

Rally Directions

The official Organ of the Classic Rally Club Inc.

(Affiliated with CAMS)



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**Shannons Eastern Creek Display
History Lives - 1991 Mountain Rally
Barry Ferguson Classic**

September 2011

Classic Car of the Month

The Mini Cooper S was based on the revolutionary Morris Mini-Minor first introduced in 1959. This brilliant Alec Issigonis design was the benchmark for small car design for many years.

John Cooper, the Formula One designer, recognised the cars potential & convinced BMC Management & Issigonis to allow him to produce the Mini Cooper which had a 997cc engine, close ratio gearbox & disc front brakes.

The first Mini Cooper S was introduced in 1963 with a 1071 cc motor. Two models for circuit racing followed; a 970cc version for under 1000cc classes and a 1275cc for under 1300cc. The 1275cc was the most popular & continued till 1971.

The Cooper S's competition successes are legendary: 4 Monte Carlo Rallies, Outright 1st at Bathurst plus many Touring Car & Rally Championships.

Lui MacLennan's 1970 MkII Cooper S, seen above on the C.C.C. earlier this year, was bought in '95 to do classic rallies. Since then the car has had extensive mechanical work carried out & is thought of as the 3rd child in the family!

Coming Events



15th -16th October

It's not too late to get an entry in for the 2011 Alpine Classic, but you better be quick there aren't many places left. You won't want to miss running in the last Alpine organised by Lui & Hendo.

The event will feature the usual Alpine hallmarks; timed to the minute overall with an average speed section timed to the second, challenging though fair navigation for Masters & Apprentices along with route charts for Tour competitors. All with slick, efficient organisation.

Start in Lithgow, o/night in Orange & finish in Lithgow. Full details & entry form inside this edition or go to the C.R.C. web site.

www.classicrallyclub.com.au



Penrith Pas de Deux

13th November 2011

A one day rally with three navigation levels Masters, Apprentices & Tour.

Start and finish at Penrith covering approx. 320 kms for the day with maybe 2 or 3kms of unsealed road. Bring your own lunch or buy some at the lunch break at Picton.

Full details & entry form inside this edition. For further info contact Jeff West 0427 263757, jj.west@bigpond.com.au

Gary or Wendy Maher at wenandgaz8@bigpond.com

or go to the C.R.C. web site. www.classicrallyclub.com.au

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DEADLINE FOR NEXT NEWSLETTER 14th October 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

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ROSS' RAVE.

Hi everyone, and welcome to the September issue of Rally Directions.

As far as events go, I can't say how this month went because I am writing this on the 9th and our only competition event this month is the Barry Ferguson Classic on the 18th, although I must say that I am really looking forward to it. Last year I navigated for John Cooper and we had an absolute ball. This year I am navigating for John again and I have no doubt that we will at least as much fun again this year, probably more. Dave Johnson does a great job of putting these events together, and I particularly like the fact that they are a little different in some way or another.

I attended this month's First Friday Free Fling at Harry's Café de Wheels in Parramatta and it was good to see so many members and their friends enjoying themselves. As the weather gets warmer I am expecting that the momentum of this event will get better and better. You are encouraged to drive your club plate historic cars to this event, so please try to get along to next month's event and invite all your classic car friends too!

At our last meeting the members voted on a proposal that the Committee investigate a scheme to offset potential carbon emissions from our rallies. The result of the vote was slightly in favour of the proposal and as a result the Committee has started some further investigation and deliberation. Although as the vote was not strongly in favour of the proposal I suspect that it is most likely that the introduction of any such scheme would be purely voluntary and not subsidised by the Club.

The Alpine is coming up very quickly. My entry is in so better get yours in quick because this is always such a milestone event.

Finally, some questions. Will there ever be a time when I will not have some work still to do on my Jag? Doesn't feel like it! Why is it that I used to get the occasional bargain on eBay and now everything seems to be more expensive than full retail price? I guess eBay is not a secret anymore (have you heard of it?). Do I really want an Austin 7? Yes!! Am I losing my grip? Yes!!! Am I still at work at 6pm on a Friday night? Yes Time to go I just remembered that the Thai food I ordered should be ready (Kim is away at her Mum's for the night).

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

Enough raving Ross.

SHANNONS EASTERN CREEK CLASSIC CMC DAY



The Classic Rally Club was again well represented at the Shannon's Eastern Creek day run by the CMC, Council of Motor Clubs. Our location was back on the main side after last year's allocation and was a reasonable position on the concrete skid pan. Ten cars represented our Club with a array of different rally cars, my XD falcon dirt rally car, Greg Yate's Mercedes, Amir Shushtarian's BMW, Geoff Mill's Mustang, Garth Taylor's Jag accompanied by Paul Martin, Tim McGrath's Mini, Steve Friend's Mercedes, Chris Hallam's Jag XK 120, Ross Warner's MGA, Danny Castro's Morris Minor and Vince & Kaye Harlor's Datsun 240Z. Thanks for all those who helped make the display so good and the new windscreen banners set the cars off a treat. There were just as many other CRC cars scattered around on display with other clubs. Congratulations to Doug & Xanthea Barbour who had their MGA in concourse with the MG Club and got first place in their category.

John Cooper



XK120 - CHAMPION RALLY CAR OF THE 1950S



History

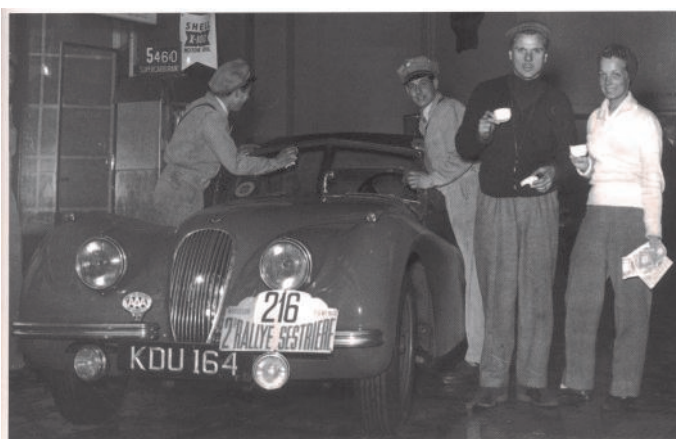
While Jaguar's racing history is well known, its success in rallying is less known. I casually mentioned to Gary Maher over dinner one night in Kurrajong that I wanted to write an article on Jaguar's success in rallying, to be told "Oh I did that last year, to drum up interest in the 2009 Mountain Rally". Sure enough, in the May 2009 edition of *The Australian Jaguar Driver* there is an article by Gary titled "Rally! Really!". With thanks to Gary for inspiration, I wrote this brief article as preparation for a display at the Display Day at Kings School in 2010, concentrating on the success of the XK120 in 1950-1953. The photos and information were also

displayed next to our XK120 as part of the Classic Rally Club's display at the recent Shannons day at Eastern Creek.

In the post war period, the first Jaguar factory supported car to succeed in rallying was a 3.5 litre SS100 sports car, driven by Ian Appleyard, with his wife Pat the navigator. It helped that Pat was the daughter of Sir William Lyons. This car won the 1948 Coupe des Alpes in France. In the 1949 Tulip Rally it placed second. In 1950 they switched to an XK120, registration NUB120. This car was very successful up until 1953, when it was replaced by a later XK120, registration RUB120. As a piece of trivia, RUB120 had the chassis number 661071, just two cars before my XK 661073. Rallying must be in the genes of the period.

Later in 1953, Appleyard drove a Jaguar Mk VII into second place in the Monte Carlo Rally. In 1954 two Mk VII's finished 6th and 8th in that event. Jaguar then entered a factory team of three Mk VII's in the 1955 Monte. While the highest placing was 8th, they did win the Team's prize. A factory-supported private driver, Ronnie Adams, won the 1956 Monte in a Mk VII. On this high note, Jaguar ceased official support of rallying.

The XK120 had a short but distinguished career as a rally car, becoming the rally car of choice in many events. The following is a summary of its rally career in Europe in the period 1950-1953. While the factory supported NUB120 figures prominently, many privateers also were successful.



XK120 Rally Record in Europe – 1950-1953

1950; Ian & Pat Appleyard in NUB120 – 2nd Tulip Rally, 1st Alpine Rally, 1st East Anglian Clacton Rally, 2nd Lakeland Rally, 2nd MCC 1000 mile Rally.

1951; Peignaux 1st Rallye Soleil-Cannes XK120s also came 2nd, 3rd, 4th and 6th, Ian & Pat Appleyard 1st & Habisreutinger 2nd Tulip Rally, Wood 1st & McGlashan 2nd Scottish Rally, Ian & Pat Appleyard in NUB120 1st Morecombe Rally, 1st RAC (total of 37 XK120s in event), 1st Alpine Rally, 1st London Rally, Appleyard & Habisreutinger joint 1st Alpine Cup.

1952; Broadhead 2nd, Ian & Pat Appleyard 3rd RAC Rally, Laroche 2nd Liege-Rome-Liege-Rome.

1953; Peignaux 1st Lyon-Charbonnieres Rally, Ian & Pat Appleyard 1st RAC & Morecambe Rallies, Papamichail 1st Acropolis Rally, 2nd Yugoslav Rally, Gendebien & Fraikin 2nd Liege-Rome-Liege Rally, Ian & Pat Appleyard in RUB120 2nd Lisbon Rally

I understand that 1953 was the first year of the European Rally Championship. Ian Appleyard was placed second, not a bad result for a sports car that was equally at home on the race track. In the 1950s there were not the specialist turbo-powered four-wheel drives we see today. Even in 1969, when Deborah and I competed in our first rally in our TR4, I remember another competitor saying "Its not fair to be competing against that sports car!. Needless to say that between the 8.00pm start and the finish after breakfast the next day, we were way down the list of finishers. It takes more than straight line speed to win a rally. That being said, whether it is putting your XK, Mk2 or E-type onto a race track or rally course, it is nice to remember the sporting heritage of your car, and to use it for its design purpose, which is not to be polished every Sunday morning and only driven gently.

Chris Hallam

AN UNMAPPED LOCATION WE HAVE ALL VISITED FREQUENTLY!

MECHANICS & YOUR CLASSIC; An excellent article written by Brian Todd for the Jaguar Club Magazine which is very relevant to our cars too.

We have a number of good mechanics associated with the club. Some of them advertise in this magazine. Occasionally I receive letters or phone calls of complaint...not usually about the quality of the job but more often related to the price. I always investigate and pretty well every time come back to the same answer: the repair shop has not overcharged.



Let's back up. Our older cars are often a luxury and as such don't get used all that often. Neither are they serviced regularly... perhaps by mileage but not at frequent intervals. So when your car has travelled 5,000k it may have endured 2 years of life. 2 years of rain, dirt, petrol sitting and dumping sludge in the tank, through the pipes and clogging the filter and fuel lines. The rubbers have gone hard, the bump stops have settled with no relief given to them. The plugs are

coked. The oil seals have become brittle. Result? Your car is extremely under stress, so when you start it up and take it down the street it splutters and bumps along, the steering is heavy and the rubbers squeak annoyingly. Plus you have also developed a new oil leak.

Off you go to the mechanic who looks at it and given a bit of a list says he'll fix it. "It can't be too bad" you say.. "I haven't been anywhere!"

There's a bit of a rule with older cars: every two hour job takes four hours. The nuts are burred, some are rusted. Too much pressure and bang! ..that one's gone...meaning work with an Easi-out and maybe Helicoil. If the head has to come off chances are it will be stuck so tight that it literally takes days of constant pulling to loosen it. I know of many cases where a client feels he has been overcharged, but where in reality the repairer has REDUCED the price because he just couldn't bring himself to charge the true value. Mechanics get caught all of the time.

Generally mechanics choose to work on our older cars because they love them. It would be far easier to work on newer cars where everything is a replacement rather than a repair. I have seen craftsmen working on rebuilding a distributor for days rather than commit the owner to a new one or upgrading to electronic ignition. Classic cars are a passion for mechanics as well as for customers.

However the disparity between the expected price and the required payment continues with the fault existing on both sides. You must first get a quote...it may well be "ball-park" but get a good idea of the region. If it's too high, see what jobs can be left aside for the future. Next it's up to the mechanic to TELL us when that quote is overtaken. Getting the bad news at bill presentation time is just way too late. But as much as it's his responsibility it is also yours to remind him to keep in contact. These figures just become that to mechanics: numbers...while to us they represent something which we are now going to have to go without. If the mechanic is a one-man-band then you may have to remind him to keep you in touch. A small workshop requires constant attention from the one man who often doesn't have time to have a lunch break let alone call a client.

It's been a rare occasion when a bill has come in LESS than expected. I imagine it's also a rare time that a mechanic has been told "well THAT'S a nice surprise!"

Like most agreements the mechanic/client relationship is one that needs constant communication to achieve a happy result on both sides. Like most relationships, this contact is often left until it's too late to save amicably. It's all about communication.

Brian



THIS IS A WORRY



HISTORY LIVES: '91 JAGUAR MOUNTAIN RALLY - BY JOHN COOPER

After my recent 'History Lives' ramblings about how the concept of a proposed rally for older Classic Cars was put to the Jaguar Drivers Club members and committee it is now history that they decided to accept and run with Geoff Bott's ideas which continue today with 19 JDCA previous mountain rallies contested.



This month we start to look at the first Mountain Rally in 1991 which I participated in and everyone since. This was also my reintroduction into Motor Sport participation after a 20 year lay off due to family etc. I had recently brought my MG which turned out to be the biggest rust bucket ever seen and joined the MG Car Club. That MG eventually made it back on to the road 16 years later. It is the white one I am sometimes seen nowadays. My brother Brian had just purchased a 1970 MK2 Mini Cooper S and suggested we enter this so called Mountain rally in the Mini even if we only ever do the first one. Needing over a week for both of us to close our business down and coughing up the \$2000 entry fee, which was a lot of money to us at that time, it seemed unlikely that entering would be a reality but we made it happen and have never looked back as the Club, the people and the cars play a big part of my life today and have done since that first Mountain Rally.

The first Mountain Rally was a 6 day event for Classic Cars with the emphasis on navigation rather than speed however numerous speed events were included. Over 100 entries were received with 96 official starters lined up at the first rally start. After some pretty intense scrutineering by Graham Lord and his helpers, documentation and compulsory crew briefing, at the Parramatta Travel Lodge Motel all day on Saturday the 18th May 1991, it was all go

for the start at Parramatta Park on Sunday the next morning.

A large crowd cheered the cars being flagged away by the Mayor of Parramatta. Navigation to Rathmines ex RAAF base for an auto test then more navigation followed, then a Concourse and public display in Singleton and overnight.

Monday was all navigation and average speeds to Bathurst overnight. A full day of motor sport at the Bathurst Track was planned for Tuesday which turned out miserable cold and wet weather. A long day to get 96 cars through a motorkhana, drag race, hill climb, and sprint race down Concord straight.

Wednesday was back to navigation for the full day and over night finish in Canberra.

Thursday was all day at Canberra Fairbairn Park, hill climb and race track, the old police driver training area in the ACT.

Friday was back to navigation to the finish at Wollongong light house and grand black tie presentation night.



Photos show Dick Johnson transporter which carried everyone's luggage around plus Minis in Bathurst and Thommo's tiger on the skid pan at Fairbairn Park.

Next month I will go into more details of this rally.

THE INAUGURAL RYLSTONE CLASSIC 2011 - BILL STEVENSON.

Saturday August 20th: Sally Crocker and I arrived at the Wiseman's Ferry pub in pouring rain for the start of the Rylstone Classic.

The event was organised very capably by Evan Redman of Newcastle. The event was intended to be a social run for Minis with other classic vehicles welcome.

About 15 Minis and Mokes did the early morning run down from Newcastle and a similar number came up from Sydney.

The wet start was soon forgotten as we headed out west and the day became quite pleasant. There were some very nicely restored cars present, many that I had not seen before. I saw a lovely red Californian Moke and thought "a bit keen in the rain" and then I saw two more mokes running without roofs!

The route took us over the Sackville ferry to East Kurrajong road and up the Bells Line of road to Lithgow. Then we took the Castlereagh Highway to Kandos. We had questions to answer along the way and it was fortunate for us that we scanned through them at the start as some of the questions were not exactly in order.



Sally is most observant and managed to find all the correct answers, so we were declared the event winners at the social dinner at Rylstone.

The Classic Rally Club was represented by Jim Barrett, Merv Dunlop and Glenn Evans & Len Zech plus Sally and Me.

Evan put in a top event to ensure that the first Rylstone Classic was well run from start to finish. The chosen route found some amazing scenery and the event was run at a pace that allowed for plenty of socialising. All in all a really beautiful day with lots of very cool minis and some new friends. I seriously think I will return for Rylstone number two!

THE GOLDBERG BROTHERS - THE INVENTORS OF THE AUTOMOBILE AIR CONDITIONER.

Here's a little factoid for automotive buffs or just to dazzle your friends. The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner.

On July 17, 1946, the temperature in Detroit was 97 degrees. The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car. They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately.

The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent. The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air Conditioner,' on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little anti-Semitic, and there was no way he was going to put the Goldberg's name on two million Fords. They haggled back and forth for about two hours and finally agreed on \$4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show - **Lo, Norm, Hi, and Max** on the controls.

I can hear your groans from here. Control yourself !!!

Garth Taylor

TARGA CLASSIC ADELAIDE – BACK TO THE FUTURE - WAYNE GERLACH

Classic Adelaide is back. After the sudden demise of the event in the 2008 financial crisis, its resurrection occurred last week. We took the Porsche along, as a means of “getting back on the bike” after the Targa Tas spill 18 months ago. It’s now the day after the event finish and I’ve been instructed by our Past Pres to get a page to Bob, Editor by late tonight, so here are some day by day notes in the same daily diary format as used by the Luthi team for their



previous Targa reports.

DAY minus1 Tuesday 13 Sept. - Documentation and Scrutineering done at the new home of the Targa Adelaide event. It’s the Goyder Pavilion at the Adelaide Showgrounds. All cars are kept in the pavilion after scrutineering – it’s a great building - secure, very modern and carpeted. Our '74 Porsche had no issues for correction, but the watchful eye of the CAMS officials saw a number of cars being sent out for last minute changes. I just trusted that our car wouldn’t get too used to sleeping on a carpeted floor. It doesn’t get that at home.

At 5pm that day was the drivers briefing at the very swish Hotel Intercontinental. As part of that a new video was shown to lay down the rules regarding the event. One of the aspects covered was that a rally car should never drive back along the course to recover from an incident. Two cars were shown in the video to illustrate what-not-to-do.....and both were cars of our club members (you know who you are, but the video keeps you anonymous!!). Then at 6pm the Opening Party at the hotel gave everyone a chance to discuss expectations for the days ahead.

DAY 0 Wednesday 14 Sept Prologue. - An on-time departure for the 80km transport stage to the Barossa Valley. South Australian countryside looks magnificent this spring. So different from the drought years of recent times.

At Tanunda a tight town stage of 3.2km was a blast. Many of the corners had severe dips in the road, but speeds achieved were such that the town streets had likely not seen before.

Immediately after the town stage we had 10 minutes to get to Mengler’s Hill to do the second timed section of 5.47km. Twisty uphill to start, followed by fast open tarmac to finish. Then back to Tanunda for a closed street display and lunch, followed by the drive back to Adelaide.

DAY 1 Thursday 15 Sept. - Eight speed stages varying between 4.4km and 18.1km. A few stages the same as the old Classic Adelaide events, others were new stages. The final stage involved the open and very fast Gorge Road, followed by the appropriately named Corkscrew Hill then a final race through downhill twists into Montacute Road. It’s a new stage for the event, and has something of everything. A couple of cars came unstuck, as they do.

DAY 2 Friday 16 Sept. - Eight more stages averaging about 8km in length. The shortest was the 3km attack up Willunga Hill. Spectators everywhere colours of people and shirts out the corner of the eye, but focus on the road as Co-driver Dianne called every corner perfectly, as she did throughout the event.



That night the Gouger Street party saw the cars parked for a few hours on display in a closed section of one of Adelaide's restaurant areas. Thousands of public viewers. We left the car and headed off elsewhere for a quiet dinner.

DAY 3 Saturday 17 Sept. - The final day of the event. Eight more stages – do we detect a pattern here? Start the Day with 16km stage up Montacute Road. We were only 2.8km into the stage when we came flying around a corner to see someone in a race suit furiously waving us down, then a red Porsche parked on the race line on the edge of the road. As we stopped I could see a distressed and injured competitor being tended to on a grass bank on one side of the road. On the other side of the road Dianne could see that the red 911 was not the incident car. In fact, next to it was a Porsche GT3 that was now on its roof in the River Torrens. The car behind us also braked hard and stopped. After we were advised that all was under control we restarted, knowing that we would get a derived time for that stage. However, it did rock us and we were not as quick as usual for the next hour at least.

The last stage and final for the event was another 14km along Gorge Road. Fast, furious and fun. Co-driver thinks that is the best tarmac rally stage in Australia. She loves it. I just try to stop the rock walls from ripping off the wing mirrors.



OVERALL. -The new Targa Classic Adelaide is now run by Octagon out of Hobart. They're the same outfit who run Targa Tasmania and Targa High Country, and their experience and professionalism shows. It was unanimous amongst other competitors that it was a very efficiently and tightly run event, and the best Classic Adelaide ever as a result of that. Only about 100 entries this year due to the short notice for the event and the fact that many classic rallyists were already committed to Targa High Country in a few weeks from now. They're hoping to increase to about 150 next year.

It was good to see CRC members who had made the trip to Adelaide. We saw Lui a few times, somewhat relaxed, but she seemed pretty busy in a her official role in a sweep car involved with stage timing. Carol Both was a welcome smile as an official at start or finish stations on a number of stages as she provided informal training to less experienced staff at those locations. And we saw Shane Navin each day as he carried out his own reconnaissance of the event. Thanks to all of them for smiles and greetings as we immersed ourselves in an adrenalin cocoon.

Finally, good to see classic cars out there again in the Adelaide Hills, having their doorhandles driven off.

WG



GREY POWER

AT 75-YEARS-OLD, Ted Huglin could lay claim to becoming the oldest driver to start a major endurance race at Mount Panorama when he teams with V8 Supercar ace Cameron McConville in the 2012 Armor All Bathurst 12 hour.

But don't let his age fool you into thinking he is an old bloke just coasting around, because Huglin races and talks like a driver fifty years younger.

The Melbourne-based proprietor of Consolidated Chemical Company is a regular on the Australian motorsport landscape and has entered his stunning Lamborghini Gallardo LP570 GT3 car for the Event – the same car he continues to drive to regular wins in local sports car racing in Victoria.



He also took victory against a massive Production Sports Car field at the Bathurst Motor Festival at Easter this year – ideal preparation if eleven hours shorter than the race scheduled for next February. Huglin is confident of challenging the growing international contingent set to race in the 2012 race – and still has some tricks up his sleeves to see the bright yellow Lamborghini cross the line first at 6:30pm on Sunday, February 26th next year.

“We are going to have a red-hot go and we’re certainly not doing this to make up the numbers,” Huglin said.

“We’ve let the international invaders get away with winning on our sacred turf once – but we’re not going to let it happen again!

“Cam (McConville) has done more laps at Bathurst than he’s had hot dinners and he’s a star. There are very few drivers who know that place better than Cam: he’s very fast and very reliable and will be a great asset to have in the team. We’re also not far away from confirming our third driver and he will be very, very competitive. We will have a strong team.”

Rule changes to next year’s race have encouraged Huglin to enter the race after initially considering an entry for the 2011 Event.

“We were going to do the race this year but I didn’t agree with some of the regulations regarding to what tyres we could use and the number of stops our car had to make,” he admitted.

“But they have changed that this year and opened it right up so we were the first to say ‘yes, we’re going’. It’s a great Event and this year could be the big year where it gains a massive following both here and abroad.

“It’s going to be very competitive. I had dinner with Mark Eddy the other night and he was telling me about some of Audi’s plans and they aren’t coming here again for a holiday - they’re coming to win. But I’m going to give it a big go.”

Most people – let alone drivers – could be excused for slowing down at age 75, but Huglin is heading in the opposite direction because he’s only getting quicker.

“I just wish I’d started younger!” Huglin grinned.

“I’ve been very fortunate to have great people and great friends like Allan Simonsen and John Bowe coaching, energising and cajoling me into going faster and faster and that’s been fantastic.

“I enjoy doing it very much and can’t wait to get to Bathurst. I’ve only raced there twice and it’s fantastic so to go again and do the 12 Hour will be brilliant.”

THE 2011 BARRY FERGUSON CLASSIC - JOHN HENDERSON

A few days before the BFC, Bob Morey emailed me asking for a contribution about this event. I was quite pleased because club tradition is that the winner does the write-up. This tradition did not come to pass...

Let me say that I'm not a huge fan of out-of-date, very out of date, maps on a rally. Let me further state that I am not a huge fan of Z-boards. To me both are a bit like David Astle's cryptic crosswords in Fridays's SMH. I'm sure they are very clever but really, they seem like cleverness for its own sake. Don't get me wrong, I love cryptic crosswords and I can usually do them – I can usually even do The Times crossword but bl@@dy David bl@@dy Astle gets me every time. And David Johnson gets me each time too. The name "David" comes from the Hebrew for "beloved", but not in my book!

Robbie Panetta and I turned up for the start at the Sutton Forest Hotel on a crisp Sunday morning in September. It turned out to be a day full of adventure. There were some really good roads for Robbie to enjoy. One he especially enjoyed was when, after lunch, I asked him to retrace our steps some 18kms. This was to look for a Z board near Grabben Gullen that I still think should have been there. It wasn't.

We also enjoyed the wildlife. It's a sure sign that spring is here when you see 3 brown snakes (admittedly one was a tad squashed) on the one day. We learned of the effectiveness of the whistles on the front of John Cooper's car. Designed to scare roos of the road, they must have been effective because we saw many that had obviously died of fright beside the road.

We also showed that Alfa got it wrong in not bringing out a 4WD version of the 105 series. A sharp bend on a dirt road and subsequent excursion into the scrub showed that the chassis and suspension of the 105 are well up to the rigours of outback travel. Fortunately the driver's quick thinking and constant application of power got us right back on the mapped road without any drama.

There was plenty of dirt on this event – about 90kms – and this did mean plenty of potholes. Our special pothole-seeking tyres let us down most of the time, but we did find several, including one that would have swallowed a Mini and spat out the driver. All good fun!



Like the previous BFC, water crossings were a feature. This year Dave had toned down his enthusiasm for rivers but there were still many little water features. There was an especially nice one near the finish. We approached it with gusto, intending to thoroughly wash the dust off the wheels and undercarriage. Our only mistake was that the driver was smoking and so his window was open. Wide open. So we washed some of the dust off the inside as well.

So what actually happened out there? After the morning briefing we were given our instructions. These included printed copies of some old maps that somehow the rats had ignored in Dave's long term storage boxes. We left the pub carpark and headed onto both the old and new Hume Highways. An out-of-bounds saw our first excursion onto unsealed roads. A kilometre later, having found no VRC, we retraced our steps and quickly found the correct route, subsequently verified by arriving at Jo V's control. All OK so far. We wriggled into Marulan, missed the old Hume Highway turnoff, returned to find it (do you detect the beginning of a theme here?) and then spent some time hunting for



a non-existent Z board just west of the rail crossing in Marulan.

Giving up on that we headed, in a round about sort of way, to Goulburn. There was a free choice of roads ("FCOR") through town. We then mucked around finding and missing Z boards until lunch at the primary school in Crookwell. By now we were actively hoping for dirt roads. Not because we liked the slip sliding nature of things, but because at least there would be a VRC to show we were on the right road!

The school did a fine job of lunch and we were on our merry way. Not immediately merry because I didn't find enough clarity in the instructions to get out of town. Fortunately a tour car came along, so we followed them for a little bit, just in case they got lost...

We then headed southish, down a road where I thought there should have been a Z board, then retraced and went further down the road where I missed one, and on towards Breadalbane in another round about sort of way. After Breadalbane we did a couple of loops near Parksbourne, visiting Jo V and her companion twice in the process. Nice to see a smiling face! At the time I thought the maps were a bit wrong, but having Google-mapped it since, I take all that back. And presumably we

missed a VRC in there.

From there we went, through an unmanned major, to a via point the other side of Goulburn. This caused some problems for me and I think almost all the competitors. The map of Goulburn was not clear enough to see rail crossings, and hence determine the shortest route. So most of us treated it as FCOR, just like in the morning. So most of us missed the VRC. I think it was subsequently cancelled.

We then revisited Marulan and wriggled about alongside the Main Southern Railway heading generally for the Sutton Forest pub. A Z board was found on the way. The subsequent instructions so confused me that we just made our way towards the finish by compass. For once luck was on our side.

A cleansing ale or two later and we were on our way, tired, a tad frustrated, but happy.

There was the promised amount of dirt. Some liked it, some didn't and I guess this will be talked about in the future. All in all, it was a pretty good event.

Many thanks to Dave and his team for all their hard work.

Hendo and Robbie

When you're from the country, your perception is a little bit different!

A Queensland farmer drove to a neighbours' farmhouse in his Holden ute, and knocked at the door. A boy, about 9, opened the door.

"Is your Dad or your mum home?" said the farmer.

"No, they went to town."

"How about your brother, Howard? Is he here?"

"No, he went with Mum and Dad."

The farmer stood there for a few minutes, shifting from one foot to the other, mumbling to himself.

"I know where all the tools are, if you want to borrow one, or I can give Dad a message."

"Well," said the farmer uncomfortably, "I really wanted to talk to your Dad. It's about your brother Howard getting my daughter Susie pregnant".

The boy thought for a moment...

"You would have to talk to Dad about that. I know he charges \$500 for the bull and \$50 for the pig, but I don't know how much he charges for Howard."

HOW SOUTHY & ANN SAW THE BARRY FERGUSON CLASSIC





Penrith Pas de Deux

13th November 2011

Promoted by the Classic Rally Club.

Come and join us for a round of the CRC's and the Thornleigh Car Club's championships and the JDCA's Coventry Spares trophy for 2011.

A one day classic rally with three levels of navigation –

Masters- challenging navigation,

Apprentices- challenging navigation but with some extra help, and

Tour- route charted with perhaps a tiny bit of mapping involved.

Start and finish at Penrith covering approximately 320 kms for the day with maybe two or three kms of unsealed road

Bring your own lunch or buy some from the various outlets at the lunch break at Picton.

Entry fee is \$70 for a crew of two.

Additional passengers are free.

The event is being run as a CAMS approved Touring Assembly so all the usual requirements will apply eg Scrutineering, CAMS licences etc.

Supplementary Regulations are on the CRC website- www.classicrallyclub.com.au.

For further info contact-

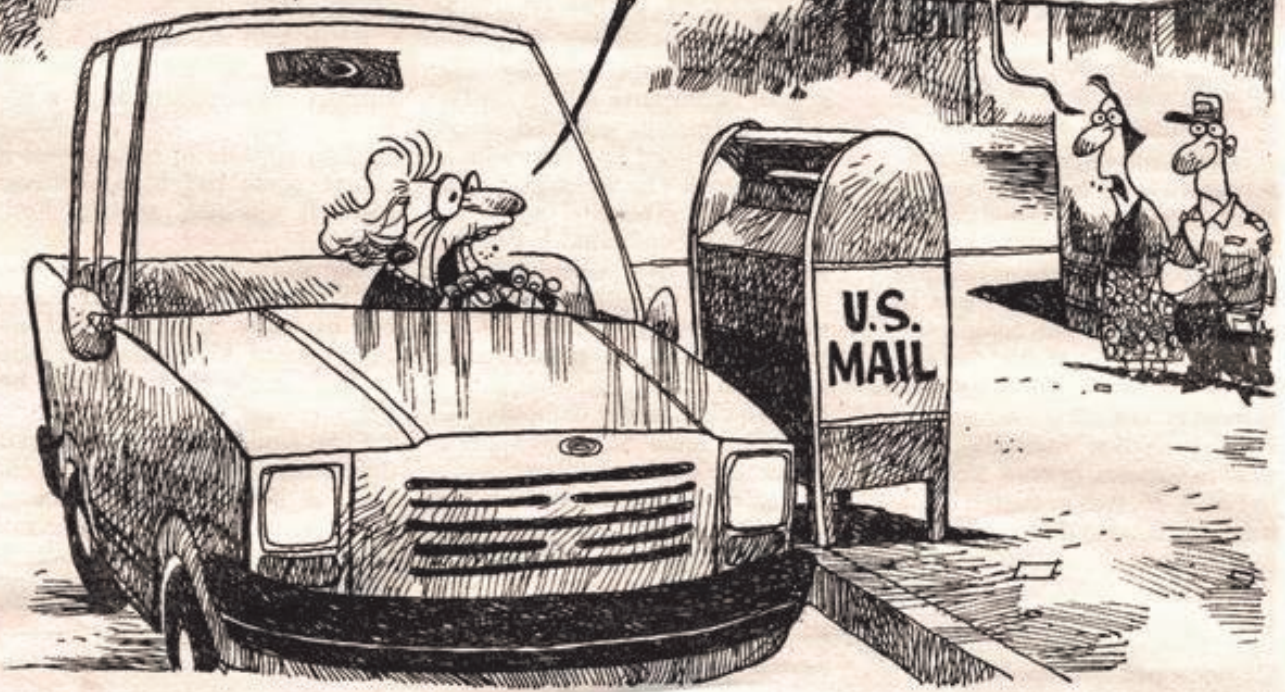
Jeff West at- jj.west@bigpond.com.au or 0427 263757 or

Gary or Wendy Maher at- wenandgaz8@bigpond.com.

HERBERT
BOSTON HERALD

I'LL HAVE A
CHEESEBURGER,
LARGE FRIES,
BLACK COFFEE...

I'M STARTING TO
THINK RETESTING
SENIORS FOR
DRIVING ISN'T A
BAD IDEA!



The ultimate hairpins in the Chilean Andes

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



Contributors to this edition of Rally Directions were:

Ann Bloomfield, Carol Both, John Cooper, Heather Dux, Wayne Gerlach, Chris Hallam, John Henderson, Dave Johnson, Tony Kanak, Lui MacLennan, Amir Shushtarian, John Southgate, Bill Stevenson, Garth Taylor, Brian Todd, Ross Warner, Jeff West. **Thank You all.**

2011 Events Calendar

Date	Event	Documents	Contact
3 Jun	CRC First Friday Free Fling		
19 Jun	CC Tour d'Corse Entries by 10 Jun	Flyer Supp Regs Entry	Tony Wise 0417 211 848
28 Jun	CRC meeting		
1 Jul	CRC First Friday Free Fling		
9-10 Jul	CC Jaguar Mountain Rally		Gary Maher 0408 271 848
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		
14 Aug	Lunch Run		Kim or Renai Warner – 02 9772 2860 or klwarner@optusnet.com.au
21 Aug	Shannons Display Day		
23 Aug	CRC meeting		
2 Sep	CRC First Friday Free Fling		
18 Sept	CC 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		
11 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*



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