



Rally Directions

The official Organ of the Classic Rally Club Inc.
(Affiliated with C.A.M.S.)

February 2020

Issue 02

Dates to remember

25/02/2020 - Club Meeting

17/03/2020 Rally Directions
Copy Deadline

Let the 2020 Rally Season begin



The first event is the **Bucket List Tour** held over the weekend of February 29 and March 1. Entries close February 25. Don't miss it.

SAVE THE DATE—New dates for the Alpine Classic—31/10 to 1/11

Turn the page to read about;

- Phill Stead's tulk tuk adventures of Tin Tin—a "must read"
- David Booth OAM
- Dave Johnson 1979
- Classic Vehicle Benefits
- Upcoming Dave Johnson Historic

Classic Rally Club Officers and Contacts 2020

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Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Paterson (Silver)	Blaxland	(02)4739 0577 (H) or 0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot (Bronze)	Willoughby	0419 983 247
Glen Innes (Bronze)	Figtree	0409 293 241
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Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774



Johns Jabber

Welcome everyone to the February edition of the Classic Rally Club's monthly communication newsletter, Rally Directions magazine. Once again, a great bumper issue was out in January with Chris, our editor, putting together a great informative read.

Chris is a magician in providing stories and relies heavily on your input to supply articles, photos, stories and tidbits. Don't be slack, keep sending them to him and let's hear from some others and don't rely on the usual few. January's meeting was well attended. A fairly informal meeting and gathering was held, with thanks to Robbie Panetta filling in for our Secretary Tony by taking the meeting minutes, we could see Robbie maybe running for a full time job in the future.

It's been a quiet month with not a lot happening on the CRC scene until now. There has been a lot happening behind the scenes with our first two rallies coming up and taking shape, checking, preparing and rechecking. First up is Martin Lever's rally "The Buckett List" with Karen and Greg out rechecking the roads. Unfortunately, my trusty navigator has allowed his in-laws' son to stage his wedding on the same weekend, so I'm without someone to tell me where to go, so look out for me in the Ford Ranger Sweep vehicle. By the way, all the best to Ben on his wedding. The Buckett list starts in Wyong on the 29th February, and overnights in Foster-Tuncurry then finishes in Maitland. Sounds like a great area to have our first two day rally, looking forward to it and then reading all your stories about the event in the March Rally Directions.

Our second event is a one dayer, conducted by the Historic Rally Club (HRC) and thanks to them for putting on the rally, which is part of our CRC championship point series. The event is named after their Club's Founder and First President Dave Johnson, Australian Rally Hall of Fame, long-time member of the CRC and one of our honorary Rally Legends." The Dave Johnson Historic" will be run

down in the Southern Highlands area, an area where we have been many times. But, unfortunately with the urban sprawl we have lost so much of our rally areas to housing development and road upgrades. This is one of the only areas left to us close enough to Sydney to conduct one day rallies. Just because we have been there before and will be there again, it still provides some great driving roads and the Directors seem to produce different variations of a route that we still have trouble navigating around. See the flyer in this Mag and get your entry in. Thanks to Mal Sinfield and Arthur Evans for setting the rally. I'm looking forward to this one as Ross will be back in the passenger seat.

Some of our diverse rally club members will be heading out to run in various Targa tarmac events throughout the year, stay safe and keep us in touch with some feedback stories and photos for the mag. It was mentioned last month that the First Friday Free Fling has dropped off a bit. In the past it was organised for a sanctioned Club outing where we could use our Club plated cars to get out for an extra run and we could meet up somewhere for a social feed and natter. Now with the 60-day logbook scheme and the ever-increasing Friday night traffic, it has become a little un-needed, (is that a word?) for an excuse to drive our cars. However, thanks to Glenn Evans who took it upon himself and the trouble to arrange for a February FFFF to be at the Rowers Club on the banks of the Nepean River in Penrith. I know it's not central for some and too far to get to in the Sydney traffic, but usually there is a large gathering from this area but, sadly, it clashed with other commitments of the masses. Hopefully, there may be some other areas suggested that suit you. It was still a good get together, great meal and good venue for those that showed up, thanks Glenn for all your effort for arranging it, not to mention your hour and a half drive to get there from your home in Coogee. Hopefully, numbers may improve, we are always looking for suggestions for other venues, let Glenn know so we can keep the FFFF rolling along each month. By the way I won a meat raffle and we were entertained by watching the line dancing boot scooters.

(Continued on page 4)

Keep an eye out for our new Competition Secretary, his subcommittee and his PA, for all the NEW dates for our events. Some have had to change due to circumstances beyond our control, but Ross and his team have it all in hand, dates have changed from the last mag, so make sure you update your calendar and diaries. Ross tells me he has been involved with Phill Stead and Alan Walker with preliminaries for this year's Alpine Classic, good news. With a few longer gaps in the calendar between rallies we may be looking for hints on social outings, and maybe someone to organise them. Come along to the February General Meeting, have a meal and a drink and catch up on all the goings on and happenings with the Club. Don't forget membership subs are now overdue, especially if you have cars on our Club Plate scheme. My apologies in advance for not being at the March General meeting as Wendy and I are ticking another one off our travel Bucket List to Vietnam and Cambodia. See you at the CRC Buckett List Rally and tick that one off as well!

Cheers Everyone

John

President CRC.

For those who wish to read the CMC magazine the Preserve, the February edition is available on the link below;

<https://www.councilofmotorclubs.org.au/images/preserve/February-2020.pdf>



Ross Warner receiving "The Club's Appreciation Award" from John Cooper

THE BUCKETT LIST TOUR

29 February

-

1 March



The first event of the Classic Rally Club championship calendar for 2020 is The Bucket List Tour. This is a two-day event starting in Wyong on 29 February with an overnight stay in Forster-Tuncurry and then finishing near Maitland.

Lots of great driving with most roads not used by the CRC in the last five years, including, of course, bits of the Bucketts Way. The event will include the usual competition categories and a social tour run, with a total distance of approximately 720 km.

The event will include breakfast and lunch on both days, and we have arranged a room for an at-your-own-cost dinner at the Lake and Ocean Hotel in Forster.



The Tuk Tuk Adventures of Team TinTin in Sri Lanka

By
Phill Stead

We knew that this would be an exciting and challenging experience however what was to come was so much more and simply amazing. From the moment of our late night landing in Colombo our senses were aroused by the exotic aromas of the Asian city. With only a few hours sleep it was off to the 9am drivers briefing and meeting with our fellow thirty five competitors who gave us six oldies a very sceptical appraisal. Most of them were the age of our children. We were allocated our wonderful chariot, number 22, and then given a mere one hours tuition on how to drive a tuk tuk. We would truly learn how to handle these temperamental 198cc, 4 Stroke, 3 Wheel quasi lawn mowers over the following two weeks. Our Tuk Tuk was a privately owned taxi which the Tuk Tuk Rental Company, a business run by young aussies, hires from the owner at a much higher rate than their regular taxi income and returns it to them fully serviced and in good if not better condition. It is a good deal for the family and supportive of the local community which is the philosophy at the core of the Tuk Tuk Tournament.

as they are too slow. Unlike a CRC rally it doesn't follow any set route. You navigate you own way around the island to score the maximum number of points. These were called "gems" as the background tale of the tournament as described in our wooden covered tournament handbook was a



Ambuluwawa Temple



Boys with their Toys

I will try to concisely explain what the Tuk Tuk Tournament is all about. Like a CRC rally it involves driving around the beautiful scenic countryside on many back roads, in fact, tuk tuks are not allowed on the expressway (there is only one in the country)

story of hindu mythology and we were the warriors in our chariots with a quest to defeat the ancient monsters and save the land of Ramayana. In this regard it was like the TV series "The Amazing Race". We were given hundreds of locations and tasks to achieve spread all over the island each worth a specific number of gems. The more gems we collect then more money is donated towards water

(Continued on page 7)

treatment plants in remote Sri Lankan villages.

Like most things in this modern world the backend of the tournament was run off a smartphone app. The app was linked to google maps and instagram and the scoring was done by posting your



Cricket with the Locals

achievements by photo or video to your instagram account with the appropriate hashtag (for the uninitiated, like me, it looks like this, #coconut, for instance). The photo had to include the location/task, one or both our faces and our mini model tuk tuk. With regard to the locations if you clicked on the google map link and then "directions" your phone would guide you to the location - unfortunately not always on the best road for the tuk tuk resulting in a broken front strut. The tasks took us way out of our comfort zone and had us doing the craziest things such as teaching in a school, driving the local tractor (really an uncontrollable three wheel giant tuk tuk), learning to cook kottu (chopped up flatbread roti mixed with vegetables and meat) with a family, joining in with a local cricket game. These were so much fun and really exposed us to interact with the local communities. The tourism industry in Sri Lanka is suffering badly since the terrorist bombings with numbers down by 80% so we were pleased to contribute to the local economy. This brings me to the best thing about Sri Lanka, The People! They are kind, genuine, compassionate, honest and loving – there are probably a lot more adjectives I could use however I think you get my gist. We experienced so

many RAKs (Random Act of Kindness) during our travels that we felt truly humbled by these people far less fortunate than we.

Sri Lanka has a scenic natural beauty as well as an ancient and rich cultural heritage and the tuk tuk tournament allowed us to experience the best of these. As you can imagine we were a bit of a novelty firstly because most westerners do not drive tuk tuks and also normally women do not drive so when Lynne took the wheel she would get more than a sideways glance. This was viewed as a good thing for the emancipation of women in Sri Lanka. Our three tuk tuks (the golden oldies – ranging from 65 to 75) generally travelled in convoy and we had "pimped" our tuk tuks with various regalia, aussie flags and decorations pertaining to our team theme. We were Team Tin Tin working on the adventure theme from the TinTin comic books of the '70s by the Belgian, Herge. We had our Tin Tin T-shirts and orange cowslick hair and a Tin Tin



Bread Truck Driving

face on a stick for the photos. Unbeknown to us Tin Tin is really popular in Sri Lanka so wherever we went the locals wanted their photos with Team Tin Tin. Our friends were Team Itchy Feet with a Flintstones theme and Team Golden Gypsies with

(Continued on page 8)

hippy outfits. How could we not have fun!

The first days drive of a mere 140km out of busy Colombo to the tournament start at Mirissa is probably one of the scariest days of my life. Many of you who have experienced driving in a third world country know what mean. There is a distinct pecking order on the roads in Sri Lanka with trucks and buses at the top and dogs and cows at the bottom. Tuk tuks are only slightly above the cows. By the afternoon we were hit with the normal



Dambulla Rock Temple

torrential tropical storm – yes, the tuk tuk only has canvas flaps on the side and windscreen wipers like a 1960 6 volt Volkswagen. Then came nightfall – yes, the headlight is also like the same said Volkswagen! It was nothing to be approaching a blind corner to be confronted by a Blue Bus (privately owned and crazy to beat the government Red Bus to the bus stop) coming the other way on the wrong side of the road. Swerving to the dirt we narrowly miss a black cow and the local villager strolling home with their groceries. By the time we reached our insalubrious backpackers for the night the first Lion Lager never tasted better.

The start at the local college had all the fanfare and bells and whistles of a hindu festival. The school band marched past in full uniform and our illustrious wizard gave a speech describing the challenges ahead for the assembled chariots in our quest to

defeat the monsters and save the fabled land of Lanka (Sri is a relatively new addition). And so it had begun. We plotted our route east to Yala National Park (worth ten gems), home of all manner of beasts but top of the list are the elephants and the rare leopards. Our safari guide prided himself as being the first in the gate so this required an extra early pick up from our bungalow amid the rice paddys. We were rewarded with sightings of just about everything including a leopard.

Now I am not going to bore you with a day by day description of our adventure however over the following two weeks we immersed ourselves in this incredible country, learnt about their history and culture, lazed about on the sandy sun drenched beaches, enjoyed the hospitality of the family owned guesthouses and B&Bs and got stuck into the local food. While on the subject of cuisine there is something I should mention. Both Lynne and I do not eat chilli so our meal mantra became “No Pepper, No Chilli, Please”. Almost always this instruction was lost in translation resulting in the consumption of copious amounts of water and, of course, Lion Lager.

So the big question.

If we visited Sri Lanka again would we hire a tuk tuk as our mode of transport.

A definite “yes”! It was just so much fun albeit quite scary.



Elephant Feeding

DAVE JOHNSON ARTICLE DATED FEBRUARY 22, 1979



This is the Volvo 242GT that David Johnson, and two others, will use in a bid to win this year's Repco Reliability Trial.

David Johnson, of Allambie Heights, has been named team leader of the six cars entered by Volvo Australia Pty Ltd for this year's rugged Repco Reliability Trial.

The trial will start on August 5 and will run

clockwise around Australia for 20,000 kms finishing back in Melbourne on August 19.

Johnson, as leader of the Volvo Dealer Team, is heading the largest single team entry to date in the trial.

With 16 drivers, Volvo has decided to make an all out attempt to win the gruelling event in their six cars which come from every state except Tasmania.

Johnson, a land surveyor with



DAVID JOHNSON

Johnson ready for big rally

Warringah Shire Council, will be in a Volvo 242GT along with Harry Jensen, the managing director of Volvo Australia Pty Ltd, and a third member to be announced.

Johnson is a veteran navigator, with experience stretching back to the Ampol Trials in 1958.

He started rallying in 1956 and was the first navigator to notch up

three wins in the Southern Cross Rally.

"I have been involved in rallying for 23 years, but I cannot give it up," Johnson said yesterday.

"I tried to give it up once, but somehow the smell of petrol and dust gets into your veins.

"When I heard the Volvo dealers were entering the Repco Trial, and I was offered the team leadership I just couldn't refuse."

CLASSIC CAR BENEFITS—A list of 10 positive features

Classic Car Benefits: a list of ten positive features.

Feel free to use some of these points to justify your purchase or ownership of a classic vehicle, with someone less convinced about the wisdom of owning a classic vehicle.

1. Classic vehicles don't depreciate like modern cars, and can appreciate in value and be an investment. This is especially true if you keep records of maintenance tasks and parts replaced.

2. Classic vehicles are practical to affordably insure- in most cases, AND if >30 years old (in NSW), they are much cheaper to register, if the 60 day logbook and other associated rules associated with the special registration categories, are acceptable to you.

3. Classic vehicles don't talk to you with beeps and robotic voices, and they won't argue about who is in charge- the manufacturer's software or the driver. So the driver has 100% responsibility for operation of the vehicle.

4. Instead the classic vehicle will still communicate with the driver/occupants though but in more primal language such as sighs, groans, whines and clunks. And g forces through the car seat/ occupant posterior interface. Although primitive, these communication techniques of classic vehicles can do a surprisingly competent imitation of the messages from stability and ABS and traction warnings found in modern vehicles.

5. There is less plastic in classic vehicles, which enhances durability with respect to damage from the sun, and the repair of minor bumper style damage by traditional techniques.

6. Many classic vehicles feature old school steel thickness on body panels making hail damage rare, compared to modern cars which are much more easily damaged by car park knocks, hail and other minor insults.

7. Classic vehicles, in the main, don't have problems

with deteriorating air bag components, because they are not present. Recall programs are a fact of life with some more recent vehicles. Or if they are not they should be.... Classic vehicles have known/sorted gremlins problem areas, so no surprises there.

8. Complicated electronics and instruments that defy straightforward repair are not present in most classic vehicles, and instrument technicians and auto electricians of general experience can put most problems right, without too much difficulty. Also your classic vehicle doesn't have an aviation style flight recorder capability to inform insurance companies or police about speeds and G forces in the past short while. This kind of capability is not far into the future with new vehicles, in the interests of safety of course.

9. The service manuals and tools to work on most classic vehicles are actually available, typically as a "book"- and you won't have to take a dirt averse lap top into the maintenance location. Also because engineering changes took place more slowly, and the vehicles were less complex than today's products- parts support for a classic is usually adequate to keep the vehicle usable even now, perhaps with help from the expertise of other owners.

10. Classic vehicles by virtue of the fact they were typically designed to be serviceable indefinitely- can be kept running indefinitely, if you have access to a supply of essential parts. Specialist suppliers and hoarders/collectors are a source for something you can't get at Repco or Supercheap or your local Alvis dealer. Vehicle longevity is a responsible use or resources and recognises the embedded energy contained in a motor vehicle. Admittedly this is a hard point to sell to folks who buy new cars with notionally positive environmental credentials, every 2 or 3 years!

NEXT TIME- what's not so great about classic cars..... Tony Kanak

CONGRATULATIONS TO OUR MEMBER DAVID BOOTH

On Australia Day David was awarded an OAM .

David is often seen navigating for Peter “Tommo” Thomson (see the photo below).

Below is a copy of the Citation.

MEDAL (OAM) OF THE ORDER OF AUSTRALIA IN THE GENERAL DIVISION

Mr David Kevin BOOTH, Kincumber NSW 2251

For service to the community of Gosford.

Booths Motor Group, North Gosford

- Hyundai Dealer Principal, Booth's Hyundai, since 2004.
- Advisory Committee Member, Hyundai Help for Kids Program, current.
- President, Eastern Region Hyundai Dealer Council, 2012-2016.
- Committee Member, National Hyundai Dealer Council, 2007-2019.

Gosford Musical Society

- Life Member.
- Volunteer, circa 1974-2000.

Community

- Trustee, A.I. Chapman Estate, since 1996.
- Life Member, Gosford Public School P and C, since 2002.
- Member, Gosford High School P and C, since 2013.
- Member, Kincumber High School P and C, 2017-2018.
- Member, Terrigal Trotters, current.
- Player and Sponsor, East Gosford Football Club, current.
- Player and Sponsor, Gosford Rugby Club, 1983-1990.
- President, Henry Kendal High School P and C, 2015-2017.
- Committee Member and Patron, CoastAbility Limited, since 1997.
- Assistant Treasurer, Wheeling and Able, 2012-2013.
- Former volunteer, Laycock Street Community Theatre.



David is seen here navigating for Tommo at last year's Alpine Classic



Starting and finishing from the Mittagong RSL Club, the Dave Johnson Historic Navigation Assembly will be run over 300kms and is open to:

- Masters and Apprentice crews who will have OLD maps to comply with and about 15kms of gravel,
- Tour and Social crews who will enjoy a fully route charted drive over sealed roads,
- The entry fee is \$110.00 which includes lunch for driver and navigator somewhere in the Highlands - you will find out on the day!
- Registration from 6.45am to 8am with the crew briefing at 8.10am
- First car starts at 8.40am with an expected finish of 4:30pm approx
- The Mittagong RSL Club will be open for breakfast from 6.00am

The Historic Rally Club of NSW and ACT would like to extend a warm invitation to ALL Car Clubs to join us.

Dave Johnson, our former Club President, has been an inspiration to many over the years, and along with fellow club member Barry Ferguson, they are rallying's royals. We are honoured Dave is allowing the club to name this event after him.

The Supp Regs and Entry Form will be listed on the Historic Rally Club and Classic Rally Club Websites and Facebook pages.

<http://hrcnsw.org.au/>

<https://www.classicrallyclub.com.au>

Mal Sinfield and Arthur Evans

For more information email hrc@leyton.com.au



Thought you might like to know about our event in Coffs Harbour on May 2nd 2020. Please find attached a copy of the Car Show N Shine Application Form. I have also attached copies of the advertising for the event. There will be Trade Stalls 3 Metre x 3 Metre \$50 & Market Stalls 3 Metre x 3 Metre \$20. All proceeds will be going to Rural Aid & NSW RFS Mid North Coast Team.

Kind regards

Rohan James Robertson

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CardiGras
Incorporating Miss Kustom Kulture

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\$10 SHOW ENTRY
\$10 Adult Spectator
\$5 Kids | \$20 Family

COFFS HARBOUR

Mid North Coast logo

2ND MAY 2020
1PM-5PM

Tickets Available From - www.facebook.com/events/265235144460173

COFFS HARBOUR SHOWGROUNDS
123 Pacific Highway
FOOD & DRINKS | TRADE STANDS | ENTERTAINMENT

18/02/20

2020 CRC Events Calendar.

CRC meetings are usually held at the Denistone Sports Club, 59 Chatham Rd, West Ryde at 8.00pm sharp.

Date	Event - CC indicates CRC championship event	Note	Contact
	25-2-20	CRC Meeting	
	6-3-20	F.F.F.F.	T.B.C.
29-2-20	1-3-20	The Buckett List Tour CC Navigational Assembly See CRC web site for details	Martin Leaver—0408 986 128 Greg Yates— 0415 160 116
	24-3-20	CRC Meeting	
	3-4-20	F.F.F.F.	T.B.C.
	19-4-20	Dave Johnson Historic CC Navigational Assembly See CRC web site for details	Mal Sinfield 0405 803 222 and Arthur Evans hrd@leyton.com.au
	28-4-20	C.R.C. Meeting	
	1-5-20	F.F.F.F.	T.B.C.
	26-5-20	C.R.C. Meeting	
	5-6-20	F.F.F.F.	T.B.C.
	23-6-20	C.R.C. Meeting	
	28-6-20	AROCA Tour D'Course CC Navigational Assembly	Alan Walker—0432 511 709
	3-7-20	F.F.F.F.	T.B.C.
	28-7-20	C.R.C. Meeting	
	7-8-20	F.F.F.F.	T.B.C.
	25-8-20	C.R.C. Meeting	
	30-8-20	Sheep Station Rally CC Navigational Assembly	Jon Mansell—0467 632 735
	4-9-20	F.F.F.F.	T.B.C.
	22-9-20	C.R.C. Meeting	
	2-10-20	F.F.F.F.	T.B.C.
	27-10-20	C.R.C. Meeting	
31-10-20	01-11-20	Alpine Classic CC Road Rally	Phillip Stead—0412 805 122 Graham Pettit—0403 308 752 Alan Walker—0432 511 709
	6-11-20	F.F.F.F.	T.B.C.
	24-11-20	CRC Annual General Meeting	
		CRC Annual Presentation and Christmas Party.	

Thanks to John Cooper, Tony Kanak and Phill Stead