

Rally Directions

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

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July 2011

Classic Car of the Month

Mercedes-Benz W111 220 models were the company's first innovative design after the 2nd World War. Prior to this their post war cars were similar to 1940s American designs.

Introduced in 1959 as the top of the range model the cars focussed on comfort & safety. They featured front & rear 'crumple zones', large glass area & patented retractable seat belts. The appearance was striking for the times & featured distinctive tailfins giving the cars their 'fintail' nickname.

Most cars were fitted with a 2.2 litre six cylinder motor though an entry level four cylinder was available as well as a luxury 3 litre six cylinder version.

Mercedes 220SE fuel injected models finished 1st, 2nd & 3rd in the Monte Carlo Rally and had success in other international rallies. Bob Jane & Harry Firth also won the 1961 Armstrong 500 at Phillip Island in a 220SE.

This month we feature Steve Friend's 1961 220S. Steve's car is virtually standard having been a daily driver but now sees frequent use as Steve and his family are regulars in CRC events.

Coming Events



**C.R.C. Driver
Training Day at
Wakefield Park
Monday 1st August**

We may have changed the name of this event, but we haven't changed the format or the fun.

There will be plenty of track time for everyone and you will be able to improve your driving skills without the pressure of a timed competition event.

Just remember to wrap up warm, Goulburn is not the warmest place in NSW at this time of year!

Full details are on the club website;

www.classicrallyclub.com.au



**Shannons Eastern
Creek Classic CMC Day
Sunday 21st August**

The annual Shannons & Council of Motor Clubs Display Day at Eastern Creek Raceway is on again.

There will be over 1900 cars from the 145 CMC clubs on display with special displays for 100 years of Chevrolet, 60 years of The Renault Car Club in Australia, 50 years of the E-Type Jaguar and 50 years of the Volvo P1800.

As well as trade displays including books & models for sale there will be double decker bus rides around the race track.

There will be plenty on show to interest any motoring enthusiast & their family.

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DEADLINE FOR NEXT NEWSLETTER 13th August 2011



Please make phone calls before 9.00pm

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

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Ross's Rave.

Hello again, and welcome to the July issue of Rally Directions.

I have just returned from the Jaguar Mountain Rally and while on the event I was talking to someone who said that they actually read every word of my rave. This surprised me and has motivated me not to write too much rubbish, well for this month anyway (Thanks Ken).

I hope that timing will allow a couple of reports (and maybe even some pictures) about the Mountain Rally to reach our esteemed editor in time for this publication. In any case, it was a fantastic event with lots of tricks, twists and turns. Freezing cold and windy are a couple of words that come to mind, but fun would be the one word that sticks out the most. A big "well done" to the whole Jaguar Mountain Rally team, and a special thank you to those poor officials who stood out in that cold cold wind.

Again we had another First Friday Free Fling at Harry's Café deWheels in Liverpool. Not so

many members this time, still it was a good night even if it was a little cold. Next month the FFFF (Pie Night) will move to Harry's Café deWheels Parramatta located at 431 Church Street (Cnr Fennell) N. Parramatta. A few members have commented that Liverpool was not particularly central and that perhaps Parramatta might prove to attract more attendees. So don't prove them wrong and think about coming along next month for a catch up and a pie. It won't be as cold as the Mountain Rally and those officials survived! It's bound to be a little cold so just make sure you wear something warm! Don't forget that this monthly event is on our calendar and therefore you are encouraged to drive you club plate historic cars.

In hindsight, in respect to my participation in the recent AROCA Tour d'Corse I would just like to say that if I was as good at navigation and finding the actual roads as Lui is at E-Type U turns, then we would have done better. Although I think that my lack of navigation skills contributed to Lui's U turn practice! That was another great event, even if it was dark by the time we got in.

We have had some really good progress on the Club development program. Both Lui and Hendo have contributed to our "Rally Manual". An introductory viewing of the preliminary document at the Mountain Rally dinner met with some positive feedback. I will send a more developed copy to Jeff West, Gary and Wendy Maher for their comments. So we finally have a start. I will make sure that this is ready for next year's season. Once again, if you think

that you might have anything to contribute please let me know. We really need to build up this resource to make the task of setting a rally less intimidation. Without events, we don't have a Club!

It's time to get your entry in for the Barry Ferguson Classic on the 18th of September. Don't miss it. Dave is getting trickier (is that a word?) and more inventive with each new event that he sets.

Our "Driver Training Day" is on 1st August at Wakefield Park in Gouburn. It's bound to be cold, but in your car lapping the track it's got to be much warmer. Be There! (Sorry Steve Raymond...)

Get ready because it turns out that the Gerlach's (Wayne and Dianne) will be setting this years Christmas Rally (which will run to the Christmas party at Vince and Kay Harlor's on 11th December. Thanks again to Vince and Kay for their generosity). If you thought my "Ross Says" rally last year was wacky, well you haven't seen anything yet. I but they'll really end the year with a bang!

Finally, the really fantastic news is that it looks like all of our old favourite rallies WILL run next year (although with some new blood doing most of the work) and there will be some new runs to try as well. Thank you to those who put up their hand to rescue these events.

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

Enough raving Ross.

Thank You from Heather Dux.

I would like to sincerely thank all our Classic Rally Club members who were able to sign the Get Well Card organised to be sent to me following my double mastectomy. It was very sudden and has all happened since 3rd May when I went for a check up following the removal of a benign mass earlier in the year. My stay in hospital was only four days but now the fun starts. I see the

Oncologist/Radiotherapist this coming Thursday, [14th July] so my new journey will begin then. With all the good vibes coming from the Club I can't do anything other than get well. One positive thing is that I will no longer have to bother about that inevitable ailment which attacks women of a mature age, "the droops". I can also choose just how big I want my "falsies" to be.

Without 'Nurse Dux' I would have found it very difficult to cope after surgery but, if you think there will be photos of 'Nurse Dux' in his fishnets, tiny skirt and little white cap posted in the Rally Directions, sorry! His devotion only goes so far.

Thank you again for all your kind good wishes.

Cheers, Heather Dux

H.R.A. Rich River Revisited Rally, 30–31st July



The Historic Rally Association will be running their Rich River Revisited event through country like that show above. The event will be based around Echuca, NSW and will consist of untimed navigation sections through both open country and forests, interspersed with timed sub events for the drivers. These sub events will consist of Autocross, Khanacross, Motorkhana and Closed Road Rally Sections, all on private property. Full details at www.hra.org.au

The Classic Outback Trial 2012

This event will commence in Forbes, NSW on Saturday 18th August 2012 with a prologue and welcome function, which will be followed by seven days of outback competition heading west to Cobar and Broken Hill, finishing at Renmark on the Murray.



The event will be run in NSW forests and many private properties with a large diversity of terrain.

The presentation function will be held at Ruston's Rose Garden and Visitor Centre in the heart of Renmark. It will be another highlight of the event. The visitor's centre also contains a Classic Car Museum where you will be pleasantly surprised to see an eclectic collection of vintage and historic racing cars.

The Real Mini Road Trip with John Cooper

It all started earlier this year with the Sydney celebrations of 50 years of the Mini Minor released in Australia back in 1961. Not to be confused with the previous 50 year celebrations held 2 years ago for the birth of the Mini in England for which some of our club members trailed their minis down to Phillip Island Historics where we ran in the all mini regularity races over the weekend

In February/March this year, I was able to get ten minis, members from the Classic Rally Club, to be on display at the old BMC plant at Zetland, where we were also able to get Andrew Cowan, visiting from Scotland, and Dave Johnson along. They had paired up to run a mini in the 1971 NZ Heatway Rally for the Australian Leyland Team. The week long minifest organised by Craig Watson of the mini magazine "Mini Experience" and the NSW Mini Car Club ended with a weekend at Goulburn and Wakefield Park where over 400 mini's attended.

Unfortunately this was the same weekend as Jeff West's Riverina Rally which had to be forfeited by Jim Barrett, Bill Stevenson and myself who drove our Minis in convoy to Goulburn and back. At the display of Minis I was fascinated by the amount of interstate number plates who took the time to drive their cars to Goulburn which got me thinking that my Mini is usually the last car in my shed that gets used, so why not consider driving it to Melbourne for the Victorian Mini Clubs 50 years In Oz Show in May. With a love of cars, driving, rallying and country back roads I put a plan together to actually

commit to this trip and sent my entry off to Melbourne. I have a fascination with and admiration of some of our country's long distance rallies, like the London to Sydney and the around Australia rallies, and the crews who participated. Such as our legendary club members; Dave Johnson, Barry Ferguson, John Bryson, Bob Holden, Gerry Cowen plus stories by Andrew Cowan, Jack Murray and Evan Green who have travelled the world in rally cars and production cars for competition testing or publicity inspired my planned route. The idea was to travel to Melbourne using as little freeway or main highways as possible, in the shortest time available & covering as many kilometers as I could manage safely.

In preparation the Mini was given four new spark plugs, the oil and water was checked, paintwork polished, tyres checked for correct pressure and a cardboard box was made up and taped to the passenger seat for my drink bottle, pens, glasses, phone, sunnies and camera. A new sat-nav Tom Tom was purchased and plugged in which helped with correct speed and distance as the old speedo in my mini is a little sus this was supposed to help find my way around Melbourne. It also helped with speed camera locations these seemed to be on nearly every intersection in Melbourne.

So the actual road trip begins with an early start on Thursday 19th May 2011 and me having to go to work at 6:30am, finally getting home and on the road at Penrith by 11:30am. It would have been easy to make up some time and

use the Northern Road and Freeway to Mittagong but staying true I set off through Mulgoa, Wallacia, Silverdale, The Oaks, Thirlmere, Hill Top, then by pass Mittagong and use Range Road onto Sheep Wash Rd to my first planned stop.

Dave Johnson has just purchased a new residence and property near Avoca and after a quick stop and photo of his driveway, letterbox and the mini, I was back on the road through Kangaroo Valley, Nowra and a stop over for a coffee with Geoff Mills at Precision Auto Electrics plus Rick Wosket who called in as well whilst I was there.

All the negative thoughts of why did I start this journey had gone, the acceptance that the radio/tape deck and speakers were crap and not worth playing which would mean no music for the entire trip, the thought of no heater or demister for those cold mornings, the settling in to the best driving position to be comfortable and the looking for the fifth gear had all vanished and passed by the time I reached that coffee break with Geoff and Rick. The feeling of confidence and pleasure in driving the mini had set in and the handling and power of the car were exciting and rewarding on the roads I had and would travel.

Back behind the wheel and a quick detour into Sussex Inlet to say hello to Wendy's sister, then another quick stop at Milton to see my brother in law Ted and niece Hayley and then back on the South Coast Highway with all it's bends suited for mini driving. Darkness fell and with a cough the Mini ran out of petrol just 10

minutes out of Batemans Bay which was my scheduled fuel stop. A quick top up from the jerry can in the boot and off to Batemans Bay to fill up the tank.

On to Narooma and Margaret Brown's sea side residence, I arrived at 7:30pm to find the table set for dinner and a couple of super strength bourbons she had bought for me. Lovely dinner and chat, slept well and up to the sun rise over the ocean from the front patio, breakfast, look around her place in the daylight and her MGB in the garage and off again on the coast road to just before Bega and up the Snowy Mountains Highway through Bemboka and turn left onto the dirt just before Nimmitabel.

Good drive over to Dalgetty and a quick stop at the garage/general store where there are a few old cars inside and where I had seen an old FJ ute a few years before, very original, well used and never been out of rego. I once offered \$10,000 to buy it but he just told me it was recently sold at auction for \$15,500. Snow could be seen on all the Mountain tops driving in the distance where I got petrol again at Jindabyne.

Great drive along the Alpine Way past Thredbo and Mt Kosciuszko, not one car to pass, very little traffic at all, stopped at a few look outs to take pictures of snow on the Mountains. We took a road works detour around Khancoban then an easy drive over to Kiewa on the Murray Valley Highway and then onto the Kiewa Valley Highway to Mt Beauty for fuel again, with the aim to get to Omeo if possible. The 30 kilometer drive over the Mountain to Bright was fun but with night falling early and after

nearly collecting a Kangaroo, I stopped and checked into the Harrietville pub for the night and a t-bone steak.

An early start was planned at 6am but with daylight not due for an hour I had another cup of coffee and set off at 6:30am to climb the Mountain to Mt Hotham on the Great Alpine Road with views over the top of Australia .



Sunrise at the top of Mt Hotham, some photos taken, then another great drive down to Omeo for breakfast. Following the river past Swifts Creek and onto Bruthen was another excellent run for the mini.

Once at Bairnsdale I had no option but to travel the Princess Highway through Sale, Traralgon, Morwell with a quick stop over visit at Warragul to see a guy I found crashed on the Putty Road a few years ago. He had just come off his motor bike, he was on a bike road trip. I hid his bike in the bush, to be recovered later and drove him all the way back into Singleton Hospital where he was admitted with a broken shoulder and collar bone. He had sent me his business card with a

thank you saying if I was ever passing through to call in, which I did unannounced only to have just missed him as he was off to the football. I spoke to him on the phone for a while then continued on my way towards Melbourne with another unannounced visit to Brian Jenkins from the early Mountain Rally days. We enjoyed a catch up

and coffee then onto Glen Waverly to call in on a cousin of mine. I've only met her once before, a 2 hour talk then off to find a motel for the night.

The trip was just over 1600 kilometers in 2 ½ days with the mini performing very well. A Chinese dinner with a few drinks, a good sleep then it was up early Sunday morning, wash the mini and drive into Melbourne to the show ground - "Jeff's Shed", near Flemington racecourse.

The Melbourne people sure know how to put on a show, fully indoors, approx 200 to 250 minis, trade stalls and plenty of room to move. Most people set up from 7:30am to 10:30am with no more cars allowed in. Or like me you have breakfast, coffee and an

easy walk around to look at everything. Then the paying public pour in from 11:30am till 4:30pm and you are not allowed to leave or start your engine till 5pm when the doors open. It was an experience but a long day sitting around.

I was one of the lucky first out but the Tom Tom's shortest route

and especially the large semis overtaking me. I pulled into a cheap motel at Rosedale just short of Sale for a good night sleep at about 8:30pm.

I started up the mini at 5:30am in the dark and drove off, probably waking everyone up, heading along the highway again to Lakes Entrance and turned off at Orbost.

off on the way down and up to Cooma for petrol. Then a highway drive up towards Canberra. I turned off onto a road at Royalla mapped as unsealed that turned out to be sealed which brought me out the other side of Queanbeyan missing both Canberra and Queanbeyan. Then a back road up to Bungendore, Tarago, past Wakefield, onto the Freeway at Goulburn and off again at Hilltop travelling the opposite way to the trip down through Thirlmere, Silverdale and home at 5:30pm. This was 12 hours straight driving for the Monday.

Overall I covered approx. 2,700 kilometers, the Mini used no water or oil, never missed a beat and was a joy to drive. Along the way I checked in on the CRC Facebook page with short comments, photos and the return comments and likes make you feel not entirely alone and you can share your trip with others.

Queensland Mini Club are having their 50 year show in Brisbane in September and maybe I'll head off again, to put that huge grin back on my face.

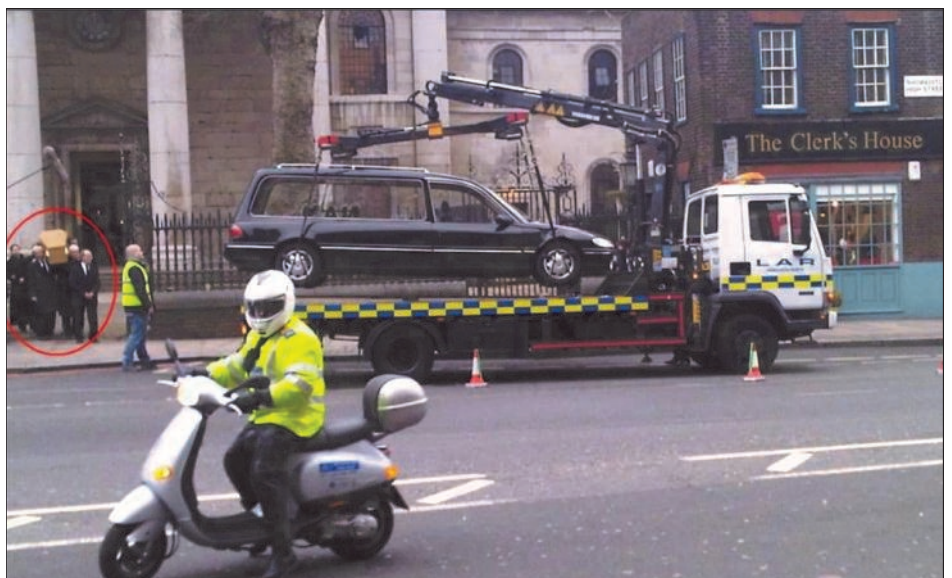
Like the old ad. says "MINI, YOU DON'T HAVE TO PROVE A THING".



took me through the centre of Melbourne where the traffic was horrendous, due to the football I guess, taking me an hour to be on the freeway out of town, in the dark and pouring with rain, not much fun, still with lots of traffic

This was one of the best roads of the trip with 90km of bends through bush, National Park with tree ferns & sealed and unsealed roads to Delegate. After a food stop and coffee at Bombala, it was back onto the Monaro Highway to Ninimitabel where I had turned

No-one can escape the Parking Police



The A.H.R.G. Night Owl Winter Classic - Lui's navigator's view.

The Night Owl was run under the AHRG banner on the weekend of 25/26 June for I think the third year, with Paul O'Neil as figurehead Clerk of Course and Arthur Evans setting the course. I had run in the event last year, with a few other CRC entrants and had managed a fairly ordinary 3rd. With an invitation from Coal Mullet (it's a long story) to run again and a challenge to improve my score, I signed on the dotted line.

Starting in Scone, I was hardly looking forward to the four hour drive up on the Saturday morning and so was relieved when I read the regs and realised that so long as we had scrutineering and registration done by mid-day, we were OK. This appealed a lot more and I hit the road at a respectable 7:30 am, meeting Coal and Hot Dog (another long story) just outside Cessnock. I transferred to the 'rally car' – a very modern and comfortable Ford Territory 4WD – and we made our way to the start. With registration and scrutineering dealt with, we grabbed a quick snack before Drivers' Briefing at mid-day and then it was time to start plotting and head off.

The event was run in three categories of navigation – Expert, Apprentice and Novice – and all used mapping on 1:250 000 maps. Interestingly, it was the first time I'd sighted the new Edition 4 maps and boy, have things changed! Quite a few different symbols in the legend and most significantly, no differentiation between sealed and unsealed minor roads! Regs stated that we could only use minor roads and above, which meant tracks were out – but where are the tracks? Oh, they're those really skinny lines that look just like major

contour lines in poor light – no more dashed lines. Lucky I wasn't allowed to use them or we would probably have been ploughing Farmer Giles lower forty following a contour!

Back to the event. It was run in three divisions – the first had two sections and led back to the meal break in Scone, the second again had two sections finishing back in Scone but all run after dark – all 280 kms of it! From 12:30 on Saturday, the correct route covered 508 kms, with the control closing soon after 10:00 pm. Sunday had a single section of 105 kms leading us to the finish in Singleton. So a grand total of 613 kms in 24 hours, including dinner, bed and breakfast! Speaking of d, b & b, the cost of the event was only \$140 but competitors had to source their own accommodation and meals. Sure makes it easier on the organisers!

Some basics of the event were reminiscent of our own Dave Johnson, who was the checker. No additional maps allowed, use of Z (redirection) boards and penalties for going over the stated distance. It was run with a minimum of officials – just set-up, sweep and Arthur. No questions, no Passage controls, unmanned Majors and lots of VRCs. It worked surprisingly well.

Section 1 started encouragingly. Instructions were minimal but very effective with start and finish points, an out of bounds, keep Dart Brook on your left for 20

kms and use a minimal length of another road. Easy! I started following the said Dart Brook to the north but the road veered off after about 8 kms – time to rethink. OK, heading south looks like a good 20 kms, so off we go. Pick up a few VRCs and get to the Major.....10 kms short. Oops. At this point, we were only a couple of kms from Merriwa.



The next couple of competitors (fellow CRCers Graham Thompson & Winton Brocklebank and Bob Moore and brother Roger, all up from Canberra) have also come up short. As do all but one competitor in the event. It is revealed later that when heading south, Dart Brook actually turns into Sandy Creek and we should have headed north for the 8kms and then gone south to make up the 20 kms required. For our troubles, we picked up a wrong VRC and missed two good ones – a hefty penalty for one error.

Moving on to the next section and the Tamworth map, we again had a start & finish, an out of bounds and 'cross a 350 contour 7 times' – don't you just love instructions like those. I basically gave up and plotted a route that looked like the sort of line I'd draw on a map if I were organising a rally – then I

went looking for the contour lines – and there they all were! Woo hoo! During this section, we encountered our first Z board – Z-H as I recall. We dutifully ‘executed a U turn, travelled back to last intersection and *tried* to rejoin route at nearest point’. Unfortunately, none of the options we tried was going to work. Impassable roads and locked farmers’ gates meant that the only way out was to oppose rally traffic for about twenty kms. After some deliberation, it was decided that this was unacceptable (and with many other competitors now milling around) and probably rated as an emergency of enough standing to use our mobile phone to contact Arthur. After a good deal of grilling, Arthur determined that the set-up car had put up the wrong board – it should have been Z-A, which calmly informed us that ‘road ahead requires caution, maybe rough with washaways’. Back on plan, sighs of relief! It was then a relatively straightforward cruise back to Scone for the meal break at Maccas (L).

Night had now fallen and we were about to embark on 280 kms of the 2nd division. The first section again appeared deceptively simple. Start & finish, three out of bounds and travel next to the Isis River for 11 kms. Despite the fact that we forgot to plot one of the out of bounds, we managed to avoid it anyway and all went well. We appeared to be on a fantastic, mostly unsealed road in some probably amazing countryside. The unfortunate thing was that we couldn’t see any of it! I’m sorry, but for me one of the joys of getting out in the country on some of the back roads is seeing sights I wouldn’t otherwise come across. The local boys apparently like a bit of a fang but that’s not why I was there. I should however admit that when we stopped for a leg

stretch at the major, I SAW A SHOOTING STAR!! – OK, I was a bit excited and you don’t see them in the normal course of events on our daytime rallies. From the major, we were looking cross-country to the distant glow of Quirindi! The next section was similar to the last – start & finish, same three out of bounds and that was it! We again didn’t notice Timor being OoB but plotted correctly anyway. Unfortunately and probably because of the dark, we missed the turn and ended up going through Timor despite my best intentions. Another missed VRC penalty but when I realised the error, we were running out of time and there was no turning back. We cruised into the finish at Scone, having briefly stopped at a pub in Murrurundi for a bottle of vino and some fuel, something we probably should have done a tad earlier, judging by the way the fuel gauge was pointing.

The motel finish was a welcome sight and we joined the rest of the happy throng in the bar for a noisy debrief. The organisers had put on some great hot finger food, which was really appreciated – oh, did I mention it’s now 3° outside?

After a good night’s sleep in a family room, shared with the ‘Mullets’ and a snoring Clerk of Course, it was time to start it all again. Using one OoB and *four* VIA points, we skirted south of Lake Glenbawn and headed through Rouchel, pretty much dead south to Singleton. Although a

huge amount of it was unsealed, it was one of the most fantastic roads I’ve ever been on. Incredibly beautiful hilly countryside interspersed with a multitude of fords and tiny bridges. It was a photographer’s dream, come true. One of our fellow competitors had recently covered 85 kms of the section in reverse – on a mountain bike! Glutton for punishment, I’d say.

Well, we finally made it to the finish in Singleton, tired but happy. I can only say that it was a really good event and I thoroughly enjoyed it. It was set in some amazing countryside that I’d never seen before on some pretty incredible roads. I wouldn’t want to put the Mini on some of them but that’s not the issue. It’s well publicised as being an event that uses a significant amount of dirt and with the right vehicle, it’s more than appropriate. The weather gods were also smiling on us all weekend. Unbelievably perfect.

A great big thanks to Arthur & Paul and the rest of the team. An even bigger thanks to Coal for asking me to join him.

And you know what the really good thing is??? We won!

Lui MacLennan



The A.H.R.G. Night Owl Winter Classic - Bob Moore's driver's view.

Run only a week away from the longest night of the year, this year's event could well have been called the "Long Night Owl". It was certainly a long night for most competitors and, at 600 kilometres in length, a considerably longer rally than recent Night Owls. As a classic, '50s/'60s-style rally, it was a triumph for the Australian



Historic Rally Group, and the "terrible twins" Arthur Evans and Paul O'Neill who conceived it.

Overview. This year's event saw the start shift from Raymond Terrace to Scone, in order to access new challenges. It certainly succeeded! In another innovation, the untimed Night Owl introduced a savage penalty for mistakes: ten points per kilometre over/less than the correct distance.

Consequently it rewarded meticulous navigation, and negated the temptation to rely on speed as an antidote to navigation mistakes. If you used a wrong road, you were penalised, no matter how quickly you regained the correct route.

Did this make the event boring for drivers? No way! Firstly, the Night Owl required superior teamwork between driver and navigator to avoid inadvertently missing turns, and thus copping the dreaded point-per-tenth-of-a-kilometre penalty. Secondly, drivers were treated to some absolutely magic roads, and others that required tremendous concentration for 40-50 kilometres at a time. The other challenge for drivers was the

sheer length of the event. Not only were the stages quite long – all were over 100km long – but the rally ran over one and a half days, with a total distance just over 600 kilometres.

This year's Night Owl drew a disappointingly small field of 13 competitors, one of whom was unable to start. Not enough people know how much fun they could be having in events like these. The 12 starters were spread across Experts (6), Apprentices (3) and Novices (3). All crews bar one were classified as finishers. There was also a diverse range of vehicles: modern and historic, 2WD to SUV.

Division 1. After a briefing by Assistant CoC Arthur Evans, the 2011 Night Owl started at around midday Saturday, heading west from Scone towards Meriwa. Almost immediately, all crews overlooked the proper interpretation of the route instructions for the first 10 km, and promptly dropped three VRCs! Road distance was 119 km (if you got it right!), comprising a mix of very good gravel and some lovely winding bitumen.

The main control at the end of Stage 1 was unmanned – always a

little unsettling. Even more unsettling was the start of the second stage, with VRC boards on both the correct and wrong choice of roads (ask me how I know!) The 108 km course took us back east towards Scone, using some challenging rural roads – winding gravel through open country, many unfenced, and with warnings of wandering

cattle (lots!), and wildlife (not much, just enough black kangaroos to scare you!)

The smooth running of the rally was thrown out on this section when a Z-board with the wrong code letter was inadvertently placed beside the road by the course car. Originally intended to warn of some rough road conditions ahead, the incorrect code letter required competitors to retrace their steps. Worst affected were Thompson/Brocklebank who, first on the road, retraced their route until they encountered someone who checked the situation with the Clerk of Course by sat-phone. At this point the error became apparent, the code letter was changed to the correct one, but all excess-distance penalties had to be deleted for the first Division. It's an ill wind!

Division 2. Arriving back in Scone at dusk for the meal-break, the bright lights of the restaurant provided an excellent environment for plotting the next two sections. At 146 and 135 km respectively, this was going to be a long evening!

The first night section took us east from Scone to Ellerston, then north-west to the end of section control near Wallabadah. After about 35km on winding but smooth bitumen, this was looking to be a very relaxed stage. At which point the gravel started. While it was good quality it was quite twisty, often without any indicators like fences or tree-lines to show where the road was going, and with the occasional unexpected creek crossing. Even at seven-tenths motoring, drivers needed 100% concentration. This ultimately led to the drivers' highlight of the event: crossing Crawney Pass at an altitude of 950 metres, arguably one of the best pieces of winding gravel road you'll find anywhere.

It included about 10km climbing through forest up to the crest, followed by about 5km winding descent on the other side. Just magic!



Arriving at yet another unmanned main control, we discovered why: even for Canberra crews, this place was cold. Pity the poor rally director who has to put in an incident report that explains that his controllies died of cold! This

section was a mixture of everything: bitumen that ultimately led us via the New England Highway into Wallabadah, then to Willow Tree, followed by an off-highway excursion around Kankool, back onto the highway, then leaping off at Blandford for an east-then-south circuit back to Scone. Sounds straightforward, but not if, for 30km on gravel of that last circuit, you've inadvertently been overtaken by the sweep car which has picked up all the VRC boards! So it's late at night, you're tired, and you're not sure whether you're following the right course!

Arriving back at the rally centre, Airlie House Motel, we were delighted to see that the management had kept the bar open for us stragglers. Consequently the suitably-revived field finished the night on a (modestly) high note; "modest" because the action recommenced early the next morning.

Division 3. Starting in Scone again at 9 am on Sunday morning, we were confronted by just one stage

of 105 km, to take us to the finish at Singleton at lunch time. How hard could this be? Cue hollow laughter. Early in the stage, crews had to decide between two choices for the correct route, with

about 0.1 km separating the two options, each about 10km long. A washed-out bridge saw the course redirected efficiently, and we then headed out east from Aberdeen to Rouchel along good but narrow

bitumen, some corners of which were showing the after-effects of recent heavy rain. At Rouchel we headed south along the most challenging road of the entire course.

The next 30km via Goorangoola to Dawson's Hill will be etched in our memories forever: a tricky, rocky creek crossing followed by kilometre after kilometre of narrow gravel through open farming country, with just enough of a crown in the middle of the road to generate a constant attack on the height-challenged BMW's sumpguard (must see if it's worn through!) We spent most of the course trying to drive the BMW with one wheel on the crown, and the other on the roadside verge and, on some corners, abandoning the road altogether because the grassy edges were far more inviting. However, it was well worth the effort when we crested Goorangoola Hill to be confronted with the most fabulous vista of rugged rolling hills stretching to the south. Some competitors (hi, Lui!) even stopped for a photo-opportunity here.

At Dawson's Hill we were back on bitumen - after all that gravel, I thought I'd died and gone to heaven! However the bitumen followed the river closely, so closely that there was a long sequence of culverts, the most fascinating of which was curved: you entered the water and followed the culvert around a tight bend before emerging (hopefully!) on the other side. We then reverted to more conventional roads via Greenland into the finish at Singleton. Just over a hundred kilometres, but it felt like at least two hundred!

Results. So, who got the glory?

The Experts category was taken out by Laurie Cunningham and Lui MacLennan in a Ford Territory, followed by Graham Thompson and Winton Brocklebank in a Volvo 244 which has seen service in historic BP rallies in Victoria. Third were Bernard Corbett and Steuart Snooks (Lancer Evo 2). Steuart is better known to some people as the driving force behind the Bega Valley Rally, a round of both the NSW and Victorian State Rally Championships, and had made the trip from Victoria to see how NSW navigation rallies compared with their counterparts run by the Historic Rally Association in Victoria.

The Apprentices category win went to Peter and Liz Meddows in their Renault 12, followed by Brad Rooimans and Chris Cherry (Subaru Liberty). The Novices category was won by David Chippendale and Paul Martin in their Mitsubishi Starion, with second going to Dan and Jane

Robinson (Datsun 1200), and third to Geoff Thomas and Tony Metcalfe (Fiat 131). The Robinsons' second place was a particularly sterling effort: the Night Owl was their first rally on maps, and Dan had a migraine on Saturday night so could not tackle that Division, but returned on Sunday morning. They'll be back because they enjoyed themselves so much, despite Dan's migraine.

Interestingly, the innovative point-per-tenth-of-a-kilometre penalty for being over/under the correct distance had enormous impact on the results. Without that penalty, three of the first four Experts would have had identical point scores, and the third-placed Expert crew would have won. So precision of navigation was properly rewarded – as it should be in a navigation rally.

The last word. It's hard to know how to sum up an event like this. It's not a speed event like a forest rally on closed

roads. It's far more challenging than a navigation rally on mainly bitumen roads, especially with the significant night-time component.

Perhaps the neatest summary came from 2nd Experts driver Graham Thompson, on the BMSC web site: "I urge all rally fans to embrace this rare old-style event run by the Australian Historic Rally Group; they are great value for money and allow one to simply enjoy motoring in your car of choice."

I couldn't have put it better; the key word is "motoring". In an era when what we like to call "driving" is little more than just steering, the Night Owl was real motoring. I couldn't face up to another for at least a month. But, if Arthur, Paul and AHRG were to run a similar event in another two months, I'd certainly be there. It will be hard to wait another 11.5 months (but who's counting?) until next year's Night Owl.

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Back to the 60s. #2

CONTINUING THE STYLE OF THE 2010 EVENT

THE BARRY FERGUSON CLASSIC ***2011***

will be on again on Sunday 18th September.

**It will be running out of the Southern Highlands
of New South Wales
and covering about 370 kms of good touring roads
of which about 21% will be rural dirt roads.**

Barry has been dictating road comments as we drove over the course to provide his reflections on the roads that he used back in the 60s and these are being included in the Route Instructions.

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

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

Old Maps from the 60s – Maps for the Barry Ferguson Classic by Dave Johnson

The 2011 Barry Ferguson Classic is part of the **Back to the 60s** philosophy and uses maps from the 1960s. This causes a number of difficulties.

These maps were produced before metrication and so any stated distances are in miles. If they are the central mapping or military type maps, the scale or representative fraction will be correct and sometimes useable but the grid shown on the maps will be in yards and very difficult to convert to the current grid. They obviously only show roads that existed then and it is rare for them to have many freeways or diversions around towns.

Lets take these one at a time.

1. Conversion Miles to Kilometers. You need to remember that the conversion recognised by CAMS is: kilometres X 0.62137 equals miles. (Unless you are doing big distances then 0.62 is normally enough.) Remember that the distances stated on a map may only be to the whole or maybe ½ mile anyway, so if you have converted 3 miles, don't expect it to come up at 1.86 kms exactly. Look elsewhere on the map you are using and see whether it uses 1/4s or 1/2s at all, as it may be that they only went to the whole mile only, just as we do when kms are stated. Even if they used the parts for some shorter distances, don't expect them to be used on the larger ones or everywhere. Short distances with 1/4s or 1/2s are possibly very reliable. If you get parts, it is a bonus and would mean that it was possibly quite reliable. So 3 miles could be anything from 1.55 to 2.15 kms

2. Scales or representative fractions. The representative fraction is the number on the map that says 1:250000 or 1:25000. It means that 1 on the map represents 250,000 on the ground. In the early 60s the two common ones were 1" to 1 mile or 1:63,360 (no. of inches in a mile) or 4" to a mile or 1:253,440. In the early 1960s Australia, as a member of SEATO, adopted the metric conventions for mapping and started towards the full conversion to metric. The 60s central mapping type maps we use in the BFC 2011 are 1:250,000 but have an imperial 10,000 yard grid. So we will give you a Rally roamer with a 10,000 yard grid for plotting Grid References. They work exactly the same as plotting on a metric grid but you need the correct divisions on the roamer. Remember that I said 1 unit on the map represents 250,000 on the ground. Well that works for kms on these maps even though the grid is imperial. Just pick up your old scale and go. To make it easier than having both grid roamers in the car we will try and put a normal metric scale (ruler) on the roamer as well as the imperial.

3. New Roads. They build new roads which is a problem and then they join them to the old road with some short access or link roads. In the BFC we have "FCOR" which means free choice of route which basically means that for the segment that we have said FCOR we can't put a passage control. All access or link roads as described above are FCOR by the Supp Regs. You have to be on the ball by plotting how far it is to the next RJ or change of direction so that

when you encounter an unexpected intersection, you can work out how to handle it.

2mm Rule.

Another thing to understand is the 2mm rule in the Rally Code. The Supp Regs spell out the rule. The rule was written for new roads and fundamentally means that if there is 2mm of separation or less between 2 roads that look the same on the ground or map then either may be used "**unless there is further identification etc given**". We give you some specific situations in the Supp Regs. which we are saying provide **that further identification** and that when those situations are encountered, the free choice of route is not available. Have a look at section 6 of the Supp Regs to get the detail of this.

Old Maps showing Towns.

One of the problems that we always had in the 50s and 60s was towns. We didn't have good maps of many towns and when you got hold of a town map, you didn't advertise the fact. This was not so much with the "army" type maps but certainly with the tourist maps, towns where the town would be shown as a dot on the map with multiple roads running out from the dot. So just think of yourself as a tourist if you ever get that situation and drive into town and find a way out as the tourist would. Remember when you are doing this that signposts will not necessarily show the locality you may want, so you are back to basics and will have to use commonsense.

Club Funds - Pointless Accumulation or Wise Saving?

A point of view from Geoff Bott.

A couple of meetings ago on listening to the treasurers report I was amazed to discover that the CRC now has a substantial sum of money in the bank, to the tune of about \$40,000.

On presentation of this type of report by any club treasurer, the members seem to have a nice warm feeling and look smugly about then promptly forget about it.

I asked why we needed so much money to hand? The usual answer is along the lines of "We'll need it for a rainy day." Several members mentioned that the marque clubs that they also belonged to had much larger sums sloshing around in various investment accounts.

From past experience I know that clubs like AROCA, JDCA & MGCC have amounts well in excess of \$100,000. One member spoke of a fund of over \$500,000 in a major club. Some said that they were very old numbers and were much

higher these days.

Well I must question this logic. Surely the purpose of any non profit club is to benefit the current members. Lets ask how this can be done. I can only think of two conventional reasons:

A. Once upon a time, car club members had vague ideas of buying a clubroom such as the Healey and Jaguar club have in Melbourne. I was a member of the Jaguar club in Melbourne and the Sporting Car Club in Adelaide when I lived in these cities. It was great to have club rooms then but is of no use to me now as I have moved on. I suggest that the vast bulk of people now are much more mobile and the time of club rooms is over.

B. Have funds to hand for an emergency. What emergency might that be? Running an event that flops is the most likely. I suggest that you can get event insurance for this or alternatively a

joint fund could be established by a central committee with a certain amount to hand for such an issue.

Given this, I suggest that you ask the question of the (insert name here) club – why have we all of these funds in our investment account but have no objective in mind?

Consider this. Many car clubs are withering away. Why not use the funds to promote or enhance the services to members or for recruitment. Failing that, check your constitution and consider what charity would most benefit from the funds that are doing nothing.

Frankly I don't care what the objective is, so long as you have one. Otherwise the funds will be a target for some greedy bastard who will find an objective and that may not be to benefit the membership.

Geoff Bott

Gossip

Mildred, the church gossip, and self-appointed monitor of the Church's' morals, kept sticking her nose into other people's business. Several members did not approve of her extra-curricular activities, but feared her enough to maintain their silence.

She made a mistake, however, when she accused Frank, a new member, of being an alcoholic after she saw his old pickup parked in front of the town's only bar one afternoon. She

emphatically told Frank (and several others) that every one seeing it there would know what he was doing!

Frank, a man of few words, stared at her for a moment and just turned and walked away. He didn't explain, defend, or deny. He said nothing..

Later that evening, Frank quietly parked his pickup in front of Mildred'shouse Walked home And left it there all night.



THE BEGA VALLEY RALLY – The CRC Official's view from Lui Maclennan

The Bega Valley Rally is a round of both the New South Wales and Victorian rally championships and in 2010, Carol Both, Joe Lester, Kaye Kilsby (from Melbourne) and myself made the trek to Eden to work on the forest stages. It is traditionally run on the Sunday of the June long weekend and with no better offers this year, we decided to give them a hand again. Kaye came on board a few weeks before the event and Joe pulled out due to uni commitments but John Young needed a signature on his official's licence, so he completed our team. Unfortunately Kaye also had to pull out and we were one man down but a few frantic phone calls later and Glen Innes made up the numbers.

We had agreed to run the time in, start and finish controls of both Special Stages 3 & 8, so it was going to be a busy day, working with a skeleton crew but that seems to be what happens at BVR. Let's face it – it's roughly a 6 hour drive from both Melbourne and Sydney and officials are not easy to get.

Carol & I left Sydney in separate cars at about 7:00 am, with me meeting up with John at Joe Lester's in Nowra and Carol picking up Glen near Wollongong. It was then still a long way to go and I had great plans of visiting a lighthouse at Green Cape about 40 kms south of Eden. The tower was open at 3:00 pm, so we were working to a pretty tight schedule. Suffice to say that John & I made it in time and Carol & Glen stopped for too many cups of tea! It was fantastic to see such a



beautiful lighthouse and to have the opportunity to climb up inside and go out on the balcony for an amazing view – we were lucky that the wind was not equal to the 55 knots of the previous day! Green Cape was first lit in 1883 and was designed by the colonial architect, James Barnet, who was responsible for so many of our famous public buildings of that era. In 1886 it witnessed the shipwreck of the Ly-ee-moon, en route from Melbourne to Sydney. Of the eighty six on board, seventy one lives were lost, including that of the mother of Mary MacKillop! Another piece of trivia to add to the list!

We then hightailed it (or as best we could on the 20 odd kms of crappy dirt road we had to cover) back to Eden to collect our gear, have radios fitted to the cars and attend the officials' briefing. We arrived in a dark and pretty deserted carpark and eventually found the guy with the trailer, stacked with equipment. We managed to convince him that we were mechanical morons and conned him into fitting our radio

and collected the rest of our stuff – one control board short as they had been left in Melbourne! A red marker pen and a bit of 'Alpine' creative work and we had our start line flag board sorted. We had conflicting times of 6, 7 and 9 pm for the briefing and decided to grab a quick Chinese while we waited. As it happened, the briefing was simply cancelled – God help those who were inexperienced! Back to our 2 bedroom cabin, 10 kms south of Eden and a relaxing glass of wine or three while we checked all our gear. It was at this point that we realised that we were missing the rather vital rally clocks that we'd need the next day. A phone call to headquarters resulted in us being told we could pick them up at 7:00 am – meaning an extra 20 kms added to our 50 km morning journey – not happy, Jan... Needless to say, we picked up the clocks – two not three, as is the usual requirement, with the suggestion that the start line official work off his wristwatch!!

Despite the slight clock-induced delay, we made it to our control points, found our trees marked with yellow – or in some cases paced the correct distance out, banged in the stakes, set up boards and got the tables, chairs and paperwork sorted. Then it was time for a radio check and all was ready for Triple 0 to arrive. It's the old officials' mantra "hurry up and wait!" In the meantime, Carol & Glen had been unable to get the beam at the flying finish to operate, so they now had to manually time the competition cars with line of sight to the finish. Everything started running on time and we managed to snaffle

an extra clock from 000 – big sigh of relief from John Y. Soon the competition cars were upon us and for the next couple of hours, it was go, go, go. Timing in, timing out, calculating elapsed times, flagging them off, working the radio etc etc etc. As soon as it started, it was suddenly all over, time for Lui & John to pack up and move to the next stage. Carol & Glen were lucky enough to have the stop point of both stages at the same position, so no decamping for them. By this time the rather drizzly weather was starting to set in with some commitment and the CRC cabana came into good use, although the decision that John, at the start line, wouldn't need one was maybe the wrong one! Same routine as with the first stage but an anxious hour or so listening in to the radio, when an accident was reported on SS6 – a delightful female navigator, who had handed out sweetie bags to the officials, was reported with suspected spinal injuries. Although the event FIV reached her and stabilized her quickly, it was some time before a 4WD

ambulance could reach the scene. We were all relieved to hear later that she had suffered severe bruising but no broken bones.

After a long, wet and cold day, it was time to pack up again and take our gear back to headquarters. We met up with Jo Vettoretti, who had been working as a CRO and Graham O'Connor, who had been in the Service park. Graham Thompson from Canberra had also been working the stages, running the start at SS7, so the CRC were well represented. We retired across the road for some great fish and chips and made our way back to the cabin for bed.

We missed the burnt toast smoke alarm on Monday morning but all managed to get up and away at a reasonable hour. It was now time to make a house call to Margaret Brown in Narooma and we timed it well for a morning tea break. It was great to see Marg and catch up on some of the goss! The poor weather now started chasing us up the coast and there was some concern about long weekend

traffic but that didn't stop John & I making a slight detour to visit the ruined Cape St George lighthouse on the southern headland of Jervis Bay. Built of sandstone in 1860, it was later decided that its position was less than ideal and another tower was built at Point Perpendicular on the northern headland. Between 1917 and



1920, the local naval boys used the Cape St George Tower for target practice, which resulted in its almost complete demolition. One would hope something like that would never happen today.

Originally designed to run with ten stages, the Bega Valley Rally was cut to eight, of which the CRC manned two and a bit. Running more than 25% of their stages was quite an accomplishment! All in all, a great weekend with good company. Thanks to Carol, John and Glen for being on the CRC team.

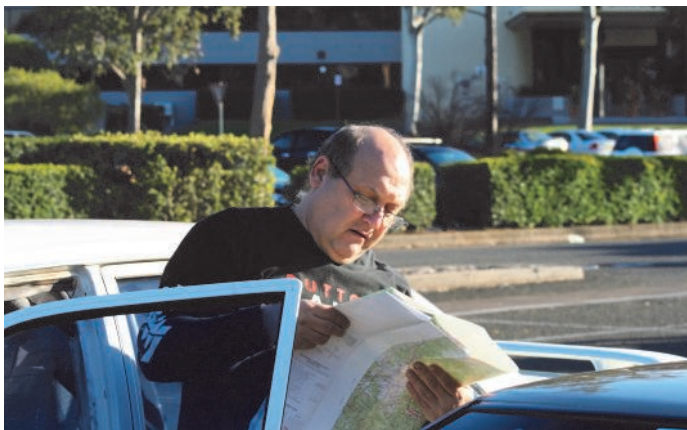


AROCA Tour d'Corse - A navigator's perspective by Mike Stephenson.

For first time rally organizers Carol and Gerry Both this was a great rally. The main components necessary for a successful rally were in place.

The route was planned to avoid traffic and use the large open areas that still exist in the West and North West of Sydney. The lunch provided by the staff at Riverside Oaks was fabulous and worth the trip to Cattai. The navigation was challenging but possible and the results for the Masters certainly show it was set at the correct level. The Apprentice level is always difficult to set and this time the results appear to show that it was a difficult task for those trying out a navigational rally.

The event started at Penrith with competitors having to travel down to near Luddenham before



doubling back to Penrith. Out on the road this double back caught out some navigators as they attempted to find the shortest route back to Penrith without opposing rally traffic.

The run from Penrith up to Richmond was fairly simple with navigators having to cross watercourses six times. A lack of P boards, questions and other

competitors had this crew wondering which road was correct. For a while we were concerned that we may have got it all wrong, but decided that we must be right and the next question came up right on distance.

The Richmond to Cattai run saw competitors head up to the Colo River and along a narrow dirt road that followed the river. Under normal circumstances this would not have caused too much drama as there was no other traffic on the road. The issue here was that some of the distances for questions were up to four kilometers out. This sent us on a question hunt back and forth along a narrow road. In the end, we managed to pick up all the questions except one at the correct distance (we had given up

at that point as time was running out). I am sure that terratrips/haldas and crews were getting a good workout trying to get the questions. One of the questions was cemetery and we found three in the general area. Working out the distance to the next via told us the correct cemetery and we were able to set the terratrip to the correct distance.

Lunch at the Golf Club was great (Gerry's membership had its privileges for us). Along with many crews, we did not have much time for lunch. The first stage was long for a Sydney area based rally. Time is short when

you have to travel 184km plus hunt for P boards and questions.

The next division started with a short run before a twenty-one road junction herringbone. This was clever as it required crews to enlarge a small section of map to enable plotting of the route. If you were not good at enlarging maps, then this section would have been very difficult. We were travelling along well until we could not find a fence question. After some hunting, we found the answer on a small sign on a fence. This was out of character for the questions thus far and caught us out. The next question also caught us out as it was not on the shortest mapped route. We changed to an alternate route and picked up the question.

The final section took us through Dural and Galston on the way back to Riverside Oaks for a well earned beer. Finding the shortest correct route crossing eight power lines was fairly simple provided you had a magnifying glass to see if a road junction was actually on the other side of a power line to give two extra crossings. A figure of eight around Glenorie was a clever final challenge.

In the end, we only just made it back into the finish before 5pm. A 303km rally around the outer suburbs of Sydney was pushing the times, but it was achievable.

Overall, this was a rally that was well executed. I think that a lot of lessons were learnt and we now have more members capable of producing a quality rally. This was a great effort from all those involved.

VALE SANDRA PUGH.

After the following article had reached the Editor, we were shocked and saddened to learn of the sudden passing of Sandra Pugh, the Secretary of the Event. It was Sandra's dedication and attention to detail that helped make the Mountain Rally the success that it was. We know we represent the Classic Rally Movement when we offer sincere sympathy to Arthur and their family.

Gary & Wendy Maher

INSIDE THE MOUNTAIN RALLY. By Gary Maher

On the afternoon of Sunday 10th July, the Prime Minister we had to have announced the details of a Carbon Tax we do not want. Fortunately, at that time the 2011 Mountain Rally was in its closing stages and all those polluting dinosaurs that we all love for our classic rallies were about to be shut down. Maybe future classic rallies will get a government grant!

Anyway – once again, for the seventh time, my sparring partner and ever-lovin', Wendy & I got to set the Jaguar Drivers Club's contribution to Classic Rally Club's rally series and also incorporating the Thornleigh Car Club's 'Presidents Trophy Trial'. (Clever eh? All the club names in one sentence!)

It was very difficult to come up with something new and exciting. Finding a town with accommodation and eating facilities for 170 people that we haven't used before, places with service clubs and facilities for parking 80 cars for lunch with stops that were spaced appropriately was hard. Then, of course, there is the name 'Mountain Rally' so we have to include the 'Great Divide' – and we haven't even thought about roads yet!

Back in October 2010 we settled on Queanbeyan and the JDCA Executive decided to come 'on

board'. Brian Todd, JDCA President offered to be Event Director as he was going to free in 2011 as President. Both Beth Clifton and Sandra Pugh took on the Secretarial duties. Beth eventually entered the event with husband Warwick but was present and helped out all over the place. Glen Innes and Arthur Pugh represented the CAMS as Stewards and we enlisted the help of Lance McGrath (JDCA), Joyce Innes (JDCA), Gillian Levett (JDCA) and Neil & Joy Hood (TCC) for Control officials. Wayne Paterson (CRC) offered to look after Scrutineering and Harley Roberts (JDCA) was going to open up Shannon's Show Room for registration etc. Now all we needed was a route!

A last minute change in nominations at JDCA election saw Brian Todd back in as President and very busy again also running their Super Sprint at Eastern creek – which is HUGE! We reshuffled duties around with Sandra taking on a bit more (for which her hard work was rewarded with a Bronze upgrade to her Official Licence in Admin.) Wendy & I took over all the logistics while Brian handled the Promotional, P.R. & pre-event stuff - but still no route!

In early December, with the basic team in place, I did a rough plan of a route which started at Lithgow & lunched in Taralga, over-nighted at Queanbeyan,



lunched at the North Goulburn school that we used last year and finished somewhere near Camden. On the 5th December we were at an MGCC breakfast at Mittagong in our MGB and decided to check out Taralga School as a possible lunch break. Problem – Kevin Rudd was building a bloody great something or other in the spot where I wanted to park a stack of cars and street parking was out of the question. Out with the maps over a cup of coffee..... 'If we shorten up the bit west of the mountains we can add on from Taralga and go on to Crookwell – but what about the unsealed road?'

So off to Crookwell! The road surface was great and nothing fell off the MG so I figured that, as

they were crafted by wonderful English engineers, Jaguars should make it too. We called in at the big 'J' in Crookwell and were

reliably informed that funds had been made available and the road to Taralga would be sealed during the first quarter of 2011. Thus assured, we asked if they knew the name and contact number for the school Principal or CWA Ladies. As luck had it, the

lady behind the counter was on the committee of the local Hospital Women's Auxiliary and would make enquiries about doing lunch. The Committee president phoned me that very night and the spread we received on the Saturday of the rally was the result of that call. We checked out re-fuel points and a few possible roads south of Crookwell then headed towards home, checking out Marulan on the way.

We found the route we intended to use into Marulan was under about 3 metres of water and a mapped 2km of road was in very poor condition so backtracked to the highway and into town. During a toilet stop at the village park I heard music (no, not Handel's Water Music) and set out to find its source – maybe a possible lunch venue for the Sunday? Not only did we secure the hall but the Marulan Lions Club, who were hosting a Christmas lunch for the local senior citizens, were happy to undertake the task. What a great

job they did – I just wish some of us had brought 'doggie bags' for all the left-overs.-



With the Mk 2 version of the route, we set off in the afternoon of Australia Day from the Lithgow Zig Zag Motel, having secured it for the start and the pre-event, unofficial function. It was about 40° at the undertakers in Lithgow at 3.00pm. We were in our 1966 Volvo 122S and the plan was to survey the Saturday morning section to Crookwell in the cool of the afternoon (no air con) then stay over night in Crookwell, do the section to Queanbeyan next day, stay with friends in Canberra then survey from Queanbeyan back to the finish the following day. Easily achievable, considering we did the final survey 3 weeks before the event – the whole event – from our place and back again, 879 kms in one day, including picking up maps and brochures along the way.

However, Dr Bosch had other ideas, letting his generator die at Shooters Hill, just out of Oberon. Fortunately, once I programmed myself to ignore the bloody, great red light in front of me, the old Volvo trundled along with just the

battery. We arrived safely in Crookwell before dark and it was still 40° there – but we were encouraged to see a lot of road

work on the road across from Taralga. Luckily, the young blond at reception not only knew what a battery charger was, but knew where one could be found and was happy to lend it to us. With little sleep due to the heat (no air con in

the motel either) and a fully recharged battery, we set off for Queanbeyan. We arrived for morning tea and spent the rest of the day negotiating with motels, bowling clubs, function centres etc. then headed to our friend's place to take her to dinner then stay the night.

The next day was much cooler and with the battery once again recharged, we set out on the Sunday route. Poor road conditions necessitated a few changes and I had to use more of the highway than I liked. Then when we neared Goulburn, it was obvious that the section was going to be an hour too short. A quick detour into Goulburn's 'J' saw us going over maps with a very helpful lady who even phoned the local R.T.A. office re road conditions – thanks but a waste of a phone call! A short walk up the road to the Police Station resulted in us using the newly sealed road up from Windellama to Bungonia (past Johnno's / Johnno's / Jonno's

General Store). This was a great driver's road and made up exactly the right number of kilometres to Marulan.

The Sunday afternoon route unearthed a couple of new little bits just after lunch, then used well trodden roads through the Southern Highlands where we terminated our plan at Camden, at the foot of Old Razorback Mountain.

Meanwhile Toddy had produced a fantastic poster which became our main promo and appeared in various club magazines from as far north as Queensland right down to Victoria and was netting enquiries and entries from all over the place. There was a bit of a hiccup getting the Supp Regs. approved by CAMS due to one of their senior officials apparently opening his emails only once a week and we are indebted to Lui MacLennan (CRC & CAMS Rally Panel) for assistance in getting our approval in due time.

Sandra Pugh, who lives in the Camden area, checked out a few halls in the area for the finish and settled on the Anglican Church at Cobbitty for the off road parking reasons. Wendy & I raced over one afternoon and surveyed the route from Razorback Rd to the finish and we finally had the guts of an event. I then set about

dreaming up some instructions that would hopefully confuse those who chose to do the Challenge Category & I'm pleased to say I caught everyone somewhere – even the eventual winner picked up one illegal VRC.

The release of a new map of Goulburn caused a re-write of the instructions and the event checker pointed out a few things that I had missed. We did a couple of one day trips into various parts of the route to fine tune things, take the photos and change some questions. We then did the previously mentioned one day run around the event and locked everything into place. Unfortunately, extremely wet weather had washed away many bridges on the Taralga / Crookwell Rd and all the money was spent replacing them. Result – no funds left to seal the road. All that remained for us was to print the instructions and organise the control officials' instructions & packs.

Toddy was busy 'selling' the event, chasing up maps from various suppliers and co-ordinating bags, books and an entry from Jaguar Australia. Sandra was flat out accepting and confirming entries, keeping up with cancellations and last minute changes and supplying Wendy

with numbers for accommodation and lunches. Trevor Leslie (JDCA Vice President) offered the use of the high tech copier in his Real Estate office at Baulkham Hills to print the photos, road cards & covers while the little club copier coped with all the rest of the printing.

The 'Rally Packs' were put together by 'the team' and it was off to Shannons for Registration where Beth & Sandra looked after the mountains of paperwork while Toddy & Wayne checked the cars. Thanks to Harley for coming down from the Central Coast to open up for us - I know everyone enjoyed looking over the cars in the auction show room.

For what happened next, you'll have to look elsewhere in the magazine for other articles – but I know that Sandra & Wendy rechecked over every road card on the Monday morning after the event, made up the results in the afternoon and had them to all the individual club websites by nightfall. Hard copies were printed & posted on Tuesday when the trophies were ordered.

Thanks to all of you for your support and good luck with the Mountain Rally in the future.

Zooting Along

A bloke is driving down the road with 20 penguins in the back seat. A puzzled policeman flags him down and walks over to the driver's window. "Sir, do you have a permit to keep penguins?" "No, I don't. I didn't know I needed one." "Sir, I think you should take these to the zoo or I'll have to book you." The next day the same man drives down the road with 20 penguins in the back and again the same officer flags him down and knocks on the window. "Hey! I thought I told you to take those to the zoo?" "I did. Today, I'm taking them to the footy."

Almost a fairytale ending - Steve & Donna's Mountain Rally

This story starts in the first week of June. As the General Manager of a rural car yard I do get to see a wide variety of trade-ins. In early June we had an 86 model Corolla Twin Cam hatch traded on a new Hyundai. It was a typical 25 year old abused Japanese hatchback. 4 bald tyres, faded paint, peeling tint and out of rego. I don't think it had seen a vacuum cleaner in years.

racing so I knew my way around these things reasonably well. They were light, could be made to handle and revved like there was no tomorrow. Could this car be repaired and prepared in five weeks?

I put the car into our workshop the next day for a quick appraisal. The list of necessary work was nearly 3 pages long. Suspension-completely stuffed, major oil

sourced. The headlights on the Corolla were about as powerful as an old torch so some Oscars 'fell' off another trade-in as did the sump guard from a RAV4. The engine got new plugs, leads, belts and filters and all the oil leaks were traced and repaired. Pedders helped out with what seemed like new everything in the suspension department.

Now when I bought my 1st Corolla I had a half cage made and over the years it had changed hands and cars a few times. Despite this I managed to track it down to a workshop at Granville. So that went in along with a UHF and some other 'necessary' items. Although we were only planning to do the tour, the odometer was faded and hard to see on the Corolla so a Terratrip was considered essential. Some regular followers will remember that there happens to be an old London to Sydney Marathon Peugeot 504 stored in one of the sheds at work. Neither it nor its terratrip have moved in 17 years. Nevertheless the 303 from the 504 proved to be A.O.K

So on the Wednesday night before the start it all finally came together. 5 weeks of repair, replace, refit, recondition had produced a nice little car ready to tackle the 2011 Jaguar Mountain Rally. Now living in Dubbo with the event starting in Lithgow meant we would head to the start on the Friday evening.

Now I've never been a big fan of Lithgow. I still think it was built so that the residents of Oberon knew there was somewhere colder. We dropped down into Lithgow off the Mudgee Rd and into the mountain shadows. The



Every now and then something happens to you that stirs up a memory or an idea. That moment came when we opened the bonnet of the little red Corolla. One of my colleagues commented that he hadn't seen that many oil leaks since he got rid of his old Jag!

Jag. Jaguar! Jag Mountain Rally! The Jag rally must be coming up soon. I had forgotten all about it. An hour or so later I was at my computer and down loaded the sup regs to this years event.

Now an entry is one thing, but a rally needs a vehicle. 25 years ago I bought one of these Corolla Twin Cam hatches brand new to compete in series production

leaks, leaking heater core, etc. My heart sank. Nevertheless I am always up for a challenge! The countdown started. 5 weeks till the start.

The interior was stripped, steamed cleaned and reinstalled. Dashboard out and the leaking heater core was replaced with one I sourced from Parkes. Turned out that it also leaked but at least it was repairable. I had promised Donna that if we were going to be charging around southern NSW in July we would have a working heater with the power of an open fire!

The wheels were buckled and bent beyond repair and the tyres were bald. A new set were

outside temperature instantly dropped 5 degrees. I slid the heater control to heat the car only to hear a snap and have the switch break off (still jammed on cold!) Considering that Lithgow and everywhere south of about Cairns is expected to be freezing this weekend this wasn't a great moment!

We arrived at the Zig Zag Motel and checked in to our room. Following scrutineering I worked under the bonnet to see if we could open the heater tap. It had seized in the 'cold' position. Brings a whole new meaning to cold feet. Now after spending weeks convincing Donna that the car would have a working heater I was going to have a bit of explaining to do. Saturday morning greeted the 72 crews with a drivers briefing in the Motel car park. The minus 2 ambient temperature probably had a hand in keeping the driver's briefing to 8 minutes – Or was it the fact that Gary Maher wasn't the director.

The route out of Lithgow was fairly straight forward followed by a run through to Wallerawang then utilizing some fabulous roads down to Tarana. Now pay attention here because this is where it all went wrong! What is the low clearance? Simple question, except that the rail underpass has two low clearance signs 1.8 m on the left (which we noted) and a 4.3m on the top. Yes the 1.8m is the answer (answers to all questions are on the left!) But the question did ask what the Low clearance was so we also noted the 4.3m listed as a low clearance. No point arguing anymore.

A quick blast up Lowes Mount Road saw us run through to

Oberon (yep – warmer than Lithgow!) The run across Shooters Hill (1250m for those who missed it) and the deteriorating weather had me concerned that we would soon encounter sleet and ice and probably polar bears. Yep it really was getting that cold.



Brave People!

For those competitors in English cars this would have been as close as you could get to the north of England. Like England it is probably a lovely place to visit but you wouldn't want to stay there. At 100kmh we weren't staying there too long either and eventually the road started to drop down into Taralga and one of those instant tours of the towns via a series of loops (followed by a passage control). We temporarily doubled Taralga's population before the last 28km into Crookwell and the lunch break

At rally Lunch breaks there is an abundance of sugar laced cakes and slices to tempt the taste buds along with sandwiches and hot coffee. Crookwell was no exception. After 200+ K of concentrating the sugar levels

needed a lift and the chocolate slice really hit the spot.

After leaving the lunch control we made our way south along some of the magic roads that make classic rallying so enjoyable. After skirting the metropolis that is Collector we managed a breather as we traveled south past Lake

George. The Eastern side of the Lake now has more windmills than Holland. Like them or not they are always more interesting to look at than solar panels. A left turn off the Highway saw us drop in on Bungendore and another passage control. The route across to Queanbeyan was 'fast and flowing' and we finally greeted the M board around 4pm. Despite the previous weeks weather the ACT was almost tolerable at around 6 degrees (take note Lithgow). Over the following hour or two the remaining crews arrived to discussions in the Bar followed by a dinner for all. The speeches were short but the stories were long as the 150 competitors and officials discussed the day's results.

Contrary to expectation Sunday

dawned crisp but clear and the expected heavy frost didn't eventuate. By the time the Challenge crews started the sun had broken through and the temperature had rocketed up to nearly 5 degrees! It was amusing to observe the dress sense of the newer vehicle crews with their t-shirts and caps verses the older vehicle crews with their Woolly jumpers and boots. And of course there was the red Corolla number 27 with crew in double socks and wearing gloves. Yes that's right – no heater.

Crossing the expressway was followed by a trip back in time through Gunning. Most older members will remember the trip to Melbourne through many of these old towns. When this was the only way south everyone complained about the quality of these roads. Now that there is a 4 lane expressway south we forget about many of these roads (and towns)

Now I will admit an 86 model Corolla with about 100 horsepower (and dropping) may not be considered by most as a real 'drivers car'. It is proving however to be a great deal of fun on sections of this old road. Part of the build of the car included new springs, struts and nolathane throughout. Dial in a degree or two of negative camber and the old Hume Hwy can be really enjoyed, even where the local council has installed potholes!

After a short stint back on the expressway we circled to the south east of Goulburn across to Bungonia. There are some fabulous roads throughout this area and generally speaking they are pretty isolated. These allowed most cars to really stretch their

legs. More questions saw us pop back out onto the Highway at Marulan where we made our way to the end of section and a sugar top up! The weather had turned nasty again and the wind was now at gale force.

After lunch a new set of instructions. A very short stint north on the expressway was followed by another series of great back roads that led us through to the sleepy tourist mecca of Berrima. More questions were followed by a few kilometers along the old highway through to Mittagong. So many of these towns have turned from petrol station and hamburger strips to quiet, sleepy tourist towns making a living on the Sunday drive Sydneysiders. Antique, coffee and craft shops have replaced the hamburger joints and servos. The bottom line is that the coffee tastes much better but is now three times the price! The road up through Hill top, Thirlmere and across to Picton is always a bit of fun when being chased by a couple of old Jags. Just north of Picton we turned left for the final run down to Cobbity and the finish.

There is always a sense of relief that comes with handing in of your road card. There is also a sense of wondering. Did we see all the VRCs, did we interpret all the questions correctly? Did those who set the event really mean LOW clearance? These are questions that remained unanswered till Tuesday.

Like most competitors we don't live at Cobbity so after the finish we still had what we always call Day 2 , Division 3. The 395km section from Cobbity to Dubbo. Now you might say that this

should be easy after 400km of Sunday rallying but like the rally there are obstacles and challenges to look out for. The first was the sign on the M4 telling me that the Great Western Hwy was closed in the Blue Mountains. Great. A quick re-direction to Bells Line of Road. Now all weekend the temperature needle on the little Corolla had sat in the bottom 1/3 range of the gauge. Sure the weather had improved but now it was sitting around ½ even though it wasn't being driven quite as 'enthusiastically'

The drop down into Lithgow ensured a drop in air and engine temperature. A quick stop for fuel and fried rabbit in Orange was accompanied by a noticeable drop in power. Still 160km to get home so we pushed on. That last hour and a half was relatively uneventful

apart from the fact that we were getting tired. So was the engine though. It wasn't until we pulled up out-front of home that we were finally overtaken by an ominous cloud of blue smoke! This cant be too good. We backed the car into the garage surrounded by enough smoke to get Julia Gillard threatening me with a carbon tax surcharge!

A check over of the engine in the few days following the event indicates that 265000km is about the life expectancy of a Corolla head gasket and piston rings.

So NYS743 got us home. It also carried us to a second place in the tour. Third last year, second this year. Let's hope a new engine isn't too far away.

Can't wait for the 2012 event!
Steve Bicket & Donna Smith

JAGUAR MOUNTAIN RALLY 2011 - RESULTS

CHALLENGE		PH = Photo	VRC = Visual Route Check (Board)	QU = Question	TOT = Total	TBR = Tie Breaker				FC = Furthest Cleanest				TOT.	TBR	POS.				
KEY:																				
NO.	DRIVER	NAVIGATOR	CLUB	CAR	CON	QU	PH	VRC	CON	QU	PH	VRC	CON	QU	PH	VRC	TOT.	TBR	POS.	
C7	Tony South	Ted Norman	CRC	Ford Escort	0	1	0	3	0	0	0	0	0	0	0	0	4		1	
C10	Michael Olsson	Harriet Jordan	CRC	Jag XJ6	0	3	0	0	0	0	0	0	0	0	0	0	3		2	
C12	Bob Morey	Teresa Morey	CRC	Alfa 105	0	3.5	0	0	0	0	0	0	0	0	0	0	3		3	
C9	Dianne Gerlach	Wayne Gerlach	CRC	Audi Quatro	0	2	0	3	0	0	0	0	0	0	2	0	0	7		4
C1	Chris Hallam	Deborah Hallam	JDCA	Jag XK120	0	4	1	0	0	0	0	0	0	0	0	0	3		5	
C3	Robert Paretta	Lui MacLennan	CRC	Alfa 105	0	3	0	0	0	2	0	0	0	0	0	0	3		6	
C8	John Young	Helen Young	CRC	Dat 260Z	0	3	0	0	0	2	0	3	0	0	0	0	8		7	
C11	Kim Warner	Ross Warner	CRC	Jag E type	0	6	2	0	0	0.5	2	0	0	0	0	1	0		8	
C6	Garth Taylor	Geoff Bott	JDCA	Jag X Type	0	4	0	6	0	0	0	0	0	0	0	0	3		9	
C5	Gerry Both	Carol Both	CRC	Alfa 105	0	5	1	6	0	0	2	0	0	0	0	0	3		10	
C4	Kay Thompson	Graham Thompson	CRC	Mitsubishi	0	6	2	6	0	0	2	0	0	0	2	2	3		11	
C2	Jeremy Braithwaite	Julie Braithwaite	CRC	Starion	5	5	0	15	0	2	0	0	0	0	0	0	3		12	
C55	Ron Cooper	Alan Watson	CRC	Volvo 142	0	8	2	21	0	2	2	3	0	0	0	0	38		13	

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		F C = Furthest Cleanest																											
41 Shane Navin	Jennifer Navin	CRC	Forthe 928 GT	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	7	0	12.5	34	
58 Phil Coffey	Steven Lamsley	TCC	Ford Escort	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	35
30 Peter Eastham	Jenica Yip	JDCA	VW R32	0	6	0	3	0	0	2	0	0	2	0	0	0	0	0.5	0	0	0	0	0	0	0	0	13.5	36	
43 Ernst Luthi	Sonia Luthi	CRC	MGB GT	0	3	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	0	14	37	
57 Steven Allen	Pamela Leslie	JDCA	Jaguar XJS	0	1	0	6	0	2	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	14	38	
19 John Huckson	Jenny Huckson	JDCA	Jag 420G	0	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	0	14	FC	39	
31 Leigh Britton	Ken Britton	JDCA	Lexus IS250	0	9.5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	15.5	40	
52 Sergio Carolato	Irene Carolato	CRC	Ford XR8	0	7.5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	16.5	41	
56 Steven Crawford	Wendy Crawford	JDCA	Jagu X308 Sport	0	2	0.5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	17	42	
33 John Hamson	Olivia Hamson	JDCA	Jaguar XJ 350	0	7	2	6	0	0	0	0	0	0	0	0	0	0	0.25	0	0	0	0	0	0	0	0	17.5	43	
23 Steve Friend	Michael Friend	CRC	Mercedes 220S	0	6	0	0	0	2	0	0	0	2	0	0	0	0	0.5	0	0	0	0	0	0	7	1	18.5	44	
65 Marc Hardman	Kirsty Hardman	JDCA	Jaguar E Type	0	3	2	3	0	2	2	3	0	0	0	0	0	0	2.5	0	0	0	0	0	0	2	0	19.5	45	
60 Keven James	Jillian Blake	zcar	Datsun 280 ZX	0	5	1	3	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	8	0	20	46	
18 Helen Dent	Judith Kerr	JDCA	Jag XK 8	0	8	0	3	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	47	
70 Ray Taylor	Laurie Taylor	JDCA	Jaguar 420	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0	0	0	10	0	21.5	48		
25 Warwick Clifton	Beth Clifton	JDCA	Jaguar XJR	0	3	0	0	0	8	2	0	0	0	0	0	0	0	2.5	0	0	0	0	0	8	0	23.5	49		
39 Bob Williams	Phillip William	JDCA	Jaguar MK IV	0	3	0	3	0	2	0	3	0	2	0	0	0	0	2.5	0	0	0	0	0	9	0	24.5	50		
32 Adrian Joseph	Marla Joseph	JDCA	Jaguar E Type	0	6	0	6	0	0	0	3	0	0	0	0	0	0	2.5	0	0	0	0	0	8	0	26.5	51		
64 Edul Dhondy	Shaneen Dhondy	CRC	Corolla	0	10	0	0	0	6	0	0	0	2	0	0	0	0	2.5	0	0	0	0	0	6	0	26.5	52		
15 Vern Kelly	Wendy Kelly	JDCA	Jag Sovereign	0	9	0	3	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	8	1	27	53		
36 John Davis	Colleen Davis	JDCA	Jaguar XJ6 S1	0	10	0	6	0	4	0.5	0	0	0	0	0	0	0	2.5	0	0	0	0	0	4	0	27	54		
49 John Lambie	Malcolm Halsstead	AROCA	Jag XJ 8	0	4	0	6	0	6	0	0	0	0	0	0	0	0	2.5	0	0	0	0	0	10	0	28.5	55		
63 Merzi Moddy	Tamaz Dhondy	CRC	Mitsubishi Evo 8	0	4	0	6	0	2	0	0	6	2	0	0	0	0	4	0	0	0	0	0	7	0	31	56		
26 Ian Andersen	Paul Schenk	JDCA	Jaguar MK VII	0	7	2	9	0	2	0	0	2	2	0	0	0	0	2.5	0	0	0	0	0	10	0	36.5	57		
29 Nigel Burton	Oliver Burton	JDCA	Jaguar E Type	0	12	2	12	0	4	3	0	2	0	0	0	0	0	2.5	0	0	0	0	0	5	0	46.5	58		
74 Victor Berger	Judy Berger	JDCA	Jaguar E Type	0	15	2	9	5	6	2	3	0	0	4	0	0	0	4	0	0	0	0	0	3	10	1	64	59	
48 Lance Dowle	Maree Dowle	JDCA	Jag XJS	0	4	0	3	0	2	0	0	0	0	0	0	0	0	24	8	15	4	0	0	4	0	75	60		
13 Rick Learmonth	Margaret Learmonth	JDCA	Jag S Type	0	9	0	6	0	4	0	0	0	0	2	0	0	0	15	24	8	15	10	10	10	0	103	61		

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		DIVISION 1			DIVISION 2			DIVISION 3			DIVISION 4			TR1	TR2	TOT.	TBR	POS.						
45	Steve Annabel	JDCA	Daimler	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	FC	1	
27	Steven Bicket	CRC	Toyota Corolla	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	FC	2
28	Paul Tomlinson	JDCA	Jaguar XJ40	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		3
68	Peter Mcalpine	CRC	Ford Mustang	0	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3.5		4
37	Robert Prouhman	Alto	Jaguar (TBA)	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	FC	5
38	Ian Rapley	Jag Aus	Jaguar XF	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	FC	6
71	Michael Hills	JDCA	BMW M3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.5		7
20	Steven Appino	JDCA	Jag XJ Sport	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5.5	FC	8
34	Peter Wards	TSOA	Triumph TR7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5.5	FC	9
69	Simon Duff	CRC	Hugh Norris	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5.5	FC	10
59	Ian Packard	CRC	Peugeot 504	0	5	0	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	5.5	FC	11
53	Stephen Clifton	JDCA	Lisa Wilkins	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6		12
54	Greg Yates	CRC	Ben Yates	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6		13
50	Tim McGrath	CRC	Nigel McGrath	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6.5	FC	14
24	Colleen Dunlop	CRC	Peter Dunlop	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6.5	FC	15
51	Rob Worboys	BLCC	Jeff West	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7		16
21	Lan Zach	CRC	Glenn Evans	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	FC	17
22	Jim Mather	JDCA	Ginny Mather	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8	FC	18
67	Roger Liddle	JDCA	Jane Liddle	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	FC	19
62	Chris Haigh	JDCA	Dianne Haigh	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9		20
14	Greg Ball	JDCA	Vicki Bell	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5		21
46	Henry Stratton	MGCC	Julie Stratton	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	FC	22
40	John Ledbrook	JDCA	Liz Ledbrook	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	FC	23
66	Ben Gerlach	CRC	Rachelle Mackintosh	0	3.5	0.5	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	10.5	FC	24
42	John Cooper	CRC	Wendy Cooper	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	10.5	FC	25
17	Lawrence Bromley	TSOA	Frances Bromley	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11	FC	26
16	Geoff Scott	JDCA	Elizabeth Komhaber	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	FC	27
44	Michael Birks	CRC	Stephan Stuart	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	FC	28
35	Tim Mallion	JDCA	Ken Parsons	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	FC	29
61	Toni Smille	JDC	Helen Moody	0	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	FC	30
73	Michael Malgo	JDCA	Angie Malgo	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	FC	31
47	Ashley Hein	JDCO	Graham Hein	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11.5	FC	32
72	Ken White	JDCA	Nick White	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12		33



August Picnic Ramble

Sunday 14th August 2011

at

9.30am (for 10am start)



Meeting Point: Loftus Oval Car Park, Princes Highway, Loftus

RSVP: Friday 12th August 2011

Kim or Renai Warner – 02 9772 2860 OR

klwarner@optusnet.com.au

Cost: \$0 - just bring along your own picnic lunch, a picnic blanket or some chairs to enjoy a relaxed lunch with friends.

The drive will end in the vicinity of Kiama and will run regardless of rain. Dogs are welcome ☺

We hope to see you there.



CAMS News.

At the Australian Sport and Club Development Commission meeting in mid June, the Commission made a number of changes to the Khanacross regulations and the Speed Event Standing regulations. The changes are about making these events more accessible and helping inexperienced competitors and young people get involved in these events in a safe manner.

A summary of the key changes are below. Full details are available from CAMS.

Khanacross regulations:

Will now allow bitumen khanacross competitions and a combination of bitumen and unsealed surfaces (used to be only unsealed surface with a maximum of 50m of bitumen). There will be a 50% higher permit fee for bitumen khanacross and combined surfaces khanacross events compared to the unsealed surface khanacross events (with a maximum of 50m of bitumen allowed). There is no change in the permit fee for dirt khanacross events.

Passengers are allowed in khanacross competitions (used to be only allowed in non-competition). This is for the purposes of instruction from an experienced driver supporting and guiding an inexperienced driver.

The age for competitors has been lowered from 14 years down to 12 years. 12 and 13 year olds are required to have an experienced passenger/instructor with them at all times (i.e. they must have an instructor with them while they compete).

There are a number of other changes to simplify the running and organisation of khanacross events.

Speed Event Standing Regulations:

Will now allow passengers (in the form of an instructor) for inexperienced drivers, but only for non-competitive/untimed events. This covers all Speed events.



The Yates family had a good day at a recent TCC Motokhana. Tim had his first drive.

CLASSIFIEDS.

Private advertisements from C.R.C. members. Ads will be included in the newsletter for 2 issues unless withdrawn. To be continued after that time the ad must be re-submitted

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.

Simon Duff

0410 654 747

simon@fusedesign.com.au

(First inserted June issue)



For Sale. 1978 Mercedes Benz 250 (W123) auto.

This is a perfect classic rally car for those of us who want to have fun in comfort.

The car is very smooth and quiet with airconditioned comfort combined with bullet proof reliability means we get to the end of a rally in a relaxed, non stressed manner.

Mechanically the car is in excellent condition having been maintained meticulously for 30

years by the original lady owner's husband who is a motor mechanic. She was in tears when I took the car. I am the second owner and have now owned the car for about 3 and a half years. The only major expense I incurred was in replacing the airconditioning system - complete overhaul including new compressor. The car looks almost like new despite having covered 350,000 kms. The motor was rebuilt about 120,000 kms ago after a radiator hose let go and the lady kept on driving. The car is on CRC club plates and has a Brantz rally meter fitted in the glovebox. I'd prefer to see it go to a club member and sell it as is, but am happy to sell without the Brantz. Failing that I will put back on full rego and sell to the general market.

Price as is \$6,500, \$6,000 without the Brantz. Contact Alan Watson 02 9653 1036 0405 386 206

(First inserted June issue)

Contributors to this edition; Steve Bicket, John Cooper, Steve Friend, Dave Johnson, Lui MacLennan, Gary Maher, Rob Mifsud, Bob Moore, Mike Stephenson, Garth Taylor, Ross Warner.
Thank you all.

* Mechanical Service & Repairs
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 * Parts & Accessories

Ph: **9476 2877**
 Contact - Steve Cox

**27 King Rd
 HORNSBY
 2077**

QUICK FIT
 Motor Services
 www.quickfitmotorsport.com.au

Club Regalia For Sale

CRC Embroidered Cloth Patch	\$5.00
CRC Windscreen Sticker (120mm x 65mm)	Free to members
CRC Windscreen Sticker (323mm x 174 mm)	Free to members
CRC Polo Shirts (with pocket & club logo)	\$25.00
CRC Nylon Jacket (with hood & club logo)	\$37.00
CRC Sloppy Joes (with club logo)	\$25.00
CRC Tee Shirt (with club logo)	\$18.00
CRC Cap	\$10.00
CRC Black Chambray Shirt (club logo & long sleeves)	\$33.00
CRC Drizabone Jacket (with club logo)	\$75.00

All club regalia available at Club Meetings through John Cooper
 Or phone orders to 0414 246 157

Cheques made payable to Classic Rally Club

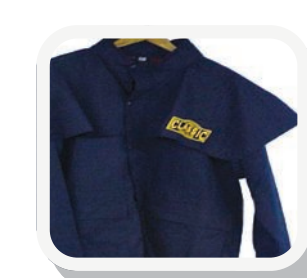
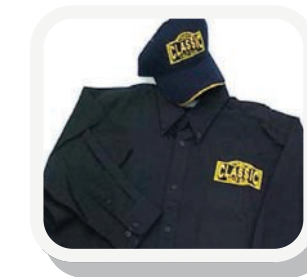
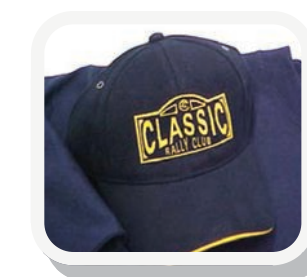
A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

Prestige Embroidery

4/29 Coombes Drive, North Penrith, NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893



2011 Events Calendar

Date	Event	Documents	Contact
3 Jun	CRC First Friday Free Fling		
19 Jun	CC Tour d'Corse Entries by 10 Jun	Flyer Supp Regs Entry	Tony Wise 0417 211 848
28 Jun	CRC meeting		
1 Jul	CRC First Friday Free Fling		
9-10 Jul	CC Jaguar Mountain Rally		Gary Maher 0408 271 848
26 Jul	CRC meeting		
1 Aug	CRC Driver Training Day at Wakefield Park	Info Entry	Tony Norman 9804 1439 or 0402 759 811
5 Aug	CRC First Friday Free Fling		
14 Aug	Lunch Run		Kim or Renai Warner – 02 9772 2860 or klwarner@optusnet.com.au
21 Aug	Shannons Display Day		
23 Aug	CRC meeting		
2 Sep	CRC First Friday Free Fling		
18 Sept	CC Barry Ferguson Classic		Dave Johnson 0428 299 443
27 Sep	CRC meeting		
7 Oct	CRC First Friday Free Fling		
15-16 Oct	CC Alpine Classic		Lui MacLennan 0418 645 623
25 Oct	CRC meeting		
4 Nov	CRC First Friday Free Fling		
13 Nov	CC Penrith Pas de Deux		Jeff West 0427 263 757
22 Nov	CRC meeting		
2 Dec	CRC First Friday Free Fling		
11 Dec	Christmas Party		

[CC = Club Championship Event]

Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from www.classicrallyclub.com.au



Classic Rally Club Inc.

The Secretary, PO Box 2044, North Parramatta, N.S.W. 1750