



RALLY NOTES

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Hals column,
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OUR NEXT CLUB MEETING WILL BE

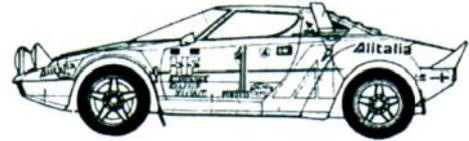
7:00pm @ WALLSEND DIGGERS



AHRG is a CAMS affiliated club.

Australian Historic Rally Group Inc.
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info@historically.com.au
www.historically.com.au

PRESIDENT’S REPORT



Presidents Report 2012

Since our last magazine, the club has run two very successful events. The Night Owl, our two day, full navigation dirt touring assembly was held around the Scone area of the Hunter Valley. Competitors traveled from QLD, VIC and Sydney to compete in this “rare” navigation event over some testing roads. Apparently the older cars without heaters made the conditions more testing for drivers and navigators because it was like trying to work in a mobile freezer. Apparently the Scone Motor Inn was a welcome site.

Congratulations to Arthur Evans and Paul O’Neal for organising another great event, enjoyed by all. Our very own John & Ada Collins won the event, competing against some of the best teams in the country, well done.

The next event was The Heart of the Hunter, which I directed , and attracted 29 entries with 27 starters. The all tarmac, route charted Touring Assembly had vehicles from classic rally cars through to two Ferrari 360 & 355. This proves the Club has a wide range of members for whom we cater, with dirt navigation and tarmac route chart events.

Despite the extremely strong westerly wind, Steve Wisnie, Philip Carter, Paul Meddows, Karen Piggott and myself managed to serve a BBQ lunch at Gresford Park. Thank you to all officials who helped on the day. I managed to slip in more manned route checks ,which caught the majority of competitors out . During previous events a competitor could make a mistake, miss a turn and go back onto the correct route with out penalty. The introduction of “Judges of fact” at critical intersections made the scoring of the event much easier. Congratulation to Dan & Jane Robinson on their win , driving the rally Datto coupe. The joint venture with Newcastle Area Motorsport has drawn more competitors from MGCC which has been a positive move by our club.

The Even Green Memorial , directed by Hal Moloney is set for the 17th November at Mudgee. This will be another dirt event with some fantastic roads, so book your accommodation NOW. Remember if

Patron: Des West, Ruth West		
President/Vehicle Examiner	Geoff Thomas	49570999
Vice Pres.	Paul Meddows	0408 640 580
Secretary	Dan Robinson	0425 847 150
Treasurer	Karen Piggott	0412 133 899
Membership Sec.	Karen Piggott	0412 133 899
Club Captain	David Mitchell	0407 450 053
Eligibility	Peter Meddows	49361588
Public Officer	Darval Thomas	49207961
CAMS delegate	Rod Towers	0408 291 203
Club Capt./scorer	David Mitchell	0407 450 053
Editor	Ben White	0408 635 984
Club Scrutineer	Brian Lawler	
General Committee		
Rod Piggott, Carey Fraser, John Collins		

you are on Historic Plates you MUST compete in at least one AHRG event per year or your registration renewal will be rejected next year.

I would like to thank the current Committee for their passion for our club and the precise decision making at meetings, keeping our time down to an hour. With increasing competitors we are financially secure and stronger than ever,

Yours in Rallying,

Geoff Thomas

2012 Calendar Notes

Club MEETINGS Dates

Our meetings are held every second Tuesday of each alternate month excepting the AGM. At 7:00pm

Meetings will continue to be held at Wallsend Diggers unless otherwise advised.

Tuesday the 13th November @ 7:00pm

Club EVENT Dates

(See website for full sup regs and info)

Evan Green Memorial Touring Assembly Saturday 17th November

Hi to all members, Hal Moloney has forwarded some information regarding accommodation which will be extremely important to those members competing and planning to stay overnight at Mudgee for the Evan Green Memorial Rally on the 17th November 2012.

The location in Mudgee for the rally

Mudgee Tourist Van Resort

Lions Drive Mudgee

63 721 090

info@mudgeecaravanpark.com.au

Members will have to get in early as accommodation is booked out at other Parks in Mudgee already, Hal Moloney.

NOTICE TO ALL MEMBERS

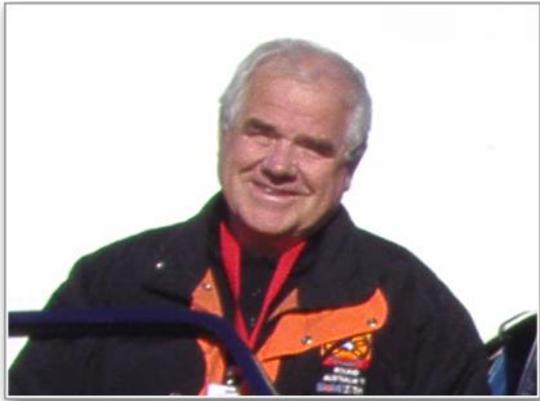
All members with historic registration please note:

The Committee has voted and passed the following: Historic Plate Holders registered with AHRG must compete in **at least one organized event** during 2012 to retain certification by the club. ALL Historic Plate holders must be financial members of the club or their Registration is null and void i.e. your car is unregistered. The club registrar will keep a record of members' participation in club events and has Committees approval to decline renewal of registration if the above is not adhered to.

This has been decided for the benefit of the club and its members. Some members cars have not been seen at club events for years and the same can be said of the members.

On the subject of membership please note that all memberships end at the end of December each year and should be renewed BEFORE then to maintain your membership of the club and also legal registration of historic vehicles

Hal's Column



Hals Column

Hello all, this column will have a little more than rallies to keep you interested,

Classic Outback Trial:

Firstly I competed in a Datsun 1600 with Mark Pickering in the Classic Outback Trial as his regular navigator, Dave Boddy was away scoring a Charity Bash somewhere.

Mark drove an excellent event and was rewarded with very satisfying 6th outright.

The event was very tight and fast which suited Mark's car but we could have done with some more speed. All special stages were on private property with distances varying from 14km to over 50km. An interesting "Tent" night was spent in Ivanhoe where I caught up with some old friends. Yes I do have friends.

Marks brother Murray along with Jamie Waterhouse kept the flying Datsun well serviced.

My old friend Michael Coates in his P76 came in 9th and missed a class first by 6 seconds after 7 days of competition. Steve Blair from the Central Coast had to withdraw when he broke a strut in his Nissan Bluebird and did not have a replacement.

The last stage at Renmark was in an Orange orchard and had I kept my window down I may have had some fresh fruit.

Car Sales changes:

I was interested to see that the SUV bubble has finally burst in America and sales have collapsed, I have always considered these vehicles as useless show ponies and apparently the Yanks now agree.

Buick, Cadillac, Mercedes, Lexus & BMW did not make into the top 25 sales list but astonishingly the best seller is still the Ford F100 pickup which are mostly 6 cylinders these days. The rest on the list are mainly small to medium sedans. The worm has turned.

Round Australia Trials:

There was a Fifteen year break from the Repco Trial in 1979 to the Mobil1 in 1995 and we name have a 14 year break from the last but I doubt there will ever be another so any competitors who want to run in an out back event had better prepare for the next Outback Trial in 2014, you wont be disappointed.

The Sydney to London in 2013 will run a seperate section to Perth only with the entry fee at \$20,000.

Reunions & On Goings:

Dan & Rosie White are running a Rally reunion at Will Hagon's Rally museum in Kew on November 3rd

Their contact is drive.country@bigpond.com

On another note I was saddened at the loss of my good friend Barry Lake last month. Barry had been unwell for some time. Brian Lear & I were fortunate to have paid him a visit just days before his passing,

Hal



NIGHT OWL 2012

Well some people made a weekend of the event by arriving Friday night and were rearing to go, a

very well patronised event with crews from ACT, VIC, QLD coming to be tested by the director (Arthur Evans)

There being 18 entrants and 17 starters , with masters to apprentices looking at their instructions.

1st Division came into control at Nundle which was the meal and fuel break after which they set off for Div 2 again coming back into Nundle to start Div 3.

Rod, Arthur & I were doing the control at Nundle with Ruth & Des West supervising before dark.

Great spot if all be a bit cold.....like freezing at 9pm, ...Thanks Jane for the gloves!

After our lost crew arrived at Nundle they with us returned straight to Scone for the evening supper at the motel and a good debrief with the crews.

Sunday morning's run was well accepted and the finish control gave everyone a little task.

Some comments from entrants

Well we came back this year and we finish the Night Owl Rally. The new via-board system that Arthur and Paul used was sometimes challenging but fun. We did find it made a lot more sense after we got home and went through the sheets, next year we'll pay more attention to the instructions. The roads and country side was amazing and so pleased that we fitted a decent set of driving lights to make the night section nice and bright. We hadn't counted on the temperature falling so low, we will have the heater fitted and functioning next year, Jane said she was not impressed with her numb fingers and toes. Our thanks go to all those who organised, helped and participated in this great rally.

Dan & Jane Robinson (Yellow Datsun 1200 Coupe)

Photo of our Patron who is not very well at the moment, We send Des and Ruth all the best wishes and a big Thank you for helping out at the Night Owl Event



AHRG WEBSITE

Visit www.historicrally.com.au

Many thanks to all those who have made valuable contributions to the website.

If you would like to contribute, please contact : info@historicrally.com.au.

Before The Rally, "Anticipation"

Gerry Crown and Matt Bryson are out to see if John Bryson's claim that the Leyland P76 is the best long distance rally car in the world is true

Their test is the thirty three day long "Trans America Challenge" run by the Endurance Rally Association from New York from 7 May until 8 June 2012.

Because of limited time they bought a Leyland P76 built by Philip Meyer as a replica of the P76 John and the late Evan Green took across the Sahara a couple of times on their way to the 1974 World Cup in Munich. Evan's book, "A Boatfull of Right Arms" has become one of the classic motoring adventure books of all time as the two Australians overcame incredible obstacles to finish well and earn a stage victory which gave rise to the Leyland model "Targa Florio"

Although the car was good, Matt has had to refresh the engine and taken technology from the development of the "Force 7" P76 version with fuel injection and five speed gearbox.

There is a strong field and challengers will include well driven Porsches, Mustang 350s, Mercedes Benz and Jaguars etc. Starting from New York the rally travels westwards to near the Grand Canyon and then works up to Vancouver and on to Anchorage in Alaska. The special stages are plentiful and altitudes change dramatically as the rally threads through the Rockies.

The other Australian competitor will be Terry Daley in a 450SLC Mercedes Benz

Matthew said, "Actually Dad is probably right. The car performs much better than our Holden that won the 2010 Peking to Paris and that had been developed about as far as it was practical to go.

The P76 is very good to point, even in the tight stuff. Murray Coote's suspension seems to have sharpened things up so that the Graham Wilkins/Trevor Seaman engine can perform.

I have had a lot of help from Simon Brierley of P504 as we have raced to get the car ready for it's sea journey to New York. Our "running in" has been across the Mountains and back a few times to get a feel for how the 76 handles and I am impressed.

It is nice to know we have a car which can do well. It is just a bit different to have to go out there and get results. Still, all we can do is try and Gerry and I will certainly do that".

After The Rally "Execution"

The evening saw the Gala Prize giving dinner where the silverware was handed out. After a month on the road, the two lads in the E-Type, Phil Garratt and Kieron Brown were stunned to find that they could not find a single second to open up a clear margin and had to settle for a dead-heat second overall with the most experienced rally driver on the event - Gerry Crown. His big Australian Leyland being one of the more unusual cars on Trans America. The Leyland



and the Eagle-prepared E-type both finished behind the winning Jaguar Mk2 of Richard Worts and Nicola Shackleton and is the first time there has been a Jaguar 1st and 2nd result on any Endurance Rally Association event. For Richard, who used to rally Triumph Dolomites and Triumph TRV8s, it's his first "big win" and he was understandably delighted modestly ascribing the victory to a dose of good luck when he managed to find somewhere to weld up his rear axle in Eureka Springs

"We had no problems with the car at all, and it really performed very well. Gerry and I are both happy to agree with Evan Green and John Bryson's Comment " the P76 is the Greatest Long Distance Rally Car Ever". We never took it over 4000rpm and easily cruised at 100mph".

For the record Gerry, Matt and the P76 finished equal second with Phil Garratt and Kieron Brown in their 1970 E Type Jaguar accruing 3 minutes 59 seconds in penalties. The winning crew are Richard Worts and Nicola Shackleton in their 1961 Jaguar MkII with 3 minutes 21 seconds in penalties. They covered 13,515 kms over 25 days on the road averaging just over 540kms per day. Gerry and Matt are now on their way back home and the P76 is back in a container for the trip back to Australia. Gerry and Matt would like to thank everyone for their good wishes over the duration of the rally and in particular would like to thank their sponsors APV-S Safety Products, Crown and Andrews quality games and jigsaws, Fire and General Insurance Brokers, Leyland P76 Owners Clubs of NSW and QLD and the support of all Leyland P76 club members across Australia and New Zealand.

CLASSIFIEDS

Just a notice to all Members that if anyone wants to sell or buy or swap club car related parts or vehicles please feel free to email a short text and minimal amount of pictures through and I will endeavour to get it into the Rally Notes.

You can email an advert to me on :- ben.chef@hotmail.com

Any losses (or scam attempts) will be handled by police but AHRG accepts no liability whatsoever.

For Sale Halda trip meters

One steel cased and also a plastic cased Twinmaster with numerous T pieces and gears available contact [Phillip Horn 49362094](mailto:Phillip.Horn@49362094) for a deal.

For Sale BMW 316

Tyres good, Rego July 2012, calypso red paint fair, interior OK, 170,000 k's, auto. Nice little weekend rally car. \$3,880 [David Brown 49682020](mailto:David.Brown@49682020) mobile 0415498771

For Sale:

Fully rally prepared Skoda with a new Skoda Motorsport engine. It has all rally equipment, roll cage and factory modifications to make it ideal for rally events. Price is \$6000.

Contact [Hal Moloney on 0409 139 922](mailto:Hal.Moloney@0409139922)



For Sale: Brian Lawler PHONE 49753734

1972 V8 Mercedes Benz SL 3.5 Sports Car

Soft & Hard Top 92160 MLS Rego AFK 98P Factory Special Alloy Wheels
Pirelli P600Tyres 205.60.15 Show Car RED \$28K

For Sale: Classic 1975 LB Lancer Rally Car

* 2ltr, 5 speed with Webbers * Pedders Suspension

* Cams log book *

Adjustable platforms

* Intercom * 4

Wheel Disc Brakes

- Hydraulic hand brake
- * Roll Cage
- Locked Diff
- \$5, 500
- - (02) 49975703 - 0408632061



Membership Renewal

0412 133 899
Email: info@historically.com.au

AHRG Inc.
c/- P.O. Box 405
Morisset, NSW. 2264

RENEWAL OF FULL MEMBERSHIP

(Voting rights, Committee eligibility, CAMS Licence validity, Newsletter)

RENEWAL OF ASSOCIATE MEMBERSHIP (Newsletter)

Full Name of applicant:

Change of Address Y/N.....
(Write new Address if changed from last years membership)

Email:
(only if you check your emails and want info sent there)

Historic Car Registration (if applicable).....

I desire to renew as a Member/Associate Member. (Cross out non applicable words) In the event of my admission as a Full Member, I agree to be bound by the Rules of the Australian Historic Rally Group Inc.

..... Date:
(Signature of Applicant)

<u>CAMS Licence No.</u>	Single Membership:	\$35
Competition :.....	Family Membership:	\$55
Official: Categories.....	Associate Membership:	\$10

CHEQUES ARE TO BE MADE PAYABLE TO : THE AUSTRALIAN HISTORIC RALLY GROUP

AND POSTED TO:

**P.O. Box405
Morisset N.S.W 2264**

The "Rally Notes" Newsletter– will be emailed unless you indicate preference for a hard copy-
Hardcopy? Yes/NO

Please keep in mind hard copies make the time taken to produce the document and the cost to the club higher and those costs are eventually passed onto all members.

Email for the Rally Notes Newsletter to be sent to
if we do NOT previously have your email Address

.....
.....
(write email Address here please)

0412 133 899
Email: info@historically.com.au

AHRG Inc.
c/- P.O. Box 405
Morisset, NSW. 2264

APPLICATION / RENEWAL OF FULL MEMBERSHIP

(Voting rights, Committee eligibility, CAMS Licence validity, Newsletter)

APPLICATION / RENEWAL OF ASSOCIATE MEMBERSHIP (Newsletter)

(Full Name of Applicant)

(Address) (Postcode)

Email: (only if you check your emails and want info sent there) Home Ph: Mobile:

I desire to become/renew as a Member/Associate Member. (Cross out non applicable words) In the event of my admission as a Full Member, I agree to be bound by the Rules of the Australian Historic Rally Group Inc.

(Signature of Applicant) Date:

CAMS Licence No. Single Membership: \$35
Competition : Family Membership: \$55
Official: Categories..... Associate Membership: \$10

MADE PAYABLE TO : THE AUSTRALIAN HISTORIC RALLY GROUP

VEHICLE

(Year) (Make) (Model) (capacity)
(Year) (Make) (Model) (capacity)

Do you have a vehicle/s with Historic Rego? Yes/No Facilitated by the AHRG.? Yes/No
Details:

Why do you want to join/renew? In one word or more- (P.T.O. if more space required)

What would you like more of?

Newsletter- indicate preference- Hardcopy? Yes/NO or Email? Yes/ NO

NEW MEMBER: PROPOSER

I, a member of the AHRG. Nominate the applicant, who is personally known to me, for membership of the AHRG

(Signature) Date:

SECONDER: I, a member of the AHRG., Second the applicant, who is personally known to me, for membership of the AHRG.

(Signature) Date: