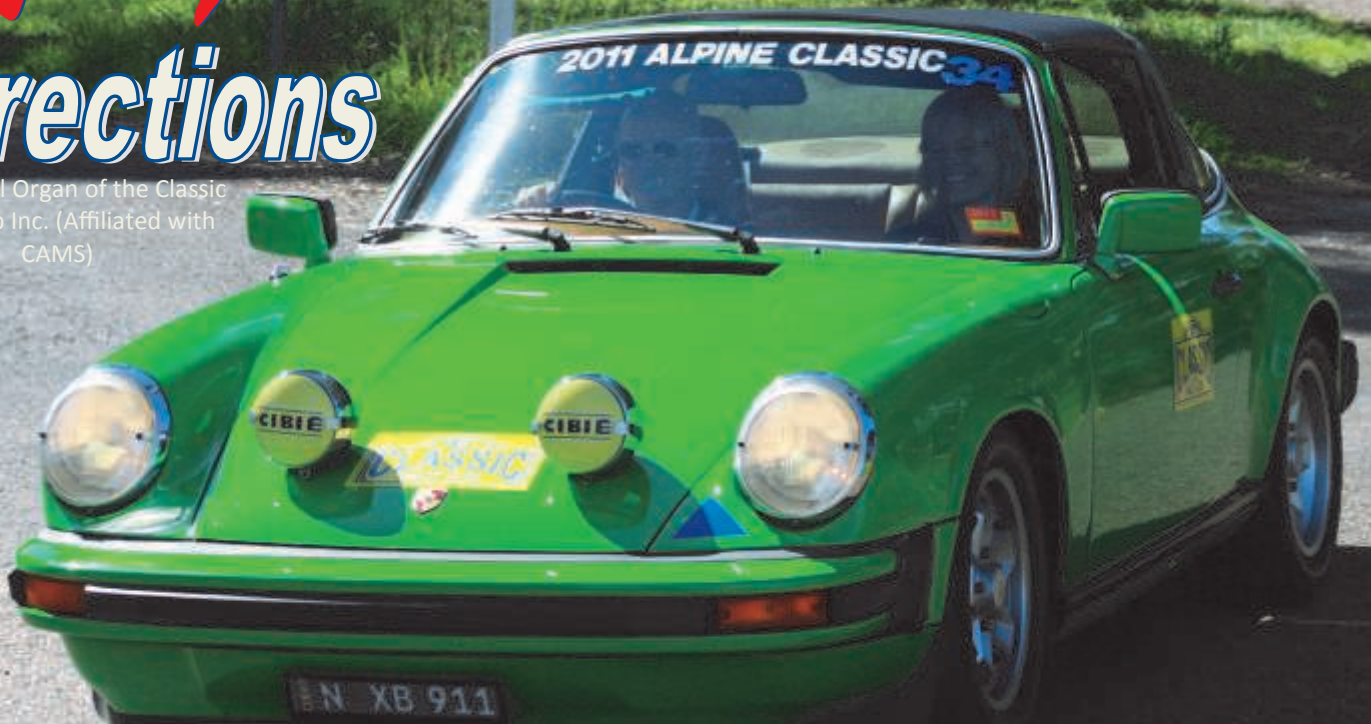


Rally Directions

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



IN THIS ISSUE April Fools Run

APRIL 2012

Classic Car of the Month

The classic Porsche 911 was produced from 1963 till 1989. The 911 replaced Porsche's first car, the 356, a sporting evolution of the VW Beetle. All three shared the same rear mounted, air cooled 'Boxer' engine configuration.

The 911 is vastly different to the Beetle. The first engine was a 2 litre, 6 cylinder producing 96kw, mated to a 5 speed gearbox. Over the life of the 911 model a number of engines were fitted. These included a 3.3 litre turbo, producing 220kw, fitted to the 'whale tail' model, named for its large spoiler.

The classic 911 is often described as the most successful competition car ever. Porsche 911s have competed in every form of sports car competition, winning the Monte Carlo Rally & many other rallies, plus many circuit racing events.

Doug & Xanthea's car shown here is a '76 2.7 l. Targa. The previous owner restored the car after it was abandoned for 5 years under a tree when its then owner fled the country! Doug went against his upbringing to buy a green car, but that is another story!

Coming Events



South Coast Classic Rally

5th and 6th May 2012

Starts at Bowral overnights in Nowra and finishes at Tahmoor. The route takes in the scenic South Coast and the hinterland around the Southern Highlands.

The rally covers about 650 km with approximately 12 km of good unsealed road over the two days. Instructions for the usual Tour, Apprentices and Masters categories. CRC Championship round.

Late entries accepted **BE QUICK**

See **inside** for more detail or contact
Mike Stephenson
(02) 9674 6608 or
stephenson@tpg.com.au

“Back to the 60s”

CONTINUING IN THE STYLE OF PREVIOUS EVENTS

*THE BARRY FERGUSON
CLASSIC 2012*

Sat 26th – Sun 27th May, 2012

The event starts & finishes in Goulburn with the overnight stop in Cowra and covers approx. 800kms. There is a good amount of rural dirt roads, as in previous BFCs, for the Trial & Apprentice crews. The Tour competitors have only 17km of good dirt.

Full details & entry form inside.
Supp. Regs will be on the CRC
website soon.

Classic Rally Club Officers and Contacts 2012

Position: Name	Email	Phone
President: Ross Warner	crc.pres@classicrallyclub.com.au	(02) 9772 2860 or 0409 810 553
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	(02) 9858 2662 or 0419 233 494
Treasurer: Tim McGrath	crc.treas@classicrallyclub.com.au	(02) 4285 1438 or 0419 587 887
Membership: Ian Packard	crc.mem@classicrallyclub.com.au	(02) 9451 6869 or 0414 516 869
Newsletter Editor: Bob Morey	crc.editor@classicrallyclub.com.au	(02) 6292 9661 or 0402 479 661
Competition Secretary: Tony Norman	crc.comp@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Championship Pointscorer: Jeff West	crc.scorer@classicrallyclub.com.au	(02) 6331 5342 or 0427 263 757
Regalia & Club Historian: John Cooper	crc.regalia@classicrallyclub.com.au	(02) 4731 6933 or 0414 246 157
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	(02) 4261 3018 or 0417 285 138
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	(02) 9568 3103 or 0418 275 308
Webphotomaster: John Southgate	crc.wpm@classicrallyclub.com.au	(02) 9731 2213 or 0421 112 073
Officials Registrar: Dave Johnson	crc.cm3@classicrallyclub.com.au	(02) 9979 7629 or 0428 299 443

Committee

John Henderson	crc.cm1@classicrallyclub.com.au	(02) 9499 8141 or 0408 118 427
Garth Taylor	crc.cm2@classicrallyclub.com.au	(02) 4784 3301 or 0418 207 306
Dave Johnson	crc.cm3@classicrallyclub.com.au	(02) 9979 7629 or 0428 299 443
Tony Norman	crc.cm4@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811

Inspectors: Vehicles with HV Plates

Tim McGrath	tpmcgrath@bigpond.com.au	(02) 4285 1438 or 0419 587 887
Danny Castro	dcastro@bigpond.net.au	(02) 9688 2318 or 0419 981 063
Peter Thomson	prt108@bigpond.net.au	(02) 9419 5774
John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Ivan Hughes (Bronze)	Bexley	(02) 9688 2318 or 0419 981 063
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	North Richmond (H) (02) 4571 1229 (H)
Tim McGrath (Bronze)	Wollongong / Illawara	0419 587 887
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Patterson (Silver)	Blaxland	0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284

DEADLINE FOR NEXT NEWSLETTER 11th May 2012



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

The opinions and advice provided in this newsletter do not necessarily represent those of the Classic Rally Club Inc and its officers. No responsibility will be accepted for the opinions, advice and directions contained in this newsletter. Readers should rely on their own enquiries and make their own decisions.

Unless credited otherwise all photos supplied by author of item or Classic Rally Club Photographers John Southgate and Anne Bloomfield.

Ross's Rave.

O.K, I admit it. At some stage I must have offended whichever of the Greek gods is responsible for the weather. Yes, you can blame me.

I can't remember the last First Friday Free Fling that wasn't rainy and Division 2 of the April Fool's Fun Run had to be cancelled because of a severe hail storm. Can you believe it, a hail storm that left the Paddy's River area looking like a snow field. I'll have to back track and work out what it was that I did to cause this problem and try to set it right. Now where was I when it all started raining a couple of months ago

Anyway, back to the April Fool's Fun Run. What a great event. I'll leave you to read the details from someone who actually did well in the event, a report on which is sure to be located somewhere between the covers of this issue. I must say that Tony Norman and his team did a fantastic job and in particular I would like to say how impressive the hand written instructions were. Great job everyone.



This was Tony's first attempt at setting a rally event and he managed to prove a couple of things; 1) That a first timer can run a very successful event, and 2) that someone who normally competes as an apprentice navigator can trick me into driving along a herringbone instead of directly to the end of it. Yes, and I wasn't the only one (actually I'm an easy target, but the other guys have no excuse because they're smart). I have therefore come to the conclusion that more first timers should be setting events and guess what, that is exactly what is happening and has happened.

Last year you may remember that Carol Both did a great job of the Tour d'Corse (and I'm sure she will again this year). This year Ernst & Sonja Luthi will be

running the MG Spring Classic while Wayne & Dianne Gerlach will be running the Alpine Classic. I can't tell you how important I think this is for the long term future of our Club and sport, thanks for your participation (notice the link back to my participation rant last month).

I hope that your entries are in for the South Coast Classic which will run this year on the 5th and 6th May. This will be a very well set and organised event with some great challenges on roads we don't often get to use. We can rely on Mike and his team for a fantastic event.

The next event after the South Coast Classic will be the The Barry Ferguson Classic on 26th and 27th May. Better get organised because there isn't as much time between this event and the South Coast. Get your entry in soon. This event will feature two routes, 1) which will be run on mostly sealed roads for the tour and 2) the Apprentice and Masters route, which maybe might have some dirt roads. Dave has put a lot of effort into this one and I'll bet there will be some new lessons for me in there somewhere. Come along and join in my humiliation.

You will notice that the Jaguar Mountain Rally has been relocated from our CRC Calendar to our Other Events Calendar. This is because the organisers have decided to run the event as a Tour only and it will therefore not qualify as a CRC Championship event. I would encourage you to enter in any case as this will be the 20th anniversary of this iconic event and I'm sure it will be a great drive. I understand that there will be a limit of 50 cars so you will need to get in early with your entry. I'm told that service stations in regional areas are already stocking up on their lubricating fluids (I can make this joke because I own one).

The May First Friday Free Fling will be the Friday before the South Coast and will still be on. In fact that is the whole point of this event. Nobody has to organise anything, nobody has to cancel it if it's raining and nobody has to turn up if they don't want to, it just happens on the first Friday night of every month. So, come along and invite some friends.

I look forward to participating with you all again soon.

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

Enough raving Ross.

Secretary's Stuff- April 2012

Hello everybody,

As I write this column just before Easter, the April Fools Event of last Sunday is still awaiting final results, so that may affect how our entry ultimately sums up the event- but the roads were certainly a good drive and full marks to the organising and operating team for a well- run and cleverly planned event. Thanks also to Southgate Photographics for choosing some good vantage points.



The weather was perhaps the most remarkable thing about the day though. We were early in the running sequence after lunch and the sky went strange colours and the light went almost purple at one stage, whilst sheets of lightning could be seen to the north. As we proceeded to the north, from the vicinity of the new Crookwell-Taralga road cross-road in Goulburn little did we know that by Wingello/Penrose we'd wish we had snow chains in the car. I have never seen pea sized hail pile up 50 mm or more thick, and the road back to the highway was also raining tree branches....

Back on the Hume Highway, as per the instructions, the traffic was hardly moving and accident grief was already in evidence. Approaching the monastery turn off, we spied a passage control where we were told to go straight to the end control, back at Mittagong RSL. So we did. The event lost about 20% of the planned competitive route distance but who knows what might have happened had everyone attempted to proceed with the event as originally planned? Discretion is the better part of valour as they say...

On to other matters:

Last month's column brought a number of comments about what is a classic car but no definitive answers. Comments are still welcome though and I'll leave you with a couple of Mitsubishi examples to ponder. What about the Sigma Turbo, was there one with a Peter Wherett naming/badging upgrading? Then there was the Starion and the turbo Cordia. When did you last see a Cordia of any type?

The Jaguar Drivers Club Mountain Rally 2012. Contrary to some rumours that have been heard there is a JDCA Mountain Rally this year. I know because Brian told me. That's Brian Todd who is the JDCA Mountain Rally Director for 2012. (Brian Henderson is I understand still enjoying retirement).

In case you didn't know this is the 20th anniversary for this event, and it is going to be special and packaged to appeal to the widest possible cross section of potential participants. The plan is to start from the Berowra Tollgate area on July 7th and via a suitably devious route arrive at Pokolbin with accommodation at the top-notch Hunter Resort and the nearby Tuscany lodge. There is only scope for 50 cars at these venues. However additional/late entries may be able to arrange their own accommodation, which would see a reduced entry fee of \$180. So if you slept in the car.....

Return on Sunday will be via the upper Hunter and Bylong, Rylstone etc ending at Hartley.

BUT- THERE WILL BE NO CHALLENGE SECTION THIS YEAR.

It is, as you can see, a special event for the Jag Club- and there will be no dirt roads, premium accommodation is featured for the first 50 entrants at least, and this will be an event that is sure to be memorable. Brian tells me there will plenty for the navigators to do, without stress. Contact Brian at the JDCA for more info. you could be part of this event, even without a Jaguar. His contact details are on the CRC Events Calendar.

If, like our family you were on the road for classic car related stuff this Easter care was required. I think the correct journalist's terms for two of the popular roads are the notorious Pacific Highway, and the deadly Hume.

Secretary's Stuff (continued)

Anyway neither fear inducing government advertising, traffic congestion , dearer petrol or double points seems to keep the classic vehicles at home. Easter is when all marques seem to have a get- together at planned events. We went to the Gold Coast for the Jensen Car Club of Australia

annual "rally". Last year we went to Kangaroo Island. Perhaps you've seen the recent TV ads for Kangaroo Island as a tourist destination. I don't want to take all the credit for planting this idea at the time of our visit last Easter, but....

Tony Kanak

Peter and Cheryl Evans on the April Fools Fun Run

This was the first rally for team Evans as members of the CRC. We have decided to stay on Tour, to enjoy a thoroughly good run in the country, with She Who Must Be Obeyed in the navigator's seat, legitimately telling me where to go. The Alfas were the most numerous marque on the day, 2 105s, 3 Alfetta GTVs and an Alfetta sedan. We had a good run in the morning, and managed not to take a wrong turn, which is really good for us with no rally meter and the Alfetta's trip meter counts 5.3 kms for every 5.0 on the road. The extra work in the navigation section was elementary enough for us to be enjoyable to work out and to execute.

On the questions, we were going well up to the question of "How many "Advisory" speed signs in the next 22.5 kms. We counted 11, but yours truly thought it was a trick question as the footnote said the sign was just the tilted square. However, the signs always appear as the tilted square, with a rectangle noting the speed below right below it. So I said answer none. I will be interested to find out what the correct answer was.

Having had lunch at the Wakefield Park cafe in February at the Veloce Racing track day, we knew what lunch would be and the hamburgers did not disappoint. Suitably rested, we set off on the afternoon division. Heading out of Wakefield we saw the black clouds in the southern sky and thought, "glad were not heading in that direction." We were working our way through division 2 when about two thirds of the way through, we got the phone call from Tony Norman to say that the storm had hit the rally route and the event had been



called off. We continued through Penrose and then to Mittagong RSL. The footpaths of the main road were white with a cover of hail.

As I understand it, this is the first time in the CRC's history that an event had to be cut short. It was disappointing that division 2 was cancelled, and only Division 1 results would count, as I was hoping to make amends for my now apparent goof on the advisory signs question.

Let me now take the opportunity to thank Tony Norman, for organising this well planned and executed event, and all the volunteers on the day, John Henderson, Tim McGrath, Ron Cooper, Glen and Joyce Innes, Sonja Luthi, Gary and Wendy Maher and Rob Panetta. I hope I haven't missed anyone. thank you all for a great day's run.

All that remains now is to find out the results.....

Peter



April Fools Fun Run Results

Penalties	Points lost	Penalties	Points lost
Miss major control	60	Too many visits to passage control on incorrect route	25
WD into major control	35	VRC out of sequence	15
Miss Passage control	35	Missing a VRC	12
Passing through Out of Bounds	35	Incorrect answer to a question	11
WD into passage control	25	Ties resolved by "Furthest cleanest" where possible	

Car No	Crew	Car	Cat	Penalty 60	Penalty 35	Penalty 25	Penalty 15	Penalty 12	Penalty 11	AM Pen total	Place Class
10	Steve Annabel / Jayne Annabel	80 Daimler Double 6	Tour	0	0	0	0	0	11	11	=1
18	Brendan Burdon / Alison Burdon	00 SAAB 9-3	Tour	0	0	0	0	0	11	11	=1
7	Chris and Allana Mackertich	77 Datsun 260Z	Tour	0	0	0	0	0	22	22	3
4	Brian Madigan / Michele Madigan	73 VW Beetle	Tour	0	0	0	0	0	22	22	=4
13	Jim Baird / Peter Hill	Ford FPV GTP	Tour	0	0	0	0	0	22	22	=4
8	A Kanak / V Plimsoll-Kanakova	1972 Volvo 142S	Tour	0	0	0	0	0	33	33	6
9	Jocelyn Vettoretti / Irene Lucas	92 Commodore	Tour	0	0	0	0	12	22	34	7
6	Peter Evans / Chery Evans	78 Alfa GTV 200	Tour	0	0	0	0	0	44	44	8
12	Terry Gunter / Lorraine Gunter	75 Ford Escort	Tour	0	0	0	0	0	44	44	9
2	Kevin Byron / Ian Voerman	69 Renault R10	Tour	0	0	0	0	0	44	44	10
5	Jim & Bev Richardson	68 Cortina GT MkII	Tour	0	0	0	0	12	44	56	11
19	Dave Johnson / Natalie Evans	Nissan 300ZX	Tour	0	0	0	0	12	44	56	12
3	Len Zech / Glenn Evans	07 VW EOS coupe	Tour	0	0	0	0	0	66	66	13
21	Stephen Friend / Maureen Friend	61 Mercedes 220S	Tour	0	0	0	0	0	66	66	14
15	Mark & Elizabeth Pentecost	78 Mercedes 250	Tour	0	0	0	0	12	55	67	15
14	Judd Smith/ Vince Harlor	77 Datsun 260Z	Tour	0	0	0	0	0	77	77	16
20	Stephen Pryor / Penny Dmitrieff	73 Datsun 240Z	Tour	0	0	0	0	12	66	78	17
17	Phillip Oliver / Morgan Oliver	69 Porsche 911	Tour	0	0	0	0	36	99	135	18
16	Geoff Mills / Trish Mills	83 Mazda RX7	Tour	DNF mechanical							
32	Paul Morton / Garth Taylor	61 Jaguar Mk II	App	0	0	0	0	0	0	0	1
30	Greg Yates / Peter Dunlop	80 Mercedes 500SLC	App	0	0	0	0	0	11	11	2
28	Steve Brumby / Grace Brumby	77 Alfetta GTV	App	0	0	0	0	12	110	122	3
22	Bruce Smith / Jennie Smith	Nissan GTR 33	App	0	35	0	0	36	55	126	4
29	Rebecca Grasso / Kay Harlor	71 Datsun 240Z	Tour	0	35	0	0	60	132	227	5
25	John Sullivan / Michelle Murphy	08 VW Toureg	App	0	35	0	0	36	220	291	6
33	A Shushtarian/rR Shoushtarian	77 BMW 320	App	0	35	0	0	60	209	304	7
23	Lindsay Trevitt / Paul Trevitt	07 Mercedes 350CLK	App	0	70	0	0	60	187	317	8
26	Ian Packard / Steve Maher	78 Peugeot 504	App	DNF mechanical							
31	Shane Navin / Jennifer Navin	89 Porsche 928	App	DNF mechanical							
34	D Barbour / Xanthea Boardman	76 Porsche 911	App	DNF assisted entry No 31							

37	Robert Panetta / Jeff West	72 Alfa 105 GT	Mast	0	0	0	0	0	0	0	0	=1
41	Tony Wise / Alan Walker	74 Alfetta 1.8	Mast	0	0	0	0	0	0	0	0	=1
36	Alan Watson / Pam Watson	82 MB 380 SL conv	Mast	0	0	0	0	0	11	11	3	
35	John Cooper / Ross Warner	74 Ford Escort	Mast	0	0	0	0	0	11	11	4	
46	Bob Morey / Teresa Morey	76 Alfetta	Mast	0	0	0	0	0	22	22	5	
45	Tony South / Ted Norman	70 Ford Escort	Mast	0	0	0	0	0	22	22	6	
48	Gerry Both / Carol Both	73 Alfa 105 Veloce	Mast	0	0	0	0	0	33	33	7	
40	Dominic Votano/ M Stephen-son	Commodore Ute	Mast	0	0	0	0	0	33	33	8	
38	Dianne Gerlach / Wayne Gerlach	84 Audi Quattro	Mast	0	0	25	0	0	11	36	9	
47	David Shaw / Ray Arthurs	81 Datsun Stanza	Mast	0	35	0	0	0	11	46	10	
42	Michael Olsson / Harriet Jordan	92 Mazda MX5	Mast	0	0	0	30	0	22	52	11	
39	Tony Metcalf / Mike Batten	66 Volvo 123GT	Mast	0	35	0	0	0	44	79	12	
43	W Brocklebank / Allan Caldwell	92 Mazda MX 5	Mast	0	35	0	15	0	88	138	13	
44	Michael Young / Helen Young	74 Datsun 260Z	Mast	0	70	0	0	24	66	160	14	

As usual excellent photos from Southy & Anne.
This month the April Fools Fun Run.



This one is for The Pres. (and John) ... remember the briefing!

More April Fools Fun Run





APRIL FOOLS FUN RUN 2012 - THE DIRECTORS CUT

Where to begin? If my name was Martin Scorsese I would have been able to edit out the afternoon hailstorm and it would have ended on a happy note. The decision to terminate Division 2 was jointly made by myself and the Clerk of Course John Henderson after we experienced a ferocious hailstorm while waiting at a Passage Control north of Marulan. With no knowledge of the extent or direction that the storm was taking we made, for safety reasons, the decision to call a halt to proceedings. As most members know Hendo is one of the Clubs most experienced Rally Directors and his support was most welcome. Thanks must also go to John Young and Sonja Luthi, the officials unfortunate enough to be manning the Passage Control. While on the subject of thanks, I would also like to acknowledge the following members who assisted on the day in running the Event: Tim McGrath - Gary Johnson - Ron Cooper - John Whitaker - Rob Panetta - Glen and Joyce Innes - Wendy and Gary Maher - and the aforementioned Hendo, John and Sonja. Hope I haven't missed anyone. The RSL Club also deserves a mention for allowing us to use their facility without charge. And last but not least, thanks to all Entrants on the day. I hope that you at least enjoyed the morning run, although the dis-appointment on the crews faces when told of the decision to call a halt was all too evident. Young Grace Brumby thrust her Route Card towards me as they stopped at the Emergency Control on the Hume Highway, thinking it was just a regular Control. When told the Event had been terminated she looked like she had been told that Easter and Christmas had also been cancelled. And now to the Rally itself and some info on the Route Instructions: TOUR - Nearly all of the original 19 starters in this category arrived safely at Wakefield Park, although some were a bit later than others! Did I miss a good coffee shop along the route? Most points lost were as a result of wrong answers to questions, which in some cases were deliberately worded to get you thinking. These questions were included to try and get separation in the scores and possibly avoid 1/2 dozen clean sheets, as has happened on previous Rallies. It was mostly a question of reading the text carefully and looking closely at the words i.e. upper or lower case, ROAD or LN.

In this respect Q6 caused the most confusion. The question stated that 'No 14 is down this ROAD.' There were 2 signs on the post - CAMERONS LN and NO THROUGH ROAD. The latter was the correct answer, since otherwise the question would have read 'No.14 is down this LN.' Q9 asked for the total of the numbers on the sign - not the distances, which totalled 97. There was also a Route Number on the sign - 79 - which when added to the distances gave the correct figure of 176.

APPRENTICES - I am concerned that having advised entrants that I believed the instructions for this category would be easier than in previous events, there were still too many un-acceptably high penalty scores. Apologies to any Apprentices who may feel that they were mis-led or mis-informed in this matter - it was certainly not my intention. Please don't give up! This category is the hardest to set, since it must present a challenge to the more experienced navigators but not be too hard for newcomers. The format is under constant discussion and maybe one day we will get it just right!

MASTERS - The navigation was designed to be challenging but achievable. 2 clean sheets in Division 1 showed that it was possible but had I been able to 'man' more Passage Controls I think I might just have caught out everyone somewhere along the Route. The following is a brief description of the Route and errors made between the various vias:

Via 1 - Via 2: There are 2 Open cut mines in the area. The shortest route was to keep the smaller one on your L by travelling east on the ILLAWARRA HWY for approx 6 kms before tracking back to via 2 on some minor roads.

Via 2 - Via 3: The herringbone was only to be used to locate the RJ at Via 3 - there was no instruction to travel it. The correct shortest route, avoiding Route markers, was through Exeter Locality and N to Sutton Forest.

Via 5 - Via 6: This required using the 'deemed' mapped sealed minor road loop to the north of the HUME HWY. The Via 6, being described as a TJ, had to be entered from the 'deemed' road.

Via 6 - Via 7: Since the previously referred 'deemed' road passed a 'gravel pit' and had a Passage Control on it, it was hoped that this would encourage navigators to make a counter-clockwise loop, to pick up a 2nd visit to the Passage Control - a not unusual occurrence on previous events.

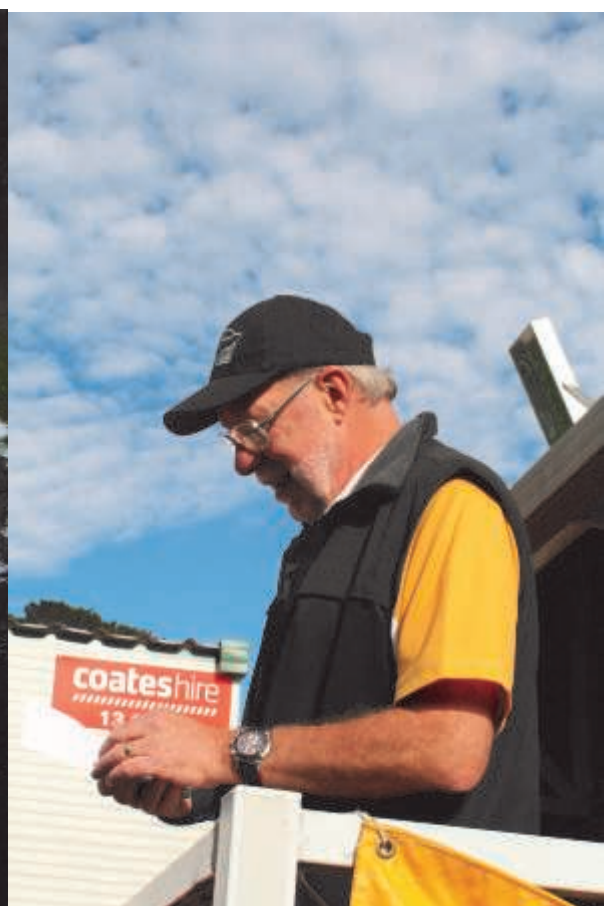
The correct route went south towards Bungonia and then passed the 'gravel pit' on the road towards Goulburn and the RJ at the end of the map trace.

Via 7 - Via 8: The 'deemed' road north of Goulburn Aerodrome was included in the instructions but not required to be used. The 6km diameter 'Out of Bounds' confused a number of competitors who read it as 6km RADIUS and thus wiped out road junctions that had to be used. This 'Out of Bounds' forced entrants to head south past Goulburn Aerodrome and arrive at Lunch Stop along Braidwood Road from the direction of Braidwood.

The cancellation of Division 2 meant that the navigation as set could not be fully tested but of the Route Cards in my possession only one crew were still clean-sheeting when the plug was pulled. I'll leave you to guess who! I certainly enjoyed setting the Rally and have learnt a lot about the trials and tribulations of a Rally Director. I will certainly be up for another event next year - ST PATRICKS RALLY sounds good for the 17th March 2013! And I must learn how to use a bloody computer !!

Tony Norman - Rally Director

10th April 2012.



New Apprentices or just April Fools - Doug Barbour & Xanthea Boardman

Fresh from an almost successful CRC Training Day - thanks to all who made that day possible, a special mention to Lui who sat with Xanth and I and gave assistance, but an even bigger thanks to John Cooper and Hendo who kept the last passage open so we could actually finish. I guess for the same reason a thank you is also required to the sweep car, Pam and Alan Watson - Xanth and I made the move up from Tour to Apprentice for the aptly named April Fool's Fun Run.

The Day started well, we made it to the start, always a great achievement. Several jokes were made with the other newbie's (it was good to see several other "Fool's" had moved up from Tour as well) and we headed off from Mittagong with what should have been interpreted as a smile on our faces.

We had a plan of how we intended to attack the day and did what we have seen other clever CRCers do and pulled over very early and planned the next 50 or 60 Km. Xanth charted the herringbone and away we went. The first 37.40 Km went well, questions were at the correct distances and VRC's were found, we even had the reassurance of John Southgate photographing us. Our smiles were pretty genuine at this stage. Just shows how quickly things can change on a rally.

37.40 Km was the beginning of the herringbone and this would take us to 58.83 Km. It was great to be with other competitors at this stage, although I was a bit worried when one of the Master's who was behind us, disappeared near the beginning of the herringbone. Any way to cut a very long story short we continued on the herringbone, even though Xanth was sure something was wrong. A few lonely Apprentices and one very lost motorhome ended up on a dead end dirt road at the back of Sutton Forest, and after doing a difficult U turn we decided to head to the next via point. At this stage one of our fellow Porsche's (Jennifer and Shane Nevin's 928) failed to proceed. (If it is good enough for Rolls Royce to use this term, it is definitely good enough for a Porsche). This seemed like the perfect opportunity to have a break from the rally and we towed our younger but much heavier relative to Moss Vale.

We then headed back to our via point and proceeded on the course. We crossed the 3 required rail crossings and again we found questions and VRC's. The only problem was that we were approximately 100Kms from lunch and M3 was due to close before we would even arrive at M2. The sky was becoming very dark, so we reluctantly decided to retire and head back home.

We had an interesting day and a massive learning curve and I would like to put the following out there.

We thought the training day was hard, but realised that it needed to be so we could learn all that could be thrown at us. Unfortunately, in real life things are even tougher. No one mentioned that you do not actually always have to drive some routes, just use them to find the next via and then drive the shortest route. Luckily for us before the briefing in the morning, during general discussions, Alan Watson explained T junctions and what direction we needed to enter them from. I am sure using what I call Rally Speak is fine for Masters and Apprentices that have years of experience but for the newbie's, it is not quite the same.

I appreciate the work that goes into organising Rallies and Tony did a great job on the April Fools Fun Run, but to encourage more people to move up from Tour and actually stay in Apprentice I feel that some things need to change. To begin with I think new level entrants need more time to plan their route at the start.



New Apprentices or just April Fools (cont.)

One suggestion that I have heard and strongly agree with is that new level entrants could be given extra advice in an envelope for their first few rallies, so they can learn some of the tricks without ruining an otherwise enjoyable day. Another suggestion is that a level with say 50% straight mapping and 50% route instructions be used for people to move up.

Xanth and I really enjoy the rallies and do them for the enjoyment of the drive, meeting a great bunch of people and of course the competition, but we want to return home happy.

I know what I am suggesting will add to the already enormous job of the Rally Director but it may lead to more people moving up and actually staying up at higher levels which may in time lead onto these people becoming Rally Directors themselves.

Xanth and I did have a great time on the Rally and again thank you Tony for all your work in organising a really good drive and we are disappointed that we didn't finish.

Doug Barbour

What are we going to do about the Apprentice class? - Jeff West

My comments below are not pointed at any one organizer as I have also had trouble judging the level of difficulty for Apprentices.

I believe the club has to do something about the Apprentice class. It is too difficult for those who would like to move up from Tour. The way most organizers approach the Apprentice level of difficulty is to start with Masters instructions and make them a bit easier. Perhaps we should take the Tour instructions as a starting point and put, say, 50% mapping into those instructions. I saw the Tour instructions for the April Fools run where Tony Norman had maybe 5-10% mapping and I thought that seemed to work well. An extension of that idea up to 50-60% would work for the Apprentices. If the mapping parts were regularly interspersed with route chart it would give them a breather to plot the next bit of mapping.

Another idea that I had discussed with Jeremy Braithwaite was to give the Apprentices a longer time to plot. This would be difficult to do at each morning start but there is no reason why Apprentices could not be given afternoon instructions as they come into lunch.

Another suggestion made to me was to give each Apprentice crew a sealed envelope that had inside a map with the route marked on it. Then if they get lost they can open it to get back on route and pick up remaining VRCs and questions as they go but incur an appropriate penalty for having opened the envelope.

I have no problem with crews who are happy to do Tour and have no desire to go to Apprentices but the present structure is certainly holding back the few who would like to try Apprentices.

Any other ideas?

Jeff West

More thoughts on the Apprentice Category

Taking off my Editor's hat for a moment, a couple of ideas have occurred to me. As a continuation of the excellent format used at the Navigation Training Day would it be possible to have an experienced Master's navigator act as mentor to inexperienced crews at each event. They could help with plotting, be available at lunch and at the end of the day to just offer guidance. If a different person performed this role at each event and they were allocated championship points then they would not be too disadvantaged.

What do the crews who would like to try Apprentice category think? What would make taking the plunge easier for them? Come on guys tell us what would help you.

Bob Morey

South Coast Classic Rally

5th and 6th May 2012

The Classic Rally Club NSW invites members and members of CAMS associated clubs to enter a multi-club Touring Assembly. Those new to the sport can also be accommodated with provision of a 30 day CAMS licence and club membership for a reasonable cost.

The event starts with breakfast at Centennial Park, Bowral then travels to Nowra on Saturday with overnight accommodation and dinner at the Archer Resort then finishes at Tahmoor on Sunday afternoon. The route takes in the scenic views of the South Coast as well as the hinterland around Wollongong, Kiama, Nowra and the Southern Highlands.

The route covers around 650 kilometres of great roads with approximately 12 kilometres of good unsealed road over the two days. The rally is untimed with three levels of entries: Tour, Apprentices and Masters. The Tour is route charted so that any entrant is capable of successfully completing the event.

The Apprentice and Masters levels require map reading skills and an understanding of classic rally navigation.

The entry fee is \$418 per team of two (additional crew \$176) which includes the rally pack, breakfast, lunch, dinner and accommodation on Saturday plus breakfast and lunch on Sunday.

All you need is a registered road worthy car, a friend of a suitable age to be a navigator or driver and you could enter the event at a level that suits your experience.

Entry is limited to 60 teams so make sure you mark the weekend of the 5th and 6th of May and join us.

Late entries accepted but BE QUICK

Contact Mike Stephenson on (02) 9674 6608 or stephenson@tpg.com.au



Why? See the back page.

“Back to the 60s Trial” #3

CONTINUING IN THE STYLE OF PREVIOUS EVENTS

THE BARRY FERGUSON CLASSIC 2012

Will be on again on, Sat 26th – Sun 27th May, 2012

It will be running out of Goulburn with an overnight stop in Cowra,
New South Wales

And covering approx 800 kms of good touring roads

with a good amount of rural dirt roads, as in previous BFC's

With the Trial for those die hard map readers and an Apprentice
level for those upcoming navigators

“NEWS FLASH”, for the Tour drivers we have kept to the bitumen,
**with only 17k's of very good quality gravel/dirt roads, no different
than previous Alpine's or Riverina events.**

The 17kIm dirt/gravel section will be on the Sunday afternoon only

The Tour will be Route charted with some optional simple map reading

Barry will be continuing to give his description of 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.

Information about the Barry Ferguson Classic 2012

What new for this year ?

Being run over 2 days, with an overnight stop in Cowra.

Apprentice level has been added after the successful navigation school.

Masters and Apprentices will have about 1 hour of twilight running on the Saturday evening before dinner.

What is the same ?

No questions for the Masters and only questions for the Apprentices if needed when they are **not** doing the same course as the Masters.

Questions for the Tour and, if needed for the Apprentices, are only to verify that they were on the correct road.

The Tour has minimal gravel roads and the Masters and Apprentices about 25% of good high quality graded gravel. The few patches of lower class dirt will be cautioned.

The Apprentices will be given extra information and possibly some modern maps to get them around the event. We will be giving them an event in keeping with their skills recognising that many have only just started to read the map instead of a straight route chart.

We want you all to enjoy the weekend driving the country roads of the Western Plains.

The country is looking great after all the rain.

Dave Johnson

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

The 2012 Barry Ferguson Classic is part of the Back to the 60s philosophy.

We can't turn the clock back to those halcyon days of the sport but by using maps from the 1960s we give you a glance at the vagueness of the maps of the era and the navigation required to compete.

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 useable but the grid shown on the maps will be in yards and very difficult to convert to the current grid. (We will always give you a roamer that will let you plot references on the imperial grid.)

They obviously don't show the many freeways or diversions around towns that have been constructed in the intervening years, but the old 1:25000 show more roads than the current versions and with a lot more attention to detail. The old

1:250000 used the old property plans as part of their compilation and show a lot of "paper" roads that may never have been built, so there is in many cases a lot of extra information shown. There are 2 sample maps shown below of the same area. The old (1960s) and the new (2006) showing the town of Young illustrates the point as far as detail on the old map.

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.

Old Maps from the 60s – Maps for the Barry Ferguson Classic (continued)

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 very reliable.

So 3 miles could be anything from 1.55 to 2.15 kms

Scales or representative fractions.

The representative fraction is the number on the map that says 1:250000 or similar.

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.

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 road which basically means that for the segment that we have said FCOR we can't put a passage control because the director believes it isn't really possible to realistically know which is the mapped road from the old map and doesn't want you to be looking down every bend to see if it is an actual realignment.

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.

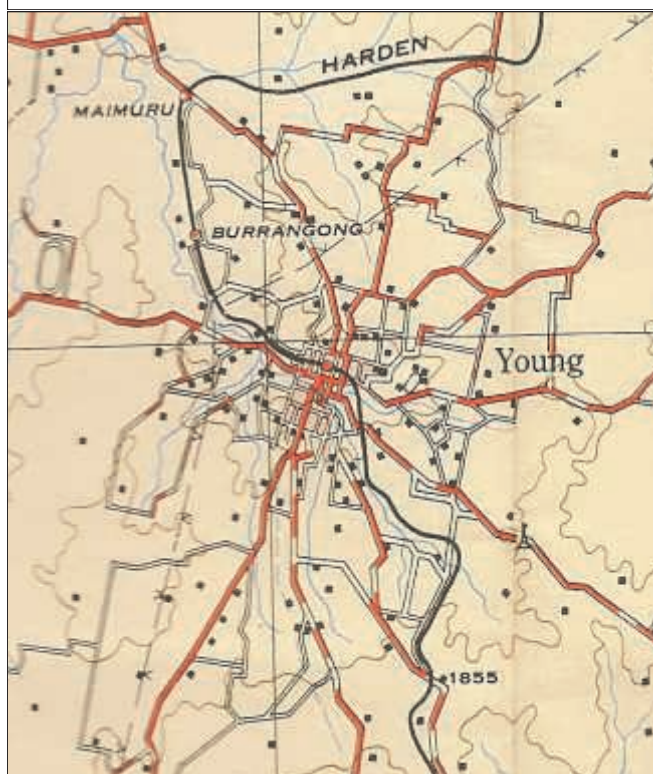
The Supp Regs spell out the rule.

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**".

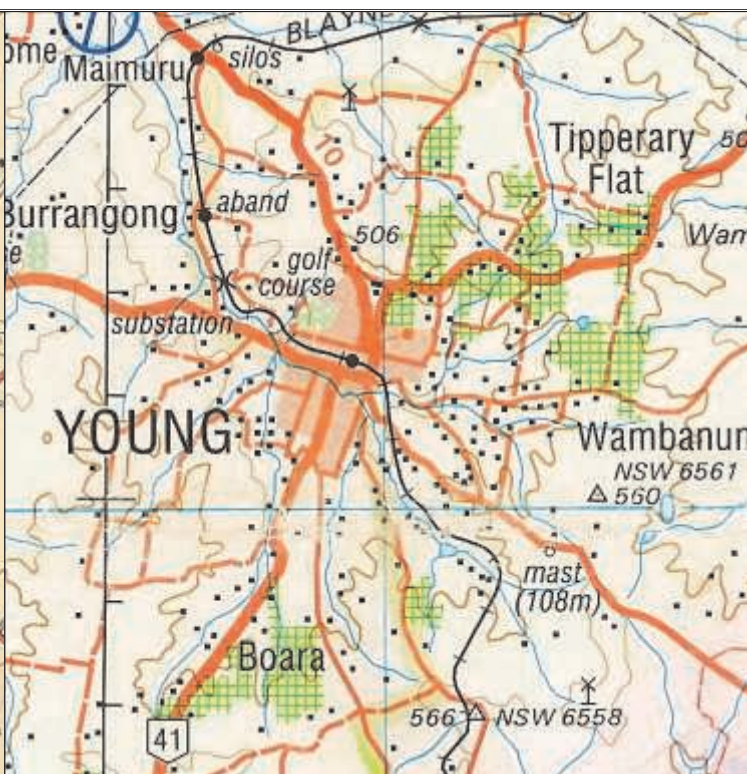
We give you some specific situations in the Supp Regs. which we are saying provide **that further identification** and that when those situations are encountered, the free choice of route is not available.

Have a look at the Supp Regs to get the detail of this.

Old Maps from the 60s – Maps for the Barry Ferguson Classic (continued)



Map of Young circa 1960



Map of Young 2006

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 tell the other competitors.

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.

Tips.

I think that using old maps it is even more important than ever to keep track of your direction and distance from the last known intersection. You should start out trying to follow the bends and curves in the road and be immediately alert if there is an intersection before the distance you have worked out.

As the 2mm rule is very much in force look out for the distinctive features that can help identify or discard a junction as the one on the map. Start to pay attention to the nature of the road and its age if you can assess it from the bridges etc that are used although a new road may well have constructed over the top of the old one. If this is the case look out for the old road turning off and or running beside you. If it is identifiable as the old road shown on the official map then perhaps that's where you should be.

Tour d' Corse

Sunday, 17th June 2012

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

This year's event will travel through beautiful countryside covering app. 300km of some of the best roads on the South Coast.

You can choose from 3 levels of navigation:

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

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

Lunch will be at the Kangaroo Valley Golf and Country Resort.

Finish will be at the Robertson Pub.

The Start and sign on will be at the Southern Gateway Center Bulli Lookout on the Princess Highway just before Bulli Pass. Good coffee and light breakfast if required from 7.30 first car away at 9.00am

Entry Form and Supplementary Regulations are available from:

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

Entry fee \$90.00 includes Lunch for 2 and all necessary maps.

Enquires Tony Wise at email tmwise@bigpond.net.au or Mob 0417 211 848



NEW SOUTH WALES





Two Grand Old Ladies.

Margaret Dunning recently exhibited her Packard 740 Roadster at Concours d'Elegance America. Margaret is 101 years old, the Packard 81 years. Margaret is a true enthusiast, she also has a 1931 Ford Model A, a 1966 Cadillac DeVille and a 1975 Cadillac Eldorado Convertible. Henry Ford was a neighbour.



Dangers of the Hotel Parking.

A Hotel Valet in Miami, Florida recently lost control of a Jeep Cherokee he was parking. The car ended up as shown on top of a Maserati Gran Turismo and a Porsche 356 after vaulting a Mini! (Courtesy S.M.H.)

2012 CRC Events Calendar

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde. First Friday Free Fling held at Harry's Café de Wheels, 431 Church St., Parramatta

Date	Event	Organiser	email address	Phone no.
03-February-2012	First Friday Free Fling			
_28-February-2012	CRC Meeting			
02-March-2012	First Friday Free Fling			
11-March-2012	Navigation Training Day	Jeff West	jj.west@bigpond.com.au	0427 263 757
27-March-2012	CRC Meeting			
01-April-2012	April Fool's Fun Run (1 day rally) -C.C.	Tony Norman	thenormans@virginbroadband.com.au	0402 759 811
06-April-2012	First Friday Free Fling			
24-April-2012	CRC Meeting			
04-May-2012	First Friday Free Fling			
05-06-May-2012	South Coast Classic -C.C.	Mike Stephenson	Stephenson@tpg.com.au	0430 161 328
22-May-2012	CRC Meeting			
26-27-May-2012	Barry Ferguson Classic -C.C.	David Johnson - Trial	longitude@internode.on.net	02 4887 7803
01-June-2012	First Friday Free Fling	Tim McGrath - Tour	tpmcgrath@bigpond.com.au	0419 587 887
17-June-2012	Tour d'Course -C.C.	Tony Wise	tmwise@bigpond.net.au	0417211848
26-June-2012	CRC Meeting			
06-July-2012	First Friday Free Fling			
24-July-2012	CRC Meeting			
03-August-2012	First Friday Free Fling			
06-August-2012	Driver Training day at Wakefield Park	Tony Norman	thenormans@virginbroadband.com.au	0402 759 811
12-August-2012	Winter Classic -C.C.	Alan Watson	alanwatson@pacific.net.au	02 9653 1036
28-August-2012	CRC Meeting			
07-September-2012	First Friday Free Fling			
15-16-September-2012	MG Spring Classic -C.C.	Sonja Luthi	esfluthi@bigpond.com	0410 690 702
25-September-2012	CRC Meeting			
05-October-2012	First Friday Free Fling			
13-14-October-2012	Alpine Classic -C.C.	Wayne Gerlach	wg@exemail.com.au	0414 556 848
23-October-2012	CRC Meeting			
02-November-2012	First Friday Free Fling			
11-November-2012	Penrith Pas de Deux -C.C.	Jeff West/Gary & Wendy Maher		
27-November-2012	CRC Meeting			
07-December-2012	First Friday Free Fling			
09-December-2012	Club Christmas Party & Lunch Run			
'C.C.' denotes CRC Annual Championship event				
Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from www.classicrallyclub.com.au				

2012 Other Events Calendar

Date	Event
17- 22-April-2012	Targa Tasmania
_21-April-2012	Sunny Corner Rally
19-May-2012	Oberon Rally
23-June-2012	Forbes Rally
7- 08-July-2012	Jaguar Mountain rally
28-July-2012	Johns River Rally
22- 26-August-2012	Supaloc Targa Adelaide
15-September-2012	Cowra Rally
03-November-2012	Southern Mountain Rally
C.R.C. members are invited to all Council of Motor Club events. see www.councilofmotorclubs.org.au	



For sale

28/36 DCD Weber down-draft carburettor (the one that was standard on early Cortina GT's).

Bought new in 1987 (have original receipt). As new still in original box – I used it for about a month in 1987 on a Datsun 1600 before switching to twin side-draft Dellortos.

Located in Canberra. \$350 neg.

Roger Gottlob 0418 962 312

or

rogerandgillian@grapevine.com.au.

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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



No not another Alfa break down story. (They are only a myth anyway :-) Ed.) The guy next door just needed somewhere to park his heavy duty tow truck!

Contributors to this edition: Doug Barbour, Anne Bloomfield, John Cooper, Heather Dux, Peter Evans, Roger Gottlog, Dave Johnson, Tony Kanak, Tim McGrath, Tony Norman, Robbie Panetta, John Southgate, Mike Stephenson, Ross Warner, Jeff West, Tony Wise. Thank you all.



Classic Rally Club Inc., The Secretary, P.O. Box. 2044,
North Parramatta, N.S.W. 1750

