added by some clubs. For now, in NSW the CMC is waiting to see how the new Victorian arrangements work in practice, before considering that something similar might be adopted in NSW.

2. National Motoring Heritage Day 15th May 2011-

This year you can take your HCRS vehicle, or anything else to your chosen destination from a range of local events:

- Bella Vista Farm, Baulkham Hills
- Motorlife Museum, Illawarra
- Berry Showground, further south Illawarra
- Heathcote Hotel Vintage wine and food fair, northern Illawarra?
- Chevalier College, Burradoo
- Pittwater

More information:

www.councilofmotorclubs.org.au

3. NSW HCRS Discussion forum Wednesday June 15th at the Western Suburbs Australian Football Club, at 7.30 for an 8pm start. The address is 40 Hampton St, Croydon Park.

This meeting is open to all affiliated CMC club's members- not just the usual delegates (who are Ron Cooper and myself).

The agenda includes HCRS plate eligibility, restrictions on use of the vehicles for hire, e.g. weddings, definition of an "event", invitations by clubs/community groups to events, the responsibility of clubs regarding HCRS records, seat belts and child restraints in HCRS vehicles. PHEW!

4. Shannons Eastern Ck classic 20-21 August 2011

The CRC has been quick off the mark this year and have already applied for a space for the Classic Rally Club, hopefully back on the concrete area as used to date (except last year). Again John Cooper is co-ordinating this event and will be the man with the tickets- after I give them to him- probably in early June. With this ticket and your suitable vehicle you become part of the display and get a parade lap opportunity on the circuit.

This year special celebrations feature- 100 years of Chevrolet, 100 years of the Rolls-Royce Flying Lady emblem, 60 years of the Renault Car Club in Australia, 50 years of the E-type Jaguar, and last but not least--- 50 Years of the Volvo P1800! (Simon Templar has been invited, but it's not certain if the original car of the black and white TV series will be there- its understood to be still waiting on rings and bearings for the motor, and a new clutch-which is all for an early 6 bolt flywheel model B-18 motor). As well as perhaps Simon Templar, it is understood Gerry Lister will be there, an early local fan of the P1800. Be there to see and learn more!

5. Robert Shannon Foundation

As an encouragement for people under 30 years of age to get involved in the restoration of a classic vehicle, the Robert Shannon Foundation has offered since 2003- assistance with a worthy preservation project. Nominations are via an affiliated club- of which the CRC is one. If you would like a form that tells more- or to discuss a possible application contact me. Information is also available at www.ahmf.org.au

This is a very worthwhile chance to get some help, such as with the supply of specialist tools, help with complex/ challenging parts of a project, contribution towards TAFE fees – as part of a plan to learn new skills or to improve existing ones.

Jaguar Supersprint



Date

Sunday 1st May

Venue

Eastern Creek Circuit

Entry Fee

\$195.00

+ \$15.00 for Dorian Timer Hire

Supp Regs & Entry Form

www.jaguar.org.au

Phone

Brian Todd to reserve a place
0419 971 701

Officials needed for flag points -

Call Brian Todd 0419 971 701

**A Very well organised event -
Officials afternoon tes after event
plus Officials "Lucky Ticket Draw"**

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Dolly Break Down Story #6 The Blown Welch Plug/Engine

by Jim Pope

2005 National Meeting, Eastern Creek. My Father and I had originally planned to do the National Meeting, we had been saving up for it, but then we saw the program, we decided to buy a Falcon Ute (tow vehicle and only non Triumph in the household) instead. We were unsure whether we could compete in just the Eastern Creek Super Sprint as nothing had been said about it, but a short phone call discovered that we could enter the Super Sprint.

I would be driving the Dolly and the Old Man would be in his Blue MK I (Humphrey). The Dolly had been having a very busy motor sport year, as I had been competing in motorkhanas and khanacrosses with Westlakes Automobile Club. The Dolly had given very little trouble all year, but that was about to change.

Eastern Creek went well, the Dolly did not miss a beat, until the last run of the day, the Old Man had called it a day so I went out with an old Jag. I followed the Jag for most of the first lap when he let me past, on the next lap around I heard a "pop" noise and so I backed off for the rest of the run, I did not want to break the Dolly on the last run of the day. It sounded like a back fire through the carburetors so I was not that worried. On an inspection in the pits we could not see anything out of place and the car was running perfectly alright, so we packed up and set off for home. (Wyong on the central coast).

About ten or twelve km's from home the Dolly suddenly slowed, then, rattle, rattle and the engine stopped. I coasted into the break down lane, with the Old Man behind me. It was about 6 o'clock, just getting dark, we were in weekday peak hour traffic on the freeway. When we looked under the bonnet there was oil everywhere and the engine

would not turn properly. We thought about going home to get the car trailer and the Ford, but there was no way we could load it on the trailer in this position, so we tied a tow rope to the Dolly and towed it with the Old Mans car.

The tow rope was only about 3mtr long and without the engine the brakes on the Dolly were going to be next to useless, so it was going to be an interesting trip. We took off keeping to the break down lane, which is not very wide and all the time being passed by the peak hour traffic of which there seemed to be a large number of semi trailers, which were coming very close. We were travelling at about 60 km/h but it felt like warp speed, as we came around a bend, there was another car in the break down lane and there was no way the Dolly was going to stop, so we had to go around it, luckily there was a break in the traffic.

We got home in one piece but with another star in the windscreen courtesy of a stone thrown from the Old Mans car. The next week end I decided to clean away all the oil, in doing that I took the sump guard off and sitting on the sump guard was a small Welch plug, now I wonder where that came from I thought to myself. Well I soon found where it came from, in the side of the block just near the water pump. That was the pop noise I had heard on the last run. A lot can be salvaged from the engine, but the block, crank and con rods are all scrap metal. So ended another Dolly Break Down Adventure.

That ends this series of Dolly Break Down Stories, but stay tuned next time for an exciting new series called, "2000/2500 Break Down Stories", same Triumph time, same Triumph channel.



Living Automobile History

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

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

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

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

For more details visit www.macleansbridge.com

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

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

Sunday 15 May 2011



Spectators are welcome:

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

Entry prices:

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

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

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

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

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

WARNING: NOT TO BE MISSED!

Proud supporters of

Fatality Free
FRIDAY

Love the Beast - Fiat 124 Sedan

by Eric Young

On the 12th June 1970, a white FIAT 124 Sedan was delivered to Eric Young's Motors Lithgow. Miss Amy Edna Herbert took delivery of the car on the 3rd July 1970.

Mrs Herbert drove the car mostly around town, 2 major trips were undertaken 1 to Western Australia and the other to Victoria.



My father serviced the car until Miss Herbert went into care in her old age. September 1994 her family decided to sell the car, they contacted Dad. He asked if I was interested and after a little negotiation we went to pick it up. Using Dads traders plate, a new battery, fresh fuel and an air compressor to pump the tyres up, we drove the car home. Jenny and I are the 2nd owners of the Fiat 124 sold new by my Father in July 1970.

Some new bits.

New tyres.
Brake master cylinder and calliper rubbers.
Flushed the cooling system.
New oil engine gearbox and dif.
New mufflers.

I registered it using the number plates from my 2300, which had changed hands to my father. The Fiat 124 became our every day driver 2nd car and served in that role for many years it was the car our Daughter Julia used as a P plater.



Our sons 125, Dad's 2300, Our 124

After a number of years in everyday use we joined the Lithgow Vintage Motor Club and put the car onto club registration.

The car in rally trim has had the following changes:
Front seats with higher backs and better side support.
Brantz trip meter
Passenger door trim made up with the tools a navigator desires as an apprentice, the idea came from Southys ex Dolomite.



Wood rim Steering Wheel.
4 Point harness for Driver. Jenny does not like the harness idea.

Mechanically the 124 is original as delivered to Miss Herbert in July 1970



Photo by Southy

Specifications:
4 cylinder capacity 1197cc
overhead valve with alloy head and

single side draft Solex carburettor
4 Speed Gearbox, I wish it was 5!!!
But.

4.3:1 ratio dif
4 wheel disk brakes



Suspension Front Coils with double wishbone anti roll bar.
Suspension Rear Coils over shocks with Panard Rod and 4 trailing arms.

The body has had repairs the roof and boot are still original paint.

The 124 mainly serves as our rally car these days but has been called on to serve at 3 weddings and this year has been requested for 2 more weddings.



It has had a varied life including being used in a Movie it played the part of a Lada in an Australian movie titled "Stealth". The footage was not used in the final cut.

As a classic rally car it has taken us on many great events in NSW and VIC.

The latest improvement is the Mirrors, Don't they look Great.

In January 2011 I participated in the Fiat Nationals using the 124 it won 1st place in the Supersprint in its class, Motorkhana 2nd in class and show n Shine 4th in class. Winning 2nd place overall for the weekend.



We love our little FIAT 124 and enjoy using it to meet up with the terrific folk of the Classic Rally Club.



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 starrmif@bigpond.net.au

Comedy Corner

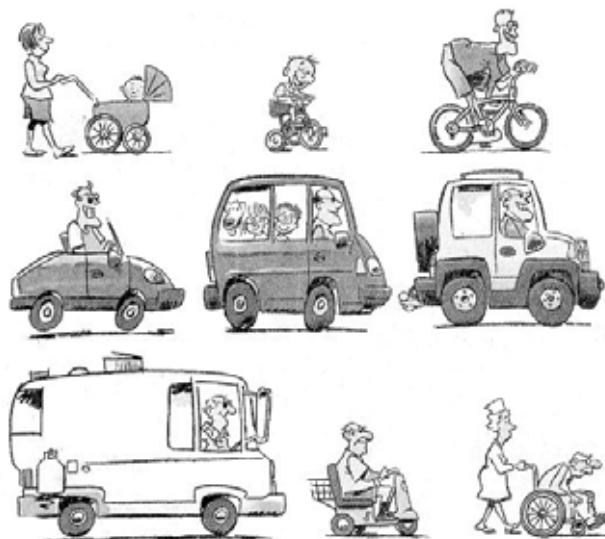
The Senior Driver

As a senior citizen was driving down the freeway, his car phone rang. Answering, he heard his wife's voice urgently warning him,

"Herman, I just heard on the news that there's a car going the wrong way on 280. Please be careful!"

"Hell," said Herman, *"It's not just one car. It's hundreds of them!"*

The Wheels of Life



Five surgeons are taking a coffee break...

1st surgeon:

"Accountants are the best to operate on because when you open them up, everything inside is numbered."

2nd surgeon:

"Nah, librarians are the best. Everything inside them is in alphabetical order."

3rd surgeon:

"Try electricians! Everything inside THEM is color coded."

4th surgeon:

"I prefer lawyers. They're heartless, spineless, gutless and their heads and their butts are interchangeable."

5th surgeon who has been quietly listening to the conversation:

"I like British car restorers... they always understand when you have a few parts left over at the end."

Bessie the Cow

A man was driving down a country road in the middle of dairy farm country when his car stalled inexplicably. He got out and raised the hood to see if he could find out what had happened.

A brown and white cow slowly lumbered from the field she had been grazing in over to the car and stuck her head under the hood beside the

man. After a moment the cow looked at the man and said, "Looks like a bad carburetor to me." Then she walked back into the field and began grazing again.

Amazed, the man walked back to the farmhouse he had just passed, where he met a farmer. "Hey, mister, is that your cow in the field?" he asked.

The farmer replied, "The brown and white one? Yep, that's old Bessie."

The man then said, "Well my car's broken down, and she just said, 'Looks like a bad carburetor to me.'"

The farmer shook his head and said, "Don't mind old Bessie, son. She don't know a thing about cars."

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 carburetors, 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

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

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

"Racing Car News"

A Collection of 60's *Racing Car News* Magazines

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

FOR SALE

1968 Lancia Fulvia

Restoration project - Entire car is ready for bare metal respray. Extremely straight body, all rust was cut out and repaired correctly, engine bay already painted and engine refitted. Car 90% complete. Missing seats!

Simon Duff
0410 654747
simon@fusedesign.com.au

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 ad!

* 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**

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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 |
|------------------|--|---------------------------------------|
| 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

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



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