

# Rally Directions

The official Organ

of the Classic Rally Club Inc.

(Affiliated with CAMS)



IN THIS ISSUE  
Targa Tasmania  
South Coast Classic  
Something different, on 2 wheels

## MAY 2012

### Classic Car of the Month

Mercedes Benz has used the SL designation for its range of 2 door grand tourers since 1954. The notation is derived from Sport Leicht or Sport Lightweight and is still used today.

The first car in the series was the iconic Gullwing coupe, so named because of its upward opening doors. Initially the cars featured either 1.9 or 3.0 litre 4 cylinder motors with a 4 speed manual gearbox and were also available with open or roadster bodywork.

Two major revisions were made to the SL Class in the classic era. These came in 1963 and used 2.3l., 2.5l. & 2.8l. motors with 4 speed manual and automatic or 5 speed manual gearboxes. 1989 saw V8 engines from 3.5l. to 5.6l. introduced.

Pam and Alan Watson bought their 1982 380 SL, shown here on the recent South Coast Classic, from the original owner. He wasn't driving the car and wanted it to be used. Pam and Alan certainly oblige!

Greg Yates also rallies his 350 SLC and 500 SLC models. Greg's 500 SLC is distinctive with its massive driving lights and left hand drive.

### Coming Events



#### THE BARRY FERGUSON CLASSIC 2012

Sat 26th – Sun 27th May, 2012

**Entries close 21st May 2012**

The start & finish is at Goulburn, with the overnight stop in Cowra and a sit down lunch, both days, in Young.

The Tour category instructions will be fully route charted with an option to try a small amount of simple mapping. The Tour will have 17km of dirt in a total length is 800km.

As in previous BFCs the theme for the Trial & Apprentice crews will be;

**“Back to the 60s”**

See inside for details & entry form

or log on to the club web site

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

#### Tour d' Course

Sunday, 27th June 2012

Join the Alfa Romeo Club on this classic one day event.

The start will be at the Bulli Lookout, good coffee & a light breakfast will be available if required. The Tour d' Course has a well deserved reputation for fine food & this year is no exception. Lunch will be at the Kangaroo Valley Golf and Country Resort, the finish is at the Robertson Pub.

Choose from Masters, Apprentice & Tour navigation over 300 km of the best roads on the South Coast. Full details including entry are inside or at; [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)

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DEADLINE FOR NEXT NEWSLETTER 16th June 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.

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## Ross's Rave.



May already, can you believe it? This year is going so fast it's unbelievable. I hope you are all well.

I wasn't able to enter the South Coast Classic this year as my granddaughter Ivy turned one that weekend. I'm disappointed to have missed it because by all accounts it was a great weekend and very challenging. I've even heard a rumour that Mike managed to catch the whole field bar one with a WD. There should be some reports further on in this issue for you to read the full storey. A big congratulations and thankyou to Mike and his team for all of their hard work.

The next event is The Barry Ferguson Classic on 26<sup>th</sup> and 27<sup>th</sup> May. If you haven't already entered there may still be places available, see elsewhere in the mag. for details. I'm looking forward to this one, although I do have a logistics problem with what to do with the Jag over the weekend as I will be navigating in John Coopers Falcon. I'm hoping that someone will come to my rescue and drive it for the weekend for me (I even fill it up with 98).

We have had a lot of positive feedback from the recent Apprentice training day and a few extra ideas have been suggested. One of these is that we run a "training rally" for apprentice navigators where an experienced masters competitor would sit in the back seat as a mentor for the whole event. I think that this has some merit and I hope that we can get this up and running, and I hope I don't end up in the back seat of an MGB!

The June First Friday Free Fling will be on 1<sup>st</sup> June, so come along and invite some friends. 5

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

Enough raving ..... Ross.

**Editor's note:** Some copies of April's magazine had pages misaligned, and/or blank pages. The printers have apologised, they were having paper issues with their printing machine and have since identified the problem.

Bob Morey

## MANNING MOTORS



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## Targa 2012 - Un peu de Déjà Vue, by Sonja & Ernst Luthi



### **Preface - The Four Seasons.**

The 2012 course had been revamped with 60% of the stages new, a 600km monster stage on Saturday on the West Coast, and more than 2,400km of driving, 610km of which was on closed stages. So some serious recce was required over Easter to ensure we knew what was waiting for us.

We arrived in sunshine by mid day Good Friday and did the Eastern Loop (Leg 2), arriving in Deloraine for overnight, just before the big thunderstorm hit. The outcome was a tree on Deloraine stage (small enough to move out of the way) and a big tree on Cethana (chain saw required). We encountered no further issues until Riana, where the bridge was not yet finished. The weather started to pack in as we drove to Wynyard for the overnight stop near the beach. Sunday started off overcast and by the time we arrived at Plimsoll it was pouring with rain. What more could you expect on the West Coast. Overnight at Zeehan was a cool one and it smelled of snow. Snow? Sure enough, the hills were sugar coated. So, Mt Arrowsmith here we come, 2 deg C, snow on the road and trees, a perfect winter wonderland. We had to stop several times to take pictures. And by the time we arrived in Hobart, the sun was out again to round off the weekend.

### **Introduction – All under Control.**

For those of you that remember 2011 (or rather forget it), we had a bit of a mishap that resulted in wet feet, repairs to the front end and a new exhaust system. Subsequently, the car was much improved and behaved well during Targa High Country. So we were very confident that 2012 would be our year. Preparationwise, this was the

best ever. All bookings were complete by October, securing the last trailer space on the Spirit of Tasmania. We even had time to enhance the cars appearance and book the car into Collier's for final checks well beforehand. This year, we booked into The Country Club Villas in Launceston, Ormiston House (as we like it) and the Wrest Point in Hobart. The Villas were a good choice, with a nice 1 bedroom unit, with kitchen, a queen size wallbed for Doug and plenty of parking for car and trailer, only 5min from shopping and 10min from the Silverdome.

### **Chapter 1 – The Departure – Nailed it on Friday the 13th.**

This time we managed to get Mademoiselle away from Collier's on Thursday, 24 hours earlier than usual. The trailer was set up that evening and the car packed for a quick get away on Friday afternoon (somebody had to work on Friday).

Friday arrived and the driver managed to sneak away just after 14.00, with plenty of time to avoid the traffic on the motorway. Hook up the trailer and off we should go. At least so we planned. However, a tradesman left his mark somewhere and we discovered a big NAIL in the rear right tyre of the Touareg. Now what ? well, off to Bridgestone around the corner, Sonja suggested. So we did and a surprising 45min later all was fixed and we were on our way to the traffic jam on Victoria Road and the M4. We made it into Yass in time for the 19.00 ABC News and then into Melbourne next day for a late lunch with Heinz and Jo Huber at The London near the ferry terminal (highly recommended).

## **Chapter 2 – The Arrival – Scrutiny (Sunday 15th).**

The ferry trip was uneventful and after a stop at ETC for breakfast, we arrived in Launceston around 10.30. Doug Fifield arrived around 11.00 with his Ute. Doug again volunteered to look after us and Mademoiselle, hoping for some quiet time and a chat with other service crews. Well, he was put to work straight away, as we had to change the wheels. This year 8 tyres were allowed and we had intended to start off with one of the used sets, saving the new tyres for the West and the rain.

We were booked for Documentation and Scrutineering at 12.40, but due to some panic we arrived earlier. Mademoiselle passed with flying colours. The rest of the day was spent shopping and relaxing.

## **Chapter 3 – Get to know thy enemy and refresh old friendships (Monday 16<sup>th</sup>)**

Sunshine, and time for some recce. Lillydale (bad memories from 2010), Holwell and Kayena. Just to get a feel for the roads again. We also said hello to Shane at 'our' workshop at Pride Auto, just in case. Drivers' briefing followed (thank you for the 5 year pin) and then the Welcome Party and an early night.

## **Chapter 4 – It starts ! – Leg 00 and Leg 0 (Tuesday 17<sup>th</sup>).**

This year, the organisers decided to have 2 prologue stages for seeding purposes. The traditional George Town stage was preceded by the Lillydale stage with both times added to give the starting order. Driver and Navigator were a bit nervous on Stage 00 and took it easy, same on the Prologue, better safe than sorry. Especially as somebody decided to swap day 0 pace notes for day 2..... There was plenty of time after the prologue to look at the competition and catch up with other competitors and fellow Tasmanian Alpinist Colin Fuller.



Renaults on show were the yellow Clio Cup car of Les Smith and Russell Boyd and the Megane RS 250 of Gavin James and Tim Kulhanek (Adam Spence still owes us the gossip), both very impressive cars.

Key learning of the day: check your pace note book. Rossarden is quite different to Lillydale !

## **Chapter 5 – The Serious stuff begins (Wednesday 18<sup>th</sup>).**

A reasonable start time had us heading to Quamby Brook as the first stage. Day one was run in reverse to previous years. It was dry and all went well. We arrived at lunch at Sheffield and could report to Doug that all was well and we would see him at Exeter for a splash of fuel to get us back to the Silverdome. We zoomed through Nook and off to Holwell and Kayena. On the transport to Kayena, we noticed that the roadbook did not take us past Exeter to Launceston, but across the Batman Bridge. So a quick phone call was made to Doug to relocate to the rest area on the east side of the bridge. After arriving there, we pulled into the rest area to get the fuel. Ernst opened the boot to have a quick look at the engine and discovered that the exhaust had shaken itself loose and was trying to disconnect. Another quick phone call, this time to Pride Auto, and we had secured the only 4 poster lift in Launceston and the welding gear needed. We arrived at the workshop and Doug got to work; removing the offending bit and bracket, welding them together again and attaching it back on. While the car was on the lift, he also checked all the nuts and bolts underneath. And we were still back in the Silverdome without incurring late time.

The best thing of the day: we never waited long to get on to a stage. And Mademoiselle must have something going with Team Mazda as we seem to meet at Pride Auto every year.

## **Chapter 6 – The Eastern Loop (Thursday 19<sup>th</sup>).**

The weather is always an important factor in Tasmania and while Wednesday was dry, Thursday promised to be damp. An early start took us on a 90km transport to start the day on Rossarden. It was wet and slippery and about 8km in, the Lancia two cars in front of us decided to go and park in the trees; crew ok, car not so. We tiptoed past and were careful for the rest of the day. Waving to Doug, we headed to Elephant Pass, where we passed the Clio, sitting at the side of the road.

We only realised later that it had hit a tree, at least the driver was honest in his assessment. Go to the Targa Tasmania website/Video(page 2) and check out the Clio profile.

After a needed refuel stop, we arrived at lunch in St Helens. We continued through Pyengana, Welborough, Moorina and Ledgerwood without any issues. The Sidling was wet and foggy, but we got through without a hitch. Thank you pace notes, or we would have crawled along not knowing what to expect. By the time we lined up for the quick fang through Longford, the weather had cleared and we were sitting in the sun. We intended to get some fuel after the town stage, go back to the Silverdome and get the car ready for Targa Fest. However, on the transport to Longford, we noticed a smell of fuel in the car. On mentioning that to Doug, he had a look and suggested that instead of Targa Fest, we fix the leaking fuel tank. A call to the Chief Scrutineer confirmed that and so, we drove to the Silverdome to get the repairs under way.



Thank goodness for a quick release rally fuel tank. Three screws later the tank was out and the offending needle pin hole identified and covered in putty. While the boys were looking after the car, the girl prepared the pace notes, sorted out fuel stops for the rest of the event and packed the bags for the trip to Strahan.

Again, it was smooth running with no waiting periods to get on to the stages.

### **Chapter 7 – Oh well (Friday, 20<sup>th</sup>).**

A wet day dawned and the navigator's piece de resistance, Cethana. We packed the Ute with our stuff and headed west to Mole Creek and Cethana.

The start to Cethana was late by about an hour due to set up and fog. It was declared wet, although it had stopped raining while we were waiting to get on. We were also informed that there would be fog between kilometre 22 and 28. We kept that in mind when we took off. All went well, no fog, not too slippery; we were happy. We followed the road book to Castra; a stage extremely down hill and then extremely up hill. Bigger cars called it a goat track, Alpines love it. We were impressed how Mademoiselle pulled up the steep hill with the tight bends. The driver was rather relieved when we reached the finish. And by that time, the sun was out. We continued on to Braddon's Lookout, the last stage before lunch in Devonport and then some fast stages to Strahan. Crew happy and looking forward to it.

Braddon's lookout was more a fast demonstration stage close to Devonport with plenty of spectators. And there it happened again. We had just rounded a corner and crossed a crest straight, when ... **Déjà Vue...** the accelerator cable let go. We had just enough momentum to pull into a drive way (just a few meters more and we would have been at the lookout). And the well rehearsed routine swung into action. Navigator out of the car, OK sign out, call to race control and to Doug. We waited just an hour for the cars to pass and the FIV to stop and ask whether we needed assistance. They were happy that we told them that we were waiting for our own rescue (for Doug with the trailer), as there was another car on the stage with a blown engine. When Doug arrived, shortly afterwards, we loaded the car and headed back to Launceston. I will not mention the language used when the car stopped nor the mood on the drive to Launceston.

And here endeth our Targa Tasmania 2012 adventure. It was not meant to be or maybe it is 3 strikes and you're out ? At least we did not get wet feet this year !!!!!

After our return to Launceston (we had left the Touareg at the Country Club Villas), we booked ourselves back in (the Villas had a room left, just for us). We unhooked the trailer from Doug's Ute, reshuffled the luggage and tried to figure out what to do. There was the accommodation in Strahan and Hobart to be sorted, investigated whether we could get an earlier ferry (all booked out until mid May) and to farewell Doug.

Here follows the commercial break for Targa Competitors that fail to continue:

### Chapter 8 – Forced Tourists (Saturday 21<sup>st</sup>, Sunday 22<sup>nd</sup>).

We were not happy people. However, as we had to wait for Monday for the ferry, we decided to do what depressed people do after a Targa out (thanks Andrew for the offer of counselling) and go and do touristy things.

On Saturday, we drove to the East coast and explored the Freycinet Peninsula and Wineglass Bay. We can recommend the walk to the bay, it works well to overcome frustration.

On Sunday, we did a bit of research into throttle cables and then went to Hollybank tree adventure. You get suited up in a harness, hooked onto a cable and then fly between platforms set up in tree tops. The distance of the different flights varies from 60 to 200 and 400 meters, where you get up to a speed of 80km/h. Again, very good for getting rid of frustration.



### Epilogue.

2011 was an improvement over 2010 when we had an off the road and a broken accelerator cable. It resembled 2011 when we only got off the road. At least the driver learned how to behave in the wet. As we now had 2 accelerator cables snap, two exhaust problems and 2 off the roads, 2013 should be problem free.

Now this was a hint for all of you, get your entries in so that we can organise the Renault Car Club event of the year. There are 2 crews out there that have an open account with TT.

By the time you read this, Mademoiselle will be with David Collier for a redesign of the accelerator cable linkages (and maybe dual cables). Then we will be off to Adelaide in August to test it !

### Key Learning

If you run off the road, it will rain, if a cable snaps, the sun is out....

### Final notes

We may have had a bad experience, but consider the following:

1. Breaking the gearbox 30 meters into stage 00 (Lillydale) = 250\$ per meter, based on the entry fee (there was no compatible gearbox in the country)
2. Driving to Rossarden instead of Quamby Brook on day 1, missing half a day = 600\$, based on the entry fee
3. Writing off a Mustang Mach 1 = \$100,000

Not getting wet feet while watching the field drive by = priceless

Also, Jason White's Lamborghini had an engine change the day before the prologue, rumour has it it was flown in from the mainland by private jet. One competitor had 3 engine changes but still did not finish (but then this was a Peugeot 205 GTI). A Mazda MX5 ran off the road and landed on top of a car that crashed (and burned out) a few years earlier. Out of 220 cars only 170 finished

So what is a broken accelerator cable.....

### Acknowledgements.

David Collier for getting the car ready, Nat Stilone for beautification (although the jury is still out on the flares), the French accelerator cable maker for giving us the opportunity to watch the field go by (again), the weather gods for the sunshine during previous and Doug Fifield for patiently looking after us and towing us back to Launceston. Finally, a big thank you to Heinz Huber for keeping the Alpine community up to date with our endeavours.



No this plate does not belong to a CRCer, though the navigator on the team did support the Eels when at high school.



The Aussie P76 crew are off and running in the 2012 Trans America Challenge. Follow their progress at; [www.transamp76.blogspot.com](http://www.transamp76.blogspot.com)

CRCers at Targa Tasmania 2012 as seen by Sean Walsh (age 7).



Sean met up with Jim Richards & Barry Oliver, Carol Both is lurking in the background. Craig Walsh & Gordon Lennox are shown departing Strahan for Day 4, but they 'kissed a bank' & bent a steering arm.



The early Targa starts required a good breakfast. These were often supplied by cheerful, helpful policemen.



Diane & Wayne Gerlach proudly carried the CRC banner, Brian Foster navigated a quick Mazda RX7 and Lui was a Competitor Relations Officer. Lui is shown at the finish.



# Tour d' Corse

Sunday, 17<sup>th</sup> 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.alfclubnsw.org.au](http://www.alfclubnsw.org.au) or [www.classicrallyclub.com.au](http://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](mailto:tmwise@bigpond.net.au) or Mob 0417 211 848



NEW SOUTH WALES



## April Fools Run – Coming Third: The real story - Steve Brumby

Who would have thought that it would end the way it did? It was actually a lovely, if not a little brisk morning when we arrived at Mittagong RSL. Like many, Grace and I entered Apprentice for our first time, and although the training day didn't go well (searching phone calls were made!) we thought what the heck, let's give it a go.

It went well up till the driver's brief. I guess I need to point out in our defence that my daughter, and navigator, Grace is twelve years old. Before you go grabbing the phone to call DOCS for child abuse issues I should also point out she was as keen as mustard to give it a go. I say it all went well up till the driver's brief because it was just after that that we received our route instructions. We plotted and we pondered and we plotted and we were eventually asked to leave the RSL car park.....

Confident only that our first right turn out of the car park was correct we headed off. Quite quickly we lost all track of any correct distances and remained only confident that we had the via points roughly correct. How to correctly travel between them was only, at best something that remained a bit of a mystery. Somehow, though we did manage to end up at Wakefield for lunch having covered most of the correct route and some of the wrong one as well. You know you're probably on the wrong route when you come across a very swollen and flooded river blocking the road you think you're supposed to be on. We were not alone!

So it transpired that we had followed herringbones we didn't need to, circumnavigated mountains that

we didn't need to, passed quarries that we didn't need to, and didn't find questions that we should have. We spent a fair bit of time on the side of the wrong road trying to figure out the right one. But we did get to lunch.

Then it rained, hailed on some, the rally got cancelled and we came third.....

OK – the honest answer is that at lunch there was some consultation among the crew and the decision was taken that perhaps we should revert to the tour category. We were pretty challenged by Apprentice and navigator agreed that Tour would be more enjoyable. So with cap in hand we approached the officials, secured a set of tour instructions and headed off on Division 2. We had a ball. I was driving and Grace was comfortable finding questions and giving directions. We were enjoying the journey so much that we hardly noticed the sky darkening and the black clouds forming and it was with some surprise that we came across Tony on the side of the road, complete with mountains of hail, to let us know the rally had been called off.

So you can imagine my surprise, several days later when he called to tell us we had achieved third place based on the morning's results. I can tell you my surprise was nothing compared to Grace's when I woke her to tell her. She was very happy!

Will we apprentice again? Yes – but there will be some desktop practice first. Lots of it. In the meantime we will be out there just having fun!



## THE CLASSIC SOUTH COAST 2012

Chris Hallam – the driver and owner of Jag XK120 – and Phil Stead – the navigator – have provided the following commentary on their recent success in the 2012 South Coast Classic, where they won the Apprentice Class with zero loss of points over the two days.

Chris's normal navigator, Deborah, was all too willing to pass on the job of navigating to Phil, so we started on our second South Coast Classic, having learnt something about Michael's rally setting style from our last South Coast. It is interesting how it helps to understand instructions and pitfalls, and what is in the mind of the Director. If the rally is set by that little fellow from North Richmond, you know it will be devious. With Jeff West, you give up before you start. Our memory of Michael's last South Coast Rally certainly helped when travelling through HMAS Albatross, west of Nowra. As we followed the obvious route through and reached the next question with our trip meter reading just a bit long, Phil remarked "There was something funny the last time we came through here. Let's go back and look for a slightly shorter route". So we did, looking for any obvious alternative routes. After turning down one which was not particularly obvious and searching, we did indeed find a VRC. After initially pencilling it in, when we reached the next question spot on mileage, I thanked my navigator profusely.

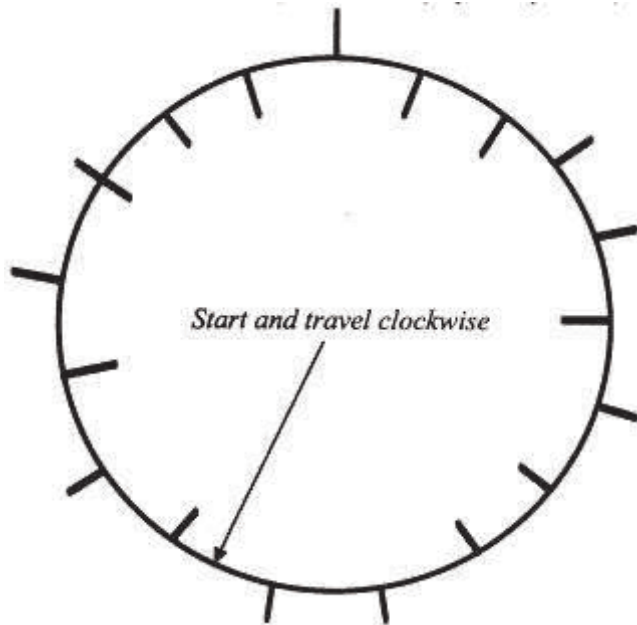
But I am getting ahead. The weather over the two days was brilliant, but leaving Kurrajong at 5.30am to meet up with Phil en route, it was bloody cold in an open car with no heater, so the Biggles gear came out for the drive to Bowral.



The driver's briefing set the tone for the entire event when Michael announced that there would be VRC's we want you to find on the correct route as well as VRC's we hope you won't find on the incorrect route. So that warm, comfortable feeling you get on a rally when you find a VRC was not going to give us the reassurance that we were indeed on the right route. As we were to discover, conversely when you were on a section which would normally have a VRC or a question to prove you took the correct route there would be nothing thus creating doubt in your own intuitive decision. After starting from Bowral, we had to drive past several wineries, but unfortunately didn't have time to stop. Not really sure where we went, I just did as I was told. Now why did we go to Exeter, Phil? This slight diversion and subsequent backtrack mucked up our mileages, after we took a short cut back to the Highway, by which time Phil had noticed the little road parallel to the Highway just north of Paddys River, which did not go through the prohibited Forest. I remember using this road on at least two previous rallies. The back roads behind Marulan appeared to be easier for Apprentices than Masters, although we were still searching for answers. Lake, lake, where is this lake? Then I remembered. I had done a report on a quarry near here called Gunlake. I remember passing it, but it wasn't on miles at the time, but it then all fell into place. We were relieved to see John the photographer snapping the Jag going through a creek. Most of the Masters were caught out by the fact that the supp regs had stated that "large scale maps take precedence over small scale maps" and the large scale map of Marulan did not show any railway lines, one of which we had to cross to comply with the instructions.



Luckily the apprentices also had the generous hints to pass Kimridge homestead and not through route marker 31. A small diversion around the south of Goulburn saw us travelling down a pleasant country road to the east of Lake George passing the many wind power generators to a well earned lunch at Tarago.



At first glance the circular herringbone as the starting instruction for division 2 was certainly going to test that we had enough brain food for lunch – see attached picture. We later found out that the masters were not even given a starting point on the herringbone! After meandering through these instructions and the forests east of Tarago, we headed off on a road newly sealed and rebuilt, the Nerriga Road. What a brilliant drive! I wonder how the State got the funding to build such a magnificent road joining Canberra to Nowra – cynical navigator's comment. I am sure Michael planned the rally around this road, with great driving and lovely scenery. Just the place to put a nuclear facility! An upside down VRC indicated that this facility was all in Michael's imagination, thank heavens. Just when we were in a cruising back to base mode, the next question was not on mileage, so stop and replot, doing as the imaginary GPS Jill would say: Make a U-turn now! Entering Nowra, we turned down BTU Road, with advance warning of the first question on Sunday prompting everyone to look around and try to work out what BTU stood for. Ah, holiday memories came back. When you have passed this road many times, your curiosity develops – I remember, Base Torpedo Unit.

After a few drinks and commiserations at the Nowra Hotel/Motel we were staying in on Saturday night, it was up bright and early for an 8am start. Mike had devised a tie-breaker as the first thing to do – drive forward and place the very front of the car above the marker, with the distance being from that part of the car directly above the marker. Looking over that long bonnet of the XK, it was impossible to see where the front, or the marker was. However, after being asked the question, Mike said that any part of the front of the car could be used, as long as the car is then driven forwards through the two traffic cones. I drove forwards using my right front wheel as my aiming point, placing it just 20mm away from the marker. So next time you are asked to do a similar test, ask the question.

Sunday morning started with a scenic unmapped tulip instruction around the back streets of Nowra before crossing the Shoalhaven. To our dismay again, there was no VRC's. Did we do it wrong? As events unfolded, it became apparent that Mike typically used VRCs on the wrong route rather than the correct route. There were so many occasions when we were sure there should be a VRC, but there wasn't. After failing to find a non-missing VRC, we drove through beautiful countryside around Bomaderry and Berry, before taking a not well planned route across a railway line, with the road getting narrower and narrower. Following the imaginary GPS Jill's instructions, we made a U-turn and found the correct railway crossing.

The back roads to Saddleback Mountain were great, but coming back down to a T-junction, we observed several Masters cars turning left (plus a rally car having its muffler re-attached at this point). Phil was sure the direction was right, so we turned right. All was fine until Albion Park, when we really did need the questions to check our route. It would have been way harder without questions to prompt us. We had to stop at this point to ponder what constitutes going through a highway route marker: does this mean the road going fully through the middle of the route marker? If it just clips the edge, is this OK? We assumed the latter and proceeded, driving up the escarpment via "Kemira Colliery" which was more confusing as the instructions referred to it as "Kembla Colliery". We promptly went the wrong way at the top of Bulli Pass trying

to find the turnoff to the old Princes Highway however we got back on track with two DAF CUTs, and proceeded towards Helensburgh, where Tricky Mick found an unmapped corner cut and put up a VRC and himself on the wrong route. After passing "through" a mine on the Otford road we came out of the forest at Stanwell Tops. Fun and games continued. Reaching the Illawarra version of the Great Ocean Road, we joined all the other Sunday drivers on their slow drive along the coast, luckily noticing the VRC up a telegraph pole, before climbing up the Bulli Pass and Appin Road to lunch at Cataract Reservoir.

The Sunday afternoon Division 4 should have been quick: only 120 km, but somehow it took us the rest of the afternoon. Mapped roads versus what we saw on the ground created many diversions, again using question mileages as our guide, back-tracking as required. It became a war of attrition, keeping trying options until they worked. There was the VRC blatantly placed at the beginning of the wrong route followed by the passage control at the end of the correct route – double jeopardy. Then there was the tricky map trace at four times the actual size which took us along an unsealed road past Brownlow Hill and eventually around Rapley's Loop Road. The ruler was definitely out trying to work out the shortest mapped route back to Thirlmere while avoiding disused mines, road junctions and negotiating the unmapped back streets of Oakdale

where we found a multitude of rally traffic going in all directions.

Just when we thought we were safely heading towards the finish at Tahmoor we were again confused - why did we see three VRCs on the obvious route? Was this some cruel trick just before the finish? We stopped and pondered, before moving on. Bloody Dominic was just having fun.

At several times during the rally, I turned to Phil and asked: "Are you comfortable with this route? Does it seem right?" Now I know that in future rallies, I don't have to ask Phil that question again.

We thank Michael and family and all the volunteers who helped make this a most enjoyable two day jaunt through some beautiful countryside.



**Chris Hallam and Phillip Stead**

## South Coast Classic Rally 2012 – Directors Cut by Mike Stephenson

In the lead up to this event, the road conditions were a real concern. Not only were there a number of dirt roads, but there were several causeways. Fortunately, there was very little rain in the week before the event and the weather for the event was spectacular. There were still causeways with significant water, but these only added to the enjoyment of the driving. The local councils had graded many of the dirt roads so most were in very good condition.

The rally started at Bowral with 29 competitors. The local Rural Fire Service provided a great breakfast and somehow we managed to get the cars away on schedule. The only major in the planning was a bridge out for repair. This was noticed while driving to the start of the event. Within the first thirty

kilometres from the start, the planned route was blocked. After getting things unloaded at the start ready for registration, a possible alternate route was found and then the route had to be checked. Fortunately, the route was great and only required minor alterations to the instructions.



All this was done and marked up before the drivers briefing.

The first division was a run down to Tarago via Marulan. The instructions to Marulan were not supposed to be complex, but they still managed to cause problems for a number of Masters crews. There were no traps set, but it would have been good to have more passage controls to keep the competitors on the right route. At Marulan there was a planned trap with the Masters and Apprentices given four maps to work through. One of the maps was made without railway lines shown and only roads were described on the map. This trap worked too well and caught all the Masters. Dave Johnson came over to help and instead of having a boring dummy passage, ended up being entertained with a number of perplexed competitors. The correct route was to go north-west of Marulan and then down through Towrang.



John Southgate has taken some great photos at a causeway in this area. The last section took the competitors around the South of Goulburn to near Wakefield Park and then down a back road to Tarago.

Lunch was provided by the Tarago CWA. The soups were raved about and they did a great job. From Tarago it was an easy run over the newly sealed Nerriga Road. This is such a brilliant road without the large climbs and tight corners of the other routes over the mountains. On the route from Tarago there are only three kilometres of dirt that will soon be sealed. For the Masters there was a difficult circular herringbone. The intention was for them to give up and just drive the road as mapped. The main sealed road was shown as a track on the map and at the end of the track there was a passage control. Only one competitor fell for the trap and they had a brilliant drive on a great dirt

road that would have had other competitors envious. A last little loop at Nowra had a small deviation that had been used many times before. This was again used and all the Masters picked up the board. A clause in the Supplementary Regulations was used to interpret the two millimetre rule to allow for the deviation.

Accommodation and dinner was at the Archer Resort in Nowra. Even though it wasn't a "resort", it was very well suited to our needs and price range. They provided a great meal and most Competitors seemed to enjoy the evening.

Sunday morning started with a special test to split the field. This is an unfortunate necessity, but it was also a bit of fun. Competitors were required to drive up to a spot on the road and to place the very front of the car directly over the spot. The results varied and appeared to have little relationship to the skill of the driver with many drivers only using their cars occasionally. But with great result, one of the drivers achieved a 1mm distance, surprising all of the officials and most of the competitors. The morning run took in the best scenery that the area has to offer. The Tour had a great run through the back of Kiama, up to Helensburgh, Stanwell Tops and then down the Seacliff Bridge road before lunch at Cataract Dam. Masters had a terrible time. I'm not sure if it was too much time at the bar on Saturday evening or they were too distracted by the scenery. The first little trick using out of order tulip instructions caught out two competitors within the first few kilometres. The next area of difficulty was determining how to get through the back of Kiama. There are only a couple of roads and there were tricks like pass through Aerodrome – which is the word and not an Airport as on the map legend. The instructions here were only designed to get competitors to use a specific route and not intended to cause a lot of grief. The next area that caused a few issues was due to a change from the Wollongong to the Sydney map. The Sydney map had priority, but the next Via was selected so that it was still on the Wollongong map. A road was added to the map and competitors still chose to ignore the road and follow the wrong map. Another passage control here could have kept the competitors on the correct route. An observation was located near Temple Road just south of Helensburgh and this caught five competitors taking a short cut along Temple Road past the Baha'i Temple (the chanting.....).

The lunch at Cataract Dam was provided by the Tahmoor Lions Club. These guys are fantastic and I would strongly recommend them for any event in the Southern Highlands. After lunch the route went over the causeway at Douglas Park, through Menangle, over Old Razorback, up to Werombi and down to Tahmoor Inn for the finish. There was one passage control that was to pick up any competitors confused by the differences between the map and the roads. Two competitors entered this control from the wrong direction. For the Masters there was a difficult map trace that caused a number of competitors to miss roads. There was only one general direction that would get them to the next Via at the correct distance, so it came down to finding matching features. A number of competitors also went through a disused mine and missed one of the great, but dangerous roads of the area. It would have been great to have some extra passage controls in this area. It is hard to believe that such great roads are available close to Sydney with so few houses and traffic.

There were some issues with scoring in Division 4 that saw the winner change a number of times. The biggest issue was due to a P board at the start being very difficult to see. A competitor repositioned the board. This board was then clearly visible for the remaining competitors and the sweep. The sweep normally determines what boards are used for marking & did not realise this had occurred. Another board was also cancelled as it was not clearly visible.

This was a rally of contrast in terms of roads and how well the competitors performed. I thought there were too many long runs with little to do, but there were no complaints and it seemed that competitors liked the mix of roads and complexity. The feedback has been that the Tour had a fantastic rally with great roads and scenery, the Apprentices had a suitable introduction into navigation (a first for me to get this level right) and the Masters had a challenge where there was no need to use the tie break.

Mike



Just the thing for the Bathurst Weekend when the boys come round for a barbie!

Full details at [www.gasmate.com.au](http://www.gasmate.com.au) or ph. 03 9543 9533

## South Coast Classic - Final Results (Masters, Apprentice, Tour)

Car	Driver	Navigator	MC	PC	Q	VRC	Div 1	MC	PC	Q	VRC	Div 2	MC	PC	Q	VRC	Div 3	MC	PC	Q	VRC	Div 4	mm	RESULT	
44	Tony Wise	Alan Walker		25			25	0				0					25					0	209	50	
42	Bob Morey	Teresa Morey			33	36	69	0				0					0					0	165	69	
39	Rob Pianetta	John Henderson		25			25	0			22	12	34				34				12	12	475	71	
38	Alan Watson	Pam Watson		25			25	0				0					0				33	24	57	1022	82
40	David Shaw	Ray Arthurs		25	11		36	25	25		22	25	47				47				44	24	68	379	138
46	Michael Olsson	Harriet Jordan		25	11		36	12	12		22	12	22				22				55	60	115	355	151
41	Dianne Gerlach	Wayne Gerlach		25			25	0			11		11				11								
43	Roger Bauhaath	Roger Barlow		25			25	0			25	11	36				36			25	22	48	95	169	156
45	Coal Mullet	Lui MacLennan		25	22	12	59	0			25	55	24	104			104						0	398	163
37	Tony South	Ted Norman		25			25	0			25		25				25				110	60	170	78	220
16	Chris Hallam	Phillip Stead					0						0				0						0	20	0
17	Paul Morton	Garth Taylor			11	24	35	12	12		22	12	22				22						0	170	69
18	Greg Yates	Peter Dunlop			24	24	24	12	12		22	12	22				22				33	12	45	565	103
20	Peter Thomson	David Booth			11		11	12	12		11	12	11				11			25	33	36	94	455	128
6	Doug Barbour	Xanthea Broadman					0						0				0						0	200	0
4	James Baird	Ryan Baird					0						0				0						0	450	0
12	Brendon Burdon	Allison Burdon					0						0				0						0	536	0
9	Steve Brumby	Grace Brumby					0						0				0						0	600	0
13	Peter Evans	Cheryl Evans					0						0				0				11		11	355	11
1	John Calabria	James Calabria					0						0				0					12	12	65	12
19	Ian Packard	Steve Maher					0						0				0					12	12	462	12
2	Lindsay Farrell	Heather Farrell			11		11	11	11		11		11				11						0	750	22
8	Chris Mackertich	Allana Mackertich				12	12	0				0					0				11		11	274	23
14	Geoff Mills	Patricia Mills			11		11	0			11		11				11					12	12	420	23
10	Leonard Zach	Glenn Evans			11		11	11	11		11		11				11					12	12	200	34
3	Denise Adams	Kevan Peters			11		11	24	24		11		24				24						0	410	35
11	Alan Cummine	Sylvia Gleeson			11		11	11	11		11		11				11						0	540	44
7	Sergio Carriolato	Irene Carriolato			11		11	11	11		11		11				11					12	12	482	45
5	Brendan Miller	Damon Miller			33	72	105	11	11		11		11				11						0	1	DNF



Some great photos taken on the South Coast Classic by John Southgate



**But wait there's more....**





## 2012 Alpine Classic

13<sup>th</sup> & 14<sup>th</sup> October

**The Tradition continues...**

Join fellow motoring enthusiasts and discover Classic rallying.

Get your classic out of the shed and join fellow motoring enthusiasts on the two day 2012 Alpine Classic Rally. Running for the 14<sup>th</sup> year, the Alpine is the only timed navigational event in NSW and is considered one of the premier events on the Classic Rally Club's calendar. Set in the beautiful Central West of New South Wales, crews will have the opportunity to drive on some of the best roads this state has to offer.

Three categories of navigation will cater for all levels of skill. Those with experience and seeking a serious challenge will opt for Masters, whilst crews requiring a little more guidance will go for the Apprentices. For anyone just wanting a fabulous drive in the spring countryside without the challenge of navigation, the Tour category is ideal, although a small amount of mapping will be included.

The Alpine will start in Lithgow, at the foot of the Blue Mountains. The event will travel a circuitous route to the overnight stop in Orange, where competitors will have the opportunity to spend a relaxed evening and catered dinner with their newfound rally friends. After a good night's rest, it's on the road again for another day of Classic Navigation Rallying. After a provided lunch it will then be on to the traditional pub finish near Lithgow.

The event is open to pre-1982 cars of any marque. Other cars will be considered on submission to the Event Organiser.

Included in the cost of \$429 for a crew of two will be breakfast at the start in Lithgow, two lunches, a sumptuous evening meal in Orange, motel accommodation and breakfast. Your rally pack will contain all maps needed for the event, windscreen banner and car number, rally romer (for new entrants), Alpine Classic caps and cloth badges. Alpine Classic shirts will also be available for purchase at a cost of \$30.

Cost for additional crew members or passengers is \$160 each.

The event will be strictly limited to 85 entrants, so get your name in early!

Entries close on Friday 14 September 2012.

Clerk of Course	Lui Maclennan	02 9460 6909 0418 645623
Event Organiser	Wayne Gerlach	02 9498 7042 0414 556 858
E-mail	alpineclassic@hotmail.com	

If you only enter one event a year, then the 2012 Alpine Classic is the one for you. The Classic Rally Club has made the Alpine Classic a prestigious annual event and with your support it will be even better. Be part of the event and help make it happen again in 2012!

For an entry form or more information about Classic Rallying, visit [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)

## NOW FOR SOMETHING COMPLETELY DIFFERENT with Ted Norman

How does a 4 Day 1,700+km motorbike rally sound, lots of our car rally roads included plus heaps of dirt back roads and lots of 2 wheel dirt tracks.



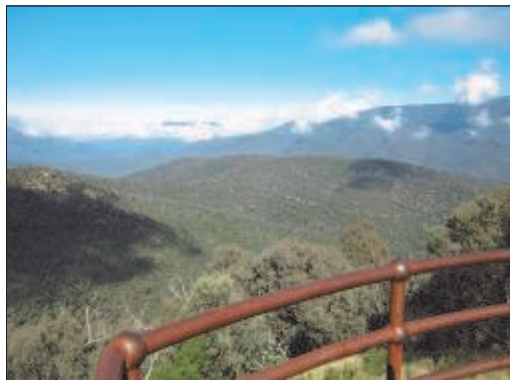
Adventure Touring is what it is called, and I joined in with 16 other riders plus 2 sweep riders and a tour leader making us a total of 19 blokes out for a good time in the Aussie countryside. The rally was organised by John Hudson from Australian Property Centre in Queensland, he is the man behind the APC 14 Day 7,000km Rally for motorbikes in late July early August this year, the 4 Day is a trial run for some of the entrants for the big one, and uses part of the big event course. A good thing for people to test their bikes and their skills before the big one. How both rallies work is you need a GPS mounted on your bike and the route is download with a marked mapped route. So this means you are able to ride at your own pace, no need for a guide or leader, with the only rule that you are not to ride before sunrise and make sure you are stopped by sunset. The 4 Day was a little different with a tour leader and sweep riders, and accommodation booked for each night. On the 14 day there are I think 5 starting points around the route and you make your own plans of where to stop or camp, and this means you set your own pace and can often ride all day not seeing anyone, each rider has to have a Spot Tracker fitted so that you can be checked that you are still moving and you can log in to report a problem, spot trackers automatically update your position every 5 to 10 minutes.

The 4 Day ride started in Mt. Victoria on Thursday 19th April, most riders turned up Wednesday night so we could be ready to ride early the next morning. With the GPS loaded ready to go I was off early and very soon on some familiar rally roads, Bowenfels, Lake Llyle, Sodwells, Tarana then on to dirt and into Oberon, then some pine forest and muddy tracks plus a very deep crossing of the Abercrombie River, then past the caves and into Tuena for a first fuel stop at about 180km. I was first bike there and had to get the petrol station to open up for everyone who was coming through. Then a few more dirt roads and tracks before more car rally roads near Gunning and then some rain and muddy roads and into Murrumbateman Pub for our first overnight. Total of about 380km for the day, and no problems for anyone.

Friday early morning was really foggy, we started at sunrise with just toast for breakfast and off to some beautiful mountain country around Brindabella, tracks and pine forest and views that you had to stop for a look and enjoy, fantastic riding country. Then we headed for Talbingo along the Snowy Mountains Highway for food and fuel. Some more of our car rally roads near Tumbarumba and the rain started again, the tracks were slippery and muddy and we had to cut out a small section to get to Benambra Pub in Victoria near Omeo before dark and about a 400km day, a couple of guys had got lost and went the wrong way plus one guy had a wheel bearing collapse and had to call BMW roadside assist, they turned up at 11pm at night to take him to Albury for repairs the next morning, the tour leader rode 60km back to make sure he was OK as the sweep guys had gone looking for the two lost riders. That was a big day plus rain all afternoon so I was very glad to have a hot shower and get changed into dry clothes. The pub was very basic but beer and food and a open fire made for a good night.

Next morning was foggy again so a slow start but some fantastic mountain roads and tracks got us back into NSW. Over the top of the mountains heaps of signs of wild bush brumbies along the track, and I did actually see a beautiful long fair haired bush brumby, I was happy to see him, but he was a bit miffed about me riding through his countryside and let me know it.

Then down off the mountains and along Barry Way a fabulous road that follows the Snowy River for about 35km and then up and over the mountains again and into Jindabyne for food and fuel at 277km.



Look close and you will see the track we took up the hills A bit of main road then back roads and into Cooma for a top up, then lots of dirt back roads and through to Captains Flat and on into Majors Creek for our last overnight pub stop. Being Saturday night and our last overnight stop, it was a big night at the pub with lots of rowdy locals and bike riders with a heap of noise at closing time just out front of the pub.

Not so foggy the next morning, except for the head, but you know what, GPS still works well even when the rider has a hangover! Heaps of car rally roads in the morning with visits to Windellama and Bungonia then Marulan for fuel, and few km's of Hume Freeway was not good considering how many tar roads in the morning, and all those roads we have used in car rallies, but I guess the Queenslander did not know those back roads, shame about that. Near Berrima we had a stop for top up fuel and a couple of guys bailed out and went direct to Sydney via the Hume Highway. All the rest of us headed along Wombeyan Caves Road, not too bad but being Sunday afternoon a fair bit of on-coming traffic on the narrow dirt road was not fun. Luckily we turned off the main track onto a bush track and that was heaps of fun, until we had to detour around a flooded creek. That meant we

had to use the old corner man system when we needed to make a turn. We got back onto the GPS route near Kanangra Walls and then re-grouped at Jenolan Caves. Then a quick ride back along the Jenolan Caves Road through to Hampton and then turned down into Long Swamp and Kanimbla Valley to come out at Little Hartley then back to Mt. Victoria for a quick beer and goodbye to the others. Then another 100km home via Bell and Bilpin, that was a big day on a bike and after the other 3 days when I got home I could not even lift my arms over my head and needed help to get my shirt and jumper off. A long soak in a hot bath and a good sleep I was a happy man to have done it. It is going to run again in October so maybe I will be going again.

The big 14 Day 7,000km rally is a bit out of my league, but I now have some names of guys to watch and dream about doing that. One of the 4 Day riders is 67 years old, so if he can do it so can I, most of the guys were 40 to 50's with a couple of late 20's riders, the concept is good with GPS and no need to worry about anyone getting lost, and the way that it returns to your starting point is great. The big ride has a start point at Mt. Panorma on 28th July, I will be there to watch with envy the guys who are going off on that great big adventure. Makes it easy for the organisers, no big crowds of riders all needing accommodation in one town but all spread out around 7,000km of Australia's finest back roads. John Hudson is saying that there will be over 200 riders in that event, he has 6 computers in his office watching the progress with the Spot Trackers.

Anyhow I was very happy to have done my 4 Day 1,700km ride, did not want to ride a motorcycle for a few days, but now fully recovered and ready to ride some more of Australia's beautiful countryside, just like our car rallies but a bit more up close and personal on a motorcycle plus with GPS and no need for a map it was so good, no WD's and no Z boards or via points to find or questions to answer, I was in heaven.



See you on a back track in the High Country real soon.

Ted Norman,  
Suzuki DR650.



## C.R.C. Lunch Run. Sunday 22nd July 2012

A new event recently added to the Club Calendar, this will be run under a C.A.M.S. Social Event Permit. That means; non C.A.M.S. licence, no scrutineering, no worries.



Entrants will be offered a choice of two different types instructions;  
Fully route charted with all information necessary to find the route from start to finish.

or

A route chart for approximately the first half of the event and then Apprentice Level instruction for the remainder of the route. This section may, in some areas, use a different route to the fully route charted option.

As a social event there will be no placings or trophies awarded. However both types of instructions will have questions & entrants will be issued with road cards. If people wish then they can check with the organisers to see if they followed the correct route.

Final details of the event are still being finalised but the start will be at Heathcote south of Sydney. The finish, and lunch, will be in the Berry / Shoalhaven Heads on the South Coast. Lunch will be a sit down meal. Overall distance of the event will be approximately 150km. The cost of lunch will be the only entry fee charged. This will be announced at a later date.

Event Secretary, Tim McGrath, ph. 0419 587 887



# **First Friday Free Fling (Pie Night)**

**First Friday of every month from  
around 7.30pm**

**Harry's Cafe de Wheels, 431  
Church Street (cnr Fennell St),  
North Parramatta**

**This event is on the club calendar,  
therefore, historic plated vehicles  
may be used.**





## DRIVER TRAINING DAY AT WAKEFIELD PARK MONDAY 6TH AUGUST 2012

THE CLUB IS ONCE AGAIN ORGANISING THE ABOVE EVENT FOR MEMBERS OF THE CRC AND ASSOCIATED CLUBS.

THE FORMAT WILL BE AS FOR PREVIOUS YEARS AND THIS MEANS PLENTY OF TRACK TIME FOR ALL ENTRANTS.

AN ENTRY FORM IS INCLUDED WITH THIS COPY OF THE CLUB MAGAZINE AND IS ALSO AVAILABLE ON THE CLUB WEBSITE FOR DOWNLOADING.

EVENT INFORMATION AND INSTRUCTIONS ARE ALSO ON THE WEBSITE AND A COPY WILL BE ISSUED TO ALL ENTRANTS WITH CONFIRMATION OF RECEIPT OF ENTRY FORM.

FEES AND CHARGES ARE QUITE SUBSTANTIAL FOR THE CIRCUIT HIRE, AND BASED ON THE \$120 ENTRY FEE, THE CLUB NEEDS ABOUT 45 ENTRIES TO BREAK EVEN.

EARLY RECEIPT OF ENTRIES WILL ASSIST IN THE ORGANISING PROCESS - YOUR SUPPORT IS ENCOURAGED.

FOR FURTHER DETAILS CONTACT:

EVENT SECRETARY      TONY NORMAN      0402 759 811



## Classic Rally Club Championship 2012

### Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Pennith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Alan Walker	20	40							60	1
Teresa Morey	15	38							54	2
John Henderson	16	36							52	3
Pam Watson	18	34							52	3
Michael Stephenson	13m	32							45	5
Ray Arthurs	11	32							43	6
Wayne Gerlach	12	28							40	7
Ted Norman	15	22							37	8
Harriet Jordan	10m	30m							30	9
Roger Barlow		26							26	10
Lui MacLennan		24							24	11
Jeff West	20								20	12
Ross Warner	17								17	13
Dave Johnson		16							16	14
Carol Both	14								14	15
Mike Batten	9								9	16
Sonja Luthi	8								8	17
Wendy Maher	8								8	17
Helen Young	7								7	19

## Classic Rally Club Championship 2012

### Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Pennith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Tony Wise	20	40							60	1
Robert Panetta	20	36							56	2
Bob Morey	16	38							54	3
Alan Watson	18	34							52	4
David Shaw	11	32							43	5
Dianne Gerlach	12	28							40	6
Dominic Votano	13m	24							37	7
Tony South	15	22							37	7
John Cooper	17	16							33	9
Michael Olsson	10m	30m							30	10
Roger Banham		26							26	11
Coal Mullet		24							24	12
Gerry Both	14								14	13
Gary Maher	8								8	14
John Young	8								8	14
Winton Brocklebank	8m								8	14
Michael Young	7								7	17

## Classic Rally Club Championship 2012

### Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Orse	Winter Classic	MG Spring Classic	Alpine Classic	Fennith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Grace Brumby	8	14							22	1
Xanthea Boardman	1	20							21	2
Alison Burton	10m	16m							18	3
Ryan Baird		18							18	3
Cheryl Evans	3	12							15	5
Allana Mackertich	8	4							12	6
James Calabria		10							10	7
Jayne Annabel	10								10	7
Steve Maher	1	8							9	9
Michele Madigan	7								7	10
Peter Hill	7m								7	10
V Plimsoll-Kanakova	5								5	12
David Stephenson		4							4	13
Frances Stephenson		4							4	13
Trish Mills	1	2m							3	15
Clair Stephenson		2							2	16
Glenn Evans	1m	2m							2	16
Irene Caroloto		2m							2	16
Kevan Peters		2							2	16
Lorraine Drummond	2								2	16
Sylvia Gleeson		2							2	16
Wendy Cooper		2							2	16
Bev Richardson	1								1	23
Elizabeth Pentecost	1								1	23
Maureen Friend	1								1	23
Morgan Oliver	1								1	23
Natalie Evans	1m								1	23
Penny Dmitneff	1								1	23
Vince Harlor	1								1	23

### Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Orse	Winter Classic	MG Spring Classic	Alpine Classic	Fennith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Jim Baird	7m	18							25	1
Steve Brumby	8	14							22	2
Doug Barbour	1	20							21	3
Brendan Burton	10m	16m							18	4
Peter Evans	3	12							15	5
Chris Mackertich	8	4							12	6
John Calabria		10							10	7
Steve Annabel	10								10	7
Ian Packard	1	8							9	9
Jocelyn Vettorelli	4m	4							8	10
Brian Madigan	7								7	11
Tony Kanak	5								5	12
Geoff Mills	1	2m							3	13
Alan Cummine		2							2	14
Julie Votano		2							2	14
Kim Votano		2							2	14
Len Zech	1m	2m							2	14
Sergio Caroloto		2m							2	14
Terry Gunter	2								2	14
Dave Johnson	1m								1	20
Jim Richardson	1								1	20
Judd Smith	1								1	20
Kevin Byron	1								1	20
Mark Pentecost	1								1	20
Phillip Oliver	1								1	20
Steve Friend	1								1	20
Steve Pryor	1								1	20

## Classic Rally Club Championship 2012

### Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Perth Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Garth Taylor	15	28m							43	1
Peter Dunlop	14	26							40	2
Phillip Stead		30							30	3
David Booth		24							24	4
Jennie Smith	12m								12	5
Kay Harlor	11								11	6
Tony Norman	11								11	6
Ramin Shoustarian	9								9	8
Paul Trevitt	8								8	9
Ron Cooper	3								3	10
Jennifer Navin	1m								1	11

## Classic Rally Club Championship 2012

### Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Perth Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Paul Morton	15	28m							43	1
Greg Yates	14	26							40	2
Chris Hallam		30							30	3
Peter Thomson		24							24	4
Bruce Smith	12m								12	5
Rebecca Grasso	11								11	6
Amir Shushtarian	9								9	7
Lindsay Trevitt	8m								8	8
Tim McGrath	7								7	9
Shane Navin	1m								1	10



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. \$200 neg.

Roger Gottlob 0418 962 312

or

[rogerandgillian@grapevine.com.au](mailto:rogerandgillian@grapevine.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

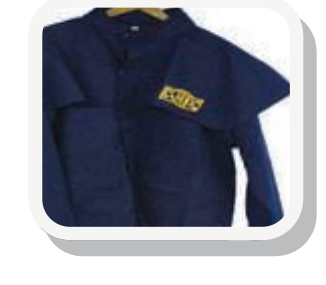
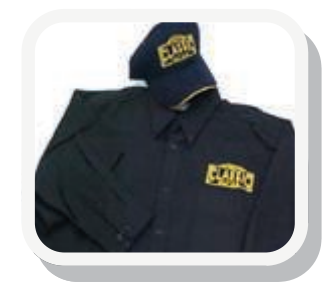
A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

### **Prestige Embroidery**

**4/29 Coombes Drive, North Penrith, NSW 2750**

**Phone: 0402 127 230**

**Fax: (02) 4727 0893**



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