

# Rally Directions

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

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CRC Winter Classic

Targa Adelaide

SEPTEMBER 2012

## Classic Car of the Month

The Triumph 2000 was introduced in 1963 featuring a 2000cc, inline OHV motor fitted with twin Stromberg carburettors. In 1968 the car was revised and the motor upgraded to 2500cc with Lucas fuel injection. The gearbox was either a 4 speed manual with overdrive or 3 speed automatic. Suspension was independent all round with disc brakes at the front and drums on the rear.

Along with the Rover 2000 this Triumph model filled a gap in the market providing a level of comfort and luxury previously associated with the likes of Jaguar.

Though not used much in competition Triumph 2500s did finish 2nd and 4th in the 1970 London to Mexico World Cup Rally.

Don & Heather Dux bought their 1971 2500 from a 'Triumph Tragic' who built the car up from a \$150 shell. The motor has been increased to 2700cc, the overdrive modified to operate on 2nd, 3rd & 4th gears and the brakes upgraded to feature ventilated discs and Volvo 4 pot calipers.

## Coming Events



### 2012 Alpine Classic

13th & 14th October

The only timed navigational event in NSW, the 2012 Alpine Classic starts in Lithgow, overnights in Orange & finishes in Lithgow.

All the usual Alpine features; magic roads, breakfast & lunch both days, a great meal Saturday night & event cap & cloth badge etc etc.

The usual CRC Masters, Apprentice & Tour instructions will be offered.

Entry form & details inside or at [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)

### Penrith Pas de Deux

11<sup>th</sup> November 2012

Starting and finishing at Cambridge Park this one day event is the final round of The CRC championship, and counts towards TCC and JDCA championships.

Set on the South-western fringes of Sydney with self-catered lunch in Picton this CAMS approved Touring Assembly features the usual three levels of navigation.

Entry form & details inside.

# Classic Rally Club Officers and Contacts 2012

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DEADLINE FOR NEXT NEWSLETTER; 12th October 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

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## Ross's Rave.



It's September (well I guess it has been for a couple of weeks) and the Rally season is drawing to a close. Only two more competition events left for our championship point score, The Alpine Classic and the Penrith Pas de Deux. I hope that you have all entered these last two events.

I'm writing this in early September because I will be away for a couple of weeks so unfortunately I can't comment on how well the MG Spring Classic went, however I'm sure that it was a fantastic event and I hope that there had been some road repairs since

the last time I was up in the Hunter region. More news on this event next issue.

I would like to thank Peter McAlpine for once again "volunteering" to chair our monthly meeting in September. That is the great thing about our Club; it's never difficult to get a helper when you need it. Actually having said this makes me think of an Alpine Rally a couple of years ago when Kim and I had a flat front tyre in one of the divisions. I got out to start changing the wheel, but of course before I had a chance every crew that came past stopped to help.

There was a virtual traffic jam and parking in the vicinity of our misfortune was at a premium. Of course I wasn't actually allowed to change my own tyre and there was almost an argument amongst a couple of our members to see who was going to change our tyre for us. The winner was Pete who had a super wheel brace that made short work of the wheel nuts and before we knew it we were back on the road again. That's just how our Club is, lots of very generous individuals just looking for a way to contribute. Thanks everyone.

Vince and Kay Harlor have once again generously agreed to host our annual Christmas Party and Awards ceremony at their beautiful home. One more example of how generous the members of our Club are. Anyone interested in setting a short fun run (more fun than run) to the party? Please contact me if you are.

I'll be back in the driver's seat for the October Club meeting and in the Navigator's seat for the Penrith Pas de Deux. I'll look forward to seeing you all then.

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

Enough raving ..... Ross.

### MANNING MOTORS



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## Shannon's Eastern Creek Classic 2012 by Steve Brumby

Photos courtesy Greg Yates & Michael Olsson

I have grown up in the muscle car world where you measure cars in cubic inches and tyre width. And there are only two marques, maybe three. So purchasing the Alfa and getting involved in the CRC has been a revelation. The revelation is simply that cars can be art, not just weapons. And there was some serious art at Eastern Creek on the 19<sup>th</sup> of August for the Eastern Creek Classic.



If you've not been (like I hadn't) you are missing one of the great car shows. I suspect that if you haven't been the reason is probably to do with the name of this event. Eastern Creek Classic? It needs a better name! Something like "The mindblowing, everywhere you look is a great car extravaganza" or the "This car show is so good my wife even enjoyed herself car show extravaganza". It definitely needs extravaganza in it anyway.

And relaxed..... I used to take my old Falcon to car shows and the club grupenfuereers had you at the pre-show RV at some Maccas about 3hrs before the Maccas even opened. And then you had to hang around at the end of the show until the Southern Cross was clearly visible in the night sky. None of that rubbish here. We fronted up at around 9ish and found we were about right on time. John Cooper hustled us into our spot and we were off exploring.



Obviously the CRC'ers had some great machinery there as the photos testify, but with about 1,500 cars to look at we didn't get much spare change out of the day. And then you get to see most of the cars out on the track; a very unique feature of the day. There are very few trailer princesses here!

Special thanks must go to John Cooper for organising us and wrangling us through the day. If you've not been then next year, as they say, do yourself a favour!

Steve Brumby



A driver was stopped by a policeman around 2 a.m. and asked where he was going at that time of night. The driver replied, "I'm on my way to a lecture about alcohol abuse and the effects it has on the human body, along with smoking and staying out late." The officer asked, "Really? Who's giving that lecture at this time of night?" "My wife" was the reply!

## Classic Outback Trial 2012 – a virgin's view by John Henderson

I'm writing this a week after the event. I didn't take notes, naively thinking my memory was up to the task. So there will be errors of fact, but I hope nothing too serious!

Some months ago, I was standing outside the RSL motel in Mittagong before the start of the South Coast. My phone rang and it was Mike Batten in some noisy airport asking me if I wanted to do COT in his P510 rocketship. His navigator had pulled a no-show and Mike thought it would be a good experience for me now that COT was a special stage rally! I committed, after checking my calendar (i.e. talking to Glennie)!

We had planned on doing an event beforehand as a shakedown, but both rallies we entered, the ACT Shannons Safari and the AMSAG Johns River rallies were cancelled because of potential damage to the forest roads after all the rain. So Mike suggested we go down to a forest near where he lives and make up our own rally. It was the Belanglo State Forest.... All went well, I learned about calling down corners and then we went on a fast shakedown. This was the road from Berrima to Wombeyan Caves. Normally a road you take carefully, but in the dark at least you can see other cars' headlights. Coming back at warp speed with helmets on was the first time I've felt carsick ever, but ever. Not an auspicious start.

We arrived at Forbes the day before COT to give us time to settle down, look at the 3.6km prologue section and generally prepare. I was armed with seasick wristbands and tablets. Both were used and I was never in the slightest bit sick, although a lunchtime chicken pie somewhere in the outback did threaten to make itself felt again, unsuccessfully.

Saturday was the prologue. We didn't do as well as expected but still were seeded 6<sup>th</sup> for the start on Sunday. The photo shows us at the start, next to Rob and Starr's VW.



Sunday had 5 stages at Forbes starting with the infamous "Back Yamma SF". 54kms of hard twists, turns and bumps designed to make a virgin understand that this wasn't going to be easy.

Despite a couple of "off the book!" calls, Mike coped very well and we ran a strong 5<sup>th</sup>. A good start for us although it claimed (for the day) the very experienced Cole team in a Mercedes 280SL that had done many international long distance events.

The next stage claimed the Travis team which had won the previous COT in 2010. A collapsed shim on the rocker gear had blocked an oil passage which caused their engine to self-destruct and sent them home. We then had lunch at "Utes in the Paddock", a collection of interestingly decorated utes, generally mounted vertically, in the middle of nowhere.



After lunch came two stages where we did well and then the final stage of the day, the appropriately named "Murda SF". About 1.66km into it, at the end of a long dirt straight was a TL. About 50m before the turn, hidden in long grass just off the track, was a stump about 30mm high and about the same across. We hit it full on with the right front wheel. Damage to Mike was immediate: he hurt his back badly although managed to move the damaged Datsun around the corner. We manoeuvred him out of the car and got him lying down and waited for

the FIV to arrive. At this point we appreciated that the event was using RallySafe (just Google it). On impact it automatically sent a signal to the start and to all competitors warning them of the issue. I also punched the SOS button which did the same again. Fantastic bit of kit.

After making sure Mike wasn't going to die any time soon, I put out the safety triangles and told the next car along what had happened. This was Steve Crane in a 504, thanks Steve. I then took a call from Steve Sims of RallySafe (he was in Perth!) whose laptop had recorded the action, and told him the situation. Several more rally cars came through and then the FIV arrived. After filling Mike with painkillers, they took him into Condo. Meantime I'd had a look under the car and seen that all was not well. The wheel was jammed hard against the firewall.



Our marvellous service crew of Tim Batten (surprisingly no relation) and Andrew Pannam arrived and jacked the car up. The wheel was bent and split and the tyre was torn. The lower control rod bracket had ripped from the body. The control arm was bent as was the sway bar. And the right front guard definitely needed some serious massaging with a heavy hammer. I enjoyed that!

The guys opened up the service trailer, hauled out the generator, MIG and assorted tools and pulled the front of the car to bits out there in the dirt. Several hours of creative surgery later, the car was off the jackstands and on its way to Condo. Fantastic effort!

After a decent dinner at the Royal Hotel – Tim had the biggest mixed grill I've seen in a long time – they went back outside to check everything, do a backyard realignment and finally get some very well earned sleep.

Meantime Mike was checked out by the FIV medicos and pronounced himself likely to be ok to continue the following day after a decent night's sleep. The rather noisy intermittent freezer compressor right outside the bedroom window made sleep a challenge, but the next day we lined up at the start, heading for Cobar. For some bizarre reason, we were seeded 3<sup>rd</sup>.

There were 5 stages that day, including the longest of the event, "Wonganong" at 72kms. For a bloke with a dodgy back, Mike did well. We started by taking it easy (only 9<sup>th</sup> on the first stage). Subsequent stage times were consistently good and we won a 30km stage called "Kimaaculla". In Cobar, we overnighted at a motel opposite the bowling club where we dined at Ma's Chinese Restaurant. I had a surprisingly good salt and pepper calamari while Mike enjoyed heating his back in front of their roaring log fire. Cobar has been rejuvenated by the mining boom, with large copper mines close by. From a town on the verge of extinction some years ago, it is now a pretty decent looking place.



Day 3 saw us seeded 5<sup>th</sup> and headed for Ivanhoe. 3 stages with a total of 150km competitive. A bad call by me in the first stage saw us overshoot a turn through a gate which meant we just made the top half of the field. We did much better for the next 2 stages. Ivanhoe is a very small town and it didn't take us long to find the tent city at the campground where we were all staying. It was pretty well put together with new tents and sleeping bags. The photo shows Tim and Andrew on the edge of Tent City, thinking about where the pub was.

I was concerned that 2 male showers and toilets were going to be a challenge for 50+ blokes. Surprisingly it all seemed to work. Dinner at the local RSL was supposed to be a spit roast, but somehow that morphed into two different coloured casseroles with rice.

Here we saw the sad demise of the yellow VW of fellow CRCers, Rob and Starr Mifsud. Even the South American magic of Danny Castro couldn't convince the beetle that it really had 4 cylinders. They loaded up and headed back east although we did catch up with the rest of their service crew, Kay and Vince Harlor, at Broken Hill the next day.

From Ivanhoe, the next port of call was Broken Hill. We started at 10<sup>th</sup> for the run there. I still don't understand their seeding algorithm. The day gave us another 5 stages with about 150km competitive, although one stage, "Big Amp", became "Little Amp" when even the setup vehicles were getting bogged in the sand.

The start of this stage (I think it was this stage) was run by the indefatigable team of Dave Johnston and Bob Watson. Dave and Bob both get my personal award for service above and beyond the call of duty. There were a lot of changes to be hand written in the road book and the start was imminent. In a moment of temporary confusion after all the writing, I grabbed Dave's sat phone from the table and ran back to the car.

Realising my mistake, I returned the phone, jumped in the car and we headed off to the start which was manned by Bob some 50m away. Where the effing hell are my glasses, I ponder as I strap my harness up and plug the intercom cable into my helmet. Start is almost now. Then fantastic Dave appears, panting, at the window with my glasses in hand. I'd obviously meant to pick them up from his table, grabbed his sat phone instead and then not grabbed the glasses when I returned the phone. Duh!! And Bob to the final rescue: "Would you like me to send you out a minute later, sir?" Would I what! Thanks guys! Despite the inauspicious start we ran 5<sup>th</sup> on that stage and got two 2<sup>nd</sup>s later that day.

We stayed for two nights at Broken Hill and had a huge room in the Lodge Outback Motel. The main house, where our rooms were, had been built at the turn of the century for one of the Hill's earliest doctors. Obviously the doctor business was pretty profitable back then.

Day 5 was short: three laps in each direction of the Broken Hill Speedway and then an 11km stage called "Nine Mile" to finish at lunch at Silverton. The first laps of the speedway were pretty good, but on the reverse laps we experienced fuel starvation which cost us 12 seconds. Mike later realised that we were running with a light fuel load and the pickup was on the right side of the tank. The clockwise run meant that the fuel went to the left side and the pump sucked air. Bummer, but no damage done to the engine. "Nine Mile" was talked up as being rough and tough, but it wasn't as bad as we expected and we came 3rd. Twisty and rocky, but not a car destroyer – a bit like the roads around Oberon!

The next day saw us heading towards Renmark with 6 stages and over 150km competitive. A pretty good day, we won one stage, second in another and did pretty well in the rest. Two of the stages, Belvedere 1 and 2, were on a property owned by a stalwart of the Broken Hill rally scene. He's set up the tracks for his own amusement and they were full of weird twists and reverse camber corners designed to keep the driver on his toes.

The finish out of Renmark on Saturday started with the "Border Blast". On the map it looked like a 26km straight line up the border between SA and Victoria. Not quite. Plenty of twists, turns and blind crests over sand dunes. Most of these went straight the other side and could have been attacked a bit faster than Mike chose to. Most. The one that didn't go straight could have wrecked the car.

After this we did a stage which was mainly through an orchard near Renmark. Why anybody would want a load of rally cars churning up the dirt tracks between their rows of orange trees is beyond me, but churn them up we did, especially on the turns at the ends of the rows. This was followed by another speedway stage, and finally the "Fat Lady Sings", a short and dirty finish to a week of fun.



Did I enjoy it? Is the pope German? No podium of course – a stage out put paid to that – but a succession of very competitive times for almost all the event. The car didn't miss a beat – it really is a rocket – and Mike is a seriously good punter. And as the photo shows, we made it to the finish! Despite the front end rearrangement, I saw 186kph on the GPS speedo on dirt with a fence an arm's length away. I made a few ordinary calls and some other mistakes but I learned an awful lot about navigating, teamwork, car preparation and the camaraderie on events like this. Many thanks to Mike for thinking of me, our wonderful service guys and, of course, the organisers and officials of the Classic Outback Trial 2012. Oh, and I'm no longer a virgin.

John Henderson

## Don't live near the railway!



This is Canadian National locomotive number 2699. It is a 212 ton machine powered by a 183 litre, 4400 hp V16 4 stroke diesel.

Shortly before this picture was taken, while working under load, 2699 experienced what is known in the trade as a "catastrophic uncontained engine failure". The train was passing the town of Independence, LA, at the time. The first picture below shows that the engine exploded and one of the 16 cylinder-packs that form the engine was ejected through the engine bay body side and thrown clear of the locomotive.



In addition to this the piston from that cylinder was thrown free by the force of the failure. It was ejected so violently that it travelled through the air and crashed through the roof of a nearby home where it imbedded itself in an interior wall.



## Harriet & Michael's Winter Classic.

I was more than a little stressed on the day of the Winter Classic. The next day I would be flying to the UK for a planned two week holiday, which mere days before had suddenly transformed into a four week work trip. So between changing flights, finishing up projects, packing ... as I said, *stressed*.

So I was quite pleased that the first navigational challenge was a series of intersection turn directions - SSW, NW, WNW, NNE, etc – which required me to be careful and methodical, but not to search all over the map for railway crossings or obscure roads. Although looking back at my map, I see that I have a couple of bits scribbled out and done over, so it clearly took me a while to get focused.

After making three water crossings to get to a via, the next bit seemed fairly straightforward: follow Slopes Road across Kurmond Road, and then loop around and follow Kurmond back through the crossing. When Slopes had crossed Kurmond, we'd done a bit of a left-right wiggle, so as we were coming back down Kurmond I reminded Michael that we'd been here before: 'This is the bit where we turned left and then right, but now we're coming back in the other direction ... oh my goodness' (that last part might have been worded rather differently). Yes, if we continued along this road, we would be opposing rally traffic ... for all of about 10 metres. Some hasty rerouting was in order, but was managed satisfactorily.

After this, we had to move from an NRMA map to a section from 1:250,000 map, which required lots of checking from one to the other, to make sure I had aligned them correctly. One of the road junctions we had to pass through was the intersection of two lines, drawn between four widely spaced points on the map: a bit of a challenge to even find them, and then my ruler wasn't long enough, so I had to use the edge of the paper the instructions were on to draw the lines.

Back on the NRMA map I mapped our way through various locations (including passing within a block of my cousin's house in Windsor) and we arrived at Maraylya for an Indian lunch.

Collecting the afternoon instructions, the first thing I saw was a circular herringbone with no start point or direction marked. I felt like giving up immediately



– the last time I was faced with one of these it completely defeated me. But this time I won the battle, so we were able to get going.

I plotted our route through the next few vias. One instruction gave me a bit of a problem – 'Keep 7 on your L while on a Minor road', but the legend on the map only showed Primary, Secondary and Other roads. However, I found a route that seemed to work.

But then I told Michael 'Just down here, turn right into Boundary Road', and his reply was 'Didn't you say Boundary Road was out of bounds?' Oops. I hadn't realised there was more than one Boundary Road, and once I'd found one and highlighted it as out of bounds, I'd promptly forgotten all about that instruction.

Rerouting, the 'Minor road' instruction caused even more problems. We tried a few experimental drives, but nothing really felt right. And then I noticed a series of cars taking a route that (I thought) would take them past '7' on the wrong side. After much frustration trying to make sense of the map, I reconsidered my definition of 'Minor road' and everything fell into place. (I later discovered that I had accidentally been given an incorrect version of the map, which explained a lot!)

This had cost us a fair bit of time, but fortunately there was only one more challenge – negotiating the numbered avenues (and one road) in Llandilo. I ended up having to rewrite the instructions in the correct order, but we got through them all successfully. Right at the end we encountered what must have been a major traffic accident (no rally cars involved, fortunately), with lots of police and ambos, and the road almost completely closed, but

we were just able to squeeze the MX5 through, with the help of a fireman who was directing traffic. Since we were pretty much at the tail of the pack, I don't think they had to deal with a stream of rally cars trying to get through.

So we arrived back, practically last, but feeling like we had done a reasonable job in the end. When the results came through, and showed us in second place with only two missed VRCs, we were very happy. But then the results were amended –

someone had queried the fact that the T-junction definition didn't specify the direction you needed to come from, and as a result one of the VRCs was cancelled. (It wasn't us that queried this, although if I'd known that was where we missed the VRC, I might have, since I had specifically checked the definition of a T-junction before we started.) So we ended up with just one missed VRC, and an equal first place with Jeff West and Gary Maher. A result to be proud of!



### CAR645 and Supaloc Targa Adelaide by Geoff Bott

Preparation is the key to success, as any fool knows. Much work took place in the months leading up to the Supaloc Targa Adelaide in August 2012 following our DNF in the Targa High Country last year when the gearbox failed. That was all due to a \$2.50 worm drive hose clamp inadvertently being stripped when I installed a transmission cooler on CAR645. The GN auto gearbox was totally stripped, rebuilt and reinstalled by Marko Transmissions of Penrith. The result was very satisfactory with much crisper changes. I invested in hose clamps with screws and nuts securing them instead this time and relocated the oil cooler with better air flow, plus installing another oil cooler for the power steering system - complete with better clamps.

New springs were made up for the front end with 1200 inch/lb rating so as to minimise the float experienced on undulations at high speed. The brakes had been uprated by installing 1" larger diameter rotors on the front but had not been properly tried out. The CRC track day at Wakefield Park showed that that the handling was still OK but the sinking brake pedal indicated that a total flush

was essential. All fluids were changed over, the car cleaned, polished and the stickers for our new sponsor, Juice Plus, were installed. The Penrith Press took an interest in us and we posed for their photographer at Leonay before the event.

On August 18th, we set off for the 1400 km drag to Adelaide, towing CAR645 behind the XR6. With me was navigator Brian Foster, and the service crew consisting of Garth Taylor & Paul Morton.

Arriving in Adelaide the next day, we immediately



unloaded and set off on the initial survey of the rally route in the Falcon that afternoon and the following day. Although we had pace notes for the closed roads, it is always a good idea to check as much of the route as possible against the notes and to get the feel of the roads. We soon discovered that Paul was not a good passenger and abandoned him and Garth at a convenient bus stop. They went off to explore the city while we continued the recce. We also discovered that the Adelaide Hills had soaked up a lot of rain and although the weather was dry, the roads had a lot of water running across the surface where it was seeping out of the slopes.

Tuesday morning saw us at scrutineering with CAR645. This was rather rudimentary. I have experienced far more rigorous efforts at club events and the organisation was poor with a large queue forming in the doorway leading into the Goyder Pavilion at the Wayville Showgrounds. Passing the scrutineering was never an issue and we left CAR645 in the Parc Ferme to complete our recce. At 5.00 pm we attended the crew briefing and were told by the proud organisers that 2000 tickets had been presold to the public for the Prologue the next day.

Wednesday afternoon we had a drive around the



Prologue course in the showground. This was fairly straightforward and then we hung about the Goyder Pavillion as the general public milled about inside and out, gawking at the Targa cars and a large group of local classic cars that filled several other areas. Our due time out of 6.30 pm came and went but we amused ourselves by getting the public to sign the boot of CAR645 in exchange for a donation for the Prostate Cancer Foundation of Australia.

We left the start at 9.30 am Thursday morning and were sent on a transport stage north of the city to a very tame initial section outside of Elizabeth. The mood of the event soon changed, as did the weather. We had eight stages scheduled each day for three days and 4 on the final day. I have seldom

driven at speed in such poor conditions and the photos show this - see them on Facebook at our page "Targa Jaguar". This was our experience for all of the next three days. CAR645 is shown leaping over crests and lifting wheels despite the slippery conditions.

We even caught a Ferrari on the "Chain of Ponds"



stage. The driver remarked at the lunchbreak "and I was caught by that Blunderbuss!" as he referred rather rudely to CAR645.

More of the same weather was dished out on the Friday. Very unfortunately, a driver was killed on the Clarendon Stage when evidently he slid into a tree in his Mitsubishi Evo. This happened some time after we had gone through. More photos show CAR645 leaping over crests and sloshing about in the wet. Amazingly enough it was dry when we returned to Norwood Parade for the "Targafest" that night. Once again a large crowd showed up and we signed up more contributors to the PCFA that evening. The dancing girls, crowds and bands amounted to a very jolly carnival atmosphere, tempered by the thought that while we were having a good time, a family was grieving.

Saturday's stages were very similar to the previous day's with very tight short sections, practically no straights at all and really wet conditions forcing us to use the airconditioning several times to demist the windscreen (well it is a Jaguar old chap!)

The day finished off with the Norton Summit stage where I could hear the cheers of my grandchildren as we swept through the corner in front of the pub.

That afternoon I noticed that the radiator cap seemed to be not sealing and we replaced it with a new one. This may have been a mistake! The temperature gauge had indicated that we were getting quite hot during the climbs despite the

weather being cold and wet but the temperature had subsided to normal during the transport stages. Also, despite reading up to 115 degrees at times, there was no boiling with a 50/50 coolant/water mixture so I had hoped that all was well. The radiator had shown signs of weeping around the joint between the core and the header tanks but the weep had not turned into a trickle. We obtained some gunk to add to the coolant and trusted that it would hold until we finished as we had only 4 more stages to go the next day.

So we set off on the Sunday morning to do the Gorge Road stage. We found out that we had only three stages to do instead of four so it looked as though our finish would be assured. Fat chance as it happened. This was the first dry day and maybe this helped finish us off. The pace on the stage was brilliant although you could not press on 100% as the roads still had water seeping across the surface with no warning so you could enter a corner in the dry and exit in the wet and it kept you on your toes. As we continued to climb the gorge, I noticed the right hand head temperature gauge had reached 120 degrees and it stayed there despite slowing down in an attempt to ease it down. I mentioned to Brian that we had to back off and after this we were caught on a stage for the first time during the event as the following Commodore blasted past us just before the finish control.

Leaving the control, I watched the gauges continue to stay up at a painful temperature despite trundling along at 60 km/hr on the transport stage. After a few more kilometres, I could hear a small ticking sound creep in and that is when I decided to call it a day as I figured we had blown a head gasket and there was a distinct possibility of

doing major damage if we continued. Although it was not still boiling when we stopped, it soon started with the heat soak into the heads and did not stop for over half an hour later.

We whistled up the service crew. Garth & Paul turned up about an hour later and we winched CAR645 onto the trailer, returned to the house, loaded up the rest of our gear and slunk off home.

Despite this major setback, I was not completely disappointed as the event had proved that some of my work had paid off. The braking was great as the enlarged front rotors had performed with no problems, the new spring rates showed that CAR645 could be driven into the undulations full tilt without grounding as it used to, we had a great time for 27 of the 29 stages and were running successfully midfield in front of a series of very expensive fast cars such as Porsche Turbos until the last stage. More importantly, we had not hit any scenery and rearranged any bodywork despite a couple of close calls, nor were we personally damaged other than being disappointed. Best part was that we had raised \$4,500 for the PCFA by signings and our on-line donations, some of whom came from CRC members - thanks folks!

A tear down of the car shows that it was very wise to pull the pin when we did. The timing chain tensioner had failed and the radiator has to be replaced. This means an engine out and a rebuilt radiator but not the end of the world. CAR645 will be back on the road to do the Targa High Country in November with my son John navigating while Brian is crewing for Mark Balcombe in his turbo RX7 instead.

Geoff Bott

### **Garth Taylor & Paul Morton's holiday in Adelaide**

Some months ago, I think on a trip home from a CRC general meeting Geoff Bott asked Paul Morton and myself if we would be interested in a week's 'holiday' in Adelaide as the service crew for his entry for the Targa Adelaide. We both agreed, Paul subject to being able to swap rosters or get leave, which he did.

As the departure day (Sat August 18) drew nearer, the plan was for Geoff to pick Paul and myself up at my place at 0730 and to then drive via Bathurst and

West Wyalong. Then it snowed on Friday evening so the plan was revived for us all to meet at Geoff's and drive via Wagga Wagga, a smart move, to our overnight destination, Mildura. Geoff, Paul and I shared the driving doing 2 hour stints, as Brian Foster (also along as navigator), is not comfortable driving with the trailer.

All went well, once we got used to having a Jaguar XJS in the mirror tailgating us, until night fall when Paul noticed that the cruise control on the Falcon



had stopped working, and then he noticed the trailer lights had also stopped working. Change of fuse and the lights and cruise control came on for a short period, and then the trailer went into darkness again, Ahhhhhhh. The short term solution was to turn on the side lights of the XJS, and that got us to Mildura.

Brian has a dislike of hamburgers so faced with the option of a 500 meter walk to the local golden arches or 700 meters to a steak house, we all did the longer walk and enjoyed a much more satisfying dinner. The two young female waiters were highly intrigued to discover 3 old farts doing Facebook on the smart phones. (Paul has yet to upgrade).

Next morning we drove to Adelaide via Loxton in S.A, where Geoff had spent a lot of his early years. It's worth a visit if you are over that way.

On arrival in Kent Town, Adelaide, Geoff was happily surprised that the house he had rented for the week had a double garage, initially room for the XJS, later Falcon, and the trailer. Then it was a quick trip to the local supermarket for provisions.

Crews were allowed to drive the route in their road cars (at road legal speeds) so on Monday Geoff, Brian, & with me in the back, set off to do this while Paul being the clever pants that he is stayed back to see if he could find the problem with the trailer wiring, which he did, and then managed to repair.

Tuesday was registration then the 4 of us set off in the Falcon for more route surveying. Small problem... Paul gets car sick so after about 45 mins it was decided that he and I would be let off (read dumped) at the next available bus stop to find our own way back to town. Did you know that if you have a Seniors Card you get free travel on Adelaide's public transport? What a great idea.

Wednesday saw Geoff and Brian complete their surveys while Paul and I caught the tram to Glenelg. Knowing Brian's dislike for McDonalds we decided to take a photo of one of us outside each Maccas we passed and text it to him. The plan backfired, as we discovered later that Brian had turned off photo texts on his phone!!

Thursday was when it all got serious, and the stress level for Paul and myself had a dramatic increase. For the rest of the week the pattern of our day went along the lines of:- Go with Geoff and Brian to the showgrounds, where the cars were stored, check oil, water and tyres, check on the Luthis, then after both cars had departed, drive to the lunch break, taking a 'well earned' coffee stop along the way. The nature of the Adelaide Hills course is such that we could not, due to road closures, get to a special stage viewing point and then get to the lunch break. The Targa organisers, Octagon Motorsport, thoughtfully provided the service crews with tulip directions plus Goggle Earth maps. On this day there was a lunch break and service stop before the return to the show grounds. The only problem encountered with the two CRC cars was a loose exhaust on the Renault Alpine.

A Friday evening street display of the cars at Norwood was a great success and visitors were encouraged to make a donation to the Prostate Cancer Foundation and sign the boot lid of Geoff's Jaguar, the only Jaguar entered in the event.



During Friday's running in the Targa the XJS used a little bit of radiator coolant, diagnosed to be a faulty radiator cap, which was replaced on Saturday morning. Our instruction for Saturday was 'get more coolant' No auto parts shops were seen on the way out of Adelaide so we diverted into Mt

Barker and found both the local Repco and McCafe. Mission accomplished.

The XJS was down on water and a small leak in the radiator was thought to be the culprit. Topped up and with spare coolant in the boot Geoff and Brian were on their way again and Paul and I returned to Adelaide via Repco Mt Barker for more coolant. Investigation at day's end revealed that other than topping up the radiator and adding radiator sealant, not much else could be done. Ah well, Sunday is only 3 stages so apart from checking the fluid level after each special stage, the day should be a breeze. .... WRONG

Sunday started well, waved goodbye to the team, back to the house to hook the trailer onto the Falcon, (after the mandatory coffee stop), in preparation for their return to the house and loading of the car onto the trailer.

We had just got the trailer attached when the phone call came in, come and get us, we have a blown head gasket ##&%%%!!!

So it was that we were able to be packed up and start the return trip to Sydney by 2.00pm. Brian stayed on that night bleating that business pressures required him to fly back to Sydney on Monday morning. As it turned out due to flight re scheduling he didn't get back to Sydney that much earlier than us!! We overnighted again in Mildura, getting back to Geoff's place in Faulconbridge on Monday about 7.45pm.

Would I do it again? Yes. Other highlights of the week were:- Meeting Geoff's S.A family, which involved his son and grandchildren on Monday and again on Saturday night along with his daughter, husband and more grandchildren and the rest of his extended family. Also discovering what a good tow car the BF Falcon is. Average fuel consumption for the whole trip, most of it with 2500 kg hanging off the back, was 13.5 litres per 100 km. Finally the great camaraderie experienced.

Maybe we'll be invited to the Targa High Country.

Garth Taylor

## The Adelaide Adventures of Mademoiselle by Sonja Luthi

### **Preliminaries**

After the lack lustre performance in Tasmania, we decided to try our hand at Supaloc Targa Adelaide with its shorter stages over 4 days.

We duly applied for annual leave, paid our entry fee, booked our accommodation and ordered the pace notes. Mademoiselle had been sent to David for the required surgery and a check of the dreaded accelerator cable and other vital bits and Ernst took her through her paces a couple of times at Wakefield Park.

So, Friday, 17th of August arrived and we left home at 6am in the morning. Traffic was not too bad and once south of Camden, it was rather lonely on the road. We made good time, driving through Wagga Wagga before lunch time rush hour, onto Narrandera and the dreaded Hay Plains. Well, did we get a surprise there. It was not boring at all. The rain had made all the difference with lots of yellow bales of cotton (rows and rows of it) waiting to be transported, and the fields rather green and well stocked with cattle and sheep.

So, we reached our overnight stop in Mildura well before 6pm and could enjoy a pleasant dinner and an early night. Next day (Saturday), we headed out,

through lush green country with lots of grapevines and blooming almond trees (the region is called Riverland, due to the mighty Murray) into the Adelaide hills. The size of the fields with grape vines or canola are just amazing, even Griffith's wine area looks small by comparison. French winemakers would die of horror. Driving into Adelaide on an early Saturday afternoon with a car trailer proved to be easier than expected. We found our accommodation with double car park space on North Terrace. We unloaded Mademoiselle and put her in the car park, before we headed to the show ground to park the trailer. The rest of the afternoon was spent by doing some shopping, preparing for recce and then watching the All Blacks beat the Wallabies.

Sunday and Monday was spent on the road, driving all the stages and marking up the pace notes. Our impression: it goes only up and down and round the bend; there are lots and lots of bicycle riders on the road but hardly any motorbikes and shops and bottle stores are all closed after 5pm on Saturday or Sunday. Does Adelaide have a drinking problem? Mademoiselle in the meantime enjoyed a bit of quite time and a chat to a fellow rally car that was parked next to her. Unbeknownst to us and them,



we had both booked accommodation in the same apartment building.

Sunday also brought a phone call from Geoff Bott, letting us know that he also had arrived in Adelaide and inviting us over to his house for a barbeque dinner on Monday.

So, Monday evening was spent with Geoff Bott, Brian Foster, Garth Taylor, Paul Morton and Geoff's son David and family. Geoff also generously agreed that we could borrow Garth and Paul in case Mademoiselle had another hissy fit or something. You know, French women of Mexican descent .....

### **Event time preparations**

Tuesday morning dawned cool and damp. We were booked in for documentation and scrutineering at 8.10am, so, off we went to the Goyder Pavilion. As kind of expected, the organisers were not quite ready, so everything took just a little bit longer. And for a change, the scrutineers were quite thorough with checking all the gear, fire extinguisher, harnesses etc. It took a long time to get through all the stations until we could put the door panels on and park the car. By the time we left the pavilion, it was after lunch. Of course, this was not only due to the slow processing but also due to catching up with old friends.

By the time we were back at our apartment and had some lunch, it was time to head across the road to

the Intercontinental for the Driver's Briefing and the Welcome Party. Nice to live in walking distance from the official events headquarter.

Wednesday was the last day for a bit of a sleep in. Our plan was to be at the show ground shortly after lunch, so that we could walk the Prologue. You may wonder why. Well, the Prologue was to be a night stage in the showground and recce was only possible on Wednesday between 3 and 4pm. So, we arrived at the show ground and used the provided map to walk the course. Walking it was ok, however, the thought of driving it at speed was a bit scary. Imagine narrow street with brick walls on both sides, tight corners anything from 90 degrees to hairpins all under flood lights which makes reading any sort of notes almost impossible. Anyhow, we walked the course and took the opportunity to drive it in the window provided. Needless to say, I was very nervous.

### **And it starts, sort of**

So, we had our reporting time and arrived at the pavilion around 18.00, ready to go. And we waited and we waited and we waited..... and all this without dinner ....

What nobody anticipated was the following:

1. 24,000 spectators arrived; the organisers were expecting maybe 5 – 10,000
2. To make it a bit more interesting, the organisers had offered the general public the opportunity to drive around the prologue in their car (hot rod, classic, registered or not). This proved to be very popular with participation and the crowd watching. The flip side was, that we waited for over an hour and a half to get on.

Once we started, it was over in a flash; I must admit, I was so nervous I could not focus until Ernst shouted at me. I snapped into it and could call corners without falling apart.



I did not even have time to notice the spectators. I only saw it after the event, when I looked at the photos.

Mademoiselle behaved beautifully, not missing a beat despite all the attention she got. I think she quietly enjoys it.

Putting her to bed for the night was done quickly and by the time we were back at the flat, we had the reporting time for Thursday. Not an as early start as in Tasmania, quite civilised really, at around 8am.

### **The real thing**

The weather forecast was not good for the week; rain, thunder, hail, wind, we were meant to get it all; and boy did we get it all. It was wet, windy and slippery all day long.

We headed out north to the first stage and it was damp. Stage 1 was short and sharp, just to get into it. Stage 2 was longer and the first piece de resistance to meet trophy time. Stage 3 was ideal for Mademoiselle. We were swinging through the corners, it was a joy. We were finding our rhythm with driving and calling the corners. We continued our exploits with Mademoiselle happily playing along. We got into lunch after stage 4 and collected our bag with caesar and fruit salad (I had ordered gluten free lunches). It was cold and miserable and we were glad to get back into the car to continue through Gumeracha, Kersbrook, Checker Hill and Castambul, including the famous Corkscrew road. It was fun and felt good. We knew we had trophy time on all stages and were quite pleased with ourselves (the 3 of us that is). On the way back to the pavilion, we heard an ominous rattle. When we checked it out, Paul discovered that we had lost a bolt on an exhaust bracket. What is it with accelerator cables and exhausts with Mademoiselle? It needed to be looked at. And guess what? Luck was with us. Next to the pavilion is a Peugeot dealership. Ernst walked over and asked whether they would be so kind as to look at the car, it being French and so, and they said: bring it in. So we did. As we were waiting outside, a strange older fellow walked up to Ernst and started talking about Renaults. Hmmm, must have seen the car and stopped to chat. Ah, he owns a 4CV, Oh, he knows half of the Sydney Renault Club and most of the Alpine folks eh. He knows Bon Watson and has driven our Alpine when it came out to Australia in the 70s. So good so far. Then he waves us into

the workshop and on the 4 poster hoist, grabs some tools and 3, 2, 1 the exhaust is readjusted and a new bolt and double nyloc nuts fitted. Turns out that Colin Redman works at the Peugeot dealership ! What's this for coincidence? Needless to say that fixing the car took 5 minutes, reminiscing took an hour. Once again, we experienced the friendliness, support and camaraderie amongst car



enthusiasts.

Friday was weather wise the same as Thursday, wet and windy. We were tackling longer stages, more technical and more challenging from a time perspective. The stages were running late from the start. Stages 2 and 3 were the challenges for the day. Very technical with tricky corners and slippery bends. Lunch was extremely short, just enough time to go to the loo, have a bite of the fruit salad and off we were again. Just three stages in the afternoon, before we were heading back to Adelaide to prepare for Targafest. As with every Targa event, there was a Targafest, where the competition cars are on display to the public. On arriving, we heard the sad news about Adam Plate's death. This put a bit of a damper on the Targafest. We were lucky when we arrived though, as we were told to park in a spot that would allow us a quick get away at the end of the night. We did not hang around the cars, as we had arranged to meet with friends (they own a Cappuccino) for dinner to escape the hustle and bustle of the exhibition. And by the time we returned, it was not long before we could drive back to the pavilion.

Saturday started very foggy. The first stage had to be cancelled as you could hardly see the red tent at the stop point. However, after that, the weather started to improve and by stage 5, it was warm and sunny. The stages were short and sharp and Mademoiselle enjoyed them all and behaved



flawlessly. It was a joy. Saturday was a good day all round, as we had 40 minutes for lunch (sheer luxury) and we could actually stand outside and talk to the general population. I have to admit, I was dreading the last stage of the day a bit, as I remembered it being narrow and steep up hill and then down hill. Well, we managed (Ernst drove very well) and achieved trophy time.

On our return to the pavilion, we checked the results and were very much surprised to see us in 9<sup>th</sup> position in Early Classic Handicap. But then again, I noticed that we were quicker on the road than in Tasmania. Practice on the race track has paid off.

Three stages to go!

Sunday dawned to a glorious day! We had a late start (after 9am), heading out to Gorge Road. What a great stage; twisting and turning but still flowing. Two to go. The next stage was the real piece to resistance. Ernst thought that the brakes were a bit spongy, so he took it easier, which meant we had no second to spare on trophy time. And then it was the home run from Echunga to Macclesfield. Then it was back to Adelaide for the usual finish. We were the first competition car crossing the finishing line. This does not mean anything, as they keep the podium places back for the podium presentation. Still, it was great, to drive under the arch and receive the Finisher Medallion.

#### **Post Race**

After having crossed the finish line, celebrating with friends and having a bite to eat, it was time to pack up. As the pavilion was no longer available for over

night parking, we decided to load Mademoiselle on the trailer in readiness for the long drive home on Monday. We were not the only ones, as there were quite a number of people driving the cars to the show ground and loading them.

And then, all that was left was the presentation dinner. Again, we were lucky to be able to walk across the road to the event.

And the nice thing was, that everybody who attended and had qualified for the Targa Trophy was called up onto the podium to receive it.

And here endeth the Adelaide adventure; see you next year.

The drive home was uneventful with leaving on Monday morning, overnighing in Narrandera (with freezing temperatures) and arriving home shortly after lunch on Tuesday.

And the preparation for Targa Tasmania has only just begun.

#### **Post Script:**

Adelaide is a much easier event than Targa Tas, a full day of racing in Adelaide (240km) is just about half a day in Tasmania.

There is much more time to relax and catch up with Competitors as the starts are later and you're normally back by 3pm.

All stages start in Adelaide, no need to relocate.

Stages are shorter but more technical and winding, more hill climbs than long open runs.

And .....THERE ARE NO TRAFFIC JAMS in Adelaide

### **KRUISE AND SHINE (AND WINE)....by Sharyn McAlpine**

We are back again for another year to support Kidney Health Australia (KHA) and this time it was in the "Big Gal", that's our 1967 Ford Galaxie. The trip began on Friday 17<sup>th</sup> August with an easy drive straight down the Hume to Holbrook. However, we left the sunny skies of Sydney to drive into a southerly squawl where the temperature at the Yass Service Center was just 3 degrees! Little did we know that the average daily temp during the week ahead would be only 10 degrees.

After meeting the other 13 people(in 7 cars) doing the Kruiise on Saturday morning we setup for a "show and shine" at Holbrook Submarine Park. Other car clubs in the area joined us and passes by



were able to choose their favourite car. To our surprise the Big Gal scored best and a few donations were also received from those visiting.

All 7 cars (Gal, Chevy, 2 Porsches, a Brocky, Merc and a Daytona) lined up on a foggy Sunday morning for the start.



We set out passing through Culcairn, where we lost the Daytona (Deb and Ken) with a broken rear axle. The rest of us went on through Walla Walla and then onto Jindera Museum and Jindera Hotel for a roast lunch. From there we visited Hume Weir before passing through Wodonga onto our overnight stop at Beechworth. We had a fun afternoon at Beechworth Courthouse as we re-enacted the final trial of Ned Kelly (as it was played out there in 1880) with costumes and wigs. The rest of the afternoon and morning to follow was spent browsing and spending. For me it was finding a warm pair of gloves and stocking up on Beechworth Honey gifts. We had to leave some room for the wine and cheese as we travelled to the Millawa gourmet food region visiting Browns Brothers Winery for some pre-lunch tasting.

Lunch was at historic Chiltern and the Ironbark Tavern for some home cooked soup and sandwiches. We were happy to see the Daytona back in action thanks to the Holden Dealer at Holbrook. The afternoon's drive was through Rutherglen, Corowa, Mulwala then to the finish at Yarrawonga Golf Club resort. A great gathering of gourmet food and wine collected during the day was spread out for a twilight get together in the carpark.

Day 4 began with a beautiful morning and the promise of warmer weather as we headed to Echuca for lunch at the Great Aussie Beer Shed. The afternoon was free time for more browsing and spending downtown.

There was always time for coffee and scones at the bakery and talk trivia. Each day we were given questions, numerous observation questions on route and then a daily dose of 20 trivia questions (no Googling allowed).

Day 5 was a free day to enjoy the sights of Echuca so we all decided to take the Paddle Steamer Canberra down river to Morrisons Winery (Moama) for a bite to eat and drink with a return cruise at 3pm.

More spending was had on gourmet treats and nics. Dinner was back at the motel where a few of us stayed awake long enough to enjoy a game of cards. (It's tough going this Krusing)

It's now Thursday and the last leg of our kruse to Bendigo began with a bonnet party (morning tea) at Lockington Lions Park. Some of the locals joined us including the mayor and the local journo, all for a good cause. Unfortunately the weather closed in again as we travelled into Bendigo for lunch. It was too cold and windy to wander the streets and marvel at the lovely old buildings. So the best thing to do was to find a cosy café for more coffee and cake.

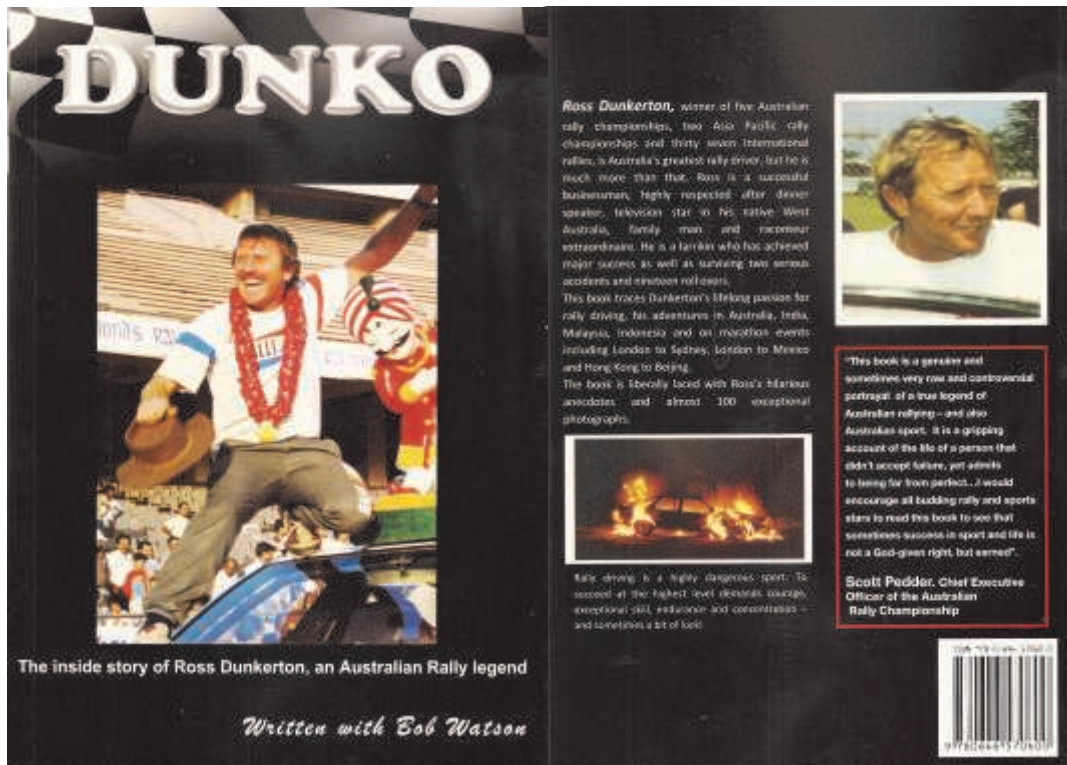
The final day was free to do whatever with a "Show and Shine" in the afternoon to finish up. The Chevy Impala (Noel and Jackie) scored highest at this one, and so we shared equal first for the event. Pete and I were very pleased to raise \$6250 (must raise \$2000 to enter) and the entire rally (including 50 dirt cars) raised over \$500,000 for KHA. All trophies were presented that night at the Gala Dinner.

We had such a great time we hope to do it all again next year and bring along some of our CRC friends.



## Special offer for C.R.C. members.

Bob Watson is offering us a special deal on his latest book 'Dunko'. This is the story of Ross Dunkerton one of the all time great drivers, and characters, of Australian Rallying. If we order 10 or more copies we pay a discounted price of \$30.00 each compared with the normal retail price of \$45.00. Tony Kanak will co-ordinate arrangements on behalf of club members. Contact Tony at the club meeting or on [akanak@optusnet.com.au](mailto:akanak@optusnet.com.au)



## MINI COOPER FOR SALE

Genuine 1964 Cooper, fully refurbished in 2009, has travelled 1500 miles since refurbishment.



- \* Fitted latest thick block Cooper S 1275 engine, fully balanced, fitted with Graham Russell camshaft and heavy rated valve springs to suit.
- \* 4 synco straight cut close ratio gearbox with 3.9 final drive and steel universals.
- \* Cooper S type 7.5 inch disc brakes with Green Stuff pads and booster.
- \* Hydrolastic suspension with competition bump stops front and rear, adjustable Spax shockies, heavy duty adjustable tie bars and bottom arms to front, fully adjustable rear suspension.
- \* 6 x Minilife wheels mounted with Dunlop Formula R tyres.

**PRICE... \$19,800.00. CONTACT:- Jim Barrett on 02 9624 5469.**



Get your classic out of the shed and join fellow motoring enthusiasts on the two day 2012 Alpine Classic Rally. Running for the 14<sup>th</sup> year, the Alpine is the only timed navigational event in NSW and is considered one of the premier events on the Classic Rally Club's calendar. Set in the beautiful Central West of New South Wales, crews will have the opportunity to drive on some of the best roads this state has to offer.

Three categories of navigation will cater for all levels of skill. Those with experience and seeking a serious challenge will opt for Masters, whilst crews requiring a little more guidance will go for the Apprentices. For anyone just wanting a fabulous drive in the spring countryside without the challenge of navigation, the Tour category is ideal, although a small amount of mapping will be included.

The Alpine will start in Lithgow, at the foot of the Blue Mountains. The event will travel a circuitous route to the overnight stop in Orange, where competitors will have the opportunity to spend a relaxed evening and catered dinner with their newfound rally friends. After a good night's rest, it's on the road again for another day of Classic Navigation Rallying. After a provided lunch it will then be on to the traditional pub finish near Lithgow.

The event is open to pre-1982 cars of any marque. Other cars will be considered on submission to the Event Secretary.

Included in the cost of \$429 for a crew of two will be breakfast at the start in Lithgow, two lunches, a sumptuous evening meal in Orange, motel accommodation and breakfast. Your rally pack will contain all maps needed for the event, windscreen banner and car number, rally romer (for new entrants), Alpine Classic caps and cloth badges. Alpine Classic shirts will also be available for purchase at a cost of \$30.

Cost for additional crew members or passengers is \$160 each.

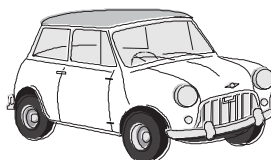
The event will be strictly limited to 85 entrants, so get your name in early!

Entries close on Friday 14 September 2012.

Clerk of Course	Lui MacLennan	02 9460 6909	0418 645 623
Event Organiser	Wayne Gerlach	02 9498 7042	0414 556 848
E-mail		alpineclassic@hotmail.com	

If you only enter one event a year, then the 2012 Alpine Classic is the one for you. The Classic Rally Club has made the Alpine Classic a prestigious annual event and with your support it will be even better. Be part of the event and help make it happen again in 2012!

For an entry form or more information about Classic Rallying, visit [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)



# Penrith Pas de Deux

11<sup>th</sup> November 2012

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 2012.

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 310 kms of fully sealed roads

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.

When approved, the Supplementary Regulations will be published on the CRC website- [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au).

For further info contact-  
Jeff West at- [jj.west@bigpond.com.au](mailto:jj.west@bigpond.com.au) or 0427 263757 or  
Gary or Wendy Maher at- [wenandgaz8@bigpond.com](mailto:wenandgaz8@bigpond.com) .



# **First Friday Free Fling (Pie Night)**

**First Friday of every month from  
around 7.30pm**

**Harry's Cafe de Wheels, 431  
Church Street (cnr Fennell St),  
North Parramatta**

**This event is on the club calendar,  
therefore, historic plated vehicles  
may be used.**



## 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
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:tmcgrath@bigpond.com.au">tmcgrath@bigpond.com.au</a>	0419 587 887
01-June-2012	First Friday Free Fling			
17-June-2012	Tour d'Corse -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			
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, Garth Taylor and Lindsay Trevitt	<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 <a href="http://www.classicrallyclub.com.au">www.classicrallyclub.com.au</a>				

## 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

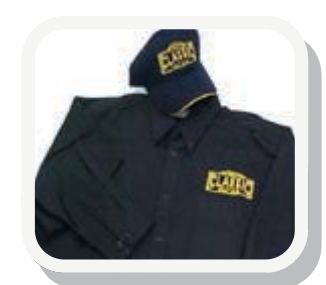
A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

### Prestige Embroidery

4/29 Coombes Drive, North Penrith, NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893



Contributors to this edition: Paul Baker, Jim Barrett, Geoff Bott, Ken & Leigh Britton, Steve Brumby, Heather & Don Dux, Wayne Gerlach, John Henderson, Harriet Jordan, Sonja Luthi, Sharyn McAlpine, Michael Olsson, Garth Taylor, Ross Warner, Bob Watson. Thank you all.



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