

Rally Directions

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

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February 2013

Classic Car of the Month

The Porsche 928 was sold from 1978 till 1995. The car was a front engine, V8 powered, luxury coupe intended to replace the iconic Porsche 911.

Since the company was founded in 1949 Porsche had produced only six front engine models. The 928 was the company's first V8 powered production model. Such a radical departure from established concepts was not popular with many Porsche enthusiasts and the 911 survived as a result. Initially the 928 featured a 4.5L, SOHC, 16 valve, fuel injected V8 driving the rear wheels through an automatic or 5 speed manual transaxle. By 1995 the 928 engine had evolved into a 5.4 litre quad cam, with 4 valves per cylinder and the power had increased from 163 kW to 257 kW.

Leonard Zech's 1995 928 GTS, shown here, is his second 928. Bought in 2003 & originally an automatic, Leonard had an earlier 5 speed manual fitted & beefed up the suspension. Due to the rigours of CRC rallying on back roads Leonard has recently bought a third 928, a 1982 model. This car will be used purely for rallying so he can continue enjoying the great fun he has with Glenn Evans on CRC events.

Coming Events



2013 CLARENCE CLASSIC SAT 9 & SUN 10 MARCH

The recent floods around Grafton have not adversely affected the running of this event.

Over 50 CRC members will be heading to the far north coast of NSW for the inaugural Clarence Classic Rally.

Rally HQ was centimetres above the flood level and remained dry and intact.

Minor fine tuning and retesting of the route is well in hand.

If you missed out on an entry, you may still be able to enjoy the event by assisting the organisers.

Contact the event secretary at
wagibbs@bigpond.com

Le Rallye Des 100
Criques

Sunday 7th April 2013

A one day event covering approx. 325 kms with about 2.0 kms of good unsealed dirt. The usual 3 levels of navigation will be featured with many extra hints for Apprentice competitors.

The start & finish are at West Gosford. The route covers the Central Coast region and inland around Cessnock & Kurri Kurri.

Full details inside. For further information contact

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Deadline for next Newsletter now shown on the calendar



Classic Rally Club Meetings are held on the 4th Tuesday of each month, January to November from 7.30pm at Denistone Sports Club, 59 Chatham Road, West Ryde

The opinions and advice provided in this newsletter do not necessarily represent those of the Classic Rally Club Inc and its officers. No responsibility will be accepted for the opinions, advice and directions contained in this newsletter. Readers should rely on their own enquiries and make their own decisions.

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Ross's Rave.

Hi everyone.

It would appear that not a lot has happened since the last issue of Rally Directions; however those sneaky people from behind the CRC curtain have been busy getting everything ready for the coming year. A couple of new ideas are forming up that I hope you will enjoy. The Cannes movie festival will have nothing on the CRC.

The Apprentice training run that Tony Norman put together was held on 2nd February and 11 crews turned up to take advantage of this great opportunity (even one Masters Crew).



Tony was supported as usual by lots of CRC helpers, a big thankyou to Tony and his helpers. The feedback that I have received indicated that this was a really good day and that much learning was done and experience gained. I hope this means that we might have a few more Apprentice crews at events this year.

At the time that I am writing this, the Clarence Classic has 19 crews entered with a possibility of a couple more late entries still to come. This is really encouraging and I am excited about competing, so much so that I will be leaving lunchtime on the Thursday and overnighting in Gloucester (good Pub food if you would like to join us) and taking the long and winding road that leads to Grafton.

Kim and I called through Grafton last week and together with Ian and Wendy we did some research. We were looking for a good restaurant for a possible get together for dinner on the Friday night before the event. Turns out we found a really good one; actually Ian and Wendy had already thoroughly researched this particular venue. If you're interested give me a buzz or email. I want to research this place a whole lot more

I know it's a short report this month, you'll just have to live with it. (Sorry)

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

Enough raving Ross.

Editor's Note: Thanks for all the great contributions. It is your mag. & you make it such a great part of the Club's activities, keep the content coming in.

Due to continuing confusion over my deadline dates I have added them to the Club Calendar, so now there is no excuse for sending me stuff late 😊

Bob Morey

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Secretary's Stuff February 2013

Hello everybody, welcome to this issue of Rally Directions. On this occasion I would like to tell you of a little known, but Great Story of the 20th Century. Up until recently this story was virtually a secret but with the passage of 30 years, it leaked out at the end of last year-amongst some other time protected materials released about the machinations of governments of the past...

It was actually back in the early 1960s that the following events unfolded, but the subject file discussions within Canberra were still active until more recently, hence the 30 year embargo on the release of this information. Now read on...

In a private ward of a Canberra hospital one of the nation's most eminent public figures lay dying. Now this man (these figures were almost always men in those days) had had the benefits of the best classical education of his era, the experience of the Great Depression of the 1930s, and of the Second World War. Since the war, he had travelled widely and had studied overseas cultures closely. He saw the winding down of the British Empire and other colonial powers, and the split of Europe into the Eastern Soviet dominated bloc, and the impact of the U.S. led Marshall Plan that was kick-starting much of the rebuilding of Western Europe and Japan. The USA had emerged as the dominant world power, and on its banknotes it stated, "In God We Trust".

So at this time there was some evidence to bolster such a belief in the positive qualities of the new world order, for the moment ruled by the good guys, with God on their side. Now on this hot Canberra afternoon, his last, or perhaps it was the second-last, and under the faintly metronomic ticking of the ceiling fan in his room, a coterie of his associates gathered in this room to pay their respects.

Tell us Sir, said one, based on all that you have seen, experienced and learned- what is the key theme for the successful further development of Australian society? Hmm he said, and after pausing to draw on the tumbler of iced water on his bedside table, he began.

"Arguably, now in Australia we are again at a cross roads of sorts, that demands government

understanding. However we are frequently at some version of a cross roads, and history shows that more often than not, chance would produce better results than many government responses. So the future national direction remains a complex subject, and politicians and other people of limited talent are always looking for simple answers and a mantra that they can memorise and repeat.

However, I suppose that if civic order, and progressive improvement of an inclusive society is one of the government's main objectives- then the path to this vision of a civic utopia is best strongly influenced by an all-encompassing appreciation of the value of the underlying principles of re....".

The last word was indistinct and or incomplete, as he lapsed into unconsciousness. Also at this latter stage of his life his once BBC style plummy accent had deteriorated into something more like a mumble. Anyway at this moment the heart beat monitor in his room sounded an alarm, and the doctor and the nurse that rushed in demanded that the visitors clear the room at once.

Downstairs, on the steps of the hospital the visitors discussed what they had heard. Now some of the group had worked closely with the old man, even in recent times, and had considerable experience with his style of discourse. On the subject of the last word- several thought the word was certainly "religion". However over the next several days, and after the great man's passing away, the majority consensus on the last word shifted. The last word was now "regulation".

After the state funeral they took this mantra, despite the old man's warning about the limited value of simple mantras, back into the thinking and working of government at all levels. And so a new era began in Canberra, with a clear focus on what should be a major focus for government activity.

Well - don't think this story is without parallel. The rest of this column will describe recent ideas, that reflect a regulation mania, from the EU that affect old car and motor cycle based activities. Let's hope such ideas are not seriously pursued here. Reported in September 2012, the EU has released information on a proposed Roadworthiness Certificate system for older vehicles.

Amongst other things, this proposed scheme will prescribe more examination of older vehicles;

- Noise levels to be tested with a decibel meter.
- Pollution output to be tested with gas analyser, and maybe not just tail pipe emissions but evaporative emissions in a sealed hot box type of test, enclosing the whole car with a full fuel tank, at high temperatures.
- Compliance to be examined and verified for compliance with EU type approval, or original manufacturer specifications. In practice this means that non- standard exhaust parts, hot camshafts, bigger carburettors, shock absorbers, springs and other drive train changes will be illegal.

- Brake fluid water content and boiling point to be analysed.
 - Anti- theft devices to be tested.
 - Other suggestions include a full retest- certification whenever the owner changes, or following any modification to safety and environmental systems, or after any accidents and repair.
 - It is early days yet for this idea, but the EU hope to have this idea implemented by 2016.
- Good grief! No doubt locally, the larger bodies that represent the interests of car clubs, such as the Council of Motor Clubs, will watch this area with interest.

Tony Kanak

Historic Plate Report & Information, from Ron Cooper

We currently have 92 vehicles registered under the Historic Vehicle scheme provide by the RMS and administered by the Classic Rally Club. These cars are under the ownership of 68 members



There have been no issues with the RMS or Council of Motor Clubs regarding the misuse of vehicles under the scheme with our club, however there have been issues raised with vehicles from other clubs and we do need to ensure the rules of the scheme are followed.

Rules for the scheme by the RMS and the Classic Rally Club are on our website and all members should be aware of them. There are two parts to the rules; those imposed by the RMS' and those that the CRC require you to abide by.

Two issues that often arise are;

1. The club requires that a member should have been a financial member for at least 12 months prior to applying to put his vehicles on historic plates with the CRC. Any amendment to this rule needs to go to the executive for a decision. During the year I received a number of enquiries regarding the historic plate scheme from people who are not

members of your club and wish to put their vehicles on historic plates. I am concerned that many of these are just wanting cheap rego and will not be active members of the club and my response is to invite them to a club meeting and experience what we are about and see if our club is what they want to be active in, then we can discuss the request. I encourage you all to do the same if you have enquiries re non club members wanting to put cars on historic plates.

The RMS requires that you must be a financial member of the Classic Rally Club when you have cars on historic plates via the CRC otherwise the RMS deems your car to be unregistered. You must ensure that your membership does not lapse at any point.

2. The other issue that I often get asked about is what events historic plated cars can attend. While the rules state that you can attend an event organised and on your club calendar, another club or a recognised community organisation, and while the CMC view is that these events by community organisations are a legitimate use of historic plated vehicles it is essential to have them listed and/or promoted by our club via the magazine or website. Please be advised that you need to have a copy of the club magazine or printout of the webpage when you are going to these events because if pulled over

by the police this is your proof of being able to use the vehicle at a legitimate event authorised by the club.

If you are requesting me to log your vehicle for reasons other than that above, you are best to email me with your request and please advise your plate number, where the start is, where you are going and the reason. This helps me log the trip without referring to my files. You should print out the request and carry it with you, and if you give me sufficient time. I will reply and you can print that out as well. A text to my phone, with the details will work also.

I often get asked if a pink or blue slip is required to place your car on historic plates. In all cases a hard

copy pink slip is required and I would encourage you all to get pink slips rather than ask a club official to check roadworthy. People have advised me that they have had problems finding an inspection station that will issue a non-electronic safety inspection report (pink slip). The Council of Motor Clubs (CMC) website has a list of inspection stations that a historic registration friendly and have pink slip books available. The URL for the site is; www.councilofmotorclubs.org

In order that we can continue to have the historic registration as it is in NSW we need all people to respect and abide by the rules as I can assure you that any changes to the system will bring much higher costs.

Training, Timing and Toilets - Our Training Run

This novice crew turned up, consisting of Bob (usually a Masters Driver) in the Navigator's seat and wife Jane (me) on the Driver's side of the car. We knew this would be good experience for us, particularly as we have entered the Clarence Classic in the Apprentice category. The roomy air conditioned family station wagon was prepped, including hundreds of sticky dots in every conceivable position. I was a bit vague when our 5 year old grand daughter asked why there were some on the steering wheel!



We were a bit apprehensive when we arrived at the start of the Training Run and saw the other crews huddled over their already heavily highlighted maps. Wendy gave us our Instructions and some tips on things to be aware of, then it was time for the Briefing. Our initial plotting was not going well, so we sought the assistance of Westie. It was great

to have experienced navigators on hand to give us the confidence to nut things out ourselves. The pressure was on to get out on the road, which meant we needed several plotting sessions en route during the afternoon.



By the time we got to the Passage Control the navigator was glad to get his head up for air, and it looked like Doug was offering a sick bowl.

It was actually full of yummy chocolate bars and fruit. From memory I think we had only missed one VRC at this point and were finding all the questions at the correct distances so felt quite happy with things. The rest of the afternoon flew by with frequent changes of directions, so many that I was actually asked to slow down at one point as it was hard to focus on the map . That must be a first!

Our route took us north from Castle Hill through semi rural areas of Glenhaven, Dural, Galston, Cattai, Maraylya, Scheyville, Box Hill, Schofields and finishing up in Parramatta. As the driver I was aware we were travelling through some lovely green countryside, but there is no time to focus on any of it or relate it to past knowledge of the area. I used to travel on many of those roads frequently when I lived in the Hawkesbury district, but it was all "smoke and mirrors" this trip. I am sure the answer to the rally's last question should have been "smoke" not "glass", even though we had cut and run by that time and made a guess.

We felt we were doing well in the event and were working as a team in the car but realised that time was running out. Tony had given us an indication of the time he expected us to finish the event and the clock was against us. For about an hour we had mentioned the need for a toilet stop at some point, and that became a real focus at the 100km point in

the event. Suburbia is not the best place to be looking, unless you want to deviate into a shopping centre, wasting valuable time. The toilets at the service station were out of order after Sydney's recent heavy rain, and the 7 Eleven we were directed to was nowhere to be found, so a small nature reserve bounded on all sides by busy roads in Quakers Hill was our choice. At least one large lizard was surprised to see us in there. In future I will have done some research using the Toilets website www.toiletmap.gov.au/

20 minutes had been wasted and there were still 20 kms and 2 questions to answer so the decision was made to Cut and Run. By the time we arrived at the finish, Harry would have run out of pies at the rate we were going and all the rally crews would have gone home. About 5 minutes after this we had a friendly phone call from Rally Director Tony, checking on our welfare and progress. I felt we were being cared for.

It had been a fun afternoon. All questions were found and answered correctly including the advisory speed signs. Those VRC's are a big sneaky though. Thank You to Tony and all the others helping out on the day. Looking forward to the Clarence Classic now.

Jane Morey



4th Annual Wollondilly Swapmeet and Market Day

Relive past adventures from Rallies in the Southern Highlands, maybe find that missing part for your Classic and help out a number of good causes.

Run by the Rotary Club of Wollondilly North Inc. this event will be held on;

Sunday 10th March at Oakdale Workers Club, 1605 Burragorang Rd, Oakdale.

For more information call Nick or Warwick on 4659 6064 or email cwnswapmeet@live.com

John Doe Rides Again - My First 911 Experience (400 horses enrich lives).

I was asked if I could get the day off to help with a country NSW photoshoot. The subject was initially to be either the Mercedes AMG SL or the new BMW M6 droptop. Two days out, both cars became unavailable. Enter a white, 2012, Porche Carrera 911 (991), C2S Cabriolet with a mere 4000 km on the clock. I could not believe my luck and to top it all off, I was to have it all to myself.



The car tested was covered in black leather trim and optioned with:

7-speed PDK transmission - \$5,950
Sports exhaust system - \$5,890
Sport Chrono package
(inc Dynamic engine mounts)- \$4,790
20" Carrera Classic II Wheels - \$2,590
All up, \$307,020 plus dealer costs, stamp duty etc

Since the series two 997 (save for the GT models), all 911s have moved to a direct injection engine configuration. This does reduce the engine's ability to rev at high engine speeds, but 400 horses are achieved at 7400 rpm while the torque maximum of 440 nm is reached at 5600. With the PDK transmission and sports+ mode, acceleration is impressive; 0-100 km/h takes 4.3 secs, moving onto 160 km in a very respectable 9.1 seconds. Top speed is an eye watering 301 km/h.

Porsche was the first to develop the dual clutch gearbox system in 1983 but it was not until 2008 that they started to appear in cars in Porche showrooms. The years of development are evident as the car glides around town and on the motorways shifting between gears, on or off the throttle, without a hint of disturbance to the passengers.

Porsche have moved to electric steering in the 991 model range and without other 911 experiences, all I can report is that the feedback is there, but

minimal. I do remember the Toyota 86 giving more to the driver through the hands.

Once out into the country, selecting sports+ from the centre console sharpens the throttle response, gives snappier gear changes from the already lightening quick PDK gearbox, turns on sports exhaust (if fitted) and firms up the suspension. You quickly realize that the firmer suspension is only for snooker table smooth surfaces and turn it off for a more enjoyable experience. Sports+ also locks out 7th gear. In automatic mode, the gearbox will always ensure that you are right in the middle of the power band you'll find yourself between 5500-7500 rpm. Switching to manual and using the awkward steering wheel thumb selectors allows me to temper the engine revs on longer straights where I do not want to be arriving at the next junction too quickly.

The PDK has some intuitive programming. Both from a cruising, comfort perspective and from a race oriented perspective. I think my favorite behavior, from the one thousand kilometers covered, was that even though I was in full manual mode, the PDK would understand that I wanted 3rd gear but when I requested it while revs were too high in 4th, the gearbox control module would wait during the high rate of braking and select 3rd when possible. Other dual clutch systems I've suffered ignore the request and never deliver when possible. Changing gears mid corner does nothing to upset the balance of the car, trailing throttle, fully on or off.

Out on the really open roads, where some silly speeds could easily be achieved (noting that its top speed is 301 km/h), the car exhibits a tendency to wander at the front. The 911 sniffs the road.



Turn in greets the driver with a smidge of understeer, which is quickly controlled by the chassis and suspension. Once the nose is planted you can invoke as much of the 400 horses as you please, the 911 will grip, tighten turn in and lift up its skirt and go!

Driving the 911 around town, it was very livable. On gentle throttle application, the car moved away swiftly but effortlessly, short shifting the gears and keeping the engine noise to a bare minimum. Being a cabriolet the obvious lack of a roof should be evident in scuttle shake it isn't. The chassis is exceptionally stiff and I'm lead to believe offers very little compromise over the coupe, the obvious being the coupe weighs less and has less cabin noise.

Braking is another area that Porsche have down to a fine art. The application of the pedal communicates exactly what the car is doing and how the tyres are grabbing the road. All day they pulled the 911 up time and time again. There was never any variation on pedal feel or rate of deceleration; the 911 brakes were just consistent. Even during a spirited downhill few kilometers, where I was pulling the car up to take 15 km/h bends with a good 500 metres or more between each bend, the 911 just took it all in its stride.

I've driven a few cars now with around 400 horses and a few with well beyond that. 500+ horses is a thrill, don't get me wrong, but it is too busy and too much power between corners. To me this is what driving is all about. Quarter mile drivers are insane, but to do that sort of motorsport would drive me crazy.

400 Horses for the test loop we use is just fantastic, plenty of grunt to get into and out of trouble with a huge grin on your face.



Just outside Flagstaff, Arizona the pick-up shown to the left was traveling about 75 mph from right to left when it crashed through the guardrail on the right side of the culvert, where the people are standing on the road, pointing.....

It flipped end-over-end bounced off and across the culvert outlet, and landed right side up on the left side of the culvert, facing the opposite direction from which it was travelling..

The 22-year-old driver and his 18-year-old passenger were unhurt except for minor cuts and bruises.

Go to page 18 to see how lucky these guys really were!

CRC Event Filming - An idea from Geoff Bott.

Recently I attended a marque car club meeting that was frankly pretty dreary. I was moved to consider why this was so and realized that its format had not changed in the 25 years that I had been a member. The agenda consisted largely of officer's reports that were already printed in the club magazine that was distributed before the meeting and also available on the club website. The question is why would you bother to repeat this stuff when everyone already knows it? Unless there is a bit of humour injected into it the agenda is entirely irrelevant.

At CRC meetings there is more of an emphasis of the joy of motoring and the laughs that various members had on it or for upcoming events. What can be done to further foster this and increase the attendance.

Once upon a time, the feature of a club meeting was to drag out the Bell & Howell projector and the assembly was treated to a film of an event that was not normally able to be seen at a theatre and of course we had no TV where minority interest stuff like this was aired. It was exciting to see the film and to share it with others was gratifying plus gave us a common theme to discuss.

Today we have incredible access to cameras, both still and movie even on the same camera or smart phone. This means that everyone on an event has the ability to film cars, people and locations. Clearly this unedited stuff needs to be edited but there are now heaps of programs available that allow the most unskilled to make quite a reasonable fist of making a presentation.

I propose that we have a film competition of events for members. The conditions are:

- The film is to be no more than 5 minutes long.
- It must have its "Premier Showing" at a club meeting.
- Members are to vote on it.
- We have a prize for the year's best film.
- The winning entry for an event is then able to be used to publicise the event by organizers.

I am of the opinion that this will convey the excitement and camaraderie of an event. Also as people get more experience it will develop a life of its own and result in some really interesting productions.

Here is what I have in mind.

Movie Script

1. Introduce the event.
2. Interview the players and highlights of the vehicles.
3. Start.
4. In car and/or external scenes during morning.
5. Interviews at break.
6. In car and/or external scenes during afternoon.
7. End of day interviews and score details.
8. If second day, repeat items 3 to 7.
9. Summarise event.
10. Edit dress out and cut to acceptable length..

Show at club meeting, then wait for call from TV or a movie studio....

Geoff Bott

If men wrote advice columns: Dear Agony Uncle, I hope you can help me. The other day I set off for work, leaving my husband working in his home office. I hadn't gone more than a mile down the road when my engine conked out and the car stopped. I walked back home to get my husband's help. When I got home I couldn't believe my eyes. He was in the bedroom with a neighbour friend, making mad passionate love to her. I am 32, my husband is 34 and we have been married for five years. When I confronted him, he admitted that they had been having an affair for the past six months. I told him to finish the affair or I would leave him. Since I gave him the ultimatum he has become increasingly distant. I don't feel I can get through to him any more. Can you please help? Sincerely, Mrs. Betrayed.....

.....**Dear Mrs. Betrayed**, a car stalling after being driven a short distance, can be caused by a variety of faults. Start by checking that there is no debris in the fuel line. If it is clear, check the jubilee clips holding the vacuum pipes onto the inlet manifold. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the carburettor float chamber. I hope this helps. **Uncle**.

Dave Johnson's Shed Warming by John Young

If there's one thing I've learnt about Dave Johnson, he can spot an excuse for a party a mile off. The latest excuse? The official shed warming at Red Hill, his lovely property at Avoca. No, not the place near Terrigal, the other Avoca in an exclusive precinct of the Southern Highlands.

I never did count how many people there were at the party. Suffice to say that a total of 18 car clubs were represented. As we approached the property, we were first warned by a large exclamation mark that the gate was close. The P board was next, and down at the end of the driveway, the official finish.

The shed was festooned with some terrific rally memorabilia from events including the London to Sydney Marathon.



When I said this was an "official" shed warming, I meant it. Formal proceedings were handed over to Dave's daughter Trish who happens to be a Celebrant. Although more used to mundane tasks like baby naming and marriages, Trish got into the spirit of the event in fine style. At the conclusion of the ceremony, the Opening Certificate was signed and then witnessed by the Presidents of Dave's two principal car clubs; Ross Warner represented the Classic Rally Club, while I represented the Country Gentlemen's Classic Car Club. Luckily, no Major de Groot arrived on horseback to interrupt proceedings, allowing former Australian Rally Champion, Bob Watson – who had travelled up from Victoria for the occasion - to cut the ribbon with suitable poise.



In fact, the closest we got to interruption was John Cooper's presentation of a new broom, which Dave will no doubt use to sweep the shed clean.

And what a lovely shed it is. Plenty of room for Dave's two MGs and two Dattos, with plenty of room to walk around. Enjoying a northerly aspect and a fine view over the surrounding farmland, Dave's shed is truly a motor home... as distinct from those self-propelled caravans that pretend to this title.

Then it was time to relax, with caterers dancing attendance and more than enough to eat and drink, thanks to Dave and Natalie's hospitality. All told, a splendid afternoon. And a great excuse for a party.

John Young



COMPETITION UPDATE TONY NORMAN - HANDWRITING GEEK!

PRE - SEASON TRAINING RUN - SAT 2ND FEBRUARY

This event was attended by 11 hardy crews who braved the elements to hone their navigation skills. It was non-competitive -if such an event exists- and the point penalties lost by each team, as listed below, are provided for information only.

CAR NO	CREW	PTS LOST
2	Morey - Morey	94
3	Sprague - Sprague	12
4	Collier - Collier	12
6	Votano - Arthur	39
7	Farrell - Milligan	70
8	Bransgrove - Bransgrove	12
9	Gibbons - Gibbons	85
10	Nevin - Nevin	106
11	Brumby - Ryan	27
12	Olsson - Jordan	11
15	Dickson - Meadows	39

Points lost have been based on typical rally scoring. Many thanks to the following for their help on the day - Doug and Xanthia, Gary and Wendy and the Professor.

CLARENCE CLASSIC - SAT 9TH AND SUN 10TH MARCH

At the time of publication the closing date for entries has already passed. I do not have final entry numbers from Ian Gibbs but trust that he is being well supported by the Club membership.

LE RALLYE DES 100 CRIQUES - SUN 7TH APRIL

This will be a one day event, to be run between Gosford - Cessnock - Gosford, and is the second round of the CRC Rally Championship. The 3 usual navigation categories will apply. A copy of the Entry Form should be within the magazine or can be downloaded from the Club website along with the Supplementary Regulations. Please get involved to help the vibrancy and success of the Club.



- This Event is promoted by the CLASSIC RALLY CLUB INC.
- It will be a one day rally of approx 325 Kms, with about 2.0 Kms of good un-sealed roads. There will be 3 levels of navigation as follows:
 - MASTERS - challenging Navigation.
 - APPRENTICES - as for MASTERS but with many extra hints. (I promise.)
 - TOUR - Route charted with possibly some simple map reading.
- The start and finish will be at MacDonalds and IBIS Budget Motel, West Gosford.
- The Route will cover the Central Coast region towards Cessnock and Kurri Kurri.
- The Entry Fee will be **\$90**, which will include lunch for 2 and all necessary maps and Instructions. Additional crew members are **\$10** per person.
- The Event will be run as a CAMS approved Multi Club Touring Assembly.
- The nominated Driver and Navigator will be required to have a minimum level 2NS CAMS Competition Licence. There is also a CAMS requirement that all vehicles are scrutineered by a qualified CAMS Official. This needs to be completed prior to the day of the Event.
- Supplementary Regulations and Entry Form will be available for down-loading from the CRC website - www.classicrallyclub.com.au closer to the Event.

For further Information and Event details contact the Event Secretary:

TONY NORMAN - Mobile: 0402 759 811 or Home: 02 9804 1439

E-mail: thenormans@virginbroadband.com.au

“Back to the 60’s Trial” #4

CONTINUING IN THE STYLE OF PREVIOUS EVENTS

THE BARRY FERGUSON CLASSIC 2013

Touring Assembly , Sat 25th – Sun 26th May, 2013

It will be running out of Yass with an overnight stop in Wagga Wagga, finishing in Goulburn mid afternoon Sunday and covering approx 800 kms of good touring roads **with a good amount of rural dirt roads, as in previous BFC’s**

“NEWS FLASH”, for the tour drivers we have kept to the bitumen, **with only several k’s of very good quality dirt, no different than** previous Classic Alpine or Riverina events.

The Tour will be Route charted with some optional simple map reading

So get that Classic out and come and join us.

Barry will be continuing to give his description of the roads that he used back in the 60s and these are being included in the Route Instructions.

Maps will be authentic maps from the 60s and there are notes being published to help you use these maps to get you around the course.

The Supplementary Regulations for this club Touring Assembly will shortly be available on the Classic Rally Club website.



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.**



Rules for the Classic Rally Club Inc. Championship

Championship categories

There will be three championship categories, designated as Masters, Apprentice and Tour.

The club Committee will determine which events will count towards the club championship and this will be shown on the club website. The main requirement will be that an event has at least 300km/day (average) of navigational rallying.

Qualifying results

A competitor's score for the championship will come from their best days of rallying (i.e. highest scoring) in the year. A maximum of two thirds of possible championship rally days will count towards the championship. This two thirds of days to be counted will be rounded to the nearest whole day. To clarify, if there are 15 rally days in the championship year, a competitor's best 10 days will be counted. If there are 16 rally days, then 11 days will be counted; if 17 rally days then 11 days will be counted for that also.

A two-day rally will be treated as two rally days of equal score.

For each competitor, their championship category will be that of their first rally of the year. They may change categories until the end of their third event for the year with their point score then being adjusted on the basis similar to that in the paragraph of this document headed "Competitors competing outside their chosen category". The championship points scorer may adjust a competitor's category anytime before the last event if it is shown that majority of events the competitor has competed in is different to the one in which he or she is currently listed.

Basic scoring system – events with 3 categories

Championship points for events with three categories of entrants corresponding to Masters, Apprentice and Tour will be as in the table below.

Members acting as officials will be eligible for the championship if they also compete in at least three events. They will receive points equivalent to a place in an event in their chosen level of competition as shown below:

Rally Director, Clerk of Course, Event Secretary etc:	5 th
Key Official (e.g. Set-up car, Scrutineer or Sweep)	9 th
Control Official	13 th

One day events					
Masters		Apprentice		Tour	
1 st	20	1 st	15	1 st	10
2 nd	19	2 nd	14	2 nd	9
3 rd	18	3 rd	13	3 rd	8
4 th	17	4 th	12	4 th	7
5 th	16	5 th	11	5 th	6
6 th	15	6 th	10	6 th	5
7 th	14	7 th	9	7 th	4
8 th	13	8 th	8	8 th	3
9 th	12	9 th	7	9 th	2
10 th	11	10 th	6	10 th	1
11 th	10	11 th	5	etc	1
12 th	9	12 th	4		
13 th	8	13 th	3		
14 th	7	14 th	2		
15 th	6	15 th	1		
16 th	5	etc	1		
17 th	4				
18 th	3				
19 th	2				
20 th	1				
etc	1				

Two day events					
Masters		Apprentice		Tour	
1 st	40	1 st	30	1 st	20
2 nd	38	2 nd	28	2 nd	18
3 rd	36	3 rd	26	3 rd	16
4 th	34	4 th	24	4 th	14
5 th	32	5 th	22	5 th	12
6 th	30	6 th	20	6 th	10
7 th	28	7 th	18	7 th	8
8 th	26	8 th	16	8 th	6
9 th	24	9 th	14	9 th	4
10 th	22	10 th	12	10 th	2
11 th	20	11 th	10	etc	2
12 th	18	12 th	8		
13 th	16	13 th	6		
14 th	14	14 th	4		
15 th	12	15 th	2		
16 th	10	etc	2		
17 th	8				
18 th	6				
19 th	4				
20 th	2				
etc	2				

Scoring system – events with different categories

For events with only one entry category, championship points will be allocated to competitors in each championship category at their level of entry. For example, if an event is run at Tour level only, Masters competitors will have Tour level points added to their Master's pointscore.

When an event has more than one category that does not directly correspond to Masters, General and Tour, the club committee will inform entrants before the event how that event's categories will be treated in championship scoring.

Competitors competing outside their chosen category

If a competitor chooses to compete in an event at a level different from their chosen annual level of competition, they will receive either the placing points applicable to the category entered in that event or the equivalent placing points for their annual chosen category, whichever is the lower.

Eligible vehicles

For inclusion in the championship an entrant's vehicle must be eligible to be on NSW H-plates i.e. be notionally at least 30 years old at the beginning of the year, or a model run-on. Model run-ons are defined as having identical body shell, engine and suspension as the H-vehicle equivalent. Minor variations such as trim details are acceptable.

Vehicles that do not qualify as above, but have been accepted in the championship for 2004 or earlier, will be grandfathered.

Safety related modifications are acceptable for all vehicles. The Eligibility Committee will adjudicate in the event of a vehicle dispute

A modern vehicle may be substituted for two rally days each year and the entrant still qualify for inclusion in the championship results.

Eligibility Committee

The Classic Rally Club committee has appointed John Henderson, Peter Thomson and Tony Wise to comprise the Eligibility Committee.

1st January 2013

Non smoker: Do you smoke? **Smoker:** Yes

Non smoker: How many packs a day? **Smoker:** 3 packs

Non smoker: How much per pack? **Smoker:** \$10.00

Non smoker: And how long have you been smoking? **Smoker:** 15 years

Non smoker: So 1 pack cost \$10.00 and you have 3 packs a day which puts your spending each month at \$900. In one year, it would be \$10,800 correct? **Smoker:** Correct

Non smoker: If in 1 year you spend \$10,800 not accounting for inflation, the past 15 years puts your spending at \$162,000 correct? **Smoker:** Correct

Non smoker: Do you know that if you hadn't smoked, that money could have been put in an interest savings account and after accounting for compound interest for the past 15 years, you could have now bought a Ferrari?

Smoker: Do you smoke? **Non smoker:** No. **Smoker:** Where's your Ferrari then?

For those of us with a Kombi in our past.





2013 CRC Events Calendar

CRC meetings held at Demiston Sports Club, 59 Chatham Rd, West Ryde. First Friday Free Fling held at Harry's Cafe de Wheels, 433 Church St., Parramatta

Date	Event	Note	Contact
26-February-2013	CRC Meeting		
01-March-2013	First Friday Free Fling		
9 - 10-March-2013	Clarence Classic - Grafton area. Entries due 10th Feb. C.C.	Set in Grafton area.	Ian Gibbs, 0410 507 674 igibbs@abn.com.au
15-March-2013	Deadline for Club Newsletter contributions		
26-March-2013	CRC Meeting		
05-April-2013	First Friday Free Fling		
07-April-2013	Le Rallye Des 100 Criques. C.C.	1 day rally, Central Coast.	Tony Norman 0402 759 811, 02 9804 1439
12-April-2013	Deadline for Club Newsletter contributions		
23-April-2013	CRC Meeting		
03-May-2013	First Friday Free Fling		
17-May-2013	Deadline for Club Newsletter contributions		
25 - 26-May-2013	Barry Ferguson Classic C.C.	David Johnson - Trial Tim McGrath - Tour	David Johnson 02 4887 7803 dmjohns@inter.net.au Tim McGrath 0419 587 887
28-May-2013	CRC Meeting		
07-June-2013	First Friday Free Fling		
14-June-2013	Deadline for Club Newsletter contributions		
23-June-2013	Tour d' Corse - C.C.	TBC	Tony Wise tmwise@bigpond.net.au Carol Both 02 9878 2035
25-June-2013	CRC Meeting		
05-July-2013	First Friday Free Fling		
12-July-2013	Deadline for Club Newsletter contributions		
July	One day competition rally or Club Lunch Run. TBC	Date & format TBC	
23-July-2013	CRC Meeting		
02-August-2013	First Friday Free Fling		
05-August-2013	Driver Training day at Wakefield Park		
16-August-2013	Deadline for Club Newsletter contributions		Tony Norman 0402 759 811, 02 9804 1439
27-August-2013	CRC Meeting		
06-September-2013	First Friday Free Fling		
7 - 08-September-2013	MG Spring Classic C.C.	TBC	
13-September-2013	Deadline for Club Newsletter contributions		
24-September-2013	CRC Meeting		
04-October-2013	First Friday Free Fling		
11-October-2013	Deadline for Club Newsletter contributions		
19 - 20-October-2013	Alpine Classic C.C.		Wayne Gerlach
22-October-2013	CRC Meeting		
01-November-2013	First Friday Free Fling		
9 or 10-November-2013	Penrith Pas de Deux C.C.	Day TBC	Jeff West
15-November-2013	Deadline for Club Newsletter contributions		
26-November-2013	CRC Meeting - AGM		
06-December-2013	First Friday Free Fling		
15-December-2013	Club Christmas Party. TBC		
Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from 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

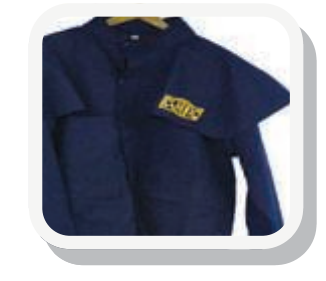
A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

Prestige Embroidery

4/29 Coombes Drive, North Penrith, NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893



Contributors to this edition: Geoff Bott, Ron Cooper, John Doe, Heather Dux, Ian & Wendy Gibbs, Dave Johnson, Tony Kanak, Jane Morey, Tony Norman, Garth Taylor, Ross Warner, Jeff West, John Young and Leonard Zech. Thank you all.



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