

# Rally Directions

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



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The CRC Navigation Training Day  
Preview of CRCers in Targa Tassie

# MARCH 2012

## Classic Car of the Month

The Ford Cortina MKII was first produced in Britain in 1966 and replaced the MKI which had established the model as a very popular family car in the UK & Australia. The MkII, having more interior space, consolidated this popularity.

The Mk II Cortina was produced with a number of engines from 1200cc to the Lotus 1600cc twin cam version. This model of the Cortina continued Ford's race and rally program, to be eventually replaced by the smaller, lighter Ford Escort.

The Richardson's 1968 car, shown here, is the GT version which came with a revised cylinder head & manifold including a twin throat down draught Weber carburettor. With its close ratio gearbox, revised diff and larger brakes along with better instruments etc., the GT Cortina was a very popular car for club motor sport.

Jim & Bev's car which has been a rally car most of its life, has only had 2 owners is standard except for sumpguard, Halda and lights.

## Coming Events



### April Fool's Fun Run

**Sunday 1<sup>st</sup> of April 2012**

**A CAMS approved Touring  
Assembly. Starts & finishes  
Mittagong RSL.**

**With Masters, Apprentice &  
Tour categories, the route  
covers the Southern  
Highlands & Goulburn  
surrounds.**

**Entries close at the C.R.C.  
meeting 27th March 2012**

**Enquiries to Tony Norman**  
[thenormans@virginbroadband.com.au](mailto:thenormans@virginbroadband.com.au)

**0402 759 811**



## South Coast Classic Rally

**5<sup>th</sup> and 6<sup>th</sup> May 2012**

A two day multi-club Touring Assembly, the event starts at Bowral overnights in Nowra and finishes at Tahmoor. The route takes in the scenic South Coast and the hinterland around the Southern Highlands.

The rally covers about 650 km with approximately 12 km of good unsealed road over the two days. This is an untimed event with the usual Tour, Apprentices and Masters categories.

**Entries close Friday the 20<sup>th</sup> of April  
2012 see inside for more detail or  
contact Mike Stephenson**

**(02) 9674 6608 or**  
[stephenson@tpq.com.au](mailto:stephenson@tpq.com.au)

# Classic Rally Club Officers and Contacts 2012

Position: Name	Email address	Phone (please make calls before 9.00pm)
President: Ross Warner	crc.pres@classicrallyclub.com.au	(02) 9772 2860 or 0409 810 553
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	0419 233 494
Treasurer: Tim McGrath	crc.treas@classicrallyclub.com.au	0419 587 887
Membership: Ian Packard	crc.mem@classicrallyclub.com.au	(02) 9451 6869 or 0414 516 869
Newsletter Editor: Bob Morey	crc.editor@classicrallyclub.com.au	(02) 6292 9661 or 0402 479 661
Competition Secretary: Tony Norman	crc.comp@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Championship Pointscorer: Jeff West	crc.scorer@classicrallyclub.com.au	(02) 6331 5342 or 0427 263 757
Regalia & Club Historian: John Cooper	crc.regalia@classicrallyclub.com.au	(02) 4731 6933 or 0414 246 157
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	(02) 4261 3018 or 0417 285 138
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	02 9420 4304 or 0418 275 308
Club Photographers: John Southgate, Anne Bloomfield	crc.wpm@classicrallyclub.com.au	(02) 9731 2213
Officials Registrar: Dave Johnson	crc.cm3@classicrallyclub.com.au	02 4887 7803 and 0428 299 443
<b>Committee</b>		
John Henderson	crc.cm1@classicrallyclub.com.au	(02) 9499 8141 or 0408 118 427
Garth Taylor	crc.cm2@classicrallyclub.com.au	(02) 4784 3301 or 0418 207 306
Dave Johnson	crc.cm3@classicrallyclub.com.au	(02) 4887 7803 or 0428 299 443
Tony Norman	crc.cm4@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Peter McAlpine	crc.cm5@classicrallyclub.com.au	0407 330 075
<b>Inspectors: Vehicles with HV Plates</b>	<b>email/location</b>	
Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
Danny Castro	dcastro@bigpond.net.au	(02) 9688 2318 or 0419 981 063
Peter Thomson		(02) 9419 5774
John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Paterson (Silver)	Blaxland	(02) 4739 0577 0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284

DEADLINE FOR NEXT NEWSLETTER 13th April 2012



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.



Wow! I just got home from the Navigator Training School (11<sup>th</sup> March) and the most appropriate work I can think of is "Participation". I say this because our Club and some of our guests participated at all levels and age groups. There were people participating to improve their navigation skills, others to teach and pass on their knowledge, some to just support the others and of course John Southgate was there to photograph the whole thing, again participating. If you are reading this, you are participating. It's good fun isn't it.

I sort of feel obligated to say thank you for participating, but you know what, I noticed that all of the people who were participating had great big smiles on their faces. They were having fun. Even when I was screwing up the plotting at the nav. school I was laughing and having a ball. So I guess I should feel obligated to say thank you for having fun, but that doesn't make sense does it. You don't need to thank people for having fun.

I guess this is the reason why we usually don't have any trouble finding volunteers to help with our events, and for the most part we usually have more than ample competitors. Yes, it's fun and we love it.

What a great Club we have and what a great version of motorsport it is built around. There is something for everyone, Drivers, Navigators, Officials, Spectators, Readers and Photographers.

Almost any car is suitable, it's not particularly expensive and you don't need to be super talented, you just have a go and participate so that you can have fun.

Participation = Fun (simple mathematics!)

We had 21 crews at the Nav School, yes 21, and from what I saw most did incredibly well. I hope this means that we'll get a lot more crews having a go at apprentice level this year. In fact, the April Fools Fun Run would have to be a good place to start. Personally, I can't wait to participate and I bet those of you who have already entered feel exactly the same.

Now would be a good time to get your entry in for the South Coast Classic which will run this year on the 5<sup>th</sup> and 6<sup>th</sup> May. This will be a very well set and organised event with some great challenges on roads we don't often get to use. We can rely on Mike and his team for a fantastic event.

The March First Friday Free Fling was a total washout again. Is this the worst weather? April has to be better. Let's all try again, and make this a really big one to make up for lost time. Invite some friends particularly if they are into classic cars. Get them to come along and to bring their classic. Wouldn't it be great if we could regularly get lots of classics together for some motoring camaraderie?

I look forward to participating with you all soon.

*Ross*

## STOLEN CAR

### **A plea for help from CRCer Mark Pantocost**

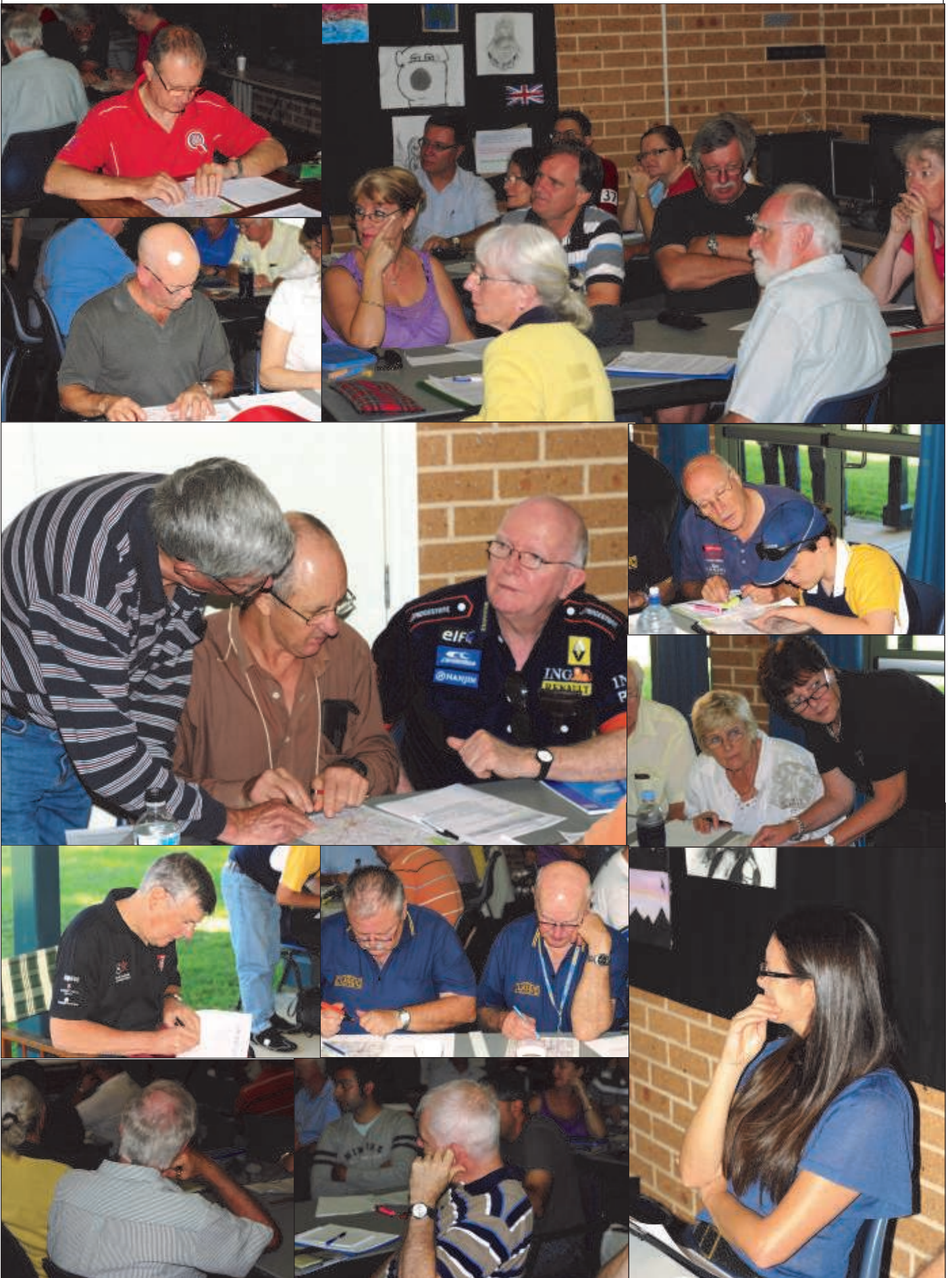
"This afternoon my house was burgled and my 1978 Mercedes 250 sedan stolen. This car was previously owned by Alan Watson and is cream with tan trim, many members would know the car.

**Rego No is BN09ZS**. If you see the car please call 000 and also call me please on 0447 400 583. Some may recall seeing the car recently at the navigation day at North Richmond. Many thanks."





## Southy's images from the CRC Navigation Training Day







**But wait there is more.....**







## 2012 C.R.C. NAVIGATION TRAINING DAY – **DIRECTORS' CUT**

by Gary Maher



It was about October last year that Professor Jeff West threw the idea of a full day's Rally Training School across the table at our place – nearly knocking over a bottle of red. The rough plan was to expand on the tried & proven 'Hendo Navigation School Program' in the morning and add a short practical run in the afternoon.

The 'rough' became the 'real'. Hendo came 'on board' (don't you love the modern vernacular?) and we set about working out logistics. For our own ease we decided on the Hawkesbury area for the short rally so a venue for the instruction segment was sought in that area. We envisaged about 25 – 30 people would turn up, so North Richmond Community Centre, with its data projector for John to do his power point presentation and its general facilities, would be ideal and was locked in. Jeff, Wendy and I then set the approximate 100km, 2½ hours run. Then the fun started!!!

Initial response was disappointingly slow but around (and even after) the closing date, we were overwhelmed and ended up with over 60 people, including mentors and control officials – thus making the accommodation quite cosy. Fortunately we had printed plenty of maps (many thanks to Ted Norman) and instructions, but tea and biscuits needed a back-up trip to the shops. (Thanks to Ngarie McGrath for those delicious slices too.)

Flooding of the Hawkesbury River during the previous week closed one road in the middle of the first section of the run so at the eleventh hour, when it became apparent that it wouldn't be re-opened in time, Jeff and I reset that section and rewrote & reprinted the instructions. Then the river came up again on the Friday and Saturday before

the event and the authorities threatened to close the North Richmond Bridge again. On the Friday various emergency services commandeered the Community Centre and we had an anxious 24 hours or so and eventually decided to 'wait and see' before calling it off.

Sunday dawned a beautiful day - sun shining, river level down and the emergency services moved out. It was a 'goer'! The enthusiasm of the participants was very encouraging and everyone got down to business punctually at 9.00am. With a little help from the mentors, everybody seemed to follow John's very comprehensive instructions which included grid referencing, herringbones and a revised 'Cowra' exercise. The mentors then helped the competitors plot the afternoon run so that everyone would be on track. Hopefully, our age old 'How to Win a Touring Assembly' helped and, if nothing else, this hand-out plus the very instructive pages associated with Hendo's lesson are great keep-sakes for future reference and revision.

It was generally felt that the 'run' was set too hard. This was done with a purpose – to incorporate as many tricks, traps and disciplines as possible. So what you had crammed into 100 kms over a couple of hours, you would, in reality, normally get in 700kms over 2 days. So, don't be put off attempting a proper event at a higher level of navigation.

We aren't going to publish the results – you all had your card scored and your errors individually explained. We had only 2 crews clean-sheet, which proved that you can actually plot the route correctly but have difficulty finding the correct roads. A few crews only missed the 'bastard board' about 100 metres from the start – an old trick often used by directors to catch you when you are busy getting on the road – watch for that in the future. Several crews got all the VRCs but missed a number of the questions which makes me, at least, wonder about mileages given for questions.

The bottom line is – most directors of forth-coming events promise that their navigation isn't as difficult as the training day, so be brave – have a go, apply the principles you've been shown and re-read the hand-outs.

continued over page



It is important to remember that directors are playing the game too – they want to win – they set out to catch you so think laterally (more modern vernacular) but above all – have fun!

A huge thank you to all those who helped with the mentoring and officiating – particularly those who travelled a long way. Thanks to John Southgate for the great photos and above all, thank you all for your participation – Good Luck with your future efforts. We have discussed the day's activities and taken on board the suggestions we received regarding the day's organisation. We have noted some changes we would make if doing this again.



PS – Oh, alright! The two crews who clean-sheeted were the Braithwaites (in the Starion) and the Navins (Black Porsche). Well Done!

### Tools that are found in most sheds.

**DRILL PRESS:** A tall upright machine useful for suddenly snatching an object out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully placed in the corner where nothing could damage it.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light, also removes fingerprints and hard-earned calluses from fingers.

**PLIERS:** Used to round off bolt heads, sometimes used in the creation of blood-blisters.

**WISE-GRIPS:** Generally used after pliers to completely round off bolt heads if nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle... it transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**OXY ACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your workshop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids but can also be used, as the name implies, to strip out Phillips screw heads.

**BLADE SCREWDRIVER:** A tool for opening paint cans, sometimes used to convert slotted head screws into non-removable screws.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

## MANNING MOTORS



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## A DIRECTOR'S DILEMMA

In today's age of "just in time" planning and purchasing we expect that whatever we want will be in stock or instantly available when we decide to do something – but spare a thought for our Event Directors who must plan months in advance.

At our last CRC Meeting our next Event Director, Tony Norman, had only about 8 entries prior to the Meeting a month out from the Event. A plea for entries saw a show of hands and promises of action as Tony explained that he needed numbers for printing instructions, maps and catering quantities. And this is only a 1 day Event!

In 2 day Events accommodation for the Saturday night only is getting harder to find (many places within 3 hours of Sydney want 2 nights) and when

found require bookings with firm numbers 3 weeks prior to the date. This means that unless entries are in at least 1 month prior to the Event organisers start to panic about bookings. I think I speak for all directors who encounter this problem.

This year's MG Classic is no exception with Muswellbrook being a popular weekend choice and we are forced to use 2 motels (luckily Saturday dinner will be at one venue) so entries will be limited to 50 + reserves on a first-come basis. We will accept entries early with a deposit/post dated cheque/direct debit or even cash to ensure you get a start and the organisers can concentrate on the Rally itself.

Jim Richardson

**Hi CRCers.** I recently made a trip down to Canberra and back on the same day to run in the new motor just built by a club member Garry Johnson for my 1965 XP Ford Falcon. The old Falcon has just been tidied up, all electrical attended to by Geoff Mills and motor and suspension by Garry. New mag wheels and tyres have also been fitted. To complete the car I required a set of ventilation blinds for the back window which are sold by Wayne at Early Fords in Canberra, hence the trip. All this is not that important to you reading this but I was completely taken back by what I found at this house were he deals with 60's Falcon parts. I thought I was a hoarder and collector but this collection of service station pieces is the best I've ever come across. This was just his outside shed and garage with more stuff inside his house, check out the photos.



John Cooper

## What is Celibacy



Celibacy can be a choice in life, or a condition imposed by circumstances. While attending a Marriage Weekend, my wife and I, listened to the instructor declare, it is essential that husbands and wives know the things that are important to each other. He then addressed the men, can you name your wife's favourite flower? I leaned over, touched my wife's hand gently, and whispered, Edmonds, isn't it?!

And thus began my life of celibacy..... Anon





It's that time of year again when some of our members are putting in those last minute adjustments to their cars and the logistics in order to tackle 'The Ultimate Tarmac Rally – Targa Tasmania'. Running from 18-22 April, following a prologue used for seeding on 17 April, we have six crews from the CRC making the journey across Bass Strait.

With two entries in Early Classic and five in Late Classic, our competitors will be wearing their CRC decals with pride!

Paul & Mike Batten will be running the mighty red '61 PV544 Volvo and aiming to win the Classic Handicap competition as they did in 2010 and also will be giving the outright Classic podium a serious nudge. Although a three times NSW Rally Championship winner, Mike now takes the navigator's seat and lets his seriously talented and fearless son drive.

unfounded! Also in Late Classic, are Kerry Smith & David Kirkby in the '75 Toyota Celica 1600 GT, David Gilliver & ex NSW Rally Champion Nigel Shellshear in the '79 Ferrari 308 GTB and last but by no means least, Craig Walsh & Gordon Lennox in Craig's '85 BMW 323i, 'Grufty'!



Also running in Early Classic are Ernst & Sonja Luthi in the red '71 Renault Alpine A110. Last sighted at the nav school earlier this month, the little Alpine was sounding sweet.

In Late Classic, we have Robert Gambino & Paul Hibberd in the red '76 Ferrari 308 GTB. Many of you will remember Robert's car from the 2010 Alpine when they came a respectable 7<sup>th</sup> out of 45 Tour entries. Wayne & Dianne Gerlach are returning to Targa in their '74 standard spec Porsche 911 after a bruising in the 2010 event. Hopefully the rumour that they did recce for this year's event on foot and carrying hiking packs is

But of course a mighty event like Targa Tas can't happen without that merry band of officials who put up their hands to volunteer year after year. Lui will again be wearing the yellow jacket and dealing with the competitors' issues in her role as CRO. Carol Both & Karen Lennox will be out on the stages and new CRC members, Coal & Hot Dog Mullet, will be manning the buses that not only transport competitors around town but also collect them from the side of the road in the event of an accident or mechanical problem that puts their competitive car out of action.

So it will be a week of early starts, late finishes and action packed days but Targa wouldn't be Targa without the now traditional *ex officio* CRC dinner to kick the week off. After the official Targa Welcome Party on the Monday, twenty odd CRCers with their families and support crews will be getting together before the event starts to wish each other well for the week ahead!

Good luck everyone and come home safe!!

Lui



# *South Coast Classic Rally*

## *5<sup>th</sup> and 6<sup>th</sup> May 2012*

The Classic Rally Club NSW invites members and members of CAMS associated clubs to enter a multi-club Touring Assembly. Those new to the sport can also be accommodated with provision of a 30 day CAMS licence and club membership for a reasonable cost.

The event starts with breakfast at Centennial Park, Bowral then travels to Nowra on Saturday with overnight accommodation and dinner at the Archer Resort then finishes at Tahmoor on Sunday afternoon. The route takes in the scenic views of the South Coast as well as the hinterland around Wollongong, Kiama, Nowra and the Southern Highlands.

The route covers around 650 kilometres of great roads with approximately 12 kilometres of good unsealed road over the two days. The rally is untimed with three levels of entries: Tour, Apprentices and Masters. The Tour is route charted so that any entrant is capable of successfully completing the event.

The Apprentice and Masters levels require map reading skills and an understanding of classic rally navigation.

The entry fee is \$418 per team of two (additional crew \$176) which includes the rally pack, breakfast, lunch, dinner and accommodation on Saturday plus breakfast and lunch on Sunday.

All you need is a registered road worthy car, a friend of a suitable age to be a navigator or driver and you could enter the event at a level that suits your experience.

Entry is limited to 60 teams so make sure you mark the weekend of the 5<sup>th</sup> and 6<sup>th</sup> of May and join us.

Entries close **Friday the 20<sup>th</sup> of April 2012**

Contact Mike Stephenson on (02) 9674 6608 or [stephenson@tpq.com.au](mailto:stephenson@tpq.com.au)

Weird things people do to cars!



An amazing story - courtesy of [www.bringatrailer.com](http://www.bringatrailer.com) the US classic car site.



This 1927 Buick Sedan spent the first 83 years of its life in the San Fernando Valley, the last 61 of those tucked in a garage where it was untouched. The car was extracted from the garage for a television program on the History Channel. It was listed on Craigslist and featured here on BaT in August 2010 and the current seller bought it and took it home to Texas. He has kept the vehicle in the condition it arrived in, only going through the things that needed repair to make it a driver. Even most of the dust on the exterior has remained in place, as water has still not touched this car since 1949. Everything about the vehicle is still original, and it is a driver.

As the current seller relates the history: *"This car remained in the same family from new until I acquired it. It was always a California car in the San Fernando Valley. The car was owned by a doctor there. The family was said to be hoarders and collected quite a bit a stuff. In 1949 the garage door was removed or sealed shut as part of an add-on to a garage apartment. (The main house was too full of stuff to live in.) The remaining family member who remembers the car well, is in her 80's and this was her father's car. The family property was being broken up for sale or development and everything was sold. The 1927 Buick sat still from 1949 until 2010 when it was removed as part of a documentary for the History Channel. This is when I obtained the car."*

The car currently has what is left of its original paint. All of the efforts to make the car a driver have been done without painting or changing the appearance of the car, and it has all of its original wood. Original purple Mohair seats, blinds, ashtrays and other interior items remain as well. The engine

was started before the seller ever took ownership of the car, so it was never gone through. It has good compression and oil pressure. The transmission has been gone through, the clutch pressure plates were taken apart and cleaned (they are original). The rear differential has been gone through. The fuel tank was cleaned, prepped and coated (original dents left in place.), and the car has new tires and tubes. When purchased, the car was in the condition you might expect it to be after being stored untouched for 61 years. The seller says he cannot put to words the attention this car gets anywhere it goes. The most fun is had driving this car to shows and local events. This car always has twice the crowd compared to any other car at any event he has taken it to according to the seller. It is a time capsule in every sense of the word, and the patina of the car is something that is not reproducible.

The car arrived with a number of artifacts that were found in the car. This includes a World War II era naval uniform, a milk jug from the Burbank Creamery, a lantern that was originally hanging on the rear of the car, quite a few small cans from the time period filled with spare auto parts, there is a Desert Water bag that apparently hung on the front of the radiator.



When these things are with the car they clearly enhance the story that is told. The car still retains it's World War II ration stickers on the windshield.

The seller mentions that the Buick even receives respect in places he did not expect. He valet parked at an upmarket Hotel, and told them the car could not get rained on. They moved a Bentley out of the way and left the Buick prominently in the front under the covered valet area!



## Secretary's Stuff:

A Classic Vehicle- Or JUST AN OLDER CAR???

When a group of older car enthusiasts get together there is always a possibility of lively discussion about the strength of claims that one type of vehicle is best, or better than another for reasons that will be explained to you- if you'll listen.

Much of this discussion is about certain makes or models and what made them noteworthy. Having recently listened to one of these discussions, after the end of the monthly meeting- it occurred to me that this type of banter misses an important point. In their informed and experienced view these enthusiasts can and do often focus on a lot of detail to support their positions. This is fine- but what happens when you take a step back from the detail.

Why is any mass produced car a real "Classic", whilst others are not? How old is a "true classic", or how old must it be? What about a car that is merely old, but unloved by enthusiasts. Is such a make/model not worthy of preservation, or a footnote in history?

Now at the extremes of the scale it is perhaps clear. For example a Ferrari 250 GTO is undeniably a classic from the early 1960s. So was this the beginning of the era of the classic? I don't think so, think about the 30/98 Vauxhall, the underslung Invicta, or post war, the XK 120 and 140 Jaguars- to use three notable examples of revered English vehicles, that are more than fifty years old. (Younger/curious readers should feel free to surf the net for information on these seldom seen vehicles).

So I don't think the classic era really corresponds to a prescribed age band- even though certain conventions condition our thinking this way. For example the concessional registration schemes in operation in the states of Australia use more than thirty years old as the barrier to acceptance. Maximum age is not specified in this scheme. The strict definitions of vintage and veteran vehicles have not had a correspondingly rigid application with the wide usage of the term "classic". Classic event organisers, car clubs and auctioneers have not aided the exact clarity of the term classic vehicle either.

I think this is because every decade from the beginning of the twentieth century produces noteworthy results, in technology, fashion, and vehicles. So "classic" is an inexact term that defies an exact age related category.

In motorsport, especially rallies all sorts of terms have been used to describe periods of years and the vehicles available in these periods. I remember the way these terms drifted around in Targa Tasmania back in the 1990s. The terminology became a little meaningless- early classic, classic, post-classic, modern, new releases etc. All good fun, but the year or the decade of production are the key factor for most people- together with the mechanical characteristics and style and nostalgia value that combine to produce a personal verdict on what is classic vehicle.

Lots of people eventually come to have a vehicle that reminds them of their childhood, childhood heroes or which continues a family tradition. I know a guy with a mid fifties Dodge Kingsway with a side valve six that had its engineering origins from well before the second world war. It seems this is a classic because it reminds him of holidays going up the Pacific highway- perhaps the happiest time of his life? Ah, one more case-study for the psychologists to assess. Is this vehicle a classic? It is to him.

How many people though still want to drive a car that is now approaching sixty years old? Casting back to the beginnings of my automotive consciousness I can remember a friend with a 48-215 Holden in 1972. It was a family hand-me-down. It gained a three and three sixteenths bore motor, with twin Strombergs, extractors, a hot camshaft, a ported head with "179" valves and so on. Heasman's at Sydenham worked over the suspension thoroughly and on 13 x 6 inch wheels and modern radial tyres, it had the measure of a new LJ GTR Torana on any road that didn't need a lot of brakes....

Was this a classic? Aah- I'm not sure, there were lots of Holdens like this, but even by the early 1970s the later FE and FC series were taking over as the focus for young working man's automotive adventures. Attrition through rust, wear and tear and the dated styling meant too, that cars that were obviously "older", like twenty years old, were not a useful chick magnet.

Keeping with Holdens for the purpose of illustration; older, but not too old, Holdens were the affordable project car for many people, for decades. From the 1959 FC model through the 1964 EH, the HR, the HK/T/G, series and then into the 1970's HQ to HZ series, a car that was new not too long ago (5-10 years) and now affordable to most enthusiasts was the focus for the budding Holden enthusiast. All of these models have been called classics by some folks at some times. They still say this on TV on the Classic Restos program, sometimes the words are spoken by a star-struck owner of several decades. So these cars get preserved, conserved and presented as classics. Let's not suggest any rules that would hinder this OK?

Have you seen a lot of HQ to HZ Holdens lately? How about the early Commodores like the VB from 1979? Now you don't even see many VN Commodores, which sold in great numbers from 1989. A few VPs still remain in regular use, based on observations this month, in Sydney. The oldest model Commodore still seen in numbers is the VT from the later 1990s. This suggests that fifteen years is the upper end of the age for most of the general transport fleet. Older cars than this are either with the stubborn recidivists, the poor, or those intent on getting maximum value from their last vehicle purchase, or perhaps the enthusiast who holds affection for the vehicle.

So twenty years old for a vehicle still in general use is today fairly rare. Even when the 48-215 Holden was in production in say 1950, it was not common for motorists to hanker after normal twenty year old vehicles- which would be models from about 1930. Australia never had the same hot-rodding movement as took place in post war USA, though that's not to say there was none. It's just that the post war Holdens quickly became cheap enough for general access, and their local motor sport presence gave them a powerful cachet. (Note that cachet was not exactly a NASCO accessory).

In the 1950's sunny economic times, the grey motor Holden became Australia's local equivalent to the flathead Ford V8. In the later 1960s and into the 1970s the focus shifted to the red Holden six cylinder engine. Out of production since 1985 this design is still powering XU-1 type race prepared

cars with more power than ever. So to an extent, and for some people- "c lassic" means power, and performance, lots of it. Over 450 true flywheel horsepower in a XY Falcon is regularly possible today from a usable road version of the Ford 351 Cleveland V8- which is why these restified cars tend to gravitate to motorsport at circuits and drag -strips.

Returning though to focussing on old cars from a 1950 viewpoint- if by now a 1930 vehicle was too old/ unfashionable to be a real consideration, then going back to forty years old, to 1910 was unthinkable, for most people as a useful or aspirational object to own, because it was too primitive a form of transport to consider. Obviously though some of the vintage and veteran vehicles have survived, because of recognition of certain qualities- or by happenstance?

Today though many or most of the "classic" cars we see are around forty years old, and some like the Australian muscle cars like the GT Falcons, Monaros, the high performance Toranas and the Valiant Chargers are still revered, and are the major attraction for many at the historic car circuit events. The American muscle cars date back to 1964, and there are plenty of people still wanting to restore to new , or better than new a car, like an early Mustang- that is nudging fifty years old. This is not so different to my acquaintance with the Dodge Kingsway. I must check the CAMS Manual to see what would stop us from putting in a tough 354 or 392 kewbik inch early Hemi engine into this sort of car, and being the scourge of the mid 1950s category for saloon cars? Or what about a disc-braked Studebaker with the R3 or R4 engine option? If they'd had these engines and better wheels they would have kicked arse at Bathurst...

Gosh, is that the time?

Do you know the answer to this question then- what is a classic vehicle? I only know one when I see one.....

Tony Kanak



## 2012 CRC Events Calendar

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde. First Friday Free Fling held at Harry's Café de Wheels, 431 Church St., Parramatta

Date	Event	Organiser	email address	Phone no.
03-February-2012	First Friday Free Fling			
28-February-2012	CRC Meeting			
02-March-2012	First Friday Free Fling			
11-March-2012	Navigation Training Day	Jeff West	<a href="mailto:jj.west@bigpond.com.au">jj.west@bigpond.com.au</a>	0427 263 757
27-March-2012	CRC Meeting			
01-April-2012	April Fool's Fun Run (1 day rally) -C.C.	Tony Norman	<a href="mailto:thenormans@virginbroadband.com.au">thenormans@virginbroadband.com.au</a>	0402 759 811
18-24-April-2012	Targa Tasmania	Octagon Hobart		03 6221 8855
06-April-2012	First Friday Free Fling			
24-April-2012	CRC Meeting			
04-May-2012	First Friday Free Fling			
05-06-May-2012	South Coast Classic -C.C.	Mike Stephenson	<a href="mailto:Stephenson@tpg.com.au">Stephenson@tpg.com.au</a>	0430 161 328
22-May-2012	CRC Meeting			
26-27-May-2012	Barry Ferguson Classic -C.C.	David Johnson - Trial	<a href="mailto:longitude@internode.on.net">longitude@internode.on.net</a>	02 4887 7803
		Tim McGrath - Tour	<a href="mailto:tpmcgrath@bigpond.com.au">tpmcgrath@bigpond.com.au</a>	0419 587 887
01-June-2012	First Friday Free Fling			
17-June-2012	Tour d'Course -C.C.	Tony Wise	<a href="mailto:tmwise@bigpond.net.au">tmwise@bigpond.net.au</a>	0417211848
26-June-2012	CRC Meeting			
06-July-2012	First Friday Free Fling			
07-08-July-2012	Jaguar Mountain Rally -C.C.	Brian Todd	<a href="mailto:briantodd17@bigpond.com">briantodd17@bigpond.com</a>	0419 971 701
24-July-2012	CRC Meeting			
03-August-2012	First Friday Free Fling			
06-August-2012	Driver Training day at Wakefield Park	Tony Norman	<a href="mailto:thenormans@virginbroadband.com.au">thenormans@virginbroadband.com.au</a>	0402 759 811
12-August-2012	Winter Classic -C.C.	Alan Watson	<a href="mailto:alanwatson@pacific.net.au">alanwatson@pacific.net.au</a>	02 9653 1036
28-August-2012	CRC Meeting			
07-September-2012	First Friday Free Fling			
15-16-September-2012	MG Spring Classic -C.C.	Sonja Luthi	<a href="mailto:esfluthi@bigpond.com">esfluthi@bigpond.com</a>	0410 690 702
25-September-2012	CRC Meeting			
05-October-2012	First Friday Free Fling			
13-14-October-2012	Alpine Classic -C.C.	Wayne Gerlach	<a href="mailto:wg@exemail.com.au">wg@exemail.com.au</a>	0414 556 848
23-October-2012	CRC Meeting			
02-November-2012	First Friday Free Fling			
11-November-2012	Penrith Pas de Deux -C.C.	Jeff West/Gary & Wendy Maher		
27-November-2012	CRC Meeting			
07-December-2012	First Friday Free Fling			
09-December-2012	Club Christmas Party & Lunch Run			

'C.C.' denotes CRC Annual Championship event

Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)

## 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: John Cooper, Glen Innes, Tony Kanak, Lui MacLennan, Wendy & Gary Maher, Tony Norman, Mark Pentecost, Jim Richardson, Mike Stephenson, John Southgate, Garth Taylor, Ross Warner.

Thank you all.



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

