

# Rally

## Directions

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

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September 2010

### **Classic Car of the Month**

#### **E Type Jaguar**

The E Type was originally designed by Malcolm Sayer and was launched in 1961. The model was made in three distinct versions which are now generally referred to as Series I, II & III. The E Type was very successful in SCCA sports car racing with Bob Jane winning the 1963 Australian GT Championship at the wheel of an E Type.

On its release, Enzo Ferrari called it the most beautiful car ever made.

The Series I was first released with the 3.8L, 6 cylinder engine from the XK150S and had a 4 speed gearbox with no synchromesh in first gear. The engine was further increased to a 4.2L and eventually a 5.3L V12 in the Series 3. At the end of its production in 1975, a total of 72,515 variants had been manufactured.

[Photograph courtesy of Gaynor of [www.45boo.com](http://www.45boo.com)]

## **Upcoming Events**

### **Penrith Pas de Deux 17 October 2010**

Come and join us for a round of the Classic Rally Series of the JDCA and the final round of the Classic Rally Club's championship for 2010.

A one day classic rally with three levels of navigation; Masters, APprentice & Tour.

The event is being run as a CAMS approved Touring Assembly so all the usual requirements will apply eg Scrutineering, CAMS licences etc.

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

### **Classic Rally Club Annual Christmas Party and Trophy Presentation 12 December 2010**

Don't miss Ross' Raucous Rally as a fun way of getting yourself to this years Christmas Party & Trophy Presentation!

This years bash will be held at Vince & Kay Harlor's, 17 Green Street, Pleasure Point from 11am.

See page 10 for further information.

RSVP by 5th December to Lui MacLennan on 9460 6909, 0418 645 623 or [maclenna@bigpond.net.au](mailto:maclenna@bigpond.net.au)

Hope to see you all there!

# Classic Rally Club Officers and Contacts 2010

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President: Lui MacLennan	crc.pres@classicrallyclub.com.au	(02) 9460 6909 or 0418 645 623
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Treasurer: Alan Watson	crc.treas@classicrallyclub.com.au	(02) 9653 1036 or 0405 386 206
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Regalia: John Cooper	crc.regalia@classicrallyclub.com.au	(02) 4731 6933 or 0414 246 157
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## Inspectors: Vehicles with HV Plates

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## Committee

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Garth Taylor	crc.cm2@classicrallyclub.com.au	(02) 4784 3301 or 0418 207 306
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Tony Norman	crc.cm4@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811

## Scrutineers

Please remember that these people are volunteers and carry out the scrutineering role as a service to fellow CRC members. If you are using a regional scrutineer please take a scrutineering form appropriate to the event.

Beb Fox (Bronze)	Canberra	(02) 6295 1115 (W)
John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Ivan Hughes (Bronze)	Bexley	(02) 9587 9399 (W)
Tony Kanak (Bronze)	Eastwood (H)	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond (H)	(02) 4571 1229 (H)
Tim McGrath (Bronze)	Wollongong / Illawara	0419 587 887
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Patterson (Silver)	Blaxland	0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Matthew Windsor (Bronze)	Kelso / Bathurst	(02) 6332 1594 (W)



## DEADLINE FOR NEXT NEWSLETTER - 15 OCTOBER 2010

**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**

## Please make phone calls before 9.00pm

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.

# Ms Pres Says

Welcome to September and yet another month with a terrific classic rally on the calendar. Yes, the mighty Alpine is about to hit the roads of the central west of NSW. As I write this, Hendo & I have just finished stuffing seventy two bags with maps, caps, shirts and various other paraphernalia all ready for scrutineering tomorrow.



However, as you read this, there will also be seventy two crews getting their cars and themselves ready for the trip to Lithgow for the start of the Alpine! Numbers are a bit down on last year but it seems as if half the Rally Club are travelling overseas this year – maybe a knee jerk reaction to the GFC? One heartening aspect is to see a couple of new crews tackling Apprentices. They'd planned on entering the Tour but out of curiosity, came along to the Alpine rally school and decided on the spot to give it a go. Jennie Smith set a great example on the MG last month. Entered Apprentices for the first time and had a ball! She says she'll never go back to boring old Tour again. Maybe a few more of you Tourists out there might consider it next year. Perhaps we should schedule another rally school for February, before the start of the rally season? Give me a bell if you're interested.

After taking a look at the Championship Pointscore the other day, I noticed just what a tight battle it's going to be at the end of the year. Apprentices is maybe a lay down misère but the other categories are wide open. This, of course, means that you'll all be wanting to enter Jeff West's Penrith Pas de Deux. It's running on 17th October and there will be an entry form in the mag. Fill it in now and send off pronto!

Also rapidly approaching on the calendar on November 13, is Dave Johnson's inaugural "Back to the 60s" Barry Ferguson Classic. Dave was hoping to be running a significant amount of unsealed roads on his event but unfortunately, in this day and age,

they're not that easy to find! For that reason, there will not be that much more dirt than a normal CRC event. Again, there'll be a form in the mag and I will be checking my letter box for entries from now on. It should be a great finish to the rallying year.

While we're talking about the end of the year, it's just about time to be planning for our annual Christmas get together and awards presentation. This year, Vince & Kay Harlor have put up their hands to be our hosts and Ross Warner will be held totally responsible for getting us there on time! There will be a flyer in the magazine, so please mark the date on your calendar and let me know if you're going to be there to see the 2010 rally season off in style!

On 21st August, a bunch of CRCers, well organised by John Cooper, were out at Eastern Creek for the annual CMC display day. There were close to 2000 enthusiasts' vehicles on show including about a dozen of our own precious beasts! The weather was fantastic and the crowds were there aplenty. As always, there were many familiar faces to catch up with, as we all wandered 'the paddocks'. Unfortunately, the CRC was not in an ideal position but we hope to regain our rightful spot next year. Thanks to John C for co-ordinating the day.

For another day of display (and heaps of fun), the Tasman Revival meeting is being held on the weekend of 27 and 28 November. The Tasman is a nostalgic look at the Trans-Tasman racing of the 1960s and '70s. A record field of restored Formula 5000 and Tasman Series machines will be competing. In all, 150 single seater racing cars, including international marques such as Brabham, Lotus, Lola, Cooper, Ferrari etc will take part along with Australian cars constructed by Matich, Rennmax and Elfin. It will be an awesome meeting. The CRC hopes to put on a display but it will be limited to 15 cars – and it will be

first in best dressed. I'm first in queue! Tickets will cover car and driver only, so if you want to bring any passengers at the club-discounted price, it will be \$20 each. Please contact me if you would like to be there on the Sunday with the CRC.

Last weekend, CRCers Gerald Lee in his Austin Cooper and Peter Thomson in his blue Sunbeam Alpine competed at Speed on Tweed. There are no results on their website yet, so we'll just have to wait for their stories at the next meeting. Fortunately, Snapper Southgate was on hand to prove their performance, so we have some snaps for the mag.

I mentioned last month that the Echuca based CAMS Carnival had been moved to May 2011. We now have the firm dates of 21 and 22 May. Participants will be able to take part in a wide range of events, from 'Fun-khanas' involving the whole family, to more competitive Motorkhanas on sealed and unsealed surfaces, an airfield Speed Event and Standing 400 metre Sprint, two Auto Tests, a multi-stage gravel RallySprint and a twilight navigation touring event on local roads. There is little info out yet but consider heading for Victoria for that weekend. I'll keep you posted when I hear more news.

That's it for now folks.

*Lui*

# Ten years!

**Carol Both**

**Ten years! It's taken ten years of rallying, and goodness knows how many rallies, to clean sheet a two day rally.**

We'd gone up to Raymond Terrace the night before to get the socializing out of the way. Lui was crammed into the back seat which really only has enough room for a legless dwarf. Small as Lui is, she is not a dwarf, and at that stage she was not legless

We set off with no great expectations as the MG rally is notoriously tricky. There was one piece of nasty mapping in section 1A that caught out a lot of competitors but otherwise it all seemed fairly straight forward

.At the drivers briefing Richo told us we would be going through some fords and to make a bit of a splash for the photographer. Some cars tried this and stalled in the middle of the crossing. Our entertainment was the sight of Ted Norman, shoes and socks off, jeans rolled up to his knees and his feet a very dark shade of blue, trying to dry out the engine of Tony South's Escort .As none of us could go forward the opportunity was taken for a quick dash into the bushes and a walk down to the waters edge to watch the proceedings, or lack thereof.

None of the spectators wanted to get their feet wet by offering to help push so Alan Watson offered a can of Start you Bastard. Success, and we were all on our way again.

Lunch was at the Greta Workers club. Not too bad. Soup and sandwiches ,finger food in the form of spring rolls and party pies. We didn't see a sausage in a piece of bread all weekend which made a nice change.

The afternoon stage was a doddle and we ended up in Muswellbrook for the night. Richo had a word puzzle for us to do during dinner of which the answers were town names. No prizes but a lot of fun.

Richo had invented a new tie breaker. Two posts and you had to indicate how wide you car was and then drive between them. Most drivers over estimated the size of their car (most of the drivers are male ) and we were over by twenty cms.

We got into Muswellbrook early enough to watch the Swans game. While Gerry's blood pressure was rising during the game, ( it was a close one) the masters navigators had gathered for a drink to discuss the significance of the "t" that wasn't crossed in the afternoons instructions

We had clean sheeted Saturday which always puts a lot of pressure on Sunday. It's easier to make your

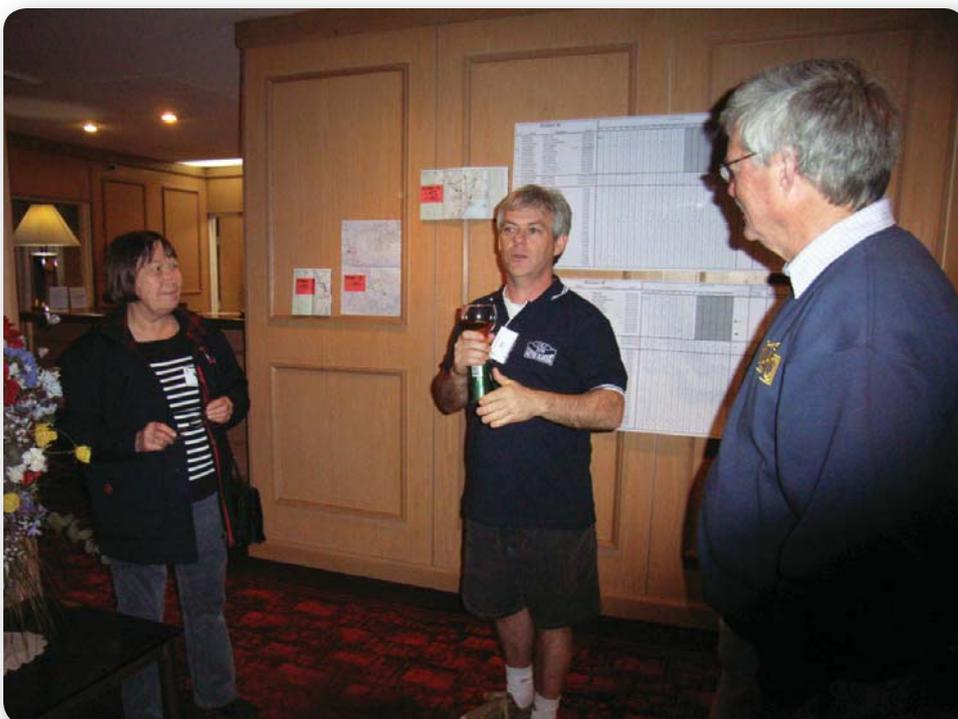


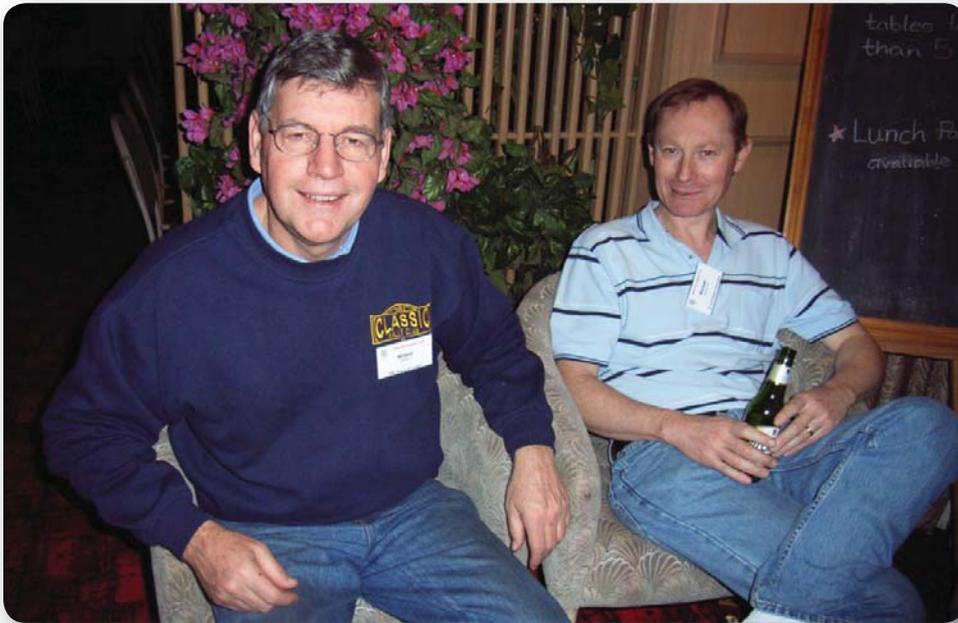
mistakes early in a rally and then you have nothing to live up to later on. However there were four cars that had done the same thing so we had to be on our toes.

We've all been in rallies where you go around in a circle and see the same set of officials twice. Try one where you do loops and figure of eights and see the same two lots of officials three times each. One lot had lollies and we didn't mind seeing them at all, but it did make you wonder if you were going the right way. However the roads were great and the country side was a picture after the rain.

Never been to Merriwa but we had lunch there at the primary school. Quiche or lasagne and salad with all those lovely homemade cakes that you only see in the country. Ones like cream sponges with strawberries on top.

After lunch we struck our third water crossing. Travelling through lovely green scenery it was typical dairy country, and we were literally travelling through farmers paddocks with grids as gates. Then in front of us was a stream of thick brown liquid, about two metres wide, running from the milking parlour across the road into a ditch. Everone slowed to a crawl except Dave Shaw, driving a white Datsun,. At least it was white before that. Have you ever tried to clean cowsh out of the vents and





from the undercarriage? It sticks like superglue and smells.

Sunday afternoon saw an abrupt end to the rally twenty kms from the finish. Just after we had passed through Wollombi, a car accident had blocked the road and that was that. After making sure that the car involved was not one of ours, we turned around and went back to Wollombi. It was a bit of an anticlimax and no quick drink and debrief before heading home.

Did I mention that we were doing tour?. I had broken my arm the week before and couldn't cope with three maps plus all the other paraphanelia that I clutch in my hot little hands while mapping. It would have been very embarrassing not to cleansheet the event.



Congratulations to Peter and Kathy for winning. It is their first podium finish. The alternator in their MG BGT died on the F3 near the Hawkesbury River bridge. It was dark by this time and quite scary. The NRMA put in a new battery and they had to follow the NRMA van, using only parking lights, to Wahroonga. They ended up going home on the back of a tow truck. The boys from Thornleigh, in the bright yellow Escort, came second and we came third. The end result came down to the tiebreaker.

Such is life.

## Spotted!

... on the **BMSC** site:

*"At the September BMSC club meeting, long-time BMSC member Beb Fox was awarded "Life Membership" as a sign of appreciation for his many years of service to the club and the sport. Congratulations Beb! Well deserved"*

BMSC is Brindabilla Motor Sport Club and Beb is a regular competitor in our events.

[www.bmsc.com.au](http://www.bmsc.com.au)

## WANTED Officials for the Pas de Deux on 17th October

If you're not having a run in the Pas de Deux and are available to help we are looking for control officials to help with the running of this event. Based in western Sydney it should only take up a few hours of your time.

If you can give us a hand please contact Gary or Wendy Maher on 45711229.

## Free Top Gear Australia Audience Tickets Promotion

We would like to offer you and your members the chance to be a part of the Audience for Top Gear Australia Series 3, Totally Free!

If you could spread the word of our website in which you can register for Free and book your Free tickets here... <http://www.applausestore.com/au/>

# 2010 MG Classic Trial

**Rob Panetta and John Henderson**

**A CRC custom is that if you win an event, you write it up for "Rally Directions". In my view this could lead to an unnaturally rosy review of an event – after all the winning team is favourably disposed towards the event. Perhaps it would be better if the team which came last wrote about the event – that might encourage them to try harder better next time! Or even better, maybe the team which came middle of the pack, because surely they could give the most balanced view. Anyway, enough of my rambling, the 2010 MG Classic Trial has been run and won and I need to put pen to paper.**

We all started from the Sir Francis Drake Motel – and a fine motel it is – at Heatherbrae, just south-west of Raymond Terrace. We were sent off to Dungog through 8 places on the map. All pretty straight forward so long as you noticed the out-of-bounds, hidden in plain sight just above the instructions. Fortunately the team driver was more awake than the navigator and all was well. After that we headed to lunch at Greta having deciphered a bunch of jumble words. The dyslexic amongst us would have found this easy, but some crews were whinging a bit. Guys, they really weren't that hard!



Before lunch (and the least said about that the better) we did the tie breaker which involved guessing how wide your car was by telling people with broomsticks to move. We didn't quite understand this at first and just wanted to drive and stop on a broomstick. Eventually Bev Richardson poked her head in the window and told us what to do. We weren't very good at it, but others were worse. Seeing the results later showed something interesting. People with little cars thought they were bigger than they were, and fat car people (if you see what I mean) had a better idea of size.

Out of Greta we had to avoid using much of the New England Highway and so guessed our way north and stayed north of the highway for nearly 100km before moving onto the 1:250 000 Singleton map that we all now love so much. That took us through coal mine country to the finish at Muswellbrook. There was some confusion about the correct route to the final control. Some teams missed the correct road altogether, others approached it from the wrong direction and others still sailed merrily past the M-board and reappeared some time later. Fortunately there were beverages available there to assist with the cogitations. Dinner was the usual quiet, sober affair.

I found Sunday morning difficult. Partly self-inflicted because my highlighter had completely obscured the shading of an open cut mine. Partly also because it was fairly tricky. Several roadside conferences were held until the correct way forward was determined! We eventually ended up at Scone having made some guesses at what the Clerk of Course intended. Luckily they were



correct! Off then on a lovely long drive to Merriwa counting bridges and assorted speed signs. Normally you can rely on counting questions to act as tie-breakers because few people get them correct but for some bizarre reason, a lot of teams could count on this day – despite having to observe 4 different things a total of 27 times. We must have been practising.

Lunch at Merriwa Central School was great with the school mums pulling out all the stops. It's really good when we, the rally clubs, can help put something into small communities as fund raisers like this. And of course, it is very helpful to us when the communities are prepared to do lunches for us. Thanks Merriwa!

Sunday morning had been hard but Sunday afternoon was worse. The run to Sandy Hollow using a rather contrived trace was easy enough, but at Sandy Hollow the problems started. The first confusion for your scribe came with the following instructions to do between via points:  
*Cross railway lines 4 times*  
*Cross 5 bridges*  
*Use the following map trace in an anti-*

*clockwise direction*

Wrongly, as it turned out and in subsequent discussions with others, I believed (STRONGLY, but wrongly) that each of these were separate instructions and should each be done separately. i.e. you shouldn't be able to cross the rail 3 times, then do the trace, then cross another railway to make up the 4th. However, VRC boards on the route showed which way the CofC wanted us to go. Unless the boards were on the wrong route... So you just had to trust your instincts. Luckily the instincts were correct.

Another confusion was when I found the trace on the map. The trace had been inverted. Quite legitimate but did anticlockwise mean do the actual roads anticlockwise, or do the trace as it presented on the instructions anticlockwise? See what I mean? They are different – in fact opposite. Again, the instincts were correct.

After that there were the 5

bridges. Roadside conferences revealed 3 possible ways to do this and 3 cars went off in 3 different directions. Our way was the lucky way and we arrived at Jerrys Plains to pick up more instructions.

These sent us to the finish via Broke and Wollumbi in a slightly confused fashion. We needed to realise (using instincts or roadside conferences) that the instructions in the first set of instructions to Div 2B didn't apply to the second set. Many teams found this confusing.



At Wollumbi we found the rally had ended because an accident somewhere between there and the intended finish had closed the road. While obviously felling sorry for the accident victims, I can't but help this was a good thing, because there appeared to be a suspiciously large number of questions on that section. And we were clean sheets up until then.

While standing around at the improvised finish, I thought about the event. Saturday had great instructions and good roads whereas the roads on Sunday were better. We wouldn't have done nearly as well if Smithy hadn't been so kind in his location of controls! We certainly enjoyed several stretches of road that we shouldn't have seen.

Many thanks to Robert Smith, Jim Richardson, Wiggles, the rest of the crew and the NSW Road Directory for making such a good weekend possible. We'll be back next year.

PS We were given 3 maps at registration but I only ever used 2. I don't understand!



## Heart of the Hunter (A Tale of Two Drivers)

by Ian Packard

**The second half of August rolled around, so that meant it was Heart of the Hunter Rally time. The event is an annual one, put on by the AHRG. This year it was originally to be on Saturday, 21st, but because of the federal election, it was moved back a week. Brian Madigan volunteered to be my navigator which meant that we had two drivers in the car. It also meant that Brian could have some practice in navigating before he tackled the Alpine Classic with Steve Maher.**

It was an early start. First I had to pick up Brian and drive to the start at Freeman's Waterhole. That was the plan! Not 200 metres from my home, I noticed that the indicators and the dashboard lights on the Peugeot weren't working. Panic set in – "What do I do?" I drove back home and opted to use my road car – the "classic" Ford Falcon BF. I met Brian in Baulkham Hills and it was decided that we would drive back to his house in Riverstone to collect the mighty VW Beetle. What a turn around of events – now he was to be the driver and I'd be the navigator! This was my first attempt at navigation and I was

slightly stressed, but I knew this was a route chartered event, so there was some hope!

We arrived at the start just as the first cars were leaving. I pleaded our case to Vicki Murphy who accepted our plight. She changed the paperwork, we were scrutineered and joined the end of the queue. As usual there was a variety of cars: Peugeots (one less), a Datsun 240Z Cortina, Dolomite, two Lancias (one an Integrale, done out in Martini colours - not Steve Blairs) and one in Marlboro Colours. Ramin and Amair Shushtarian were also there in their BMW 2002.

The morning section transversed the lower Hunter Valley winding through places such as Pokolbin, Alandale, over the New England Highway near Greta, off down Eldersile Road, then on to Vasy, Clarence Town, Glen Martin and on to Dungog for the lunch break.

At lunch we were chatting to Des West, who was excited because, that morning in the motoring section of the Daily Telegraph, there was a photo of his first Holden which raced back in

the '60s. This car was to be a feature at the next week's Muscle Car Masters at Eastern Creek. Des and Ruth West are always on AHRG events as CAMS Stewards. We jumped back into the VW for the afternoon section, which took us back through the magnificent country around Dungog, down towards Maitland and again through the wine country to Potters Brewery at Pokolbin for the finish.

In the end, my first event as a navigator ended in a third place. I was happy after a stressful start!

### Results

**1st - Russ Baldwin & Ern Parsons**  
MGCCN - Cortina TG

**2nd - Jeff Hawkins & Lachlan Hawkins**  
KSCC - Lancia Beta Coupe

**3rd - Brian Madigan & Ian Packard**  
CRC - VW Beetle

**10th - Ramin & Amir Shushtarian**  
CRC - BMW 2002

# LOOK AT THIS!

"A nice Christmas graphic would be here if I had one."  
Please use your imagination!

## Classic Rally Club Annual Christmas Party and Trophy Presentation

When: Sunday 12th December 2010 from 11:00 am until late!

Where: Vince & Kay Harlor's, 17 Green St, Pleasure Point  
(enter to the SSW)

Cost: Free (BYO Refreshments)

Please confirm numbers by Sunday 5th December to  
Lui MacLennan : 9460 6909 or 0418 645623 or [maclenna@bigpond.net.au](mailto:maclenna@bigpond.net.au)

A fun way to get there is by...

### **Ross' Raucous Rally.**

M1 – Hooters Restaurant Carpark  
Corner James Ruse Drive and Hassall St Rosehill  
Arrive around 9:00 am for a 9:30 am start.  
(please wear clean underpants)

"Another nice Christmas graphic would be here, but I  
didn't have the first one so why did you think I would have  
another? Please stop looking for graphics I just don't have  
any."

You'll just have to use your imagination again!

# LOOK AT THIS!

# TRACKING A CONCOURS RACER

HISTORIC RACING ENTHUSIAST JOHN YOUNG  
THOUGHT IT'D BE THE CAR HE'D NEVER OWN.  
DETERMINATION AND DEDICATION WON THE DAY  
WHEN IT CAME TO A VERY SPECIAL MGA.

The first time I saw MG44, I never thought for one moment I'd wind up owning it. For one thing I was a committed MGB man. My Sandown red 1969 model was a little over 12 months old, and its owner barely 21. At that ripe old age, I held the view that any car over two years old was on its last legs, and true to form, the '69 B was duly traded in on a new '71 model when the time came. But that's another story.

By 1970, MG44 - the historic number plate this much used and abused MGA has acquired in recent times - had already been a dedicated race car for some years. It was painted a curious cream, and was campaigned by Phil Redhead's Sportsparts, although I seem to remember Alan Nolan doing some of the driving. But I'd joined the MG car Club for concours events, and the Club Motorsport bug was only beginning to take hold. So I was fairly unimpressed, even if the "A" with the funny high roll bar did seem to go indecently quickly.

A few years later I was to again encounter MG44, which by this time was owned by MG specialist Greg Nolan. I had foolishly volunteered to manage the MG Car Club's team in a six-hour relay race, the kind of role which always left me feeling frustrated that I couldn't afford to move beyond Supersprints and have a go. Greg had just acquired the "A" in time for the Six-Hour, and tarted it up especially for the event. Was the paint really so fresh it was still sticky here and there? I believe it was! Anyway I thought it looked incredibly smart in its new chocolate brown livery with cream sign-writing, which just shows that if physical fitness doesn't always improve with age, taste and judgment sometimes do.

The car's specifications in those days make interesting reading, and leave me not a little envious. When I'm trying to get by someone going up the hill at Amaro, or going for the picks at the stop corner, I wonder what it would be like with the 1840 cc engine and four-wheel disc brakes the car sported when a CAMS Log Book for Group "A" Sports was issued in 1976.

By the late 70s, I'd developed an interest in historic racing, albeit as a spectator -



Nearly two decades of historic racing accolades set in the metal.



and, twice, as a handicapper for the VSCCA. Around this time, MG44 also developed an interest in historic racing when its next owner, Brian Spain, acquired the car and took it back to Group L (a historic spec). Out went the four-wheel discs (ugh, what about the MGA 1600 Deluxe?). In came the 1600 donk. On came a coat of Old English White (at last, a proper MGA colour). And on rolled a succession of events at circuits including Lakeside, Surfers, Winton, Amaro, Oran Park and a host of hillclimb venues.

It wasn't always plain sailing. Entries in the log book include "Lakeside. Accident report. Panel only. Driver's side front and rear guards only". And later, "Amaroo. Damaged in rollover."

At that stage, Ernie Vallance, who had bought the car from Brian, wisely opted out.

And I somewhat optimistically opted in.

So I then went on a voyage of discovery.

Although Ernie had replaced the worst damaged panels on the car before I came along with the required readies, it was clear that two decades of racing had produced a car in need of a serious body rebuild.

I discovered that two of the racing MGAs I'd most admired as a spectator had been rebuilt by Terry Middleton, and asked him for a diagnosis. It wasn't too encouraging. "Take it back to bare metal," he said, "and then we'll see what we've got. But don't waste your time on the panel around the bonnet which includes the inner guards and firewall. We'll just have to track down a replacement." In the event, the required panel tracked me down, not vice versa. The MG Car Company had the part; the deal was done...and home it came, looking an extraordinary sight on a borrowed box trailer.

It was some months before Terry could tackle the project, so I agreed to strip the car myself. For several weeks all I could bring



76

BEST CAR

77

BEST CAR



Boot lid rework suffered from previous luggage rack mounting marks and engine bay once hosted a potent 1840 cc motor in place of 1650



myself to do was to look at it and wonder what I'd done. When finally I did get on with it, Terry's "voyage of discovery" revealed two things. First came the bad news: nearly enough fibreglass filler to create a full-size replica Lotus Elan wound up on the garage floor. Second, however, came the good news: almost no rust. Remember, the car had spent most of its life as a race car, so had avoided this particular ravage of time.

Nevertheless, beneath the filler was a car which had been bent or filled virtually everywhere. And a chassis which was anything but straight. The voyage of discovery was over. The journey to recovery was about to begin.

At this time, we made an important decision. We decided to restore the car to what Terry calls "Concours race". That means you do a bloody good job but don't over-restore it like a "cotton-wool" car. It sounds fine in theory, but the fact is that while some items of trim are deleted for a race car, I've never seen an A with better fitting doors, always a weakness with the model. And when people see the finished job, they ask me how I can bear to race it.

As work proceeded, the chassis was painted in a modern two-pack black, along with the transmission tunnel which would remain uncracked as it always had been. New bases for the A pillars were fashioned. The boot lid was attacked...doesn't sound such a big deal? You should have seen what was left of the old one, when the stripping process revealed a dodgy repair where a luggage rack had once been mounted. And like the doors and bon-

net - all of which required extensive work - the boot lid's aluminium.

New chrome trim and new aeroscreens of the pukka variety were obtained, and a new grill came from the USA. The car was then finished in the same shade of Old English White it has worn since its career as a historic racer started in 1979. This is always a big decision, particularly when you're building a race car and the fine-tooth-comb boys won't be spending hours checking serial numbers to see if you've had the hide to paint an awful rat grey car a nice racy red. In fact, I would have preferred red, but there were already three red ones racing. And I was warned that the Hawthorn Green I fancied was hard to see. So white it stayed, and I must say it looks the part.

You'll notice I've said nothing about the engine rebuild. That's because it didn't need one...Ernie Vallance had rebuilt the motor and used it only once before I acquired the car. Its incredible reliability (touch wood) is a credit to him, and nothing to do with the current owner. And when this motor finally says enough, I'll have another one just like it, thank you. This one is out to 1650 cc, runs flat top pistons, and a cam that's lumpy enough to be a pain in the traffic. There are a couple of inch and a half SUS, extractors, and a rorty MG exhaust note guaranteed to wake the soundest sleeping neighbour.

Nor have I mentioned the beautifully re-trimmed upholstery...because it doesn't exist. Funds stopped short of a re-trim when the body rebuild was completed. And despite the aforementioned reliability, there's always something to spend on a car's mechanicals when you race it, particularly if you are the world's worst mechanic and are handier with chequebook than spanner.

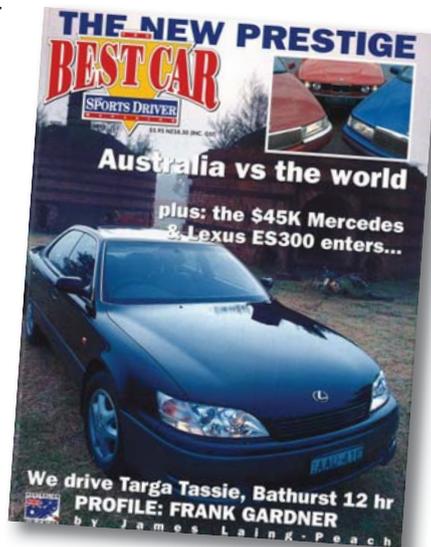
Unusually for an MGA in Australia, this car runs on disc wheels, rather than wires. These are the correct MG centres which English MGAs shared with the Magnette saloon, married to one-piece Volvo rims from the old 142S model. I reckon they give the car a tougher appearance than the spidery wires, and a helluva lot cheaper than a new set of 72 spokes which other racing MGAs have to resort to.

So now I've got the historic race car I've hankered after for so long, and a historic race car which actually has quite a history. But it's a hell of a lot harder out there doing it than it is sitting on the hill. "Why doesn't he get him under brakes?" And "He's not really trying over the crest"...I was an armchair critic for too long. But bit by bit, the times have come down, and at the last meeting I was having such a great dice with a Sprite, I didn't even notice I got second in class until trophy time.

But like I said, it is easier to criticise than perform. The first entry in the car's Log Book after the 500 man-hour body restoration was completed reads: "Amaroo Park. L/H/F Guard. Slight Damage". Well nobody's perfect. Thank goodness it only cost \$250 to prove it.

## Blast from the past

A fellow clubmember was recently delving back through archives looking for something else, when he stumbled on a 1992 article from the now extinct magazine "Best Car and Sports Driver". It involves another club member and an early experience with a classic. Perhaps John will bring us up to date on the later history of the car in a future issue. In the meantime, here's the read, from nearly 20 years ago ...



# Wangaratta Floods Photos by Jeff Whitten



These two photos were taken at Apex Park, Wangaratta where the Forest Classic Rally starts.



You can see the height of the floodwater compared to its normal state - Wangaratta floods are deemed to be serious when Yogi Bear can no longer be seen!

Thank you to all those CRC members who rang or sent emails enquiring about our welfare. Fortunately we were high and dry and the water is now subsiding.



*Forest Classic Rally start 2006*

## Peking to Paris Motor Challenge Update

Matthew Bryson, son of CRC member John Bryson along with CRC member Gerald Crown are currently leading the Classic Category in the Peking to Paris Motor Challenge - Go Matthew & Gerry!

The Peking to Paris is a 37 day event over 14,360kms which starts in China, drives through Mongolia, then briefly into Russia before turning south west into Kazakstan, Uzbekistan, and Turkmenistan. This is the historic Silk Route where there are days off in such fabled cities as Almaty, and Samarkand. The route then winds through Iran, Turkey, Greece and Italy before ending in France.

For more information, & to track Matthew & Gerrys progress, go to [www.pekingparis.com](http://www.pekingparis.com)

# Love the Beast

by Kay Harlor

I purchased my 'beast' in August 2006.

I had admired it from afar since first seeing the car in 2003. It was making its debut at a nationals meeting in Brisbane which we attended with Vince's 240Z which was also attending its first outing.

The car had been featured in a number of magazines. Like many others, I wondered what it would be like to drive a car like that.

Since first seeing the car, we followed its history and the events in which it was being used. We got to know the owner and the calibre of his work. When I heard it was for sale, I could not wait to claim it. No haggling on the price, I just wanted it. I knew that if I didn't act quickly it would belong to someone else.

Vince and I have used the car in many different types of events including rallies such as the Clipsal 500 Rally and many of the Classic Rally Club events. I have

**“ When I heard it was for sale, I could not wait to claim it. No haggling on the price, I just wanted it.”**

raced the car at Oran Park, Eastern Creek, Wakefield Park and Mallala (SA). Vince thoroughly enjoyed racing it at Bathurst in 2008 and 2009. My turn in 2010. It is my intention to not only preserve the car the best I can but to also improve its performance wherever possible. The engine has

recently been 'refreshed' by Stewart Wilkins and goes like a dream. Better than ever. What a difference owning this car has made to my life. It has opened up a whole new experience that I would never have imagined.

If anyone is at all interested in my advice .... If you are not sure whether to have a go or not ... Go for it.



## Membership Report

It's great to report we have 467 members. This is a record for the club! We now have members in NSW, Queensland, ACT, Victoria and South Australia which is fantastic.

Welcome to New Members:

- Adam Clarke, Carringbah
- Scott Bell & Emily Bradley, Zetland
- Terry Lawlor, St. Ives
- Laurence & Frances Bromley, Davidson
- Alan Walker & Lauren Mackie, Mona Vale
- Ben Gerlach, Alexandria
- Peter Eastham, Naremburn
- Evan Dodds, Epping
- Peter Ellis, Figtree
- John Greaves & Deborah Knight, Pemulwuy
- Mervyn, Judy & James Bell, Wedderburn
- Edul, Nina, Tanaz, Shaneen & Simone Dhondy, Engadine
- Adam Forbes, Guildford
- Raul & Arlene Amor, Strathfield
- Bradley, Judy, Tom & Leo Dopper, Cranebrook
- Guy Brand, Chester Hill
- George Minassian, Terranora

Regards, Ian Packard  
Membership Secretary

## Thought of the month ...

Remember the words of George Bernard Shaw:

***“We don’t stop playing because we grow old, we grow old because we stop playing”***

Sent in by Sue McCarthy, taken from The Sydney Morning Herald Drive Life, 18 June 2010



## In-Car Cameras for Silver Fern Rally 2010

Black Magic produce the NZ Silver Fern TV Program, and DVD's. Black Magic have just secured a deal with a supplier of what looks like the best onboard camera on the market. For several years we have been trying to find a turnkey solution that drivers can use themselves but which is also available for TV use. The new Radcam HDPro is just that and was well tested last weekend on Quit Targa West in Perth. It is the first truly widescreen HD camera on the market and is able to accept intercom audio (from a unit with outputs like Stilo and Peltor) and in some cases a separate track for car audio and intercom (most Peltors). It is a simple unit that is easy to install and comes with roll cage mount as well as a suction Clamp for those wanting to use the camera for an alternate shot during the rally.

The kit we are offering in conjunction with the Australian / NZ distributor is called the Black Magic Targa Pack (it was developed for use in Targa NZ) and essentially is Race Recall's Rally Pack with a couple of upgrades.... Namely 2 x 8gb SD cards instead of one and also a slightly longer extension bar for the roll cage mount which makes life easier for fitting. The cost of this kit direct from the Race Recall website would be AUD \$850 (their Rally Kit is AUD\$805).

This translates to just a shade over NZ\$1,000 if purchased through Black Magic in Sydney. Limited stock available right now.

Those who purchase one of these cameras increase their chances of being included on TV and in the DVD by having this, their own compatible camera. (although there are never guarantees!) so those that are thinking about it should email me immediately to ensure we have sufficient stock.

For further Information;  
Black Magic Media  
PO Box 77  
Pennant Hills  
NSW 1715  
Tel: +61 2 9484 8444  
Fax: +61 2 9484 8544  
Mob: +61 407 996 666  
[www.blackmagic.com.au](http://www.blackmagic.com.au)  
[paul@blackmagic.com.au](mailto:paul@blackmagic.com.au)



# B Shed flemington markets to Byron Bay Bash **Dom Votano**

**What can I say about doing the 9 day adventure that was the B Shed to Byron Bay bash.**

**Kim and I prepared our 1967 ZA Fairlane, raised over \$18,000 in donations to Variety, paid our \$1,000 each meal ticket, organised 8 of the 9 nights in hotels and would be billeted out for one night at Bourke. Our bash team now comprises two cars, The stretched EH with three mates is The Mob car 1964 and our fairlane is The Don car 26 with me as The Don and Kim as his Moll.**

The car is raised 5 inches at rear and 3 inches at the front. 118 cars started at B Shed at Flemington markets where the local stand holders and a number of visitors seemed overwhelmed with the number of hyper active lunatics parading around sharing hugs and kisses after being apart for 50 weeks.

The convoy paraded out of Sydney and then tackled the dirt track that takes you through Wombeyan Caves and then onto Bigga for Lunch, from here we travelled the remainder of the 500 kilometres to Temora where we had our first dinner together.

The following day we had a number of fun games at The Temora air museum, where we inspected the planes before I pulled out my supersoaker and used it against some of The Temora staff, who actually thought we should be more serious. At one stage whilst he was talking, the crowd burst into laughter as one of the bashers dressed as an angel had made her way on to the Runway and was running down the airstrip looking to take off whilst one of the flying bashers (Yes we have 2 planes with us) was bringing his twin engine down towards her in a "bombing style". Meanwhile I was wetting the presenter everytime he was not looking. He then arranged for the Airport's Water Cannon (A huge fire truck with onboard water and a remote cannon for putting out water on planes) to come to the presentation area and scare me by showing the power of their water

cannon. At this point I started chasing the cannon and squirting the 20 tonne machine with my water pistol. The vehicle stopped, took aim at a point on the ground 1 metre in front of me and let go a full blast of its spray with the rebound alone being enough to drench me and just about knock me to the ground. I made an undignified retreat and vowed to come back with a bigger water pistol next time.

We then travelled 500 kilometres stopping at Lake Cargelligo primary for lunch and some fun with the local Kids and onto Cobar for the night.

Day 3 Cobar we visited the local primary school for Breakfast, Nyngan High for lunch and on to Bourke for dinner where our billets, a local policeman and his wife were the most enjoyable company. He was car mad and raced a Motorbike and she had a 5 month old baby so Kim and I felt right at home with them.

Day 4 started at Bourke Catholic school and today because of the overnight rain we had to drive on the black top for lunch at Walgett Primary and again on the black top to Mulga Creek pub where the 10-12 customers could not believe that 400 oddities had turned up, including John Williamson, who pulled out his guitar and played an impromptu acoustic sing-along concert. After about 90 minutes we travelled onto Moree where a bash Sponsor arranged a \$60,000 firework spectacular and another concert was held starring the Noll Brothers.

Day 5 started at Moree Catholic primary and then a non compulsory 240 kilometre round trip of Moree showing us some of the great sights and stations in the area, highlights were Aussie Cricketer Peter Taylor's 3500 acre Cotton Plantation, where near 100 cars travelled kilometres at

high speed along the levy banks of this enormous and multi million dollar 4th generation station. Lunch was the best lunch we have ever had at an even larger Cattle station where the very generous owners had slaughtered two of their prized cattle so that 300 of us could enjoy the most tender best tasting barbecued beef with gourmet salads in the magnificent park-like grounds of this charming old home.

Day 6 saw us leave Moree have lunch at Cropper Creek School and finish with a show at Goondawindee.

Day 7 saw Drama. After leaving Goondawindee we went to Tara where the locals held a market day and the whole town turned out to see us. On leaving Tara, the young Elle McMurrin (Miss NSW 2009)

rolled her 1964 EH wagon and walked out of the car which was wrecked beyond recognition. Her and her passenger were airlifted to Hospital but

both were able to continue with us (sans car) on the next day despite some broken bones and some very unattractive scratches.

Day 8 Started at Toowoombah with the knowledge this was the last of the big days. 500kms and we would see some of the most treacherous roads and river crossings of any bash. Less than 1/2 the vehicles were to use these roads as in one 15 kilometre stretch we had to cross the Condamine River 14 times. Most of the vehicles left were to bog on occasions and our fairlane twice had to be towed as the water level went above the spark plugs causing us to stall. A friendly local pulled us the first time but the humiliation of a 186 holden HR pulling us out the second was caught by the holden fans who will never let us forget. A very late arrival at Lismore was the highlight of an exhausting day.

Final Day 9 saw us visit the last few schools then a road block at Nimbin where the 118 cars all stopped for an impromptu drink, singalong and some games. As I was conversing to a backpacker, two bashers had arranged for 2 X 20 litre buckets of water to

be thrown at me, as payback for the last 9 days of supersoaking. This would have been the first time anyone in Nimbin had ever seen a shower so it drew quite a response.

We travelled on to the finish line in Byron where an official opened the door to congratulate us then ran whilst a group of bashers held the door wide open and used a fire hose on Kim and me as a captive target. A few more fun and games then a celebratory dinner with tears all round then off to bed.

In all 380 bashers had a great time. We raised over \$1.5million dollars. We saw some great countryside, wonderful and rather odd townfolk. Our car had its fairshare of problems with Boiling power steering fluid, Alternator and starter being damaged by water crossings, A fuel pump and thermo fan fuse blowing at most of the 14 water crossings two flat tyres in the 4,500 kilometre trip. I can only say bring it on again, and guys this is definately a must do before you die event.

## September Desk Top

Follow the adventures of Catherine and Gerry as they test their new 4WD in the wilds of the Southern Highlands. Does Catherine spit the dummy when Gerry takes them over one water crossing too many? Enjoy their social life as they meet Ellen, Johan and Biggles for coffee and later in the day when Jaclyln saves Catherine's sanity with a cooling glass of chardonnay.

Their adventures are plotted on the NRMA, Southern Highlands map and the route is set point to point at a very easy apprentice level. This is a desk top that tour navigators can also do with very little difficulty.

A full explanation of why the route goes where it does will be emailed to all entrants and to those slackos who attempt it but don't submit (provided they ask!).

Pam and Alan

# Dolly Break Down Story #1 The Blown Head Gasket

by Jim Pope

I purchased the Dolly in 1987 while still living in Grafton on the north coast of NSW. I had been driving a two door Leyland Marina for about ten years being both my Rally car and my general transport car. The Marina's competition life came to an end when CAMS dumped the Group G rally car regulations and adopted Group A and PRC rules. But the Marina's life really ended when a tree limb fell on it. Any way to cut a long story short, I sold the Marina to the wreckers (minus all the rally gear) and sold enough spare parts to build three

Cooper S Minis, all together raising around \$2,000, which was not going to be enough to buy a good Dolly at the time. But it was enough to purchase an average Dolly, may be out of Rego. After two weeks in Sydney I was starting to consider something else when I found a Dolly for \$2,200 with front guard damage and only a few weeks rego, I bought it for \$2,000.

Christmas 1988, now living in Sydney, (but only temporary I thought at the time) I was heading home to Grafton for the holiday break when about 20 km's outside Coffs Harbour (on the Grafton side) the Dolly just stopped. Once I had rolled to a stop on the side of the road I turned the key and the engine turned over as if it had no spark plugs, that's not good I thought. Looking under the bonnet I could see coolant oozing out between the head and the block and so I concluded that the problem was terminal.

Walking about a km or so back down the road to the Coffs Harbour Zoo where they let me use their phone (pre mobile phone days) to ring someone I knew from Coffs Harbour Car Club who lived near by. He kindly towed the Dolly back to his place and a neighbour from Grafton came down and picked me up. The next day me and a friend from Grafton Car Club came down with a car trailer and took

the Dolly home. I now found myself at home (way out in the bush) with no transport and only a few days before Christmas. Luckily the Grafton Leyland Dealer had a head gasket and a neighbour gave me a lift into town to pick it up. Taking the head off and putting it back on was not that hard and the engine fired up with out problem, except. The fan was broken and I could not get one of them over

**Looking under the bonnet I could see coolant oozing out between the head and the block and so I concluded that the problem was terminal.**

I would say to myself, "I should make some better brackets for those fans" but it was not until a few years ago that I finally got around to doing it. So ended my first Dolly break down adventure.

Stay tuned, same Dolly time, same Dolly channel for the next exciting episode of Dolly Break Down Stories, titled, "The Broken Suspension".

Christmas so I fitted two electric fans with some very, side of the road engineered brackets. Every time I worked on the Dolly for years

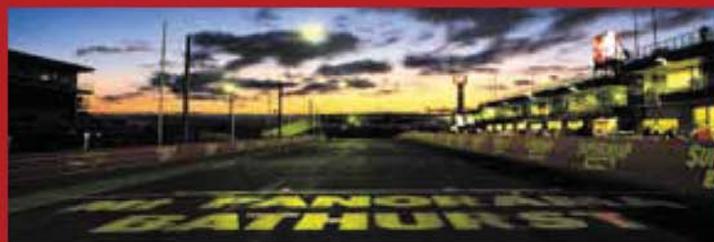
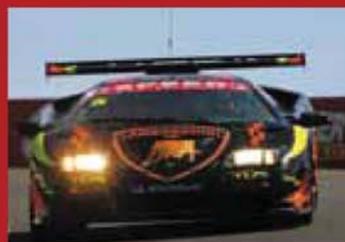
# 12 HOURS ON THE MOUNTAIN

4-6 FEBRUARY 2011 • MOUNT PANORAMA



[WWW.BATHURST12HOUR.COM.AU](http://WWW.BATHURST12HOUR.COM.AU)





# CAR CLUBS INVITATION

The new look Armor All Bathurst 12 Hour returns to Mount Panorama over the period 04 to 06 February 2011. In 2011, exotic GT vehicles will be eligible alongside production cars promising a fierce battle for outright honours and class bragging rights over twelve gruelling hours. See the likes of Porsche, Ferrari, Lamborghini and Aston Martin compete on the same piece of tarmac as Ford, Holden, Mitsubishi and BMW along with many other marques.

**Class A** GT Championship    **Class B** GT Challenge    **Class C** GT Production  
**Class D** Production (AWD)    **Class E** Production (RWD)    **Class F** Production (Performance)  
**Class G** Production (Sport)    **Class I** Invitational

Car clubs are invited to attend the Event though a special offer providing a dedicated area to display your vehicles and watch the action. Benefits include:

1. A complimentary 3 Day Season Pass for the Driver of the Vehicle
2. A complimentary copy of the Official Program for the Driver of the Vehicle
3. Reserved area to showcase your vehicle in Harris Park (bitumen)
4. Opportunity to participate in parade lap of the Circuit on the Saturday during the scheduled resident access break

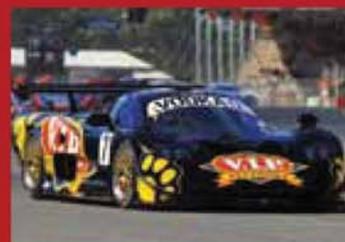
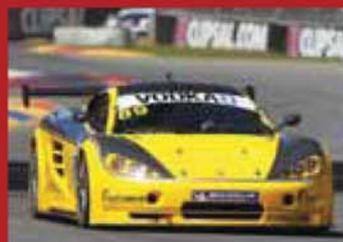
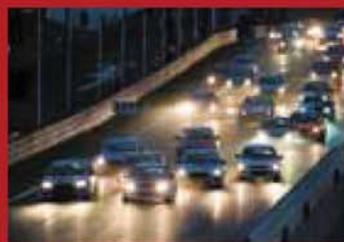
**Note:** The above package of benefits apply to Car Clubs providing a minimum of ten vehicles

Info:

1. Any passengers in vehicles will be required to purchase an event ticket either in advance ([www.ticketek.com](http://www.ticketek.com)) or at the Gate (advance daily tickets start at \$15)
2. Camping is available at the Circuit for \$55 per site (10m x 8m) with showers, toilets and security patrols (book through [www.bathurst12hour.com.au](http://www.bathurst12hour.com.au))
3. Bathurst Township is less than 5 minutes drive from the Circuit with a bus service day and night
4. The Top of Mountain is accessible for viewing on-track action during daylight hours daily

For more information about the Car Club Offer, call Will Lesh on (02) 6333 6236 or email [will.lesh@bathurst.nsw.gov.au](mailto:will.lesh@bathurst.nsw.gov.au)

## 04-06 FEBRUARY 2011 • MOUNT PANORAMA



# CAMS Carnival

## National Motoring Festival 1-4 October 2010

CAMS is staging Australia's first major national motoring and motor sport festival in the rapidly-growing Echuca-Moama region over the NSW Labor Day long weekend from 1-4 October 2010.

CARNival, as the event has been named, will be the largest national car club gathering ever staged in Australia. It is fully supported by the local Shires and will become an annual festival celebrating our enjoyment of all types of motor vehicles.

There is something for every car enthusiast – and their entire family – at CARNival. For a start, everyone is welcome. You don't have to be a member of a car club to take part unless you want to take part in the menu of more than 20 timed club-level events over the weekend. However the majority of enthusiasts that attend CARNival will be individual car lovers

### There is something for every car enthusiast

who will want to share their passion with their friends and the public. Just show up with your special vehicle to enjoy all the fun of CARNival. You'll get the value of your entry fee

back in our fabulous 'Goodie Bag, with special CARNival merchandise, free admission to events and special food, wine and dining offers.

Here are just some of the things you and your mates or family car do at CARNival:

- Shannons CARshine
- CARswap
- Film, Photo and Motor Art Festival
- Fun-khana

- National Holden Motor Museum
- Australian Interclub Championship (ClubNats)
- Motorkhanas galore!
- Navigation Trial
- Economy Run
- Rally Sprint

+ Much More!

[www.camscarnival.com.au](http://www.camscarnival.com.au)



## Penrith Pas de Deux

### 17th October 2010

Promoted by the Classic Rally Club.

Come and join us for a round of the Classic Rally Series of the JDCA and the final round of the Classic Rally Club's championship for 2010.

A one day classic rally with three levels of navigation –

- Masters- challenging navigation,
- Apprentices- challenging navigation but with some extra help, and
- Tour- route charted with perhaps a tiny bit of mapping involved.

Start, lunch and finish at Penrith covering approximately 300 kms for the day with maybe two or three kms of unsealed road  
Includes such classic roads as Old Stock Route Rd and First, Second and Third Rd, St, Ave etc.

Entry fee is \$70 which included lunch for two and many hours of FUN. Additional crew members are \$20 per person.

**The event is being run as a CAMS approved Touring Assembly so all the usual requirements will apply eg Scrutineering, CAMS licences etc.**

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

So bring out your old classic mate (and car if you want to) and discover the wild, wild west. (of Sydney not the person)

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

P.S. YOU WILL NEED TO BRING ALONG YOUR OWN MAP.

The map you need to bring is the NRMA No 3 map with P 2503 07/09 (NOT 06/07) on the back It is called "Metropolitan Sydney".

The NRMA No 4 map called "Sydney Surrounds" is NOT the correct map.



Promoted by the Marathon Rally Car Club Inc.

# Silver Fern Rally on schedule despite Canterbury Earthquakes

Organisers of the 2010 NZ Silver Fern Rally wish to advise that their marathon rally event is on schedule as planned for the week of November 14th -20th.

Following the recent Canterbury earthquakes, Rally Route Manager Carl Rabbidge is in the process of undertaking a full route check, and report's "that our Christchurch and Canterbury stages and local event facilities are not affected by earthquake damage."

Carl is currently having meetings with the affected Councils and has confirmed "that their support of the event, is unchanged."

The Various councils, promotional groups and tourism groups are going out of their way to reassure everyone that Canterbury is open for business as normal, and we recommend to entrants that they view the www.christchurchnz.com and www.tourismnewzealand.com websites, as part of the "let's get this place up and running again action plan".

October 9th will see the Silver Fern Rally organisers release the official Entry List, as well as some details of the event's route to allow the teams to begin their on event planning.

For more information visit www.silverfernally.co.nz or www.targa.co.nz

For further media information contact PF Smith Rally Services Ph +64 274 852234 rally@ps.gen.nz

## TARGA NZ & NZ SILVER FERN RALLY 2010



NZ Silver Fern and Targa NZ are pleased to announce a joint venture package deal between the two best long distance classic rally events New Zealand has to offer.

### JOIN THE FUN!!!

#### Dates:

Targa NZ ( Auckland to Wellington)

October 25<sup>th</sup> to 31<sup>st</sup>

Silver Fern Rally (Lower South Island)

November 14<sup>th</sup> to 20<sup>th</sup>

#### Special Joint Entry Fee:

NZD\$12,000 Inclusive GST

AUD\$9500 approx.

EURE6650 approx.

GBP£5700 approx.

USD\$8300 approx.

Full payment by September 1<sup>st</sup>

Special conditions apply

What do you get if you cross Targa NZ with NZ Silver Fern Rally?

The most exhilarating month of rallying EVER!!!

Full details of the package are available on the following websites:



Peter Martin  
peter@targa.co.nz  
www.targa.co.nz

Paul Smith  
rally@ps.gen.nz  
www.silverfernally.co.nz

# ATC King of the Mountain Christmas Party at Mt Buller

If you're looking for the perfect excuse to combine family and fun, here's your opportunity!

Australian Tarmac Challenge has created the ultimate family experience over two action-packed days on Friday 26th and Saturday 27th November at Mt Buller.

Two full days of motoring challenge commence at Winton Raceway with auto tests and short circuit and long circuit sprints. The Winton activity is the perfect prelude to a great drive through Mansfield, Merrijig and onwards and upwards to Mt Buller.

Saturday will see multiple runs of seven auto tests including a hill climb and concludes with a road closure for a 9km spirited touring climb to the top of Mountain Village. To finish off a great day, ATC's presentation function/King of the Mountain Christmas Party will

include dinner and a live rock band. Friends, family and guests are more than welcome to come along to the function to help celebrate the 'King of the Mountain' – the function entry fee including dinner and entertainment is just \$95 ( purchase here ) per head. For family and friends, a two day ticket inclusive of the function and all meals during the event is just \$195 ( purchase here )

## The Entry Cost (per driver) of \$1,150 includes:

- Two days of amazing motoring events
- AASA permit fee
- ATC merchandise
- Breakfasts and lunches on both days
- Presentation Dinner & live entertainment

## ATC Other Activities

- The Mountain Chair Lifts will be open
- The Official ATC Jet Ranger Helicopter will be available for Scenic Flights
- Mountain Venues will be open

## Teams are Back

The Mt Buller event will also see the return of the popular teams award. So team up with a mate in your car (or better still use theirs) and vie for this hotly contested prize. Make sure you get in early for this amazing event to top off an incredible year of ATC action!

For further information: Contact the ATC Office on 03 9647 0666 or email us at: [info@austriantarmacchallenge.com](mailto:info@austriantarmacchallenge.com)

# Classic Rally Club Championship 2010

Competitor	Round 1 Kosciuszko Classic 2 day	Round 2 South Coast Classic 2 day	Round 3 Tour d'Course 1 day	Round 4 Mountain Rally 2 day	Round 5 MG Classic 2 day	Round 6 Alpine Classic 2 day	Round 7 Pas de Deux 1 day	Points to date	Position to date
<b>Apprentices Drivers</b>									
Tony Wise	30	30	11					71	1
Steve Friend	24	24	7	2	2			58	2
Lauren Mackie			14		30			44	3
Ian Packard	22		5		4			31	4
Greg Francis	28m	22m	13m					28	5
Roger Banham		28						28	5
Ron Cooper	22			2				24	7
Steven Cox			15m	18m				24	7
John Calabria		20						20	9
Bob Moore			10					10	10
<b>Apprentices Navigators</b>									
Alan Walker	30	30	14		30			104	1
Winton Brocklebank	26m		12m	24				50	2
Peter Dunlop	24	24						48	3
Tony Norman	28m	22m	13m					28	4
John Pattison	28m							28	4
Phillip Stead		26						26	6
Bill Stevenson	22				4			26	6
Brenda Cox			15m	18m				24	8
David Calabria		20						20	9

	Round 1 Kosciuszko Classic	Round 2 South Coast Classic	Round 3 Tour d'Course	Round 4 Mountain Rally	Round 5 MG Classic	Round 6 Alpine Classic	Round 7 Pas de Deux	Points to date	Position to date
Competitor	2 day	2 day	1 day	2 day	2 day	2 day	1 day		
<b>Masters Drivers</b>									
Robert Panetta	16	38	20		40			114	1
Garth Taylor	28	20	19	26	28			111	2
Darren Taylor	40	22	17		32			111	2
David Shaw	20	34	5m	32	24			110	4
Tony South	30	24		22	34			110	4
Dominic Votano	34	32	18m		20			104	6
Alan Watson	26	36	16		22			100	7
Gary Maher	18		14	32	30			94	8
Gerry Both	32	26	11		16			85	9
Bob Morey	2	32	12	38				84	10
Dianne Gerlach		28	10	2	32			72	11
David Wigley	38				32			70	12
John Young	2	18	5	40				65	13
Gerald Lee	24		12	20				56	14
Geoff Bott		40m			36m			40	15
Kim Warner			15	24				39	16
Michael Olsson	36m	30m	13m		26m			36	17
Lui MacLennan				34				34	18
Beb Fox	22			8				30	19
Barry Ferguson	24m		16m					28	20
Kay Thompson	16m							16	21
Steve Blair	2m							2	22
Robert Mifsud	2m							2	22
<b>Masters Navigators</b>									
Lui MacLennan	40	22	17		38			117	1
Ray Arthurs	20	34		32	24			110	2
Mike Stephenson	34	32	18m		20			104	3
Pam Watson	26	36	16		22			100	4
Robert Smith	38			30	32			100	4
Wendy Maher	18		14	32	30			94	6
Jeff West	32	40m	20		36m			92	7
Ted Norman	30	24			34			88	8
Carol Both	32	26	11		16			85	9
Teresa Morey	2	32	12	38				84	10
John Henderson		38			40			78	11
Adrian Kinslor	28		19		28			75	12
Wayne Gerlach		28	10	2	32			72	13
Helen Young	2	18	5	40				65	14
Ross Warner			15	24				39	15
Harriet Jordan	36m	30m	13m		26m			36	16
Dave Johnson	24m		16m					28	17
Joe Lester		20						20	18
Graham Thompson	16m							16	19
Starr Mifsud	2m							2	20

	Round 1 Kosciuszko Classic	Round 2 South Coast Classic	Round 3 Tour d'Course	Round 4 Mountain Rally	Round 5 MG Classic	Round 6 Alpine Classic	Round 7 Pas de Deux	Points to date	Position to date
Competitor	2 day	2 day	1 day	2 day	2 day	2 day	1 day		
<b>Tour Drivers</b>									
Bruce Smith	8			10	18			36	1
Jim Richardson	20				12			32	2
Greg Yates	12		10	2	2			26	3
Michael Peters		20	1					21	4
Neil Brain	2	10	7		2			21	4
Peter Grant					20			20	6
Eric Young	18							18	7
Ross James		18						18	7
Henry Stratton		16		2				18	7
Mike Birks				18				18	7
John Cooper	2	12	1	2				17	11
Steve Bicket				16m				16	12
Peter McAlpine	2			2	12			16	12
Ernst Luthi	2m				14			16	12
Rob Clare	2	8	5					15	15
Peter Dunlop			5		10m			15	15
Morrie Barrett		14m						14	17
Kim Votano		12						12	18
Doug Barbour	10		1	2	8			11	19
Jeff Whitten			10					10	20
Garth Bransgrove			8m					8	21
Alan Cherry	6							6	22
John Slater					6			6	22
Shelley Shaw			5					5	24
Ray Arthurs			5m					5	24
Steve Maher		4						4	26
Cherie Collins		4m						4	26
Merzi Mody	2			2				4	26
Stephen Pryor	2			2				4	26
Don Dux	2			2				4	26
John Vickery				4				4	26
Geoff Scott			1	2				3	32
Geoff Mills	2m	2m	1m					2	33
Shane Navin	2m	2m						2	33
Alan Butler		2m						2	33
Rick Woskett		2						2	33
Peter Cale	2							2	33
Todd McPherson	2							2	33
Gary Winterbottom	2m							2	33
Simon Duff	2							2	33
James Pettigrew	2							2	33
Len Zech	2m							2	33
Mark Pentecost	2m							2	33
Don Jones				2				2	33
Brian Madigan				2m				2	33
Chrissie Daniels				2				2	33
Lyn Cooper					2			2	33
Terry Gunter			1					1	48
Ramin Shushtarian			1					1	48
Chris Mackertich			1					1	48
Denise Adams			1					1	48

Competitor	Round 1 Kosciuszko Classic 2 day	Round 2 South Coast Classic 2 day	Round 3 Tour d'Course 1 day	Round 4 Mountain Rally 2 day	Round 5 MG Classic 2 day	Round 6 Alpine Classic 2 day	Round 7 Pas de Deux 1 day	Points to date	Position to date
<b>Tour Navigators</b>									
Bev Richardson	20				12			32	1
Jenni Smith	8				18			26	2
Cate Lee	4		1	20				25	3
Ben Yates	12		10	2				24	4
Kevan Peters		20	1					21	5
David McCowatt	2	10	7		2			21	5
Kathleen Wilson					20			20	7
Jenny Young	18							18	8
Julie Stratton		16		2				18	8
Wendy Cooper	2	12		2				16	10
Donna Smith				16m				16	10
Sharyn McAlpine	2			2	12			16	10
Sonja Luthi	2m				14			16	10
Colleen Dunlop			5		10			15	14
Ron Skeoch		14m						14	15
Xanthea Boardman	2		1	2	8			13	16
Frances Stephenson		12						12	17
Michael Friend			7	2	2			11	18
Adam Bransgrove			8m					8	19
Sue Clare		8						8	19
Marie Cherry	6							6	21
Neil Watt			5					5	22
Jessica Shaw			5m					5	22
Kate Shaw			5					5	22
Kathleen Arthurs			5m					5	22
Phil Mc Farlane		4m						4	26
Edul Dhondy	2			2				4	26
Penny Dmitrieff	2			2				4	26
Heather Dux	2			2				4	26
Carol Vickery				4				4	26
Liz Kornhaber			1	2				3	31
Trish Mills	2m	2m	1m					2	32
Beryl Woskett		2						2	32
Clarice Winterbottom	2m							2	32
Tammy Cale	2							2	32
Stephen McPherson	2							2	32
Shaun Dudley	2							2	32
Karyn Pile	2							2	32
Glenn Evans	2m							2	32
Elizabeth Pentecost	2m							2	32
Jennifer Navin	2m	2m						2	32
Simon Robinson				2				2	32
Michele Madigan				2				2	32
Tim McGrath				2				2	32
Guy Robson				2				2	32
Alan Butler					2			2	32
Ron Cooper					2			2	32
Lorraine Gunter			1					1	48
Jane Morey			1					1	48
Amir Shushtarian			1					1	48
Allana Mackertich			1					1	48
Joel Cooper			1					1	48

# Secretary's Stuff - September 2010 - Tony Kanak

Hello everyone. I hope you are enjoying the 2010 season of CRC motoring festivities, and that your driving, navigation and the mechanical components (the cars) are all meeting or exceeding your expectations.

Looking back over many years of events, it is a positive testimony to our members' care of their cars that most, mostly finish our events and there is not a fleet of tilt tray recovery trucks following our events. This is a good thing. It says to us, the public and the bureaucrats with control of motoring- that what we do as a club, with our events, and our vehicles are a valid interest and hobby, and we are competent in the operation of our events- as organisers and participants.

In a similarly positive way, with respect to the usual (but not universal reliability) of the CRC fields- is the freedom from errors/incidents that result in collisions and injuries on events. Often these situations are called accidents, but in truth they are not always accidental, even though the actions of the preceding seconds may not have been deliberate....

Well done to all, and keep up the good performances.

Now some notes from all over, on related classic car type themes (well actually only Victoria and Queensland )-

Firstly, you might know that plain unleaded petrol is going to disappear from pumps next year, with the universal supply of E10 part of the government/oil industry plans for the future. Those with longer memories will recall that the end of Super (leaded) fuel was going to be insurmountable or hugely damaging for the classic car movement. Yet we survived. A short term salve called LRP appeared and went again, supposedly due to minimal demand. (More likely pain in the neck inventory management when there was ULP, LRP and PULP and diesel).

With E10 now looming as the only low cost choice for fuel for your classic vehicle, unless you already prefer or need PULP, I can sense the song

sheet for "We'll All Be Rooned" is being dusted off again for another performance.

As I've mentioned before I've used E10 in all of my air cooled and water cooled classic fleet for many hundreds of hours and have had no problems with fuel pumps, fuel lines, and carburettors ranging from Amal motorcycle parts to SU, Carter, Holley and Weber carburettors. I have replaced fuel filters at prudent intervals. I have not had any real re-tuning issues on any of these vehicles and any minor leaning out of the fuel/air mixture has not been enough to notice in spark plug deposits or exhaust valve colouring/wear. Vehicle performance has been satisfactory in cold weather starts and mid summer at high speeds. The Jensen with its 7.2 litre cast iron lump has vapour locked once in heavy traffic, occasioning a flick to on for the electric back-up fuel pump. It has this back- up fuel pump because it always had this tendency, even in the good ole days of 98 octane leaded Super!

However, as good as I undoubtedly am, are, err- my observations about E10 are only mine, and based on my experience. In Victoria the RACV has pronounced that E10 is not suitable for pre 1986 vehicles. This is because of reported problems with:

- Hesitation on acceleration
- Difficult starting
- Stalling
- Loss of engine compression
- Higher combustion temperatures
- Premature engine failure due to piston and valve deposits
- Blocked fuel filters, increased debris in fuel lines
- Fuel hoses shrinking and swelling (presumably not at the same time)
- Failure of diaphragms and accelerator pump plunger seals
- Corrosion of carburettor leading to possible sticking throttle

Now this is quite a list. If you want to know more check out the report by Orbital Australia Pty Ltd, available at <http://www.environment.gov.au/atmosphere/fuelquality/publications/ethanol-p2007/index.html>

Test vehicles with problems included the Holden Commodore and Toyota Hilux. In general the conclusion is to keep E10 away from carburettor fitted engines, which is most classics. Never mind ULP and PULP, this causes one to GULP! Some PULP already has ethanol content at independent petrol stations and in some locales Shell have supplied premium priced PULP with ethanol, with a claimed octane rating approaching 100.

Do your own thinking, research, trials and make up your mind yourself is my 2 cents worth. Remember Y2K, this was another time when the strains of We'll All be Rooned were sung all over this wide land.

If you are interested I'll have the RACV document at the September CRC meeting and we can chat about this a bit.

NOW TO QUEENSLAND where almost all wise folks talk about ethanol in the context of a chilled XXXX or a warming Bundy rum.

In Logan City Council, the City Planning Scheme 2006, table 3.2.11 ensures that a vehicle cannot be repaired on residential premises, unless the repairs are day to day maintenance, and the vehicle is owned by the occupier of the premises, and is normally parked on the premises.

"Day to day maintenance is as detailed in the owner's manual and is limited to checking oil, water, air and making minor repairs like changing a windscreen wiper or bulb to ensure the safe operation of the vehicle."

In one case a Penalty Infringement Notice (PIN) for \$2,000 has been issued. The recipient was told to desist in his plan to rebuild a car in his shed and to take his car to a mechanic, or move the car to an industrial area for this work.

So- Be careful out there.....

Don't be unreasonable with the angle grinder noise, otherwise annoy the neighbours or the Council, they have the power to really aggravate you. Bye for now.

# A minute with ... David Wigley

<b>Nickname:</b>	Wiggles
<b>CRC member since:</b>	Founding member
<b>Driver or Navigator &amp; Why?</b>	Driver - Can't read a map
<b>Favourite Rally as a competitor:</b>	XU1 Should never have sold it
<b>Current Rally Car:</b>	BMW JPS E30
<b>My Dream Car:</b>	Mercedes 63 any model I don't care
<b>Favourite Racing Driver:</b>	Sir Jack Brabham
<b>Favourite Movie:</b>	Cool Hand Luke
<b>Favourite Food:</b>	Whatever others pay for
<b>Favourite Drink:</b>	Good Red
<b>Favourite place to visit in NSW:</b>	The Snow Country
<b>Other Interests/Hobbies:</b>	Golf, cricket, Football, Music, Classic Cars
<b>What would you do with \$100,000?</b>	Buy my old XU1
<b>My pet Hate:</b>	People who tell lies
<b>My Greatest Fear:</b>	Finding more rust in the Bimmer
<b>5 words that describe me:</b>	Fat, Fun, Happy, Honest, and ?????

## Comedy Corner

### Four Engineers

One day, a Mechanical Engineer, Electrical Engineer, Chemical Engineer and Computer Engineer were driving down the street in the same car.

The car broke down.

The Mechanical Engineer said, "I think a rod broke."

The Chemical Engineer said, "The way it sputtered at the end, I don't think it's getting gas."

The Electrical Engineer said, "I think there was a spark and something is wrong with the electrical system."

All three turned to the computer engineer and said, "What do you think?"

The Computer Engineer said, "I think we should all get out and get back in."

### Overloaded

A fellow was following a truck in heavy traffic. Every block or so, when they were stopped at a stop light, the driver of the truck would jump out of the cab with a big stick and bang on the side of the cargo bay. He'd then jump back into the cab in time to drive away when the signal changed.

The first fellow observed this for several miles, until he could stand it no longer. The next time the truck driver jumped out with the stick, the first fellow jumped out and ran up to him.

"I'm sorry to bother you," he said, over the din of the banging, "but I am very curious; could you tell me what you are doing?"

Without breaking rhythm, the truck driver replied, "Sure, Mac. Ya see, this here's a six-ton truck but I've got eight tons of canaries aboard, so I've gotta keep two ton of them flying all the time so I don't break an axle"

### Water in the Carburetor

WIFE: "There's trouble with the car. It has water in the carburetor."

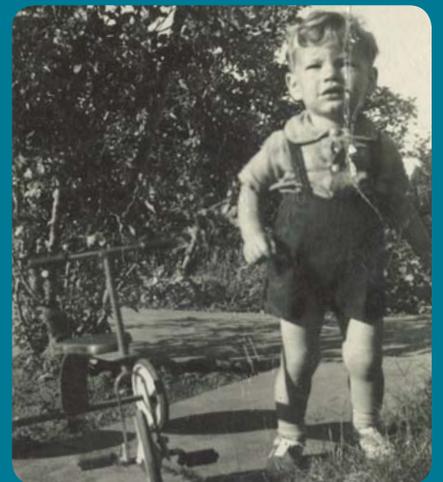
HUSBAND: "Water in the carburetor? That's ridiculous."

WIFE: "I tell you the car has water in the carburetor."

HUSBAND: "You don't even know what a carburetor is. I'll check it out. Where's the car?"

WIFE: "In the pool."

## Mystery Member



See the back cover for the name of this month's Mystery Member

# CRC Classifieds

## For sale and Wanted

### FOR SALE

#### 1989 Lancia Delta Integrale 16 valve turbo

Original condition, 125,000 kms  
LHD, Colour: Grey metallic  
Chassis no. ZLA831AB000485378  
\$21,000 ono

#### 1987 Lancia Thema 8.32 Sedan

Ferrari motor, FWD, One of only 5  
in Australia, LHD, Colour: Metallic  
blue.

Needs paint and panel work  
Chassis no. ZLA83400000082281

\$21,000 ono

Graham O'Connor  
(02) 4872 3685 (H)  
(02) 4871 1900 (W)  
lambda@hinet.net.au

### WANTED

#### Navigator

Elderly person driving an old Volvo  
is looking for a navigator, "person  
who can read maps and route  
instructions", for Alpine Classic  
Rally to be run in NSW on 25 & 26  
September 2010. This is a timed  
Touring Road Event. If interested  
please contact Beb Fox.

Beb Fox  
(02) 6295 1115  
fox@velocitynet.com.au

### FOR SALE

#### NSW Number Plates ANG3L

Black on white plates currently in  
storage at the RTA  
\$5000.00 neg.

Toni Emmett  
Toni\_emmett@aami.com.au

### FOR SALE

#### Refurbished Philtronics Rallytrip OR Halda Twinmaster

I have a redundant Philtronics  
Rallytrip, refurbished by Phil@  
philtronics, for sale. It failed during  
scrutineering, so I sent it to be  
refurbished. But as it did not  
arrive back in Adelaide in time, I  
purchased a new Monit and that is  
now installed in the car. As I cannot  
be bothered taking out the Monit  
to replace the Rallytrip, I'll sell the  
Rallytrip to the best offeror. It needs  
a probe/sensor, available from  
Philtronics for \$100.

Alternatively, I also have a genuine  
Halda Twinmaster, metal casing,  
with plenty of gears and a T piece,  
in my 67 Alfa Duetto. I might sell  
that instead of the Rallytrip – and  
install the Rallytrip in the Alfa. But  
probably not, as it's nice to have a  
period Halda in the Alfa!

The choice is yours. First in best  
dressed.

Kingsley Wallman  
0421 685 820

### FOR SALE

#### 1968 Lancia Fulvia

Restoration project - Entire car  
is ready for bare metal respray.  
Extremely straight body, all rust  
was cut out and repaired correctly,  
engine bay already painted and  
engine refitted. Car 90% complete.  
Missing seats!

Simon Duff  
0410 654747  
simon@fusedesign.com.au

### FOR LEASE

#### Service vehicle and trailer - Are you looking for these for the Classic Outback Trial?

Holden Rodeo V6

Petrol, crew cab with canopy and  
roof rack. 110 lt long range fuel  
tank, 9000 lb Warn winch fitted in  
bull bar. Bridgestone A/T tyres  
+ 2 spares. Tow bar, twin IPF  
spotlights, UHF radio and Terratrip.

Trailer

Duratorque axles (1500 kgs). Full  
chequer plate floor. Hydraulic disc  
brakes with over ride coupling.  
Has wheel/tyre rack fitted and  
ramps.

Will carry a medium sized rally car –  
1500 kgs. Trailer weighs 480 kgs.  
5 ½ x 14" wheels and tires with 2  
spares. Inc. jack, wheel brace and  
tool kit.

\$250.00 per day for Rodeo and  
trailer

Graham O'Connor  
(02) 4872 3685 (H)  
(02) 4871 1900 (W)  
lambda@hinet.net.au

### WANTED

#### Parts for Datsun 1600

Driver's side (both) doors, bonnet,  
and front bumper bar.

Roger Gottlob  
(02) 6274 6690 (W)  
(02) 6241 3169 (H)  
rogerandgillian@actewagl.net.au

**Got something you want to buy  
or sell? Contact**

**crc.wm@classicrallyclub.com.au**  
Remember to let us know once your  
item has sold, or you have found  
what you're looking for  
so we can remove your  
advertisement!

## FOR SALE

### Parts

- 4 x Minilites wheels 13x6, 4x100 pcd. \$300
- 2 set of Hitachi (S.U) carburettors (twin) with manifold and linkages fit Datsun (1600,180B, 200B) \$100 per set
- Yokohamas tyres, 13", 14" and 15" used, most A32R (tarmac racing type)
- 2 x set of Extractors to fit Datsun, used. \$100 each

Danny Castro  
dcastro@bigpond.net.au

## FOR SALE

### Parts

- 1 x Hand winch, rope and double ended handle – heavy duty \$200.00
- 8 x Plasti-tracks – clip together, 50 cm long \$80.00
- 1 x Second hand snatch rope \$50.00

Graham O'Connor  
(02) 4872 3685 (H)  
(02) 4871 1900 (W)  
lambda@hinet.net.au



## Club Regalia For Sale

CRC Embroidered Cloth Patch (blue with yellow writing)	\$5.00
CRC Windscreen Sticker (120 x 65mm)	Free to members
CRC Windscreen Sticker (323 x 174mm)	Free to members
CRC Polo Shirts (with pocket and club logo)	\$25.00
CRC Nylon Jacket (with hood and 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 and 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

# 2010 Events Calendar

Date	Event	Contact
25-26 Sept	CC Alpine Classic	Lui MacLennan - 0418 645623
28 Sept	CRC Meeting	
1-4 Oct	CAMS Carnival	<a href="http://www.camscarnival.com.au">www.camscarnival.com.au</a>
17 Oct	CC Penrith Pas de Deux	Jeff West - 0427 263757
25-31 Oct	Targa NZ	<a href="http://www.targa.co.nz">www.targa.co.nz</a>
26 Oct	CRC Meeting	
5-7 Nov	Targa High Country	<a href="http://www.targahighcountry.com.au">www.targahighcountry.com.au</a>
13 Nov	Back to the 60's - The Barry Ferguson Classic	Dave Johnson - 0428 299 443 or 02 9979 7629 Ian Packard - 0414 516 869
14-20 Nov	Silver Farn Rally NZ	<a href="http://www.silverfernrally.co.nz">www.silverfernrally.co.nz</a>
23 Nov	CRC Meeting	
12 Dec	Christmas Party - Hosts Vince & Kay Harlor at Pleasure Point	

[CC] = Club Championship Event

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

Many thanks to all members who have contributed articles, photographs and jokes for "Rally Directions".

We are always looking for new content, so please don't be shy, send us your stories, anecdotes and images to share with the rest of the club! Remember, if you are sending images, please email us the the original images, not in a Microsoft Word document - This way we get the best quality pics for print. Any tables can be sent to us in an excel spreadsheet, and Microsoft Word or PDF documents are fine for text only articles. [crc.editor@classicrallyclub.com.au](mailto:crc.editor@classicrallyclub.com.au)



Classic Rally Club Inc.  
The Secretary, PO Box 2044, North Parramatta NSW 1750

This months Mystery Member:  
Wayne Gerlach