

Rally Directions

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

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Jeff & John do Sydney to London - Part I
CRC Members do Targa Tasmania



May 2013

Classic Car of the Month

Fiat produced their 2.3 litre, OHV, six cylinder powered 2300 model from 1961 to 1969. Styled by Pininfarina the 2300 sedan was mechanically advanced, featuring power assisted disc brakes on all four wheels with 3 'pot' calipers on the front. While the 2300 was a new model the basic design was well proven as it borrowed much from the 2100 which was first produced in 1959.

Another Italian auto stylist, Ghia, produced a coupe version of the 2300 in 1962. With such features as power operated windows etc. this model had true "Grand Touring" panache and was sometimes described as the "poor man's Ferrari"!

The photo above of Jenny & Eric Young's 2300 sedan was taken at Canberra's Auto Italia in 2011. Eric's father sold the car, when new, to a local Lithgow couple in 1967. The car came back to the Young family when the husband passed away.

Eric & Jenny enjoy cruising in the Fiat as Eric's parent's did before him. Incidentally CRCer Jeff West rallied a 2300 in Malaysia.

Coming Events



SAAB CAR CLUB OF AUSTRALIA



Club Lunch Run

Sunday 28th July 2013

The Saab Car Club has invited members of the CRC to join them in on their

Super Auto Autism Benefit

Similar in format to last year's CRC lunch run to Kiama the event will be a non-competitive, route charted drive, with the option of a navigation challenge before lunch for the last 50kms.

There will be no entry fee but entrants will be asked to make a tax deductible donation to Rotary Club of Illawarra Sunrise Autism Research Project.

More information inside. Full details next month.

Tour d' Corse

Sunday 23rd June 2013

Once again the Classic Rally Club & the Alfa Romeo Owners Club will be combining to run the annual Tour d' Corse Rally.

Starting at the top of Bulli Pass this year's event will travel through beautiful Southern Highlands countryside along approx. 300kms of great roads to finish at the Sutton Forest Pub.

Lunch for this year's rally will be at the Southern Highlands Winery & will continue the event's tradition for fine food.

See inside or on the CRC website for full details or contact; Tony Wise 0417 211 848 or tmwise@bigpond.net.au

Classic Rally Club Officers and Contacts 2013

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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..

Ross's Rave.



Hi everyone, I hope you are well.

I'm writing this report on my phone in the car on the way back from Ballarat. John Cooper is driving so I'm not doing anything particularly dangerous (I wouldn't do that....). We're on our way back from competing in the Old BP Rally.

I must say that the experience was a real eye opener and the effort that went into the planning and execution of the maps was astounding. Please never complain to me about any of our events being difficult or too long, because you'll just get me started (and nobody wants that). Please don't get me wrong, I really enjoyed the event, however I have now experienced a whole new level of

challenge. Lots and lots of fun. If we had won the event I would have written a report. You can draw your own conclusion.

One benefit of having a crack at the BP event is that I now consider that even the worst dirt roads that Dave Johnson sends us down on the Barry Ferguson Classic to be comparative expressways when measured against those BP roads (tracks really).

The week before leaving for the BP, I went along to the FFFF and what do you know, it wasn't raining, it wasn't cold and quite a few people turned up. It was a good night. A few Nissan GTR's and a modern Ferrari turned up also. Thanks to Dom I now know what they were (way too modern for me!). Hopefully we might get a couple of good months before the weather gets really cold. Please come along to the next event. They really are a good opportunity to catch up.

The next competition event on the Club point score calendar is the Barry Ferguson Classic which will run on 25-26 May. By the time you read this it will be too late to enter, however I expect that there will be much discussion about the event on the following Tuesday night at our May meeting. I wonder if there will be any "drop off" route charts.

Time to get your entry in for the AROCA Tour d'Corse. This is shaping up to be a great event also and will run for a single day on 23rd June. Don't miss this one otherwise you won't get a chance again until September.

We have been invited to join the SAAB Club for a lunch run down south on Sunday 28th July. Details are still being finalised so keep an eye out (they may even be in this magazine!)

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

Enough raving Ross.

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Secretary's Stuff May 2013

Hello everyone, welcome to another issue of the club magazine. We hope you enjoy it.

First of all- congratulations to all involved as organisers or attendees on another cracker Targa Tasmania.

Now I thought I'd reflect on my considerably more sedate recent school holiday trip with our children- this is a short article entitled:

ECHOES OF THE GOLDEN AGE OF MOTORING

Many people would agree that in Australia, as well as many other places, the golden age of motoring has passed. By this I mean the value and the adventure of the motoring experience for recreation, or the "road trip", was sometime earlier. I mean a trip where the journey is a valuable part of the experience, and the journey and the recreational value was not just about arriving at the chosen destination. Sometimes on a road trip, the destination was not even important.

In the past, many holidays were taken by car, travelling to more remote and distant locations, sometimes just to see what was there. These days it is mostly the grey nomad retirees who journey for the sake of the experience to what seem to be far-away places. The baby-boomers who grew up when family motoring was displacing rail as the way to travel, remember their youth and the time the family went to Wheelabarrowback in their new EH Holden, or some equivalent type of positive memory of the "road trip".

Today, low cost air travel, the time pressures of modern society and the perceived tedium of driving long distances all serve to reduce exploration of this large country of Australia. Then there is a value for money issue as well, for whatever reasons the pleasure/effort ratio of long car travel is seen as poor by many people now. Also accommodation and food in even less-visited locations is not perceived as good value, or of good quality, compared to a fly away holiday in say Bali or Fiji. Travel overseas also has a cachet that a road trip in Australia cannot match, in most social chat situations.

Petrol too, is a really significant cost today on long motoring journeys. Last week on my travels, petrol was up to \$1.56 per litre, and in say a vehicle like a mid 60's Jaguar, well- tuned and driven carefully at

the speed limit on up -hill and down dale country roads, the journey will likely cost more than 40c per kilometre in fuel alone.



We did almost 1700km in the relatively frugal Volvo 142 on our trip from Sydney to Forbes, Parkes, Peak Hill, Narromine, Coonamble, Gilgandra, Gulargambone, Walgett, Lightning Ridge, Collarenebri, Burren Junction, Baradine, Coonabarabran, Dunedoo, Mudgee, Katoomba... Daughter Verity got to stall at the only pedestrian crossing in Gilgandra, and flirt with emus All part of her L plate experience. The car recorded a PB of 33.8 mpg too!

If you look at a map you will see where we went- in fact a tour with two purposes. The first part to Forbes was to plan for an upcoming event- which is still secret, though it has a link with an old episode of the Inspector Morse series seen on TV....

The second purpose was primarily to explore the four lesser known thermal baths in NSW which are located at Walgett, Lightning Ridge, Burren Junction and Pilliga. We had visited the better known thermal baths at Moree last year, as part of the return journey from the Gold Coast, at Easter last year. Overall this recent 2013 trip was enjoyable and showed our usually big-city based children something of how things work in the less visited parts of the state of NSW. Similar itineraries are possible in every state, and can be cathartic, rewarding and nostalgic- especially if you are interested in looking for echoes of the golden age of motoring.

Perhaps I should explain what I mean, a little more fully with an illustration. A couple of paragraphs back I mentioned a list of town names.

In 1973 ALL OF THESE TOWNS HAD A HOLDEN DEALER. Often this was a modest operation. Often the same business was the NRMA representative, ran a petrol station and employed a motor mechanic. Probably you could get towing, welding, oil, basic servicing and consumables for your car and tyres and tyre repairs. Globes and headlights probably too, maybe windscreens, and emergency exhaust repairs if the rough roads had caused a problem.

If a town or region's motorists were well served there would be a Ford dealer too, and maybe a Chrysler one. With more automotive businesses it was likely that even if you drove something a little less common, items such as fan belts, and radiator hoses that could be pressed into service were probably available too, and a choice of mechanics with varying skills and attitudes.

Well, by now in 2013 many of these smaller centres have shrunk their population. Many shops are long closed, and even hotels (supposed to be recession proof) have shut. Buildings are boarded up, and many are long overdue for paint and maintenance. The remaining rump of shops in these less and less visited towns somehow eke out a living. Photos of the past show how prosperous things were. There were banks, grand post offices, cinemas, cafes. War memorials list those who served and sometimes the number of names on these lists seems much larger than the entire local population of today, in a 50 kilometre radius. So yes, the backblocks are depopulated, compared to the past.

However that doesn't fully explain the decline of motoring related commerce. The real reasons are more likely related to the evolution of motoring itself. The mind boggling diversity in vehicle choice, modern vehicle complexity and reliability defeated local mechanics/business people trying to make a living from visiting motorists.

Also common in these smaller centres is the end of the oil company petrol station. In more remote

locations the "petrol station" signage is likely to be for a local business or an independent retailer. It seems that Shell, Caltex, BP don't want or need a full geographic network anymore. Others will take care of retailing and distribution in these locations. Presentation of the petrol outlet that meets the oil company's criteria, doesn't need to apply. Second class is fine....Anyway with the demise of just Esso, Mobil and Ampol branded petrol sales in the last 20 years, the oil companies no longer compete at retail level, they've left it to retailing "experts" like Coles, Woolworths and 7-11 in any place that is reasonably busy.

Well in considering this history, and evolution and so forth, just hope that if you venture into these areas, that your 2013 model anything doesn't hit a 'roo, need a tow or a tyre or a windscreen in these locations. There is probably no-one around who can help you to the extent that was normal in 1973?

Of the fifteen towns within those that I listed before, that did have Holden dealers in 1973, today only four of these towns have a Holden dealer.....In general these towns don't have a dealer for any other brand of cars today either. I think maybe being a Holden dealer acted as a kind of business magnet for the local automotive business possibilities. The magnetism has been lost, and will probably not return.

For CRC people, who enjoy motoring away from the usual popular locations, and far from the maddening crowds, the secondary roads and minor attractions have a lot of interest to offer to the motorist, and some towns can match the patina of the upholstery in just about any old classic car, that is similarly unrestored. Like old cars and old drivers-old towns that have fallen on hard times, or not- are still survivors from the past, the golden age of motoring-complete with a history.

Tony Kanak

A Thank You re The Rallye Des 100 Criques Lunch

"Hello Tony. We were happy to help out and our P&C were able to raise funds that will be put towards a new playground structure that the children have been fundraising for. I am pleased the day went well for you and that the competitors were happy with the lunch provided, hopefully we may be able to accommodate

you again in the future. Thank you for your kind words and I will pass your email on to our P&C to read at their next meeting.

Kind regards
Janelle Parsons
School Administration Manager
Cessnock East Public School"

Adventures in Tasmania - Targa Tas. 2013 with Ernst, Sonja & Mademoiselle.

After a less than satisfactory outcome in last year's Tasmanian adventure, Mademoiselle and her crew had some unfinished business on the Apple Isle. Preparation and planning got underway shortly after the successful completion of Targa Adelaide in August 2012. Discussions were held with other Renault Car Club of Australia members and ferry and accommodation were booked. These bookings were to undergo numerous changes due to a number of people travelling on different days, but at least, we again had rooms at the Country Club Villas where we knew there would be space for cars and trailers.

We were again lucky to have Andrew Fifield and this time Ken Albery enlisted as service crew. In October, we added Albert Johnson and Noela Wood to the crew, old friends of ours from the MG car club. So logistics were pretty much organised by Christmas.

Mademoiselle spent a bit of time at Collier's Automotive Services in Granville for some further improvements and just general TLC, including a 2nd accelerator cable and new brake pads.

In March, we went down to Wakefield to do a good shake down and the driver was happy with the outcome.

Easter came and we flew to Tassie. As we had an early flight on Friday, we managed to recce more stages than we thought, before we headed to Deloraine for our regular overnight stop. As Easter was early this year, the days were still quite long and this helped with the recce. Saturday night was spent in Zeehan, before heading to Hobart on Sunday. Contrary to last year, we had only little rain and certainly no snow. We also checked out our accommodation in Strahan and were pleased to see that there was plenty of room for trailers and cars.

And only two weeks later on Friday 12 April, the big adventure started for real with an uneventful trip to Melbourne.

On arrival on **Sunday**, the usual routine kicked in. Driving to Launceston, breakfast at ETC and catching up with David Kirby who was ferrying the Celica across, then checking in at the Country Club Villas, picking up the service crew from the airport, unloading the car, and off to documentation and scrutineering.

As we had competed in Adelaide, our scrutineering was fast tracked (strange arrangement but there you have it).

Monday brought the trip to the first stage, actually the prologue – 1 stage, Kayena, as we had not reced it previously. The afternoon was spent with taking Renault pictures in front of the Silverdome, the overnight location for the cars whilst staying in Launceston. The whole day we were followed by Paparazzis and Geoff Bott finally caught up with us after we parked Mademoiselle in the Silverdome. The beginning of a long relationship, check You Tube for the outcome. After the drivers' briefing, we went to the welcome party and a quick catch up with Diane and Wayne Gerlach and Brian Foster.

Tuesday was Prologue day: Stage 00 Kayena, 7km and then Georgetown, 4.8km. No need to rush, as these stages are used to define the starting order for the event. And we did not rush as we had played with the Webbers the day before and they were slightly out of balance. Mademoiselle was not running well. It sounded like 2 cylinders only, more like a Trabant than an Alpine. But we made it to the end of the pre-stage and the Prologue. Fortunately, Andrew and Ken could fix the problem during the exhibition and on the way back to Launceston, she was purring nicely again. This to the relief of the crew and many competitors who were worried about the sound coming from Mademoiselle's engine bay.

When it was time to return, we were summoned to line up with with all the 8 Renaults competing in Targa. These cars were: 2 Megane 265 sponsored by Renault Sport and driven by Grant Denyer and Mike Sinclair, supported by the 2 Renault ARC navigators, 3 Megane250 driven by Adam Spence, Benjamin Noor and Nick Strange and Ted's Megane R26, Andrew's R5 Turbo and our Alpine. We even made it onto the Renault Sport Australia website! Check out their videos, watching Grant Denyer during his interviews is fascinating.



Wednesday and the event starts in earnest. The day dawned to a sunny dry day. Stages to be run: Deloraine 12km, High Plains 6km, Sheffield 15km, Nook 6km, Moriarty 5.5km, Merseylea 10km (mind that railway crossing), Paloona 16km and Mt Roland 26km. As we started early in the field (car 4 after Regularity), we had a great day and were not impacted by any accidents. Unfortunately, at lunch on that day, we were told of the fatal accident that occurred on the Deloraine stage. This put a bit of a damper on the day. All crews were happy to see the service crews at Mole Creek after the long Mt Roland Stage. On arrival at the Silverdome, Andrew F and Ken went to work taking wheels off and tightening bolts and checking brake pads.

As we were parked right next to the Renault Sport work shop tent, we had great fun watching the RS crews being interviewed. You have to watch the videos on the Renault Australia website (Renault Sport section) to appreciate the funny side of this.

Thursday promised to be another lovely, dry, sunny day. The Eastern loop began with Rossarden 10km, Elephant Pass 11km and no fuel at the end of it as the service crew was busy with another emergency for the Collier Crew. Thank god we had 2 service crews this year. One crew racing back to Launceston to get the pace notes and then phoning the notes for Elephant Pass to the 2nd crew so that they could hand over the notes to Belinda Collier after the Rossarden stage. The pace note book was then delivered at lunch by crew 1. After lunch, it was off to Pyengana 6.5km, Weldborough Pass 13km, Moorina 8.5km, Ledgerwood 5km (the one with the wood carvings), The Sideling 15km, meet the service crew for some fuel and finally Longford 2.6km, a town stage hoot.



Friday was to be the second longest day. The weather forecast had promised a dry day on the west coast, but we did not trust it. The stages for the day were Mole Creek 5km, Cethana 38km (after Mt Roland the second piece de resistance), Castra 8km (another one of these long steep descents followed by a long steep ascent), Isandula 8km (a new and fast stage), Oldina 20km, Hellyer Gorge 21km (5km longer than in previous years), Plimsoll 16km and Rinadeena 33km. We were very happy to arrive in Strahan after we missed this stage the last 2 years.

It was great to see the Mullet Clan, Jo, Hot Dog, Coal and Monkey, outside the Tourist information in Strahan and not meet them on the pick up bus..... Sorry guys, but we prefer to be on our own and not picked up standing in the rain after a breakdown.



Rindaneea proved to be a difficult stage for the pointy end of the field. As it was sunny, the difference in light was very strong, coming from the deep shade under trees into corners where the driver had the sun directly into the eyes. This was the undoing of experienced drivers like Broadbent and Adam Spence. It was also the end for the Gerlach Crew who were hit with issues from the start that could only be fixed with a screw driver. Their 911 finally gave up the ghost on the Isandula stage.

Saturday, leg 4. A very cold morning with ice on the windscreen. Mademoiselle did not mind at all. She roared into life on the second attempt. Off we went for that long day up to Burnie and back via Reece Dam 25km (the mist when crossing the dam was just magic), Pieman 9km, Murchison 20km (Hellyer Gorge in reverse), Natone 8km, Gunns Plains 10km, Riana 33km (half old, half new), Mount Black 9km, Rosebery 17km.

Again, a sunny, dry day, but a very long one. We were again very happy to see Strahan. After the cars were put away for the night, packing was again on the agenda, as Sunday was the drive to Hobart.

Sunday, last day, was again cold but dry and sunny. We had our out time and were just about to join the queue, when a heater hose decided to leak and dump a lot of water into the foot well of the passenger seat. Mild panic set in but hail the service crew. While Andrew and Ken were already on their way for the planned fuel stop after Mt Arrowsmith, Albert was with us. Some quick thinking had us drive up to the BP petrol station in Strahan and onto their 4 poster hoist. Albert disconnected the heater and short circuited the relevant hoses. We put water and coolant into Mademoiselle and off we went, only slightly late, but still well in time to make the first stage, Strahan 33km and Queenstown 6.5km. Luckily, the field was resequenced for Mt Arrowsmith 59km (we were only overtaken by 1 car), Tarraleah 9km, Woodsdale 20km (a goat track with off camber corners on crests) and fuel before Grasstree Hill 6.5km. WE HAD MADE IT!! It was so nice to see Geoff Bott at the finish and receive our finishing medals.



A big thank you to Lui for giving us out times for our daily servicing. Also to the CRC crews manning stages. We only noticed you on the last day. but it was good to know you were there, Carol and Gordon.

We finally broke the cycle: If it rains, we veer off the road (2010, 2011)

If the sun shines, the accelerator cable snaps (2010, 2012)

So where did we end up 12th early classic, 88th overall, 1st in Class, and the only Classic Rally Club crew to finish, 207 cars started, 123 finished, not everybody who finished drove all stages.

Sonja & Ernst Luthi

Photos: Courtesy of Perfect Prints and the R.C.C.A. crews

Carol Both's Targa Tas 2013 - An Official's view.

I am very underwhelmed. The car that Targa have given me is a hybrid Camry. I don't even know how to start it. Being female I wasn't afraid to ask for help and was soon underway to the Silverdome. The Silverdome is the velodrome at Launceston where the cars are scrutineered and are in parc ferme while competing in that area. Met up with other team members and it was a joyful reunion as we have all worked together for several Targas. This says a lot about our boss as some teams are not as lucky.

A team consists of 16 people. 9 at the start, 5 at stops and 2 for flying finish. There are 8 teams in total made up of all types and occupations. We have a train driver, school cleaner, a paramedic, 2 registered nurses, a fitter and turner, a publican and a machinery operator as examples.

Having now worked out the hybrid I'm off to the airport to pick up Gordon and Karen Lennox from their 7pm flight. Gordon was working with another team and Karen was coming with me. All on time except their luggage which has gone to Hobart.

Jetstar promise to deliver it to them by 9am the next day. Off to dinner with the rest of the CRC and then early to bed.



Tomorrow is Prologue day in Georgetown and we have to be there at 8 am so up at 0630hrs. Provide your own breakfast on these early mornings. From Georgetown we have to drive to Devonport.

Wednesdays stage involves a lot of tying off. ie putting tape over gateways, lanes and roads. Set up, run the stage and then pack up all the gear and go back to the start (I'm always on finishes) taking down all the tape and signs we had put up only hours ago. Karen's luggage arrived at 2100hrs by taxi from Launceston. Now I can have my boots back.

A 3 hr drive to St Mary's on the east coast and sleep in a lovely old pub. The rooms are a bit small. Karen and I are sharing and only one of us can stand up at one time. Elephant Pass is our next stage. The competitors love this one as it is a wonderful drive on a closed road. We like it too as there are very few areas that need taping off. Up at 5.15 am, that's hard. Run the stage and pack up again. We had our lunch at the Purple Possum cafe before we left. A great place for coffee and lunch if you are ever over that way. Another 3 hr. drive back to Devonport. It takes about a 5km stretch to get the hybrid up to any sort of speed. Absolutely no grunt and no gears either. An advance party has been sent out ahead to tape the next stage which will save time in the morning. Suits us as the mornings are frosty until the sun comes up.

Up at 4.30 am! It's getting worse. A 45 minute drive to set up the stage. Every day the setup is the same. Out with the big red cabana, then the table. This is when I start to get the computer running.

If reception is poor in any area we have extra aerials to use. One is about 4m high for the radios, and then one about 1m high for the phone attached to the computer so the results are sent instantly to HQ.

If we are lucky the safety officer will be able to bring us coffee, depends where we are.



Off we go again. Just a short drive, 1.5hrs, to Tullah where we get a 16 hr. break. Time for drinks in the bar before dinner, drinks with dinner and drinks after dinner around the fire before we carefully make our way to bed. Get up when we wake up and have our only cooked breakfast for the whole week. Get to the stage and do it all over again. Now we have a 168km drive to Bronte Park. Over the steep climbs out of Queenstown and drive through Arrowsmith stage, a winding 40km. The hybrid can't get up the hills and the corners are all under brakes as there are no gears to change down with. Finally arrive at Bronte Park in the dark. There are no kangaroos but there are plenty of possums, wallabies and quolls, which look very much like a deranged ginger cat. The hybrid has good brakes!

Last stage Tarraleah. Up at 0515hrs, do it all again. We're getting a bit dyslexic with the car numbers by now. It's been a long week. A farewell BBQ at the local picnic area as some of our team will be heading back up north from here. The few remaining get to spend the night in Hobart before going home on Monday. Karen and Gordon are reunited and stay a few extra days in Hobart to see the sights.

The weather was fantastic. No rain and very little wind with sunshine every day. The company was fun as always. The next event is Targa High Country in Nov. and at least we get to sleep in the same bed every night there.

Carol Both

A Celica's Tale - The Trials and Tribulations of doing Targa Tasmania. by Kerry Smith.

We've been running our 1977 RA 28 Toyota Celica Fastback at Targa events for the last 3 years, Sammy as we call her (named after my #2 daughter), has been built from a lovely road going car to a full spec. Tarmac rally car by Garry Johnstone. We're running a 3sg engine which puts out about 140 hp at the wheels.

In the first Targa we entered, the car was going very well until I hit something on the road and we put a hole in the sump dumping oil on the stage for the next 5kms. Garry fixed Sammy and we finished the event without further drama's. The second year we had a few niggly probs including steering issues causing us to miss about 5 stages.

This brings us to this year, the car was going really well. Our time through Prologue was 4 seconds quicker than last year. Throughout the next couple of days the car was performing as we would expect it to, except that the weld on the extractors broke. This was re-welded at Launceston. This brings us to the Gunns Plains stage. We started as usual, with the car going well, but as we don't do a recce prior to the event we were unaware that part of the stage had recently been resurfaced with that loose gravel, which I now realise is as slippery as ice.

We were about 2 minutes into the stage when the road surface changed from good high grip Tarmac to "Ice". 50 meters further on we came to a #7 right so we were going fairly quickly. The back stepped out, I corrected but not good enough. We went over an embankment and landed in a blackberry bush, lucky for us. When the car was pulled out by a farmer, after the road was re opened, to our surprise there was not a scratch on the car and we drove back to Strahan.

After we came off, when I opened the car door, to my surprise about 1 metre behind me was a GT3 Porsche, also in the blackberry bush. I looked at the in car video that evening and saw the Porsche as we went over and also the navigator just getting out of the car. We were all lucky that we missed hitting him. It makes me feel sick when I think of what could have happened. (this video is up on my Facebook page).

We got going again on leg 5 but our event ended with intermittent electrical problems, a bit of an anticlimax and very disappointing. As they say in the classics, that's motor sport.

Kerry Smith



Targa Tas. Camaraderie: As a footnote to Kerry's story above. Jocelyn Vettoretti & Lui MacLennan point out that a fellow competitor, Wayne Pfungst, suggested that a local farmer be approached to pull Kerry's car back onto the road. The farmer couldn't have been more helpful & saved Kerry & crew considerable time.



John and Jeff do Sydney London 2014 by John Henderson

It's always been one for the bucket list: do a London Sydney Marathon. When it was announced that one would be running in 2014, I was one of the first to sign up. This is going to be (so say the organisers, and they should know) the longest special stage rally ever. Ever.

The choice of car was obvious: I had loads of old Volvos in the shed and knew a fair bit about them. They have a good reputation for being strong and not too fast for us more mature citizens to handle.

The choice of co-driver was a little more difficult. I'd talked ages ago with an old rally mate about doing it, but his health prevented it. Jeff West, long-time friend and rally adversary and by coincidence, Bathurst resident, was willing and available. You all know Jeff: one of nature's good guys. Great!



The route this time is the reverse of previous London Sydneys. In 2014 we'll start in Sydney. The route takes us first though what has been the most testing part for previous crews: Australia. We spend a dozen days in the home country with a day's break in Adelaide. I'm told that the guy setting the Eastern leg is the person who set Classic Outback Tour last year. I navigated that event for Mike Batten, so I have some idea what we'll be in for.

We had (and needed) a service crew for COT but for the SLM in 2014 we're planning on doing it

alone. We just might be looking for volunteers to help us out while we battle everything the outback can throw at us.

After Adelaide we make our way across to Perth. Somewhere in the whole Australian business, there is supposed to be a 168km special stage left over from the Round Australia rallies. Something to look forward to.

After Australia, we get airlifted to southern Turkey and make our way through a litany of war zones – Bulgaria, Bosnia, Serbia, Croatia: you name it, if there was a war there in recent times, we'll go through it. Once we get (doesn't that sound optimistic?) to the comparative safety of the UK, the organisers take us to their favourite playground – the rally roads of Wales – for what they call "the sting in the tail". After the best part of a month rallying on gravel and tarmac, I can only hope they will be kind to us.



So we're going to do this in a 140 series Volvo: old enough to qualify for this historic event. The 2-door looks better and possibly stronger, but with having to run fixed back seats, getting to the space behind the front seats would be a no-no. So a 144 it is. 4 doors. I had a few, but decided a clean slate was a good idea and bought (sight unseen) a 1974 model from Melbourne. I bought a trailer on eBay from near where it lived to carry the spare engine etc. back and caught the overnight train down to pick it up. All went fairly easily on the trip back: a bit of the exhaust fell off, the trailer plug

self-destructed and one of the trailer tyres exploded, but all in all a pretty incident free drive. I got back to the farm in time for a late breakfast the next day.

Planning begins; obviously a 38 year old car that was going to be competitively rallied across the world was going to need a bit of work. I picked the brains of anybody I knew. Special thanks locally go to Graham Thompson (who's done two Round Australia's in a 144, Gerry Lister (who's done 2 London-Sydney's in a 144 and in the UK to Rob Henchoz of Amazon Cars who was about to set off on the 2012 London Cape Town in a 144. Many others, including several CRC members, have been unbelievably helpful.

They always say to build a rally car from the ground up: tyres then suspension then body and finally the running gear: get the drift?

The basic specs are:

- Dunlop DZ87 gravel control tyres running on 15 x 6" steel wheels.
- Soft poly bushings throughout suspension for longevity. Spares to be taken.
- Brakes: rear standard discs, front Volvo 164 vented discs with 144 calipers widened to suit. Stainless braided lines throughout. Volvo 240 booster and master cylinder. Brake bias adjuster to rear. Volvo 240 handbrake on transmission tunnel to clear cage intrusion bars.
- Body extensively seam welded with heavily reinforced front and rear suspension.
- Full FIA spec roll cage. Rear seat replaced by fireproof bulkhead.
- Brake and fuel lines inside the cabin in braided stainless steel PTFE hoses.
- Extensively modified wiring loom, fed by rebuilt Volvo 240 Bosch 55A alternator. Optima gel battery relocated behind the co-driver's seat.
- Two Terratrips for redundancy, triggered by wheel probes and GPS. Stilo WRC helmets and amplifier. Additional instrumentation.
- FIA homologated seats and harnesses.
- B20 engine rebuilt by Gary Comerford, baffled sump, with 2 x DCOE45 webers fed from redundant Carter low pressure fuel pumps in boot. FIA spec fuel bladder in boot over axle.
- Custom clutch, bell housing and rebuilt Supra W55 gearbox with prop shaft to match.
- TrueTrac LSD in rebuilt and strengthened rear axle. Retaining straps to catch axle on droop.

The event is running a control tyre, so that's one decision I didn't have to make. Being with Mike Batten on COT convinced me that getting the best shocks possible was vital to finishing. So I bit the bullet and spoke to Murray Coote about his remote reservoir shocks.

Mike also convinced me that getting Gary Comerford, who builds his Targa Volvo engines, was the way to go. Another phone call saw my engine shipped up to Gary for his total treatment.

In the meantime, I'd got a couple of later model Volvo gearboxes because they are stronger and were allowed under the regs. Later I was talking to Ian Swan – veteran Volvo rallier – about whether to run the standard or the overdrive box. He suggested the tried and true Supra box instead. 5 ratios and as strong as. Not allowed under the regs, I countered. Ask them said Ian. So I did and they accepted my argument. A phone call to Jeff Dellow, who's been making Supra conversion kits for every car and 4WD forever, got that organised.

I then did one of the best things I have ever done: bought a hoist. A four poster for stability. A solid old English one. 3 phase power, but I could do something about that easily enough. Westie and I made the trip to the Southern Highlands, car trailer in tow, to pick it up. We spent the next couple of days cleaning and erecting it and making it run on 240v. If you don't have a hoist, just do it. You'll never, ever regret it.

With the car off the ground, we gutted it and put it on the trailer down to Bond Roll Bars for a FIA spec roll cage.



Peter Muir and Co. did an excellent job and provided some good advice along the way. After it came back, I seam welded it and then took it down the road to a neighbour, Frankie Myers, who is a painter and panel beater. He cut out the rust from around the tail lights, enlarged the area in the boot where the spare tyres go and painted the engine bay, cabin and boot. We chose to paint the cabin and boot with light grey hammertone, because it's easy to touch up scratches with a rattle can. Grey was Peter Muir's suggestion: not white like the car because that would show every bit of dirt, but light enough to be able to find what you had dropped.

When the car came back from Frank's, work started in earnest. I fitted a bull bar that I had lying around. That seemed a good idea for the unknown parts of Australia.



We relocated the fuse box from behind the roll cage to the centre console, converted to a more modern type, complete with extra circuits and relays for fuel pumps, fans etc., etc. All easily accessible in case of trouble.

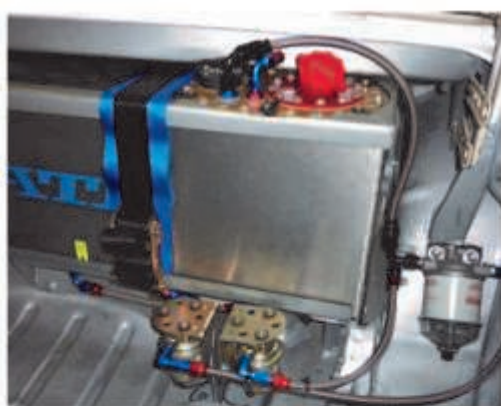
Then I went away to the US for 3 months, hoping there would be lots of goodies when I got back. Jeff kindly offered to pick up anything that arrived while I was away. For his kindness he was rewarded with three trips to the freight depot: one engine in a box, one box full of MCA shocks and 2 race seats, shipped from the UK.

The first thing we did when I got back was get stuck into the rear suspension. I'd had the rear end rebuilt, strengthened and had a new LSD put in before I left. Now it had to be attached to the car.



So we attacked the arms. Lots of reinforcing of critical points – like the eyes at the each end of the arms and the panhard rod. A squirt of rattle can hammertone grey and they look like new.

Murray suggested putting some protection under the shock lower eyes, so that was done at the same time. We then trial-fitted the MCA shock absorbers. Pretty straight forward apart from a lot of head scratching about where to locate the remote canisters. The bushes weren't the correct size, but that's an easy fix.



I had come back from the US with loads of AN fittings and braided PTFE hose plus some other goodies. We fabricated the supports for the fuel cell and installed a big marine fuel filter and two (for redundancy) Carter low pressure fuel pumps near it on insulation pads. At this time we found that the fuel cell was too wide (also too tall, but that's another story) to let us put a spare in each of the boot butt cheeks – which Frankie had widened specially for the purpose. So we pushed it as far as it would go to the right to accommodate at least one tyre: the other will go in the cabin, strapped onto the main cross in the roll cage.



Next was seat mounts. The FIA is quite prescriptive in some ways about how seats should be mounted – and quite vague on others. The shape of the Volvo's tunnel and sills make it almost impossible to follow their drawings, so I emailed the organisers. Happily they agreed to my interpretation of the rules, so long as it was made out of 3mm steel. Out came the steel, power saw, plasma cutter, drill etc. – and three long days later, the first seat was mounted on Hendo's custom mounts. FIA approved, of course. The second mount went a lot quicker, to my relief.

Harnesses will be fitted last of all, but the eyes to clip them to screw into original fittings at the rear and some custom ones will be made off the transmission tunnel. The eyes for the submarine belts squeeze in with some difficulty just rear of the transverse beam in the cabin.

At this stage we're waiting for the front subframe and suspension to come back from Queensland. Murray had given it to Paul Waller of Rallytorque to modify to accept the new front shocks. Paul was building another 144 to do Peking to Paris, so his expertise came in handy. When it gets back, we'll reinforce it – following the Graham Thompson model – then fit it back to the car. Finally we can put an engine in...



John Henderson
8 April 2013

Wendy & Gary Maher's Forty Eight years with Volvo.

Part 1 by Gary Maher

In 1962 & 63, with the help of a well prepared Mini Cooper and a navigator whom I trusted implicitly, I had built up a bit of a reputation of being a 'half decent' rally (or trial) driver. After a string of 'podium finishes', towards the end of 1963 I was approached by a stranger who asked if I'd like to drive his car in events. Who wouldn't? A 'works' drive! The car mentioned was a Volvo 122S, 4 door. Of course, I'd heard of Volvo – indeed, I'd even seen them on the 16mm movies of European rallies shown at car club meetings. However, at my first 'meeting' with the car, I was surprised at how big it was and those 15" wheels which were skinnier than the 10" wheels on my Mini were a real shock.

An introductory drive in the back blocks of Sydney raised other issues. The overall weight, high gearing and relatively low power caused me to stall frequently, especially on hill starts; the near vertical steering wheel was so different to the almost horizontal Mini wheel and the pedals moved away from me rather than downwards. This was a major problem, you see, as I'm only 5' 3" (in the old money). Then there was the body roll. I hoped that the importers would bring in a big stock of outside door handles because I thought they'd be the first thing to wear out! After a few more shake-downs, I more or less got the hang of it and entered a couple of rallies.

The owner insisted I use a navigator of his choosing – an employee – and we never quite clicked so settled for mid-field placings and agreed to part company. I moved back into my Mini But my affair with Volvos had begun.

At that time I was working in the city and spent many lunch hours wandering up and down William Street, Kings Cross, which at that time was the motoring hub of Sydney – not quite the reputation it enjoys these days! I had begun to spend a lot of time in the Fiat Dealers, dreaming about their 1800, then one day I ambled a bit further up the hill and there was British & Continental Cars displaying Volvos. They had a dark grey one with red trim – how very distinguished – so I walked in and bought it. No reading of brochures, no test drive – Tony Lister couldn't believe his luck! Did I want extras? What can I get? Radial tyres - radio (sorry, wireless). I'll take Pirelli tyres, keep the radio. My God!! I was 20 years old – how the hell was I going to pay for this? I was quickly able to arrange a loan with my grandfather and started working two more jobs – office cleaning at 5.30am for 3 hours 5 days a week and serving petrol on Friday nights and Saturday afternoons.

I took delivery of DLD 326 the next day, a Friday and booked in with the service department for my first 1000 mile service for the following Monday morning,

which caused a bit of mirth. I then proceeded to drive big loops out of Sydney – up the Central Coast, over the Blue Mountains, south to Wollongong and by Sunday night had over 1000 miles on the clock. I handed it over to B & C's Service Dept. on the Monday morning and thus began my life long friendship with Gerry Lister. This was July 1964.

Despite my best intentions not to compete with this expensive car (a mate and I had gone halves in a Peugeot 203 for rallies), I couldn't resist it. It had a sluggish off the mark performance but you couldn't be anything but impressed with its 'point to point' ability when driven in a spirited fashion – and after all, that's what rallying was all about. Furthermore, there wasn't an Economy Run organised in the '60s that I couldn't win.

With practice, I overcame all my fears and we soon worked our way up to the pointy end of many events. This car was one of the first few Volvos used regularly in competition in Australia.

Some competitors at that time drove Mk II Jaguars and even Daimler SP 250s. They'd blow me away for outright speed but once we were in the mountains west of Sydney or in the Southern Highlands, it was my world and initially the long bonnet had them fooled, thinking it housed a small V8 or 6 cylinder. They were mortified when it opened up to reveal an 1800cc pushrod 4 cylinder.

My girlfriend of the day was a school teacher named Wendy and she so loved the car that she would dream up things that were wrong with her Morris so that she could leave it with me to be 'fixed' while she hooned around in the 122s. In 1967 I sold the Volvo – and kept Wendy and a Morris Minor each while we built a house and had a couple of sons.

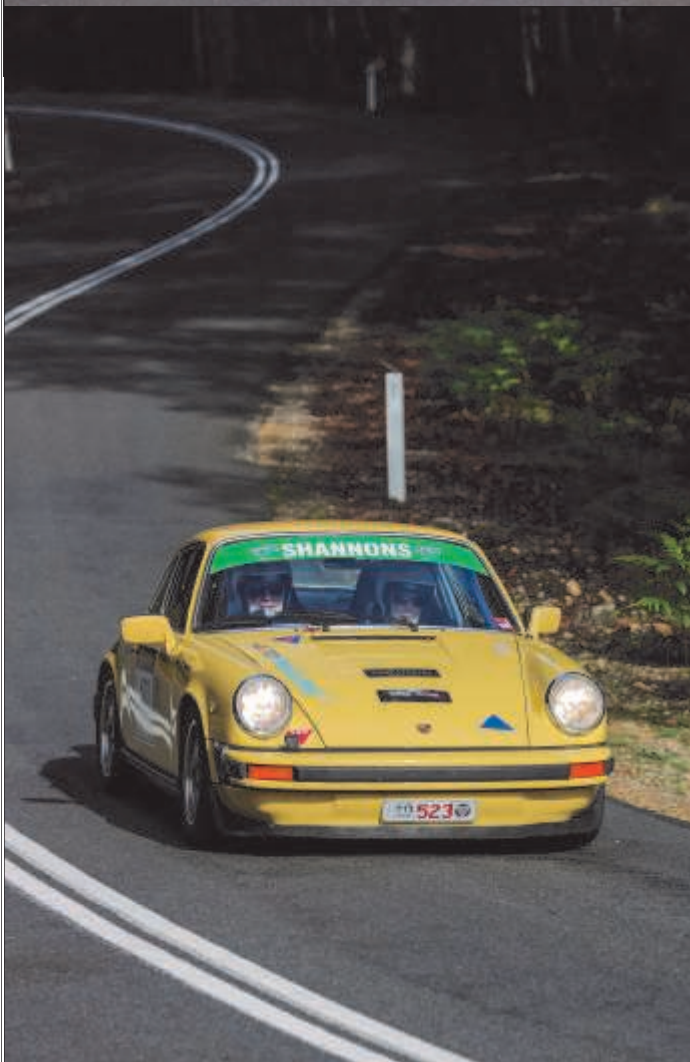


Late in 1973 the Volvo bug bit again and I bought a 1971 model 142 Deluxe – assembled in Australia by Nissan. The salesman was Gerry Lister, now a partner in Concourse Cars on Parramatta Road, Haberfield. This was really Wendy's car and I only drove it a few times on holidays and family trips. It reminded me of a 122s with a higher education – its greatest attribute was its huge boot which so impressed our local GP that he went out and bought a Volvo. I shudder to think how much his examination of our boot cost us! Eventually, the '2 door car with kids' syndrome got to my 'Ever-loving' and she had a variety of 6 cylinder family hacks and wagons while I played with coupes and Jap toys for rally cars.

1993 was Wendy's time to do some post graduate work at Charles Sturt Uni, commuting from Sydney to the Wagga Wagga campus. She wanted to use my toys for transport but a 1987 360 GLT with very low kms came up. Wendy loved it and a smart 'motor noter' said under the heading Why you would buy one, "Because the kids wouldn't want to borrow it." WRONG! Our sons were now very heavily into skiing and hiking etc and loved the hatchback which was long enough to sleep in and great for carrying skis and gear securely inside. This ugly little car hardly ever cooled off, doing the Wagga dash during the week and the Snowy Mountains for the weekends. My only real memory of it was a Super Sprint at Oran Park Circuit when I entered it by default and surprised everyone, including myself, with its sparkling performance.

Around this time we were looking for another classic car and actually saw our original Volvo 122 – DLD 326 – advertised for sale in the Trading Post. When I phoned the owner, he regaled me with stories of its competition history with the first owner and he was suitably impressed when I was able to prove that was me, as he had the original hand book with my name as first owner. We didn't buy it because it had been resprayed a non-Volvo blue colour, which didn't appeal to us.

Gary Maher, to be continued.





How Geoff Bott, our own Service Park Snapper, saw 2013 Targa Tas.





NEW SOUTH WALES

Tour d' Corse

Sunday, 23th June 2013

Come and join the Alfa Romeo Owners Club in conjunction with the Classic Rally Club on the annual TOUR d' COURSE.

This year's event will travel through beautiful countryside covering app. 300km of some of the best roads in the Southern Highlands.

You can choose from 3 levels of navigation:

- Masters - challenging navigation. (CAMS Licence required) or
- Apprentices - as for Masters but with additional help. (CAMS Licence required) or
- Tour - simple route, charted instructions (no divorce here). (CAMS licence not required)

The TOUR d' CORSE has a well-deserved reputation for fine food and this year is no exception.

Lunch will be at the Southern Highlands Winery

Finish will be at the Sutton Forest Pub.

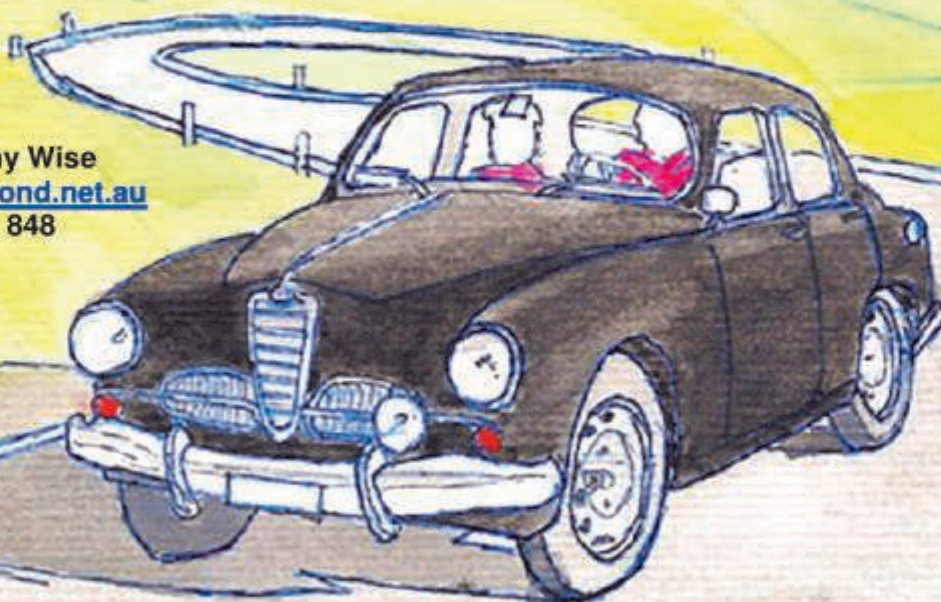
The start and sign-on will be at the Southern Gateway Centre on the Princess Highway just north of Bulli Pass. Good coffee and light breakfast if required from 7.30 first car away at 9.00am

Entry Form and Supplementary Regulations are available from:

www.alfaclubnsw.org.au/ or www.classicrallyclub.com.au

Entry fee \$90.00 includes Lunch for 2 (additional crew members \$25.00) and all necessary maps.

Enquiries Tony Wise
tmwise@bigpond.net.au
Mob 0417 211 848



T.W.



SAAB CAR CLUB OF AUSTRALIA



Super Auto Autism Benefit

Sunday the 28th July 2013

Raising money for autism research

The Saab Car Club has invited members of the CRC to join them in the above Event, a charity lunch run to raise funds for Autism Research.

Similar in format to last years CRC lunch run to Kiama the event will essentially be a fully route charted drive with, the option of a navigation challenge before lunch for the last 50kms.

There will be no entry fee but entrants will be asked to make a tax deductible donation: To Rotary Club of Illawarra Sunrise Autism Research Project.

It is anticipated that our members will be generously supportive of this arrangement bearing in mind that neither Club will be benefiting financially from the day.

Lunch will be available at the finish venue, at entrants cost. It is hoped that our members will take advantage of this facility to bring a social element to the event.

Entrants will be asked to indicate when entering whether they intend to have lunch to give the venue operators an indication of possible customer numbers.

The route is still being finalised but will start in the Narellan area and go via Thirlmere, Hill Top, Mittagong and Robertson to a finish venue in the Minnamurra area. Further details will be available, hopefully with entry forms, in the June edition of 'Rally Directions'.

This should be an excellent mid-season opportunity to enjoy your car and the company of other CRC and Saab Club members.

Tony Norman Competition Secretary 0402 759 811

Peter Hill Event Director 0408 125 752



**Rotary Club of Illawarra Sunrise
Autism Research Project**



2013 Night Owl Winter Classic Trial.

June 22nd & 23rd.



To prevent competitors straying too far off the route, we will have Wrong Road Boards about a kilometre down any road that is likely to send you into the wilderness. Of course that won't stop the competitor exploring roads that they think they should be on.

On Sunday we have about 130 Kms to get you to the finish at Nabic.

So dig out your beanie & parka & come and join the fun.

NB: Vehicles on 'Unregistered Vehicle Permits' will not be accepted.

It's that time of the year again, heading towards our traditional date near the end of June. (22nd & 23rd) This year we have moved to Gloucester, based at the Buckett's Way Motel at the Northern end of the Main Street (across the road from the Police Station).

We have put together an event which should appeal to all competitors, with approximately 580 kilometres over a variety of terrain. As in past years you will need to be alert, as there are many blind bends & crests, the odd creek crossing or three & a couple of reasonable climbs & descents.

As of Easter the roads have suffered very little from the heavy rain in the area. Driven appropriately your standard road car will do the event.

An earlier start time is envisaged, but this may change so that we have all competitors back in Gloucester for a "Wine & Whine" session. Or is that "Beer & Bull".

Enquiries to; nightowlrally@gmail.com

Regards Arthur Evans & Paul O'Neill



SEEKING NAVIGATOR – WITH A TWIST

I met a competitor at Targa Tas this year, who was looking for a navigator in the Regularity category for Targa High Country in November and Targa Tas next year. He has competed twice in Regularity and is looking for someone to team up with for the foreseeable future.

He's driven an Evo in the past but also has an Alfa GT, which he may enter in the future. He's Sydney based and is a member of AROCA.



The Regularity competition is basically an average speed challenge. Different average speeds are set for each stage and target times for arrival at the finish are supplied. There were 21 entries in Regularity at Targa this year and it's a fiercely fought competition.

He indicated that he would be prepared to meet most costs. Seemed like a nice bloke!

Please contact Lui if you're interested.
luimaclennan@hotmail.com 0418645623



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.**



Classic Rally Club Championship 2013

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Clarence Classic	Le Rallye des 100 Criques	Barry Ferguson Classic	Tour d'Corse	TBC	MG Spring Classic	Alpine Classic	Pennith Pas de Deux		
	2 day	1 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
Competitor										
John Cooper	38	20							58	1
Robert Panetta	40	15							55	2
Alan Watson	30	8							38	3
Mike Batten	36								36	4
Garth Taylor	34m								34	5
Craig Walsh	32m								32	6
Wendy Gibbs	32								32	6
Rob Worboys	28m	1							29	8
Gerald Lee	26	3							29	8
Graham Thompson	22m								22	10
Peter Thomson	20								20	11
Tony Wise		19							19	12
Gerry Both		18							18	13
Dennis Reeve		17							17	14
Laurie Cunningham		16							16	15
Dianne Gerlach		1							1	16

Classic Rally Club Championship 2013

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Clarence Classic	Le Rallye des 100 Criques	Barry Ferguson Classic	Tour d'Corse	TBC	MG Spring Classic	Alpine Classic	Pennith Pas de Deux		
	2 day	1 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
Competitor										
Ross Warner	38	20							58	1
John Henderson	40	15							55	2
Lui MacLennan	36	16							52	3
Carol Both	24	18							42	4
Pam Watson	30	8							38	5
Adrian Kinslor	34m								34	6
Gordon Lennox	32m								32	7
Ian Gibbs	32								32	7
Jeff West	28m	1							29	9
Ian Reddoch	26								26	10
Winton Brocklebank	22m								22	11
Ted Norman	20								20	12
Alan Walker		19							19	13
Mike Batten		17							17	14
Wayne Gerlach		1							1	15

Classic Rally Club Championship 2013

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Clarence Classic	Le Rallye des 100 Criques	Barry Ferguson Classic	Tour d'Corse	TBC	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
Competitor										
Tanya Arthur	30m	13							43	1
Doug Barbour	28	12							40	2
Jane Morey	26m								26	3
Shane Navin	24m	9m							24	5
Chris Hallam		15							15	6
Steve Brumby		14							14	7
Tony Norman	14	11							25	4
Ian Packard		11							11	8
Geoff Bott		10m							10	9
Bruce Smith		7m							7	10

Classic Rally Club Championship 2013

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Clarence Classic	Le Rallye des 100 Criques	Barry Ferguson Classic	Tour d'Corse	TBC	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
Competitor										
Dominic Votano	30m	13							43	1
Xanthea Boardman	28	12							40	2
Bob Morey	26m								26	3
Jennifer Navin	24m	9m							24	4
Phil Stead		15							15	5
Shaun Ryan		14							14	6
Steve Maher		11							11	7
Garth Taylor		10m							10	8
Jennie Smith		7m							7	9

Garfield on the oil crisis



A lot of folks can't understand how we came to have an oil shortage here in Australia.

Well, there's a very simple answer, nobody bothered to check the oil.

We just didn't know we were getting low. The reason for this is purely geographical.

Our oil is located in: Victoria, New South Wales, Western Australia,
Queensland, Northern Territory & South Australia

Our DIPSTICKS are located in Canberra

Classic Rally Club Championship 2013

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Clarence Classic	Le Rallye des 100 Criques	Barry Ferguson Classic	Tour d'Corse	TBC	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
Competitor										
Greg Yates	20	8							28	1
Mike Birks	16	9							25	2
Tim McGrath	18	2							20	3
Don Dux	14								14	4
Henry Stratton	12								12	5
Jim Baird		10							10	6
Peter Cale	10m								10	6
John Crighton	8								8	8
Jon Dickson	6	1							7	9
Peter Evans		7							7	9
Goeff Brieger		6							6	11
Kevin Byron		5							5	12
Kim Warner	4								4	13
Robert Clare	2m	2							4	13
Sally Lennox		4							4	13
Kelly-Marie Bond	2m								2	16
Sergio Cariolato	2								2	16
Amir Shustarian		1							1	18
Brian Madigan		1m							1	18
Jim Richardson		1							1	18
Kevan Peters		1							1	18
Len Zech		1							1	18
Lindsay Trevitt		1m							1	18
Steve Friend		1							1	18



Great Endeavour Rally
ENDEAVOUR
FOUNDATION

New South Wales Rally

Penrith to Bathurst

via Cameron Corner

19-26 October 2013



The Great Endeavour Rally recently completed its 25th consecutive year on the roads with a mammoth journey from Charleville to Yeppoon via East Arnhem Land, a 9000km 19-day journey for more than 100 lucky adventurers. In 2013, the team behind the Great Endeavour Rally is branching into New South Wales for the first time.

To register for the 2013 NSW Great Endeavour Rally, visit the website:
great.endeavour.com.au

Classic Rally Club Championship 2013

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Clarence Classic	Le Rallye des 100 Criques	Barry Ferguson Classic	Tour d'Corse	TBC	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
Competitor										
Ian Packard	20								20	1
Ron Cooper	18	2							20	1
Lachlan Grave	16								16	3
Heather Dux	14								14	4
Julie Stratton	12								12	5
Lachlan Baird		10							10	6
Tammy Cale	10m								10	6
Lachlan Birks		9							9	8
Karen Yates		8							8	9
Marian Crighton	8								8	9
Cheryl Evans		7							7	11
Tim Green		6							6	12
Sue Clare	2m	2							4	13
Wendy Cooper	4								4	13
David McCowatt		3							3	15
Irene Cariolato	2								2	16
Kyle MacLennan	2m								2	16
Denise Adams		1							1	18
Glenn Evans		1							1	18
Mark Mignanelli		1							1	18
Maureen Friend		1							1	18
Michele Madigan		1m							1	18
Ramin Shoushtarian		1							1	18
Paul Trevitt		1m							1	18

Show off your 1963 Classic



The Council of Motor Clubs is looking for 1963 vehicles for a special display at the Shannons Sydney Classic to help us celebrate 50 years.

They do not have to be in Concours condition. We really just want honest examples.

The Shannons Sydney Classic is happening at Sydney Motorsport Park, Eastern Creek, on Sunday, 18th of August, 2013. Please contact us to let us know if you have a vehicle you wish to enter.

Regards, Julie Williams, Secretary CMC. Ph.: 0409 161 357

Wanted; I am seeking people that may be interested in selling a 1972 Alpine A110 or 1972 Porsche 911.

David Ward, PO Box 2758, DUBBO NSW, 0427 919 572, david.ward@slmpartners.com.au

2013 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	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 ian@gibbs.com
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 longitude@intermode.on.net 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.		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.		
23-July-2013	CRC Meeting		
28-July-2013	Lunch Run with Saab Club	Further information TBA	
02-August-2013	First Friday Free Fling		
05-August-2013	Driver Training day at Wakefield Park		Tony Norman 0402 759 811, 02 9804 1439
16-August-2013	Deadline for Club Newsletter contributions		
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

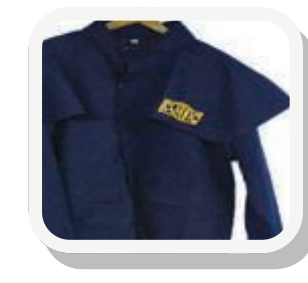
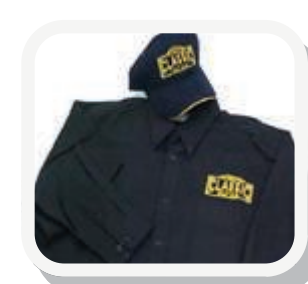
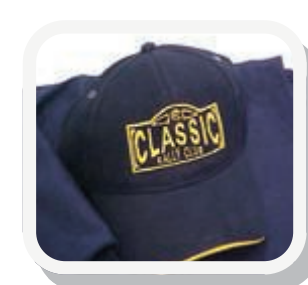
A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

Prestige Embroidery

4/29 Coombes Drive, North Penrith, NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893



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Thank you all.



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