

Rally Directions

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

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JUNE 2011

Classic Car of the Month

The Mk 1 Ford Escort was introduced by Ford in Britain & Europe in 1967. It was a replacement for the Ford Anglia, a cheap family car. Initially the closest the factory came to producing a performance version was the 1300GT, fitted with a 1300cc Kent crossflow motor

Given Ford's racing & rally heritage in Europe it wasn't long before serious performance versions appeared. The Escort Twin Cam came first fitted, with a non crossflow 1600 Lotus twin cam. This engine was replaced by the RS1600, a crossflow with 16 valve Cosworth head. The Mk 1 Escort quickly became a classic in both rallying & circuit racing.

Tony South's car, seen above, is a 1970 1300 GT. Tony has owned the car 16 years. In that time he has fitted a worked 1800cc cross flow, Sierra 5 speed plus extensive suspension modifications.

John Cooper also rallies a '74 Mk1 Escort with the club. John's car has a Toyota 4AGE twin cam & 5 speed gearbox + modified suspension.

Coming Events



The Jaguar Mountain Rally 9th & 10th July.

A great event run by our friends from the Jaguar Drivers Club over 800 km of sensational NSW roads.

Starting at Lithgow travelling through Crookwell, staying overnight at Queanbeyan & finishing at Cobbity this will be a fun weekend.

Many CRC members will be competing and aiming to maintain our club's excellent record in this historic event.



C.R.C. Driver Training Day at Wakefield Park

Entries for this event are now being processed. The format for the day will be the same as previous years, allowing club members to enjoy track time without the pressure of a timed competitive event.

Just remember to wrap up warm - Goulburn is not the warmest place in NSW at this time of year!

Entrants should refer to Additional Details within this edition of the newsletter.

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DEADLINE FOR NEXT NEWSLETTER 15th July 2011



Please make phone calls before 9.00pm

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

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.

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Ross's Rave.

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



I would like to open by congratulating Bob Morey on his first issue, what a great job! I'm sure we will be in for many great repeat performances.

We haven't had any competition events this month however we did have another First Friday Free Fling at Harry's Café de Wheels in

Liverpool and again, despite the cold many members turned up. It was a great night. Have a think about coming along next month for a catch up and a pie (or kebab) and maybe even a doughnut. It's bound to be a little cold so make sure you wear something warm! Don't forget that this monthly event is on our calendar and therefore you are encouraged to drive your club plate, historic cars.

I'm writing this about a week prior to the AROCA Tour d' Corse on 19th June. I'm really looking forward to this event where I will be navigating in the trusty (not rusty... maybe a bit) Jag. Lui is going to drive for me as Kim has another engagement. I do hope she is back from the mechanics in time (the Jag that is). By the time you read this we will know how we went, I wonder how Lui will cope with my random navigation methods. I hope she is good at U turns.

I haven't made any further progress in respect to the Club development program. Jeff West is still away sapphire hunting and I

haven't caught up with Gary and Wendy yet, but I haven't forgotten. Once again, if you think that you might have anything to contribute please let me know. We really need to build up this resource to make the task of setting a rally less intimidating. Without events, we don't have a Club!

If you haven't sent in your entry for the Jaguar Mountain Rally it may be too late. I hope that everyone who wanted to participate in this event gets a start, it really is a great event.

I've started working on our event calendar for next year and it is starting to come together, although it does look like we may have lost two of our most prominent two day events. There is always a possibility that someone may put up their hand to rescue these events, any takers?

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

Enough raving Ross.

The Club's new laptop computer.

There was discussion at a recent club meeting regarding spending some of the club's funds to benefit members. As a result the Club Committee decided to buy a laptop computer & necessary software to be used for compiling the club's newsletter. Now the club is using current, legal versions of the software on a modern computer with the 'grunt' to produce a quality newsletter. Also when a change of editor occurs the transition will be easier to manage.



Facebook. Did you know there is a Classic Rally Club Facebook Group? If you are already a Facebook user and would like to swap rally chat etc. why not join. This is a closed group and only people with a genuine interest in classic rallying are accepted as members.

A Short Slice of News from the Secretary June 2011



Oops

Hello everyone- a couple of news items for your information this issue.

Firstly the Council of Motor clubs is hosting a forum, to be held on June 15th, on the HCRS (aka the historic vehicle registration arrangements). Ron Cooper and or I expect to be in attendance and there will be some feedback at the June CRC meeting. For more information, feel free to have a look at the CMC website. Of course if you have no interest or involvement in this scheme, then take the opportunity at the meeting for a short period of quiet reflection....

Also, from the CMC goodies bag- I have the tickets to hand deliver to John Cooper, the Coordinator of the CMC/Shannons Eastern Creek extravaganza, to be conducted in August. Changes to the physical layout at the circuit, and the volume of the interest (which grows each year) means that this year the CRC has been promoted to area B. Most usually we have been in Area C (on the concrete area, or at the edge of it, more correctly). I'm told Area B is a promotion, and will be superb.

As I type this on my PC, I pause to consider briefly whatever happened to an old acquaintance of mine who trained, and worked as a typewriter technician. This was still a good job in the 1970s. I remember working in a larger office environment in the mid 70s, and the IBM golfball selectric was a thing of wonder, and the typists who had custody of one were likely to be a bit superior in attitude as a result. Like some people today with a Blackberry. Oh well.

Later this fellow worked, as camshaft grinding machine operator, for a friend of mine with an engine reconditioning business. This work was at least aligned with his automotive interests, chasing another 5 horsepower in anything with pistons in it. (Yes alright, not 2 – strokes). He had actually never been a keen typist...

Interest in this type of horsepower pursuit through endless trialling of different cam profiles, waned too, as the involved home workshop based automotive tinkerer also became almost obsolete, and modern

Last year we were in area D. Area A is for the truly special and dare I say it- well connected. For more info check the CMC app on your smart mobile phone. (Or perhaps not yet)....

cars don't lend themselves to this type of experimentation. So there you go two lines of work that faded and virtually ended in one person's working life. Still he could have bought a record shop at some time I suppose, and made it three occupations doomed by progress!

Ah- time for a cup of coffee, that will refocus the mind- where was I? Oh yes, the AROCA event looms on the 19th of June and there will be plenty of discussion about this freshly run event at the June CRC meeting. I'll be on this one with daughter Verity in the Navigator's role, in the Volvo. RTA Registration looms again for the Volvo about now and depending on what is heard above in the HCRS forum, this could be the last time for normal registration on this 1972 Swedish Holden. For some reason, few others can fathom, I still enjoy driving this car more than most moderns. If only it had a knock sensor and electronic ignition I think it could better the usual open road economy of about 30 mpg, and do better in town too. However the SU carburettors, though they behave well in response are never to match EFI economy around town. Largely this is because EFI can turn the fuel off under coasting conditions and a carburettor will still feed fuel in response to manifold depression. (I almost said vacuum, which is not quite technically correct; because I didn't want people repeating that I have manifold depression).

See you at the June meeting.

Tony

Barry Ferguson Classic 2011 BACK TO ONE DAY.

Dave Johnson has regretfully reconsidered his decision to expand the Barry Ferguson Classic Rally in September to a two day event. Since the May club meeting when this was agreed Dave has reviewed what would be necessary for him to run a satisfactory 2 dayer and decided the extra work needed to change the event from one day to two days is too much at this stage of the year.

Given Dave is only moving to the Southern Highlands, where he is planning to run his rally, two weeks before the event the club really appreciates him undertaking to stage the event at all. So mark your calendars for **Sunday 18th September.** I'm sure this years **Barry Ferguson Classic** will be to Dave's usual challenging standard.

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

Officials needed for Rally Bathurst

Round 3 of the NSW State Rally Championships, Rally Bathurst, will be running on Saturday September 24 in the Bathurst region. If anyone is interested in lending a hand, please contact Lui on 94606909, 0418645623 or lumaclennan@hotmail.com

Basic accommodation may be available! Thanks

Royal Advice

Kate Middleton asked the Queen for advice on marriage and a long relationship....



The Queen replied "Always wear a seatbelt and don't p**s me off!"

Mastering the May Medley by Mike Stephenson

This rally crept up on me very quickly and it was only the day before that I got the NRMA map and printed the supp regs. Unfortunately, I did not look at these until the start of the rally. I was lucky that my wife Frances looked at the supp regs otherwise I would have turned up without a map.

We arrived at the start and immediately queued up for some form of test. This was to be a 20km loop around the suburbs to calibrate the car odometer. When it came to our turn to go, we were informed that we would have to do it later as the drivers briefing would be soon. The drivers briefing was a bit late and then we had to do our 20km before starting the rally. We were the last of the group of cars that needed to do the calibration and we were the last car to start the real rally.

It was a bad start until we realised that the compass had been turned 90 degrees and we had to change all the instructions to match the new compass bearing. This was a bit confusing and we caught up with a couple of competitors who were also having problems working out the new bearings. Once the instructions were updated for the adjusted directions, the rest of the section was relatively simple until the missing point 'X'. During the section, there were reference points to be noted. The first reference given was 'Z' and then 'Y' so we decided that 'X' must be Via point after 'Y'. After some quick measurements

to confirm that 'X' did mark the spot, we were again on our way. A short time later, Lui called and tried to explain about the missing 'X'. By that time we had picked up a P board and were confident that we were on the correct route.

meet the criteria.

The third navigational challenge was a circular herringbone at Wilberforce. Here we could not see the route after considering all the roads and options. Our initial start point appeared to be



“we should have used a faster car”

The next section was another clever navigational challenge. By placing P boards at road junctions, competitors could not determine if they had selected the correct route through a series of via points. Restrictions such as only using a maximum of two parts of any road had to be followed to make this a neat challenge. As with all multi-solution navigation problems, you can never be sure that there is not a shorter route than the one selected. After some discussion, we determined that the route selected was most likely the shortest that would

correct, but when we plotted the herringbone it just did not work. We tried other start point options and worked the problem from another way only to find that our initial start was correct and a route that followed the herringbone was possible. The rest of the section required passing through specific road junctions. From a given list you had to choose a tulip diagram that best matched the road junction as indicated on the map. The problem was that the road junctions were referenced on a map of the Sydney region and these had to be transferred to

the detailed map to find the intersection or locality. We knew when we were in the right place, but we did not know if the correct tulip had been selected.

The fourth navigational challenge for the first stage was less complex. By this time we would have been happy for the rally to finish as it was a challenging three sections. The task was to plot the route from a set of out of order tulip instructions. Once the correct order was sorted, then the route was reasonably easy to plot. After this there was a straight run to a barbeque before starting the scatter.

We had a short break as we were the last into the control and needed to get going again.

Fortunately the scatter had been reduced to only 120km so we would get back at a reasonable time. We got a piece of string that was representative of 120km and placed it on the map in a circle that appeared to have the most locations with the highest points. We started in the direction that had the least options so that we could adjust the locations visited as we neared the end of our 120km. The penalties for going over 120km basically meant that you would lose the event if you were over. We went on our planned route with a couple of minor issues like a road not being as mapped. Fortunately somebody had knocked a fence down where the road was blocked off so we could get to the

question without losing distance. Towards the end we found that we had been conservative and we were able to pick some extra points near the end of the loop. We thought we had done well, but you never know how everyone else went as there is no way to compare during the event.

This was one hell of a rally with many varieties of navigational challenges. I commend Dave Johnson and his crew for putting on what has to be one of the most interesting rallies in which I have competed.

The only down side for me was having travel sickness twice and losing eighty points for being late into both controls – we should have used a faster car.

Sometimes it DOES take a Rocket Scientist

Scientists at Rolls Royce built a gun specifically to launch dead chickens at the windshields of airliners and military jets which were travelling at maximum



velocity.

The idea was to simulate the frequent incidents of collisions with airborne birdlife and test the strength of the windshields. The engineers

were then able to design windshields strong enough to withstand 'bird strikes'.

American engineers heard about this gun and were eager to test it on the windshields of their new high speed trains. Arrangements were made to loan a gun to the American engineers. At their first test, when the gun was fired, the engineers were shocked. The chicken hurled out of the barrel and crashed into the shatterproof windshield smashing it to smithereens. The chicken continued on and blasted through the control

console, snapping the engineer's back-rest in two and finally embedded itself in the back wall of the cabin .

The horrified American engineers sent Rolls Royce video of the disastrous results of the experiment, along with the specifications of the windshield, and begged the British scientists for suggestions on how to solve their problems.

Rolls Royce responded with a one-line email "Defrost the chicken".

Love the Beast or an Expensive Holiday by Doug Barbour

The holiday in Port Douglas turned out to be quite an expensive trip. It was May 2007 driving along the coast road from Cairns in a BMW Z4, when I was taken back to driving my MGA in 1978. It was not only the small boot and long bonnet but everything else that just made me feel 'at home'. I felt good, I felt 21 again. The bug was back. But not for long as Sydney life took hold again. It wasn't until New Years Eve that a friend of mine asked me to store his MGB, when the memories came flooding back. After much persuasion (it really was a very tired example), Xanth agreed to go for a drive (probably not a good idea on a hot NY's eve across the harbour bridge), but we did enjoy looking up at the fireworks coming back over Gladesville bridge. Although Xanth knew of my passion for my MGA (growing up her father owned a MGBGT, so she clearly understood), the lack of mod cons including heating and cooling made me realise I wasn't about to get another one in a hurry. We then had discussions as to what a modern version of an MGA that suited both might be, and after having won an Audi TT for a weekend, she was very excited with the prospect of us buying one, even pointing out the similarities to the MGA (well they both have 2 seats). That was also forgotten about for a year. The MG bug never really went away and I found myself casually browsing websites etc, when I came across an MGA that I just fell in love with. After the test drive, Xanth was telling the salesman that we were buying an Audi TT instead as we really needed a modern car. He honed

his female retail therapy and threw in a ladies racing jacket, leather bag & gloves and in a week we were driving out of the showroom in a Red 1959 MK1 1600 MGA. Two months later we also drove out of another showroom with, you guessed it, the TT. We were both happy.

Of course, I had to re-join the MG car club (a member over 30 years ago) and start enjoying my pride and joy.



We hadn't even made it to the first meeting when I was told about a weekend drive in the Hunter. We were both looking forward to going for a good drive and relaxing with nice food and wine and meeting a few MG enthusiasts. We arrived at the Gosford RSL and were told to meet two guys, Jim Richardson and Robert Smith. After scanning the room with over 150 people we spotted a group who looked old enough to be MG owners. Jim then said, 'why didn't you come to my room, I had an M board outside' blank faces adorned us. 'Who's the navigator?' was the next question, more blank faces.

After a few bottles of red, all was revealed and with maps shoved under our noses we were shown the ropes of rallying. We have never looked back. Thanks Jim & Robert.

Advice came that our MGA was really too good to rally in and, although we bought the car to just drive and enjoy, we decided to keep it for nice leisurely drives and maybe stick it in concourse now and again (won 2010). We got the bug for rallying and a

friend happened to mention he had an MGB that was collecting dust. Two weeks later we were the happy owners of it and planning our next rally. Very pleased with the all round performance, and with mod cons including door handles, side mirrors, heater and demister, a terra trip was installed and we were set.

The Kosciusko 2010 was the rally that we gave it a good, hard drive and enjoyed speeds on the open road we couldn't manage in the MGA. At times we even managed to keep up with the best of them.

It was so comfortable, it was great, until we got a couple of flat tyres, broke the petrol cap and door handle and things didn't seem as rosy. The next morning we followed a Porsche 911 through amazing countryside, dodging cows and their irate farmers and just taking it easy. After admiring the back of this

car, it really started to grow on us and, after a few discussions with Wayne Gerlach, who knew of a car that might suit; we were the proud owners of yet another classic car, even though Hendo was keen to point out that" they do come in other colours".

If anyone had suggested a few years ago how much our life would have changed and how much enjoyment we would receive from the MGA, I would never have believed them. Even though we enjoy our other rally cars, the MGA is the "small" beast that caused it all to happen and will always be the true love.

A plea for help.....



Hi Team CRC, I'm hoping you or any of your members can help me in my quest?

A friend owns a Mini dealership and is attempting to track down some information, images, history and whereabouts of the last of the works Mini's which competed at the 1970 Southern Cross. Mini Aust. has absolutely nothing being an IP purchase only by BMW. It's a long shot but anyone know anything?

It was well before my time but it seems the cars were;

YMO 881H - A. Cowan / R. Forsyth a MKIII (the only Works MKIII according to my info?). According to my research it may have stayed here after Southern Cross?

RJB 327F - B. Culcheth / R. Bonhomme (see photo below) also a MKII. The last works Mini drive was by Brian Culcheth in RJB 327F, 4th overall on the 1970 Rally of the Hills it appears.

This car was rolled, bowled and a***d and has been reshelled twice possibly. It was sold in 2005 by Shannons, but that's where the trails stops for me, they won't release buyer info sod them.

Apparently both cars stayed in Australia. NZ rally car choices were a bit different way back when than Aust. from what I can tell, I'm a little uninitiated, so not sure whether any were really rallied or are still in existence - anyone know? We may be looking to acquire a decent rally/raced prepped Mini if anything is out there. Thanks in advance for any help you can provide



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Some Thoughts on Clutch options for a Classic Car today.....

If your classic car has three pedals in the driver's side footwell, and a lever for swapping gears in a manual transmission- then you have a vehicle with what used to be known as a conventional clutch. Maybe you know the subject vehicle will need a new clutch, or you have a project underway and the car is apart and the thoughts have turned to the question of what to do with the clutch.



The clutch, as we all know is the neat device that connects power at the engine's flywheel to the input shaft of the gearbox. Push the clutch down/in and power is disconnected, release the clutch progressively whilst slightly increasing throttle and you have a smooth start from being stopped. Other methods for starting off, to taste, are also possible! The same flexibility applies with changing gears, the clutch will allow almost imperceptible gentle gear changes, or changing up or down several gears in one step, whilst easing the adjustment shock of the differing speed of rotation of the engine's crankshaft and the gearbox internals.

Of course for changing down gears the synchroniser rings in the gearbox have a major role in smoothing things out too, but if you have ever driven a car fitted with a racing type of clutch you'll appreciate the benefits of a good

quality road clutch. The differences between road and race can be many and varied with respect to clutches but three things are key, with respect to the clutch plate itself.

First is the clutch facing material that is the actual friction surface 'twixt the flywheel and the pressure plate. Road cars are equipped with a full circle of an organic type clutch friction facing,

while a racing setup may use as little as three bronze or sintered iron pucks on each side of the clutch plate, though more are usual. These metallic

materials have a high friction coefficient and keeps cool under stress and still grip well at higher temperatures that will turn the usual organic linings into a slipping and stinking distress. Metallic linings can be used in a serious road car, especially if the clutch plate includes the next two features, though this needs to be a carefully considered choice.

The second key difference is the part called the marcel that is often deleted in racing clutches. The function of the marcel is to act a flat "cushion" between the lining and the clutch hub. This feature makes the clutch take up more progressively and reduces objectionable tendencies for the clutch takeup to produce shudder at low speeds and "boom" at higher speeds. The marcel is often different or absent in racing clutches because it increases the length of pedal travel (and clutch fork travel to get release. This slows down gear changing, and over a longer race distance every

bit of time needs to be saved. In conjunction with the marcel, different designs use different details in the attachment of the lining to the clutch plate, and in the flexibility of the clutch plate, by altering cut out sections, and other details of the steel plate "circle" which is the central part of the clutch plate. Another reason that the marcel is sometimes deleted in racing modifications, for road type cars when raced, is that the marcel can occasionally partially fail. Under racing stresses such a problem can cause a DNF due to a contribution to clutch failure from a collapsed marcel, or increased wear.

The third difference is the presence or absence of the sprung hub, which augments the marcel in making the clutch takeup more controllable, over a wider range of conditions. Simply put the sprung hub absorbs some of the force that is being passed onto the gearbox input shaft, because there are springs or rubber cushions between the clutch plate and the splined assembly that "locks" the clutch plate to the gearbox (except when the clutch is down of course). For road usage, a sprung clutch hub is mandatory, for racing perhaps not - depending upon application, weight of the car, style of gearbox and other factors.

Also worth mentioning is the trend to boost clutch capacity by going to multiple plate clutches whilst not increasing the diameter of the clutch. Why would you do this? To add more clutch capacity for a given diameter of flywheel, or to allow the engine to be set low in a

competition car to lower the centre of gravity. This can help because if you can keep the diameter of the flywheel small then you can lower the engine and get the crankshaft closer to the ground, and so improve the centre of gravity and the cornering speed potential, and maybe the aerodynamics too.

Why would you not go to a multiple plate full on race type clutch if you are looking for more clutch capacity for a road car? Well there's cost, complexity, increased and often unavoidable drag which tends to make selecting gears from neutral noisy and stress inducing in traffic conditions. Such clutches, being competition oriented may also feature metallic puck facings which tend to be "grabby" when hot. As such more traffic makes their uncouth manners worse!

So I'm no fan of these setups for a road car when there are other options. Now I'm not saying multiple plate clutches have no place in a road car but the complexity to come up with an arrangement that really works can take some trial and error. You might remember the recent Falcon Turbo problems with clutches. To keep with the Falcon standard flywheel clutch diameter and carry the huge power increase of the turbo engine model variant, at acceptable pedal pressure - I understand Ford went to a dual plate clutch. In a way this echoed the E49 Valiant Chargers of more than 35 years ago. Same challenge and same option selected by the manufacturer!

Well the production turbo Falcons were still suffering from DNFs in road tests until Ford reworked the



apparently satisfactory and already heavy duty clutch further and did a lot of replacements under warranty. No doubt this last XR6 turbo clutch version is a premium combination of parts, as the price from Ford for this clutch attests. However the extra rotating mass hanging off the input shaft with dual plate arrangements does tend to hinder the gearbox synchroniser function a bit, at least in theory.

Now if you need more clutch capacity and I'm suggesting that you avoid racing type clutch plates and multiple plate clutches, if you can - then what options are left? To keep this article from getting much too long I'll also avoid discussion of higher load "racing" pressure plates as well, apart from a short comment.

This comment goes: There is an appropriate pressure plate load that has still has acceptable clutch pedal pressure and produces about 85% of the clutch torque transmission capacity that a stiffer racing type clutch pressure plate could provide with perhaps 30% or more pedal pressure. In short more pressure plate load than you need doesn't help much and can

be a pain in the left leg. (I was a passenger once in a car that had the driver's seat break from the countering the clutch pedal pressure)!

OK the punch line - clutch capacity is closely related to clutch diameter, assuming friction materials and pressure plate loads are constant. That's a key part of Clutch Design 101; as a rule of thumb to clutch dimensions the following is a guide:

- Up to 100 flywheel net horsepower, an 8 inch diameter clutch will be sufficient, many smaller English and European and Japanese cars had smaller clutches than this, and modern compact clutches are available in a myriad of choice, largely courtesy of compact front wheel drive designs.
- Up to 150hp= 8.5 inch clutch (Original Equipment Manufacture, for example on Volvo 4 cylinder models of B18/20/ 21 variants, covering a range from about 80 to 135 hp!, also on six cylinder "red" Holdens)

- Up to 215hp= 9 inch clutch
- Up to 265 hp= 9.5 inch clutch (OEM on 4.2 Holden, 4.1 litre Ford are examples)
- Up to 330 hp= 10 inch clutch (OEM on typical 5.0 litre Holdens, also the VN onwards 3.8 litre V6)
- Up to 425 hp= 10.5 inch clutch (OEM on V8 Fords of various specs)
- Up to 550hp (YES REALLY) = 11 inch clutch (OEM on GM V8s of various HP ratings)

Now to use horsepower as the determinant is not perfect, because a clutch is designed to handle torque, but most people don't know so well what torque their car has, though they know the horsepower! So this guide assumes peak torque in foot lbs is approximately the same number as the peak horsepower figure, and that the engines are petrol or gas fuelled, and not supercharged or turbocharged. Exceptions are possible too, it is just a rule of thumb, though based on lots of observations and reality. "Normal" pressure plate loads for production vehicles and OEM type organic clutch plates are assumed, and a relatively long clutch service life can be expected at these ratings.

Now your workshop manual will tell you the diameter of the clutch in your classic vehicle and the rated power and torque as they built it-so if your need is already met in terms of the diameter of the clutch plate and pressure plate, to match your engine's output then all you need is a clutch of modern quality /materials and you're set

to go for a long time. For a popular vehicle with a good parts and service following there will be plenty of know how available too, so ask around, surf the net or whatever.

But what if there is no expert to supply it all in one box, and the vehicle is a bit more obscure? What if the original clutch seems a bit small for the current wizard engine? What if the vehicle had a reputation for a dodgy clutch, even in its heyday? What if you just want to update/upgrade/upsized the clutch?

The answer is detective work, perhaps in conjunction with that once common automotive institution, now in danger of extinction. I speak of the "Clutch Service".

If the clutch is small for the need and cannot be enlarged because it already covers all of the flywheel area, then some of the racers tricks to get more capacity may be called for, and the clutch service can help with this. However first I'd check to see if common or garden type parts can be adapted inexpensively. A larger standard clutch from something else can work better in a road car, than a twice the price uprated to the max smaller one, even if they can both handle the same load!

Don't let the clutch service jump in and sell you a heavy duty pressure plate and say that's the best you can do. Take the flywheel and give them some time to consider other options. If you struggle to find someone interested in such a challenge I can point you in the right direction. Often the existing flywheel is large enough so it can be readily modified to take a

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larger clutch. Fitting a larger diameter flywheel though is not part of the plan- this would be huge project!

For example an Austin Healey Sprite HD clutch offers a capacity and diameter increase in a Hillman Imp.

A Volvo B18/20/21 can use a 4.1 litre Ford Falcon pressure plate, cheap as chips, tough, inexpensive, and a lighter pedal pressure as well! (I was going to say "a lighter pedal to boot", but thought better of it).

A six cylinder Hemi Valiant Charger that I know well now has a 250mm single plate clutch from a Daihatsu, which solved the marginal slippage problem experienced under circuit conditions with its conventional single plate clutch. Unlike with a

race clutch, the car is no pain in the clutch to drive to the circuit either. With a premium organic clutch plate it is standing up well to about 380hp and the light truck pressure plate has a low rotational mass too, which is good for a race engine!

In every case above there was need to redrill the original flywheel, perhaps take off the ring gear temporarily, surface the flywheel, but really not much work to gain a new clutch over a dead one, and have the promise of longer life item which works well and will still be available next time the clutch sees light of day. You can eliminate some obsolete and poorly designed parts too in many cases, even something as simple as the clutch has had technical progress since 1965 or so.

Also the modification can be painlessly ignored or reversed if you want to revert to the standard parts at some time.

The flywheel mods, if required usually need a milling machine or similar and a machinist with a bit of skill at problem solving, and drilling and tapping accurately placed new holes. Fitted accurately, in conjunction with a flywheel friction surface refinishing, the clutch is all as new, and modern pressure plates are factory balanced- which is no different to any other clutch replacement, in terms of possible effect on engine balance.

As Esso used to say- Happy Motoring

Tony Kanak.



Quote from a post on www.bringatrailer.com

"Drove a close cousin of this 95 for most of the lifespan of my first marriage. Then, one day, it made a horrible noise and just stopped working.

The wagon broke down, too, soon after.

Oh well. Life is made of memories."

Mountain Motorsports Tarmac Calendar.



Mountain Motorsports have announced a four event tarmac rally calendar for 2011/2012. Run in the Victorian Alpine Region these events will be run under AASA Regulations. These events are;

2011 Great Alpine Sprint - Nov 25 - 27

2012 Mt Baw Baw Sprint - Feb 11 & 12

2012 Great Alpine Sprint - July (Dates TBC)

2012 Lake Mountain Sprint - October (Dates TBC)

For more information about any of these events contact Peter Washington on 0418 337 955 or go to; www.mountainmotorsports.com.au

A Star of the Future?

For the recent May Medley, Dennis Reeve and I did a passage control at Berkshire Park with competitors passing through three times (some more, some less).

We left the start point early with John Southgate (photographer) in tow, to get to our position early and set up, as required by event director David Johnson. The morning was fine but cold. John was going to stay at our control and take photos of competitors as they passed through and then move on to another point. As we had plenty of time, John stayed with us for a long chat and we stood with our backs to the sun and it was very pleasant. The Berkshire Park area is dotted with five acre to twenty acre farms and where we had set up, we were opposite what could have been a ten acre lot.



As we talked I became aware of an older Barina hatch motoring around the back of the property through trees and fences, going in and out of sight but never stopping. As time went by it occasionally came down the fence line, turned and ran along in front of where we were set up and then turned again and went back to the rear of the property. After it had passed us three or four times, I said to John and Dennis to have a look at the size of the driver as all you could see was this head looking through the steering wheel.

After about one and a half to two hours driving, the little red car came down and stopped at the side of the house which faced the road. A little figure emerged and started to walk back along the front fence towards us. I walked across the road to talk to the

young chap and was greeted by this cheery little voice that asked- "What are you guys doing?" (he sounded like a good recruit for the English police force".) A five minute or so

conversation revealed that his name was Dennis Pearce Smith, he was nine years of age and loved dirt motor bikes and cars. We had a very good conversation and I wish we had more young people like him as he presented himself well and is interested in things motoring, both bike and



car.

When I went back to John and Dennis, I told them of the conversation and John thought that a few photos for the club magazine would be a good idea so he went to the house and got permission from the parents. Some of the photos have been reproduced here for you.

The three of us were quite impressed by this young man who presented himself well, did not drive the car madly and we thought that one day he would like to be a top rider or driver.

Barry, Dennis & John.

An Irish Joke

Paddy McCoy, an elderly Irish farmer, received a letter from the Department for Work & Pensions, stating that they suspected he was not paying his employees the statutory minimum wage and they would send an inspector to interview them. On the appointed day, the inspector turned up. "Tell me about your staff," he asked Paddy. "Well," said Paddy, "there's the farm hand, I pay him £240 a week, and he has a free cottage. Then there's the housekeeper. She gets £190 a week, along with free board and lodging. There's also the half-wit. He works a 16 hour day, does 90% of the work, earns about £25 a week along with a bottle of whiskey and, as a special treat, occasionally gets to sleep with my wife." "That's disgraceful" said the inspector, "I need to interview the half-wit." "That'll be me then," said Paddy.

Classic Rally Club History Lives - John Cooper explains

The trouble with inviting the Club's new President to your home to check out your memorabilia, old photos and club magazines, is that he gets too many ideas and appoints you to a new position within the club he just thought of, that being Club Historian. Although I've been around from the very start and inception of the Classic Rally Club I don't consider myself that old to be speaking about history, but old enough to be a bit of a stayer and hoarder by holding onto all this old club information which now puts me in this position.

I look up to and admire some of our older Club members who competed in rallies and car events back in the late 50's, 60's and 70's.

Our club is based around this style of navigation event and I was a small part of these in the 70's doing some club rallies, service crewing and officialing with the Mini Car Club. A twenty year lay off from car clubs due to work, families, sport and lack of cash for motor sport and cars was



experienced by myself but my interest was always present.

Our Club was conceived not long after the resurgence of rallying with the concept of the Repco Mountain Rally promoted and conducted by the Jaguar Drivers Club, back in 1991. This event was mainly the brain child of Geoff Bott who is still active within our club today as well as others who make up part of our current membership of over 450. Many members have come and gone, participated and been dormant over the years but there is still the small group of originals active within our members.

I am now expected to pass on some of our Clubs history within these pages of our Clubs magazine as we approach our 20 year mark and I will attempt to

submit some of the background of the Club so you newer members can understand and appreciate our heritage and some of you older or should we say longer serving members be reminded and possibly relive some of the past.

Sure there are a lot older clubs around which a lot of us are also members of but the Classic Rally Club has continued with some sort of formula that maintains friendship, stability, good leadership, good events and a good club to be apart of and enjoy otherwise we wouldn't still be the strong and diverse club it is.

Stay tuned for the continuing story of the Classic Rally Club's history, members and past members history and stories as well as repeated articles from our early magazines. Any contributions of material and stories are welcomed so feel free to pass on to me please.



2011 TOUR D'CORSE from CAR #4 - a particularly tasty V12 E-Type!

The AROCA organised Tour d'Corse ran on Sunday 19 June and was well supported with 45 entries; 12 in Masters, 6 in Apprentices and the rest of the field made up with Tourists. It was sad that another five entries – who probably had been holding off to see how the weather unfolded – had to be knocked back due to catering constraints. Fifty is such a nice round number! More than half of the entries came from the CRC and the majority of the rest owed their allegiances to AROCA. With Alan Watson standing down as Clerk of Course this year, Alfa 105 drivers, Carol & Gerry Both put up their hands to organise the course, with Carol performing the duties of Clerk of Course.



After some fairly foul weather the week before, the day dawned brilliantly although the M4 was lined with frost as we made our way to Maccas at Penrith for the start. Alan Walker & Lauren Mackie dealt with registration in the kiddies' party room, whilst Rob Panetta managed scrutineering in the carpark. Everything was running a little behind schedule due initially to an absence of maps – some people seem to think they're important on a navigational event – and the mass of paperwork that needs to be checked. We then gathered in the carpark for the drivers' briefing delivered by Tony Wise. It was then time to collect the instructions for Division 1 and settle down in the cars to plot. This was also an opportunity for me to settle into the driver's seat of the E-Type and make some minor adjustments. I didn't take long to adjust. In fact I could get very used to it, very quickly!

The navigation seemed relatively straightforward with plenty of grid references combined with entry/exit directions, mapped features and multiple water-crossings to be counted! We got off to a rather poor start with neither navigator nor driver being able to read beyond the first couple of lines on a sign that described a car wash – doh! Dare I say it, we weren't the only ones. After that little slip-up, we got right into the zone and from Penrith, we headed south towards Mulgoa and past the historic St Thomas' Anglican church – wow, I just looked it up – built in 1838!! – past Wallacia and back north through Penrith, Londonderry and Agnes Banks (taking care not to pass through the B).

While we were busy making six water-crossings, the organisers appropriately had us counting ducks and although I figured we should be counting the ducks cutely portrayed on the warning signs, the appearance of two very large and very alive mallards at the side of the road had us wondering! Interestingly, various signs had two, three and even four ducks (and were we also meant to be counting the ducklings? Hmmm) painted on them – not only that, they were clearly different species. Someone on the local council obviously has too much time on their hands.

After crossing the Hawkesbury at Richmond (and resisting giving Gary & Wendy Maher a toot, as I knew they were out on a control somewhere) we headed up those old rally faithfuls, Crooked Lane and Slopes Road out of Kurmond. We were grateful that the organisers had missed the perfect opportunity of placing a passage control there to catch all those that fixed their potential WDs, ourselves included! Soon the smiling faces of the Mahers appeared by the side of the road and we resisted the opportunity of a short chat with Gary, as competitors were hot on our heels. A quick loop via an unsealed road, marked with a VRC, brought us back to the Mahers again and the award of FTD for the circuit. For those who missed the loop, it was a sad case of double jeopardy with a missed control as well as the VRC. The Mahers gave us some information on changed distances for the next four questions. Unfortunately there was a break down in

communications and the information had become a little garbled – this resulted in some crews missing the answers to three questions. From there it was onto the Colo River, where we were not to cross on the ferry and therefore not given the chance to guess the river's width, as we have done previously. What a shame, as I'm sure Robbie has since calibrated his Halda!

I was by now becoming quite adept at doing U turns in the E-Type and was most admiring of and very grateful for its surprisingly small turning circle. We had been happily on route all day and the questions were arriving when we expected them. There were certainly a few occasions when we expected a VRC that never appeared and were concerned about the skills of the navigator, however the fact that we didn't receive the 'reward' we expected was not because we weren't on the correct road. (At this point I probably shouldn't mention the flooded 4WD Fire Trail that the E-Type managed to traverse – or should I?)

Things started to go a little pear-shaped here, although having checked the maps, I can't see where my brilliant navigator has made any errors. It could be something to do with the fact that the Halda was left in negative mode on a couple of occasions, that we managed to miss four questions..... Anyway, it was now getting close to 2:00 pm and the tummies were rumbling – time to head for Riverside Oaks and a good hot Italian lunch.

The times allowed over the morning seemed pretty tight, even allowing for the occasional little diversion, and there was no time to linger over lunch. A couple of crews had decided to toss in the towel and Tony South had arrived with an injured wing – Ouch – and I bet the pole was hurting too.

school together at least a million years ago. Small world. We also got to pick up the 'R' board twice ie 'R', 'R' – you're meant to be doing pirate accents at this point – we certainly were. Ross and I fell about laughing when the answer to the next question was 'Pirates'. After seeing Old Stock Route Road and Old Pitt Town

Ross learned about the joys of Sydways and a monster magnifying glass. I learned not to trust someone who says 'It has to be this way!' It wasn't. I also learned that you can go a hell of a long way on one tank in the E-Type – I just hope Rossie made it out of the Riverside Oaks carpark. I didn't wait to find out!



Thanks to Carol, Gerry, Tony, Alan, Lauren, Ray, Robbie, Gary, Wendy, Glen & Joyce – hope I didn't miss anyone – it wouldn't have happened without you.

Congratulations to:

Masters:

- 1st Mike Stephenson and Dominic Votano
- 2nd John Henderson & Rob Panetta
- 3rd Ross Warner & Lui MacLennan

Apprentices:

- 1st Alan Walker Lauren Mackie
- 2nd Jeremy Braithwaite & Julia Braithwaite
- 3rd Chris Hallam & Deborah Hallam

Tour:

- 1st Peter Evans and Cheryl Evans
- 2nd Nick Both and Lindsay Gorrell
- 3rd Tony Kanak and Verity Plimsoll-Kanakova

The tour only had 3 clean sheets and the result was decided on the tie break question which was "what was the length of the drive at the golf club from the gates to the M board. Answer 620m.

The afternoon's plot was not dissimilar to the morning with the added bonus of a herringbone with more than twenty junctions! Oh goody! One competitor was heard to say that it just looked like too much work and went to the next via. I don't blame him. Plotting a herringbone of that magnitude on a section of map about one inch square is crazy stuff. It did however give us the opportunity to visit Gary & Wendy on another two occasions.

Gary was, of course, chatting to the house owner, on whose lawn he'd parked and it turned out they'd been to

Road far too many times for my own liking, we finally escaped the clutches of the herringbone and made our way via Dural, Galston and Glenorie a couple of times to the finish. We drove into a very dark carpark at Riverside Oaks and stumbled through the bark chipped gardens to hand in our road card. Yes, we were out of late time for the final control but we'd driven the entire course and I reckon we actually got it right.

As always, it was fantastic to see Southy and Anne by the side of the road with their cameras!

What did we learn from the experience?

Ross Warner & Lui MacLennan Car #4



More Tour d' Corse



Family fun

**Fun
and
games**



Pug Fun!



The end of the Fun.

ADDITIONAL DETAILS FOR ENTRANTS IN THE WAKEFIELD PARK DRIVER TRAINING DAY.

All entrants for the above event, on Monday 1st August, should note the following items in addition to the 'Information and Instructions' as issued to entrants with their entry confirmation.

1. All entrants must present their current club membership card and CAMS or AASA Wakefield Park licence to the registration officials on the morning of the event.

2. Entrants who need to purchase an AASA Wakefield Park licence on the day **MUST** arrange this prior to proceeding to the registration desk.

3. Any club members considering turning up on the day without pre-entering are advised to contact the Event Secretary no later than Thursday 28th July to check if event is already fully subscribed.



4. All members who have submitted entries should have received a formal confirmation and copy of the 'Information and Instructions' If you have not received these please contact the Event Secretary as soon as possible.

5. All entrants are reminded to visit the Wakefield Park website at www.wakefieldpark.com.au to access the full circuit Rules and Regulations for street car drive days.

Tony Norman

Tour d' Corse Final Placings—Master & Apprentices.

ENTRY	DRIVER	NAVIGATOR	MANNED PASSAGES	VRC's	QUEST.	TOTAL DIV 1	MANNED PASSAGES	VRC's	QUEST.	TOTAL DIV 2	TOTAL	PLACING
M8	Votano	Stephenson	0	0	11	11	0	0	0	0	11	1
M1	Panetta	Henderson	0	20	11	31	0	0	0	0	31	2
M4	MacIennan	Warner	0	20	22	42	0	0	22	22	64	3
M3	Olsson	Jordan	0	20	22	42	0	0	33	33	75	4
M5	Gerlach	Gerlach	0	20	77	97	0	0	22	22	119	5
M6	Watson	Watson	0	20	66	86	0	20	44	64	150	6
M7	Morey	Morey	0	40	0	40	0	60	55	115	155	7
M9	Ferguson	Johnson	60	80	22	162	0	60	66	126	288	8
M2	South	Norman	60	60	11	131	120	100	88	308	439	9
M10	Misfud	Misfud				DNF						
M11	Taylor	Kinslor	0	0	44	44				DNF		
M12	Brocklebank	Thompson				DNF						
A19	Mackie	Walker	0	20	44	64	120	80	121	321	385	1
A17	Braithwaite	Braithwaite	120	100	110	330	0	80	44	124	454	2
A15	Hallam	Hallam	0	80	66	146	120	120	121	361	481	3
A16	Friend	Friend	0	40	121	161	120	140	187	447	608	4
A14	Cox	Cox				DNF						

Tour d' Corse Final Placings—Tour.

ENTRY	DRIVER	NAVIGATOR	MANNED PASSAGES	VRC's	QUEST	TOTAL DIV 1	MANNED PASSAGES	VRC's	QUEST.	TOTAL DIV 2	TOTAL	PLACING
The tie breaker determined 1st & 2nd placings for the Tour category. This was the question, "what is the distance from the gates to the M board at the golf club" The answer - 620m												
T36	Evans	Evans	0	0	0	0	0	0	0	0	0	1
T40	Both	Gorrell	0	0	0	0	0	0	0	0	0	2
T32	Kanak	Plimsoil- Kanakova	0	0	11	11	0	0	0	0	11	3
T34	Yates	Coffey	0	20	0	20	0	0	0	0	20	4
T24	Cooper	Cooper	0	20	0	20	0	0	0	0	20	5
T33	Packard	Maher	0	20	0	20	0	0	0	0	20	6
T47	Smith	Smith	0	20	0	20	0	0	0	0	20	6
T41	Gunter	Gunter	0	20	0	20	0	0	0	0	20	7
T25	Newby	Rees	0	20	0	20	0	0	0	0	20	8
T18	Navin	Navin	0	20	0	20	0	0	11	11	31	9
T37	Attard	Cirillo	0	20	11	31	0	0	0	0	31	10
T27	Stillone	Lucano	0	20	11	31	0	0	0	0	31	11
T28	Wilson	Gray	0	20	0	20	0	0	11	11	31	12
T26	Boyd	Cummine	0	20	0	20	0	20	0	20	40	13
T42	Powell	Cooke	0	20	0	20	0	20	0	20	40	14
T35	Wilson	Harris	0	40	11	51	0	0	0	0	51	15
T44	Magoffin	Magoffin	0	20	22	42	0	0	11	11	53	16
T22	Inglis	Wilkins	0	20	22	42	0	0	11	11	53	17
T23	Dopper	Dopper	0	20	11	31	0	0	22	22	53	18
T29	Shoushturian	Shoushturian	0	20	33	53	0	0	0	0	53	19
T43	Dunn	Dunn	0	40	22	62	0	0	11	11	73	20
T31	Mellor	Attard	0	60	0	60	0	20	0	20	80	21
T39	Brumby	Phillips	0	60	0	60	0	20	11	31	91	22
T21	Swinton	Swinton	0	80	22	102	0	20	0	20	122	23
T38	Rimes	Rimes	0	20	22	42	0	60	66	126	168	24
T30	Greaves	Nieuwendyk	0	20	11	31						
T45	Ziino	Falla	0	20	77	97						
T46	Albanese	Falla	0	40	22	62						

CLASSIFIEDS.

Private advertisements from C.R.C. members. Ads will be included in the newsletter for 2 issues unless withdrawn. To be continued after that time the ad must be re-submitted

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.

Simon Duff

0410 654 747

simon@fusedesign.com.au

(First inserted June issue)



For Sale. 1978 Mercedes Benz 250 (W123) auto.

This is a perfect classic rally car for those of us who want to have fun in comfort.

The car is very smooth and quiet with airconditioned comfort combined with bullet proof reliability means we get to the end of a rally in a relaxed, non stressed manner.

Mechanically the car is in excellent condition having been maintained meticulously for 30 years by the original lady owner's husband who is a motor mechanic. She was in tears

when I took the car. I am the second owner and have now owned the car for about 3 and a half years. The only major expense I incurred was in replacing the airconditioning system - complete overhaul including new compressor. The car looks almost like new despite having covered 350,000 kms. The motor was rebuilt about 120,000 kms ago after a radiator hose let go and the lady kept on driving. The car is on CRC club plates and has a Brantz rally meter fitted in the glovebox. I'd prefer to see it go to a club member and sell it as is, but am happy to sell without the Brantz. Failing that I will put back on full rego and sell to the general market.

Price as is \$6,500, \$6,000 without the Brantz. Contact Alan Watson 02 9653 1036 0405 386 206

(First inserted June issue)



Contributors to this edition; Doug Barbour, Carol & Gerry Both, Garth Bransgrove, John Cooper, Simon Duff, Barry Ferguson, David Johnson, Tony Kanak, Lui MacLennan, Phil McFarlane, Jane Morey (proofreading +), Ted Norman (printing), Tony Norman, Ian Packard, Brad Pillette-Hughes, Tony South, John Southgate & Ann, Mike Stephenson, Garth Taylor, Ross Warner, Alan Watson. **Thank you all.**

CLASSIFIEDS. (cont.)

For Sale. 2008 Ford XR4 2008 2lt.

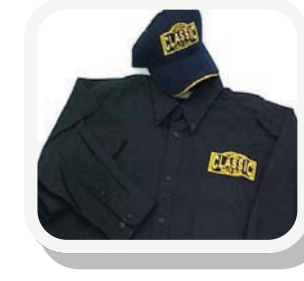
Immaculate and unmarked, removable terra trip 202, fire extinguishers, 23,000kms, quick car, leather seats, reg 10/11 MGB68L, comfortable, reliable Classic Rally Club car.

\$19950 ONO

Phil McFarlane

02 4822 7589.

(First inserted June issue)



Club Regalia For Sale

CRC Embroidered Cloth Patch	\$5.00
CRC Windscreen Sticker (120mm x 65mm)	Free to members
CRC Windscreen Sticker (323mm x 174 mm)	Free to members
CRC Polo Shirts (with pocket & club logo)	\$25.00
CRC Nylon Jacket (with hood & 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 & 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	Documents	Contact
28 Jun	CRC meeting		
1 Jul	CRC First Friday Free Fling		
9-10 Jul	CC Jaguar Mountain Rally	Flyer, Supp. Regs (including Entry Form)	Brian Todd 0419 971 701
26 Jul	CRC meeting		
1 Aug	CRC Driver Training Day at Wakefield Park	Info Entry	Tony Norman 9804 1439 or 0402 759 811
5 Aug	CRC First Friday Free Fling		
23 Aug	CRC meeting		
2 Sep	CRC First Friday Free Fling		
18 Sep	The Barry Ferguson Classic		Dave Johnson 0428 299 443
27 Sep	CRC meeting		
7 Oct	CRC First Friday Free Fling		
15-16 Oct	CC Alpine Classic		Lui MacLennan 0418 645 623
25 Oct	CRC meeting		
4 Nov	CRC First Friday Free Fling		
13 Nov	CC Penrith Pas de Deux		Jeff West 0427 263 757
22 Nov	CRC meeting		
2 Dec	CRC First Friday Free Fling		
Dec	Christmas Party		
[CC = Club Championship Event]			

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



Classic Rally Club Inc.
The Secretary, PO Box 2044, North Parramatta, N.S.W. 1750