

Rally Directions

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



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Reflections on The Jaguar Mountain Rally

JUNE 2012

Classic Car of the Month

Our classic car this month is the Jaguar XK120. First launched, in 1948, as a test bed for Jaguar's new XK engine, the XK120 caused such a sensation that Jaguar's founder, William Lyons, was persuaded to put the car into production.

The first 242 cars, all roadsters, were built between 1948 and early 1950. These were hand built with aluminium bodies on an ash frame. Pressed steel, mass produced bodies were introduced in 1950 which retained aluminium doors, bonnet and boot lid. These cars were available with roadster, convertible or coupe body styles. The XK engine was an advanced straight 6 cylinder with alloy head, dual overhead cams and twin sidedraft SU carburettors.

The XK120 had an illustrious competition history competing in many famous events. These included; Le Mans 24 hours, Targa Florio, Mille Miglia, Tourist Trophy, Tulip Rally, Alpine Rally etc. to name a few.

Chris & Deborah Hallam's car is shown here in Hendo's paddock gymkhana during last year's Alpine. They have owned the car 40 years & it has featured in family weddings as well as much competition & commuting.

Coming Events



Classic Rally Club Lunch Run

Sunday 22nd July, 2012

Event Information

- ◆ Non competitive, no trophies, no placings.
- ◆ No CAMS licence or scrutineering.
- ◆ Start at Heathcote, registration 8.30 - 9.00 am, 1st car away 9.30am.
- ◆ Finish at Kiama for a sit down lunch.
- ◆ The only cost is lunch - \$30 per adult, child \$20/\$15
- ◆ Approximate distance 140 kms
- ◆ Full route chart or route chart & some Apprentice navigation.

For full details see inside.

Winter Classic

Sunday 12th August 2012

A touring assembly of approx. 300 kms run on 98% sealed roads around the semi-rural areas of the greater Sydney area.

The usual CRC instructions will be provided; Masters & Apprentice level for those wanting a challenge and Tour level entrants will be given a route chart showing the complete route.

The start and finish will be at Penrith.

Further details inside magazine

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DEADLINE FOR NEXT NEWSLETTER 13th July 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

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Ross's Rave.

Hi, and welcome to the June edition of Rally Directions. I hope you are all well.

The Barry Ferguson Classic was held on 26th and 27th May and although the field was a little smaller than our typical events, the competition was intense. John Cooper's Falcon was the perfect vehicle for this event, too bad I wasn't the perfect navigator. Oh well, there is always next year.



I must say that irrespective of my placing, I did really enjoy myself. The night stage was particularly thrilling even if I was freezing. Mental note buy a full body Ugg boot before the Tour d'Course. Congratulations to Lui for being able to navigate and find the old roads, I have to admit I was challenged by this event (again). Thanks Dave, Tim and the whole crew for a great event. I'll bet that you will be able to read all about it further on in this issue.

One thing that I have been thinking about is how difficult the navigation can be on some events and how often I hear people say that it is too hard. In fact I was thinking about this when I noticed the circular herringbone (with no rail crossings, no start and no finish) on the BFC....

However having spent at least 5 minutes thinking about this I have concluded that I don't believe that we should worry too much as long as we can find the Major controls that matter (Lunch and end of day) because what it should be all about is enjoying the challenge of competition. That sounds like a cliché doesn't it!

But think about it. If it's hard, it's probably hard for everyone and therefore the competition is still fair. Not everyone can clean sheet, in fact I think that a good indicator of a well graded event might be that nobody clean sheets the whole event, but at least someone cleans each section. My guess is that we would all like to clean sheet every event, but isn't that missing the point. If all events were the same and we all clean sheeted every event, my guess is we would all get bored very quickly (and we would all bitch about the tie breaker). I suppose it would make writing an article for the magazine easy, just download the template that says "what a great event, no tricks, not traps and everyone clean sheeted....".

I think that the variety of events and event director's approach is what adds interest. Maybe that is a better outlook than boycotting various events because they are perceived to be too hard or you don't like a particular director's style of event. Have a think about it well at least for 5 minutes.

Having said all that, I still agree that the Apprentices should receive perhaps a little more help. (Stuff the Masters!)

We had four people at this month's First Friday Free Fling, a resounding success! Actually it was a lot of fun and it hardly rained at all. Please come along next month and invite some friends.

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

Enough raving Ross.

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CRC Secretary's Stuff June 2012:

Hello everybody, it is officially winter and the year is almost half gone already.

By now we at CRC HQ trust you have taken the opportunity to participate in a couple of CRC events...There has been plenty of variety so far, and more to come- even though true winter weather conditions were already trialled in the Southern Highlands.

I'll be at the June 17th event with son and daughter providing the navigation intel. again. This is working out pretty well so far and they don't even fight. If you have a younger navigator just starting out on this event why not stop by the Volvo and have a chat with my new entrants? The Volvo, by the way had a trip to the IKEA carpark for a bit of a homeland themed cheer-up, but after 40 years in Australia it is over any real sense of homesickness, and there was the Scandinavian style ice on the earlier CRC event this year, as I mentioned.

Of course my 12y.o. son thinks the rally computer should have a built in GPS and other useful apps like petrol station locations etc. Hah! Never I said! But watching the news recently I saw the case of the motorcyclist on the F3, using his phone whilst riding. Pretty novel, and whilst not recommended, not certain death either. (You don't actually steer a motorcycle- and it goes straight on a freeway just by subtle weight shifts).

However as I have said almost everybody has phone with a camera and many folks also have a self-righteous streak- so he was recorded from a bus and the images sent to the police. Sheesh- is he in trouble- as well as the obvious issue, with no L plate on display, going too fast I expect for a learner, and riding a non-permitted learners bike too- which sort of figures...

His defence was reportedly that he was looking at Google maps! Well maybe, but this suggests a question- if using a mobile/texting etc is illegal for a driver and presumably a rider- then what about having in-depth dialogue with, or setting a GPS? Is this also illegal already? Will it be shortly? Reaching to the glove box for sun glasses?

Other items- we stopped a while at the Mittagong event at the public school, celebrating National Motoring Heritage Day. The weather was subdued and I'd say the attendance was about 150 cars. This is down somewhat on last year at Chevalier College 'tween Bowral and Moss Vale, but it was a successful event and only a short walk to the Lake or the shops. Noted in Berrima the same day was a similar number of early Holdens at a separate event- so this may have diluted the numbers a bit.

On to other Council of Motor Clubs themed items- I now have the 14 tickets for the CRC for the August Shannons Weekend at the facility formerly called Eastern Creek Raceway, and now called Sydney Motor Sport(s)? Park. A few signs will need changing.... John Cooper is again the coordinator of the CRC participation. If you've not seen the division of the former circuit into two parts this is a chance to take a look at this too.

At the time of writing a record 1689 cars are expected from 145 car clubs, and next year promises to be even bigger when the CMC pulls out all stops to mark 50 years of the CMC in 2013. Meanwhile there a lot of anniversaries this year, would you believe 50 years since the debut of the Lotus Elan to illustrate just one. I'm still disappointed that the Saint didn't turn up for 50 years of the Volvo P1800 last year, but this year maybe Emma Peel of the Avengers will turn up in her Elan?

Lastly some trivia- since 1944 the population of NSW has increased by 250% yet the road toll is at the lowest level since 1944 (petrol was rationed too). The number of licences to drive has increased about eleven fold in the same period, and the number of registered vehicles by a factor of 16! So a good result in terms of road safety improvement, most people might conclude....

Tony Kanak

Navigator Nutterings from the South Coast Classic Rally 2012

By Alan Walker

Had you asked me a week before the event to write an article on the South Coast Classic Rally, knowing full well it usually falls at the feet of the winning team, I'd thought you'd have been joking. But here goes, well if you'd like an insight into the event from my point of view and I'm sure many of the other nav's, you could have just printed the maps as that is about all we managed to look at over the fairly complicated and tough event.



At dinner on the Friday night a few teams got together for a meal, and as usual we began having guesses at which direction we were to be headed and what tricks lay ahead. All we could know for sure was that a few BIG surprises lay in front of us. Saturday morning broke with a bitter frozen bite in the air that Mittagong seems to love. The heavy dew was wiped from the cars and we were off to the start. Mike Stephenson had organised the local Bush Fire Brigade to supply a hearty breakfast for the competitors, a big thanks to the firey's for a great start to the day. Upon final registration Frances and Kim supplied the maps, I and many of the nav's headed for the warmth of a nearby car. Five maps in all, with two of the standard 250,000 (Syd Spec. & 'gong) along with a couple of photocopy sections, plus an aerial overlay of Marulan which was to be of use and intrigue later. With Tour and Apprentice categories leading the way the Masters corralled and left the car park one by one. No great surprises exiting Bowral heading off in a north westerly direction. The route laid before us included - Berrima, Marulan, Carrick, Murray's Flats, the south side of

Goulburn, skirting Lake George, and into Tarago for lunch.

The plotting was fairly straightforward with questions/answers rolling along. Heading towards Marulan the overlay map reared its head, unsure of exactly what we were to extract from it, and having plotted three directions that may fit the bill the next question may have been a clue – the question '___LAKE' was a little help as there seemed to be a lake along a couple of the directions I plotted. We decided, as it is in most cases, the safest option was to push on, fill the car up with fuel, then go to check the nearby question. As we left the service station, with a number of Masters both in front and behind, the road to Bungonia seemed the best bet. A passage control popped up, with Mike, Dave Johnson and Natalie at the ready, we paused and thought twice of it only to check the map and a reassuringly 'go on then' "Car 44 - WD, please sign this and here is the instruction to get you back on track" !!!! Damn. Not even over the first 100k's yet. (In hindsight every Master's crew except the Moreys got caught, but this may have lead to them losing more points than the rest of us.)

Directions pointed us in the way north of Marulan, we rejoined the rally route, and as it turns out the answer to the question was Gunlake ,the name of a quarry not a lake. Tarago for lunch saw a good spread of sandwiches and soup followed by a little sweet treat before we were off again.

A circular herringbone to kick-start the afternoon run with only a crossroad as a hint, most couldn't get it to fit but with a little patience, straightening it out and plotting back and forth the way was found. Once this hurdle was crossed the run to Nowra was a fantastic one, the choice of roads was second to none with gorgeous scenery and a lot of stretches we hadn't used before. There was only really one trick before Nowra and it was near HMAS Albatross, mainly just following the mapped route.....closely! And we nearly forgot to ask for the answer to B.T.U – of course Dominc's 'Bachman Turner Underdrive' was a clear favourite.

Sunday brought a warmer morning and the challenge of driving as close as possible up to a set point (one of Tony's favourites....) with only 25pts to our names, equal with the lead 6 in Masters Tony pulled out one of his best 208km I think.

A simple set of unmapped tulips to start, followed by a run out through Bomaderry, Berry, Jerrara and onto Albion Park. Not a lot of tricks here, some train lines a little hard to spot, but an early stuff up following the tulips due to distance slowed our progress and as it turned out, no boards to spot. As this early setback positioned us last in the field it was a happy sight to see a few other Masters near Jerrara trying to solve the puzzle. With no time to stop we pressed on and slowly but surely plodded along the correct roads in the trusty Alfetta.

A very small delay with air-show traffic and with Mount Marshall calling had us through Albion Park and up through the tricky old road/new road to get to Helensburgh. With a map change catching a few others and Tony's local knowledge, being from Wollongong, helped us sail through this challenge without a trouble. Helensburgh turned out to be where we stubbed our toe on Sunday, and it was fairly ironic being 'Walker Street' where we managed to get caught out. A dummy board and Mike with his eagle eyes spotted us checking a road. Watch the map closely !!! Stanwell Park next for a fantastic drive down the coast and Sea Cliff Bridge if not slowed by a beautiful day's Sunday traffic.

Up the Bulli Pass and lunch at Lake Cataract. We were the first Masters to have completed the route, with Lui fumbling the map change. Out of the control and plenty to plot. We found a quiet spot just up the road, staring blankly at the details, searching for pipelines, freeway crossings and a map trace. The sound heard in my mind as every Master's crew blasted past on their way into lunch was 'hurry up' !

With the pipes finally found, we were off and running. Appin, Douglas Park, Menangle all led to Camden, with the map trace found and Kim on a passage, only a difficult answer to find in Oakdale slowed us. A squirt to Thirlmere and a mass of boards as Dominic emptied the set-up car led to a well deserved drink and the Tahmoor Inn.

I'd like to thank all of those involved in the event as it was run to a very high standard and contained a really fantastic route, with gorgeous scenery and fantastic stretches of road.

The Stephenson's and Votanos deserve a massive thanks along with Margaret, Jocelyn and John Southgate for another set of memorable photos, the Coopers, and Dave and Natalie.

2012 MACLEAN'S BRIDGE AT LAKESIDE by Heather Dux

For the first time since the faeces hit the oscillating cooler in May, 2011, Don and I decided we'd take part in the 2012 Maclean's Bridge event at Lakeside Parkway on the shores of Lake Kurwongbah to the north of Brisbane. This event, which is organised by the Triumph Sports Owners Association of Queensland, began years ago at Maclean's Bridge near Beaudesert but outgrew its spot and in 2011 it was decided to hold this event at Lakeside Parkway. Lakeside had been closed down for years because the woman who was the mayor of the Pine Rivers Shire where it is situated, decided the activities there could pollute the Lake. God knows what the fish and motor boats do to it! It's a bit like the local Stanthorpe racing facility, Carnell Raceway; two newbies decided they didn't like the noise and took out a Court injunction to prevent using the Raceway more than a few times a year and only for certain types of events.

It didn't matter that the Raceway had been there for decades before the land nearby was opened up for development. Who didn't do their homework?

We decided that we'd volunteer for whatever 'creaky' jobs might be available for a pair of not-so-agile geriatric revheads. I was OK because I ended up in the Pit area, in the shade, with some other ladies managing the TSOAQ Regalia Stall. Poor old Don was a Marshal on the main entry handing out information. The unlucky fellow was there for two and a half hours on his creaky legs! I think he's still recovering not only from the stress to his hips and knees but from having heard some extremely foul language hurled at the Marshals because people [men] were frothing at the mouth about having to pay \$20 per car and driver and \$10 per passenger to enter. I wonder what was said to the Charity volunteers who were taking the money, many of whom were women.

All the proceeds were going to the Spinal Injuries Association so surely it was helping a worthwhile charity and one which any of us could need in the future.

Maclean's Bridge is a static display of some glorious Marques on the Sunday but the Saturday is a Regularity Competition where many car clubs enter a team of four cars to compete. One poor fellow blew up his Cosworth engine while competing in the Regularity. Oh dear! We decided that the three and a half hour drive we had from Amiens would be a bit much when we had to be ready for duty at 7 am on the Sunday morning, so we decided to stay on Saturday and Sunday nights with our second son and daughter-in-law at Buderim, a mere one hour's drive away from the venue. We got to Lakeside about 2.30 pm on the Saturday to see if we could help in any way. It really is a boys' own function so I sat in the car with the paper and my cryptic crossword and watched the cars flying around the circuit while Don trotted off with his playmates to bang in star pickets and signs.

We left Buderim before 6 am on the Sunday and got to Lakeside in time to have a lovely bacon and egg roll before I had to head to the Regalia Stall. Thank Heavens it wasn't a feral egg like I've struck at the Alpine Classic breakfast in Lithgow! My shirt stayed clean. We also heard of one of the club members being parked on the side of the road watching his beautiful TR3 burn. Apparently a fuel line began to leak and that was that. He was nearly in tears as many of us would be if our beloved classics were hurt.

Don was resplendent in his white with red trim Official shirt and he also had a lanyard which indicated he was a Marshal !! How important can you get? I wasn't given a lanyard so I made up my own name tag from a Riverina Rally tag and I just deleted the Car 39 and I was sweet. I also had a white Official shirt and I was going to wear white pants with it but Don, charming man, told me I looked like a lawn bowls lady so I changed into black ones. I know how he feels about driving behind a car load of bowling ladies so I didn't want to stress him further.

On the main day which was the Sunday, it was motor Heaven with all these beautiful old cars. The various categories included a Multi Marque Display, Concours d'Elegance, Concours de Facsimile, Circuit d'Elegance and a Restoration

Theatre. There also was a raffle for a restored Triumph TR7.



All told there were about 1300 cars expected but I wouldn't be surprised if there were more there on the day. All the display areas were heavily covered with the different categories in their designated spots. I don't know how many times I walked up the hill to our car for various reasons but I can tell you, my calf muscles told me all about it that night. Steve Rowland, who built our green car, had parked his TR6 over the track in front of our car. It was great to catch up with him again. He confirmed what we already knew; his spirit sits behind us any time we take the car out to make sure 'his' car is treated well. I'm sure we've only got it on loan although a very expensive one.

The Triumphs on display had a sublime spot on the hill above the Pits with wonderful views of the Lake. We had glorious Queensland sunny weather for the week before and we weren't disappointed on the Saturday or Sunday. They were typical Autumn days and the Classic Car gods smiled down on us all. The Marques displayed covered the best of British, French, Italian and German designs as well as Australian, American and Japanese. You wouldn't believe it, the Austin Healy Sprite Club Team 1 won the Regularity, but the MG Car Club won Best Classic Sedan or Saloon, People's Choice – Most Admired Vehicle, Best Club or Marque Display and one of their members even won the raffle! I've never seen so many grown men wandering around drooling with desire. There were some women but I think most wives and partners probably thought a day out with the girls doing retail therapy would be a more attractive idea. I couldn't even guess how much money was represented by these gorgeous cars, some from 1908 and all of them lovingly cared

for by dedicated owners. I wonder how many modern vehicles, which all look so similar, will last to be classics.

Even though we both died on the Sunday night and I think our creaky bones have developed a few more creaks, I'd love to do it again. It was a good experience and even though our car, the green one, probably only got 4 votes; two I put in and one each from two of our sons, I didn't care. Next time, we won't enter any competitions but we'll make sure Don doesn't have to walk and stand around for so long so he can really have a good look at all the cars.



(It's great to have you back as a regular contributor Heather & I'm sure all CRC members look forward to seeing you & Don out on the road again. Bob Morey - Ed.)

An Italian MaMa

MaMa comes to visit her son Anthony for dinner. He lives with a female flatmate, Maria. Over the course of the evening, while watching the two interact, she started to wonder if there was more between Anthony and his flatmate than met the eye. Reading his mother's thoughts, Anthony volunteered, "I know what you must be thinking, but I assure you, Maria and I are just flatmates."

About a week later, Maria came to Anthony saying, "Ever since your mother came to dinner, I've been unable to find the silver sugar bowl. You don't suppose she took it, do you?"

Anthony replied, "Well, I doubt it, but I'll email her, just to be sure." So he sat down and wrote an email: Dear MaMa, I'm not saying that you **did** take the sugar bowl from my house; I'm not saying that you **did not** take it. But the fact remains that it has been missing ever since you were here for dinner.

Your Loving Son, Anthony

Several days later, Anthony received a response email from his MaMa which read:

Dear son, I'm not saying that you **do** sleep with Maria, and I'm not saying that you **do not** sleep with her. But the fact remains that if she was sleeping in her OWN bed, she would have found the sugar bowl by now.

Your Loving MaMa

Moral: *Never Bulla S**ta your MaMa (sent in by someone who knows!)*

A 1910 Ford and ten interesting facts about the USA in 1910



1. The average life expectancy for men was 47 years.
2. Only 8 percent of the homes had a telephone.
3. The maximum speed limit in most cities was 10 mph.
4. More than 95 percent of all births took place at home.
5. Eggs were fourteen cents a dozen.
6. The population of Las Vegas, Nevada was only 30!
7. Crossword puzzles and canned beer hadn't been invented yet.
8. There was no Mother's Day or Father's Day.
9. The average US wage in 1910 was 22 cents per hour.
10. There were about 230 reported murders in the entire U.S.A.

The Barry Ferguson Classic 2012 - 26/27 May by Lui MacLennan

It was with some trepidation that the Mullet/MacLennan crew left Sydney on the Friday afternoon, heading for Goulburn for the start of the BFC on Saturday 26th May. Trepidation because of the weather forecast of sub-zero temperatures and gale force winds; trepidation because of the style of the event. This was to be the third running of Dave Johnson's BFC but the first in its present format as a two day event. I'd been involved on the organisational side of things in the past, so this was my first attempt at playing with 1960s maps. Dave seems to take great joy in using fifty year old maps, showing fifty year old roads and expecting us mere mortals to differentiate between those and the present perfectly acceptable ones that today's drivers choose to use. He and Barry also hark back to the old days of dirt road rallies and so we were also going to be using a significant amount of unsealed road over the weekend. Now don't get me wrong; I like a challenge but this was one I wasn't terribly comfortable with. My only real previous experience of multiple road realignments had been on Jeff Whitton's Forest Classics some years ago in Victoria – and I hated them. I rarely remembered to look for realignments; when I did I couldn't find them and the mere mention of Z boards sent me into a cold sweat of terror!

New CRC member, Coal and I had competed in the South Coast Classic in my Mini but the thought of putting the poor little chap on a significant amount of dirt road had it quivering in horror. Not being a terribly strongly built car, the increased shaking and rattling on dirt roads tends to make screws fall out of unusual places and unmentionable things fall off! So the decision was made to tackle the BFC in Coal's Ford Territory.



The comfort level sky-rocketed! I should mention that there were really only a couple of 'normal' CRC classics on the Trial entry list, the rest of the field comprising either modern cars or robustly built rally cars.

We arrived in cold and blustery Goulburn in time for the formalities of registration, booked into the Lilac City and headed to the warmth of the dining room for some inner warmth and the company of fellow competitors and officials. I called an early night and we went back to the room to have a look at the six A4 maps that Dave had supplied us with. I was glad we had, as it took some time to figure out where they all fitted together and to fold back the overlapping sections – time well spent. A wild and woolly night had the doors and windows rattling, so it wasn't exactly conducive to a decent night's sleep but we were up bright and early for breakfast and to be at the start location at 7:30 for our instructions. Driver's briefing was at 8:00 and we were on the road around 8:30.

The supplied maps had an imperial grid of 1:250000 with grid lines 10,000 yards apart but Dave had supplied an imperial romer for plotting grid references and a 'normal' 1:250 000 scaled worked for measuring distances in kilometres, so there shouldn't have been too much drama there, so long as you didn't use the imperial romer to try and measure kilometres, as one crew did! The navigation was relatively easy and we headed from Goulburn along the old Hume Highway (now known as the Cullerin Road). The first Z board was an easy one at Gunning and we continued our way to the first un-manned major at Yass. The Trial category had no questions to answer en route, which was a mixed blessing. We all know questions are good to check you're on route (or off!) but on this event it was a relief to not have the extra pressure of having to keep a lookout for the questions. From Yass, we passed through a couple of our old CRC favourite B places – Bowning and Binalong. Bowning was a doddle but Binalong had us on unmapped roads, which had a few crews scratching their heads. Bobbara (another @#%\$ B to add to the list!) had a hidden Z board, which I was so excited to find and had me squealing with delight – I had found my first real Z board!!

We were by now, well and truly in Riverina Run territory and continued through Harden Murrumburrah to Wallendbeen. Dave had been kind enough to say that all realignments/Z boards would be within 1.5 kms of a via point, so every via had most of us worried. A T-junction beyond Demondrille that sure as hell wasn't a T-junction any more had all but one crew WDing into the Passage control – and those poor control officials, the weather was bitter out there.



We continued on our merry way, probably oblivious to multiple Z boards being ignored and arrived at the little known hamlet of Yeo Yeo. I can only state that I honestly never want to see Yeo Yeo again! More unmapped roads – was it an unmapped road off the main road or was the present main road actually unmapped on the old maps? Who knows, and to be honest, there was a stage when it was a case of 'who cares!' Finding a VRC facing the wrong way is always a bit of a worry but at least we got a vague hint of where we were meant to be going. Unfortunately it wasn't a big enough hint for us to get the correct route. I'm not sure that anyone did! We were now heading in the right direction for lunch in Young and I could almost smell the

delicious aroma of Red Cross Committee soup! Sadly, my now ex-friend Dave still had a devilish circular herringbone for us to conquer before we could sample the locals' fare. With four crossroads to help, it should have been relatively easy but it sure as hell wasn't. We made it into lunch with only a minute to spare. Lunch was a welcome break after more than five hours on the road but there was no time to waste and we were soon back to plotting the afternoon's fun. From Young, we headed generally north through Monteagle and the delightfully named Bendick Murrell – never heard of it and by the end of the weekend, it's associated roads having cost us three severe 25 point penalties, I never want to hear of it again! A mapped Y-Junction was in reality a T-Junction, so the top of the T's riser wasn't mapped and we were supposed to locate the Y branches as the mapped roads. I guess getting one out of three chances right doesn't rate as a pass.....

It was then a pretty straightforward run up to the next break at Cowra, which was also to be our final destination after a section of night navigation. Photographers were at the ready at a rail crossing that most crews used – unfortunately, the crossing wasn't actually mapped and Dave had missed a golden opportunity of using another of his dastardly Z boards. Some crews spent a considerable amount of time finding an alternative (and correctly mapped) route to Cowra but there were no penalties applied, regardless of the route taken.

After a short break in Cowra, the Trial crews then launched themselves into the rapidly darkening countryside for a spot of night nav. The plotting was easy but the turn left, turn right, zig-zag of a route kept navigators on the ball, following the map with one eye, the Halda with the other and the road ahead with that mysterious third eye that was needed, as a turn was required roughly every kilometre. It was pretty intense but good fun. A VRC on an old alignment was only picked up by this crew when we saw the stealthy shape of a Volvo appear from the undergrowth – thanks guys! By now, dinner was well and truly calling, so it was a short walk to the local golf club for pre-dinner bevies and very welcome food to follow. They really put on a great meal, which I'm sure everyone enjoyed as much as I did. Dave put the results up as well as modern maps, explaining where all his evil tricks were.

To our great surprise, we were in the lead but had the Watsons snapping at our heels and several crews running on equal points behind them. My head was now drooping and the eyes were getting heavy, so it was time to hit the sack – I slept like the proverbial log.



Sunday dawned all too soon and after a hearty breakfast, it was time to hit the maps again. A glitch in the instructions had us crossing a non-existent bridge over the not insignificant Lachlan River at Merriganowry but fortunately, Dave was alerted to the error and all crews were updated before they left the start. Heading northwest from Cowra, we again had to use a loop and an unmapped road that ended up making us pass the same VRC three times – it's always nice when you can predict what's about to happen! Another Z board near the aforementioned unmapped bridge was totally ignored by this crew – maybe we were still shaking the sleep from our heads. From there we passed through Billimari – but why were there VRCs on both sides of the road? Certainly had me stumped! We were also forced to cross the railway line where I sure as hell didn't want to and went looking for the ever-elusive Z board – to no avail... From Cowra, what looked like an easy piece of plotting suddenly turned nasty when we read that it was to be plotted in reverse. That was mostly straightforward except for the instruction to enter a point from the north. In reverse, we of course had to exit to the north and I must thank my driver

for pointing out that one. I wonder how many were caught out by that dirty little trick? The section ended at the dreaded Bendick Murrell and we were appropriately penalised – again. Lunch was again beckoning but it wasn't an easy run to Young – there was an evil little stretch of wiggly dirt road to traverse that bore no relationship at all to the map but somehow we managed to luck it in (or use extraordinary map reading skills) and then made our way to lunch via Wombat. Sadly the previously utilized extraordinary map reading skills went out the window here and although Dave used an unmapped road in his route, we weren't allowed to use the one we took a fancy to!

Post lunch, it was a quick 200 km drive back to Goulburn using the shortest mapped route overall – thanks again to Coal for pointing that one out! We went nearly via Boorowa, Tangmangaroo, Yass and Biala on some amazingly fantastic unsealed roads and through some simply wonderful country. Somewhere near Biala, I looked out the window to see the "All Year Round Cricket Club". This was an entire cricket team, fully dressed and in position in a paddock, with umpires and an appropriate number (for Biala) of onlookers. The interesting thing was that they were all 'dummies' – someone out there had had a lot of fun putting it all together. I only wish we'd stopped to take a photo and I can't believe there's nothing on the net referring to it. I'm sure it wasn't my very tired brain imagining things! Someone, please tell me I wasn't the only one to see it.....

We finally reached Goulburn around five and hit the Hume for the drive home. Back to my place by seven but my long-suffering driver still had to drive to Cessnock. Glad it wasn't me but thanks Coal – a good team effort gave us an unexpected result!

Bottom line – it was a great event, well organised and generally well executed. By using the back roads, we had an opportunity to traverse some fantastic roads and to see parts of the country that I never knew even existed! There were a couple of instances where attention to detail could have been improved and there were several occasions where Z boards should have been in place but weren't. It was certainly frustrating on those occasions to locate old alignments and not have them used on the event – time wasted tracking them down but no reward for the effort. I now

appreciate how difficult it must be to set such an event, in that it's all well and good to find the old 'tricks' and use them but to set a 'perfect' event in this style, you have to find each and every trick and that would be a nearly impossible task.



The unsealed roads caused no problems, although I personally wouldn't be putting a 'classic' on them. We have the opportunity within our championship rules to run in a 'modern' vehicle and still have the points count – maybe the BFC is the time to use the family hack? For some reason, entry numbers were very low which was pretty disappointing for the organisers.

Hopefully next year, we can convince you all to have a go – even if it means bringing a modern car – it's well worth it!

Our thanks must certainly go to Dave and his fabulous team. Tim McGrath had organised the Tour and also ran the set up car with Ngarie; Geoff Bott & Paul Morton ran Sweep; Jo Vettoretti & Christine Bethwaite did the Passage controls (and plied us with Minties); Barry Ferguson & Dennis Reeve manned the Majors and dealt with scoring; Bob Morey organised the accommodation and meal and also played impromptu Southy, having had to withdraw due to Teresa being unwell. We also saw Richo at a Passage control – he was a steward at Wakefield Park on the Saturday afternoon but killed a few hours in the morning by lending a hand (and WDing most of us!). Thanks also to Jane Morey for all her secretarial work prior to the running of the event. Nat obviously lent an able hand whenever and wherever she was needed. Phew! Hope I haven't forgotten anyone!

Bring on the 2013 Barry Ferguson Classic – I'm ready for it!



More Barry Ferguson Classic Photos





CLASSIC RALLY CLUB – LUNCH RUN

Sunday 22nd of July, 2012

EVENT INFORMATION:

This event will be conducted under a CAMS Social Event Permit. It will be non-competitive and placings, trophies etc, will not be provided.

There is no CAMS Licence required and cars will not be scrutineered.

The event will have an approximate distance of 140 kms. It will start at the Heathcote Railway Station Carpark (M1), this carpark is approx. 1km south of Heathcote Rd on the Princes Hwy, and will finish at The SEBEL HARBOURSIDE, in Kiama. (lunch venue)

There will be two Route Instruction Options – refer to the entry form for details.

There is no Entry Fee, only a charge for the cost of the sit down Buffet lunch. Refer to the Entry Form for lunch costs.

Entries will open on publication of this Event Information and the Entry Form, and will close on Friday the 13th of July 2012. The Lunch Venue has a maximum capacity of 80 persons and this will determine the final number of entries, allocated on a first come first served basis. Be Quick enter NOW, before you forget.

Registration will be between 8.30 – 9.00am at the start location, An entrant briefing will be held at about 9.10am and the first car will depart at 9.30am.

Route Instructions and Route Cards for both options will be issued to entrants in advance of departure time. Further details will be advised during the entrant briefing. Road cards will be collected and checked, to provide feedback to entrants on where they may have used the wrong route, if they did so. (You will all get it correct, because it's easy)

The Finish Control (M2) located at the lunch venue will open at 12.00 and close at 12.45pm. If running late, or you are lost (which you won't be), you should head directly to the finish so as not to miss out on lunch, which will be served at 1pm.

BYO is not allowed, but they do have a nice bar !!!

With reference to the lunch menu, if you have any special dietary needs, these should be advised when sending in your Entry Form. Please note every effort will be made with the venue to assist with these requirements but the organisers cannot guarantee that these requests will be fulfilled.

If, having entered you find you are unable to attend, please advise the Event Secretary as soon as possible to allow other possible members the opportunity to fill the vacated spaces, Note that no refunds can be made for Entry Fees after the 13th of July, 2012 event closing date.

For those members entering Option "A" who may be new to navigation type Route Instructions it is suggested that you check out the clubs, "KEY RALLY AND NAVIGATION PRINCIPLES" document, which it is hoped will be available for downloading from the CRC website prior to this event and is reproduced elsewhere in this edition of the Magazine.

"We have made this event very simple navigation."

For further information contact one of the following:

Tim McGrath Mob: 0419 587 887

Tony Norman Mob: 0402 759 811 or Home: 9804 1439

Please no calls after 9.00pm as we are getting old and need our beauty sleep!



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.

FEEES 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

Having a go at Motorkhana by Steve Brumby



Here's how it all started.

In 2010 my wife's best friend started dating a guy who owned a rally car. She asked my wife (and me by default) to come along to a rally (AMSAG Rally of Oberon). We went along and enjoyed watching and photographing the cars. Shortly after that we went along to a Motorkhana and we had the opportunity to have a ride in the passenger's seat. My wife was hooked and promptly went out and bought herself a car suitable for motorkhana. She and her best friend went halves in a Datsun 180B that had had a previous rally life (a hard one at that).

In parallel to all this, the urge to explore my own motoring interests had been sparked and had resulted in the \$1000 challenge (a story for another time), the purchase of the Alfa, and pursuit of classic rally nirvana (with daughter Grace navigating).

Meanwhile, in the background there is this 180B whipping around in circles in the mud and dust, accompanied by some serious cackling. I thought I had better investigate. And so it was on a Sunday in April I fronted up alongside my wife, her friend, and their 180B with my GTV and my trusty navigator, Grace, at Ansell Park (near RAAF Richmond) to have a crack at "motorkhanering" at the FIAT Car Club's event.

With only a very brief intro to the discipline, conducted during the lunch break on the Alpine Classic last year, I decided to ease into it. For those that have never seen it (I doubt there are many so please bear with me for a sec) "Motorkhanering" involves manoeuvring your vehicle around a course plotted by flags, kind of like a slalom (but without skis, or snow) commencing from a start "garage", finishing in a finish "garage", all in the shortest

possible time without incurring any penalties (such as WD or hitting flags). The courses for the day are given to you, mapped out on a piece of paper. Having the memory of a fish is a distinct disadvantage!

It also turned out that my young, trusted navigator was having too much fun being whipped around the tests that she was of little or no use in assisting in finding my direction through the courses. She was also quite happy to abandon me for a passenger seat anywhere else one was in the offering. Better than anything at the Easter Show apparently!

I have to admit it is just great fun throwing the car around and very appealing at the most basic level. I was very surprised at how nimble the Alfetta could be and I also have to say that whilst it is pure fun, at the big end of the field there is quite a bit of effort involved in car prep, as well as great driving skill. There were a couple of Motorkhana specials present that are purpose built machines, essentially a frame with wheels and an engine, designed only with one thing in mind: to get round those flags quicker.

But you can Motorkhana in anything, as I witnessed on the day. Rear wheel drive, front wheel drive, four wheel drive, short wheel base, long wheel base, showroom cars to old bombs, they were all there. Overall the day was won by a rally prepared Holden Commodore, a remarkable effort really.

So how did I do? Not so good, but slightly better than my wife and her friend which is all that really mattered! And how did the Alfa do? Well, we lost half of the chin spoiler (which I have no doubt was handcrafted in some remote Italian monastery from a rare Tibetan material that is only available on the 29th of February, by monks who have been sworn to a construction method vow of secrecy, and as a consequence may be a little pricey and rare!) Navigator was last seen broadly smiling whilst getting into another passenger seat.



Would I do it again? You bet. In the Alfa? Maybe not.

1997 Jaguar Mountain Rally.

An Official's Story – One that Never Normally Gets Told

(First printed September 1997) by Lizzie Kornhaber

Before I tell my tale, just a brief background on how I first became involved in the Jaguar Mountain Rallies – and 20 years on am about to embark on the 20th Mountain Rally as a competitor as I did on the first one back in 1991.



My late husband Tom Kornhaber and I joined the Aston Martin Owners Club back in 1987 being proud owners of not one, but two Aston Martin DB 6's plus a half a dozen other classic cars including a MK IV Jaguar and a MG TC, which I still own.

In September 1990 we happened to be at the Jaguar Concours at St Ives Show Ground, where there was a display with brochures and posters of an up coming navigation rally run by the Jaguar Car Club to be held in May 1991 for classic cars pre 1978 being run over "a week – 7 days"

At the next Aston Martin Meeting it was discussed at length and we entered 3 Astons 2 DB6's and one A.M. V8 – what happened on that rally is another story, but as a consequence of Tom being the driver and myself the navigator (one week remember) I resigned as a navigator at the end of the rally and became an official for the next 6 years.

Sunday 3rd August '97, I am sitting at Tom's desk gazing out of the window. Above the tree tops sits a particularly British dull grey day. I am suffering from the dreaded flu and can't stop giggling, in fact even whilst I've been very ill in bed, I have had a constant smile on my face.

Why, you may ask, is Lizzie Kornhaber acting so strangely? Well, I'll tell you – I have just returned from the 1997 Jaguar Mountain Rally. Not since before October 1993 when Tom became ill, have I had such an incredible week. Not only because I shared a room with a male official (who shall remain anonymous (TO PROTECT HIM) and that is another story, but because this year, speaking on behalf of ALL THE OFFICIALS, had a magic about it.

It all began Friday evening when the officials assembled at the RAC for a 6pm briefing before the competitors meeting at 7.00pm.

It was impossible to relay the feeling that was in the room when we all met again, most of us had not seen each other since the 1996 Rally – the room was a buzz with conversation, but there was something more – within seconds it was as if we had found long lost friends and relatives – WE WERE FAMILY! The camaraderie was something else; we were united again, thanks to Doug Henderson, Chris Haigh and Geoff Bott all those years ago in 1991 and 1992 when they picked a handful of crazy car enthusiasts for a special job. Incidentally the comradeship was also felt amongst all the competitors, most of whom had been around since 1991.

The Officials; the crazy ones, who willingly give up one week a year to be woken up at 5.30am, spend half an hour de-icing their cars till their hands become blue and numb, put away an enormous (kosher) breakfast they didn't need, marshalled out on parade in front of the Clerks of the Course (this year Tony Galletly and Ken Philp). Tony was always having apoplexy because at 6.30am we were not seated in our cars ready for the crocodile run to as yet unknown parts of NSW, mostly in some remote corner, usually on the other side of a minor road surrounded by either scrub, treeless plains, orchards (if you were lucky) anywhere but near a LOO....!!! Well for most of us that is – I suspect due to the fact that both Tony & Ken have been competitors for the past 6 years and IT WAS PAY BACK TIME. Just ask Margaret Brown (OAM) about prickles after she dashed back to her control in a hurry one particular wet and foggy day.

One by one we are dropped off at our control site, given instructions on where to set up either our M or P signs and threatened that if we didn't WD (Wrong Direction) at least a dozen uptight, impatient, cranky, short tempered navigators we would be excluded from the Black Hat Brigade.

Amongst these fine upstanding officials were members of several car clubs, Jaguar, MG, Aston Martin, Alfa, Austin Healy, Triumph, Riley, Sunbeam to name just a few.

Day One saw Harry and I on a timed speed control, where it was absolutely essential that we wrote on the Navigator's card his time when entering our control! So what did this efficient helpful friendly official do to, of all cars, the one navigated by Michael St Cox and driven by Graeme Lord. Michael, being last years Rally Director, yelled out their car number and exact time, wrote it on our "time sheet" whilst Harry gave them minties and jelly beans, handed back the card and watched them speed off down the road at approx. 120kms an hour, then looked for the next victim. About 10kms down the road, Michael to his horror looked down to see I had written precisely NOTHING – OOPS!!!! Was I in deep trouble that night? – thank G-d I had written it on our run sheet.

After having spent only one day with me, my co-official and room mate was quite perplexed, I was either too hot, too cold, my back ached, I moaned about the bush, the trees, the gullies I had to hide behind every day and some nights (I'll come to that later); but due to both our naturally charming personalities and crazy sense of humour, we made an excellent team and spent many an hour between spotting lost cars discussing every conceivable topic imaginable, whilst laughing and chuckling about most of the cranky, navigators yelling at their drivers..... Harry was the best tonic I could have had, to jolt me out of the depression I had been suffering from.

Day 2 saw the run from Singleton to Leura via Catalina Park Circuit.

Day 3 I finally had my revenge on Geoff Bott for his past transgressions as Clerk of the Course. Harry and I were overjoyed upon seeing his lovely red E-Type (Fig Jam) cruising up the Great Western Highway coming in the wrong direction. It was with a great big smile and jumps of joy that I stamped his card with WD.

Unbeknown to the competitors, Day 4 saw our illustrious leaders LOST followed by a crocodile of cars blindly following them. We were somewhere between Cowra and Young looking for a school. Harry and I were asked to find our own way to a certain crossroad in Grenfell some 15 kms away and wait for them. Well Harry and I had our first tiff. He did not trust my navigation, could you believe that. Those of you who know me from the 1991 Rally in the Aston Martin DB6 wouldn't doubt me, would you??

Eventually we arrived at the school, where the competitors were to find out the name of the School Motto, but had to pay for the answer. I primed the kids not to give the answer for less than \$2.00; they were raising money for a good cause in their small country town. They raised \$263.00 which was fantastic, those children will remember that day for a long time – they had a ball. That night we spent in Tumut and I can tell you, 5.30am in Tumut is no fun. I even wore my neck to ankle granny nightdress that night – photo only on request.

To digress a little. Every afternoon around 5.30pm all the officials (except the ones still stuck out in the bush waiting on totally lost competitors) would get together in someone's room. We would all bring nibbles, drinks etc for a wind down before our briefing at 6pm.

These get togethers were absolutely hilarious and unforgettable. We would compare notes and stories on the competitors, who lost their bundle, how many WD's, who was the most competitive and temperamental. The laughter that ensued from those meetings! Occasionally one of us (not me) would spit the dummy. We'd go over everything that happened in the course of the day, how we managed when 6 or 7 cars would front up at the same time. Believe me, it is very difficult, trying to write all the information down and be fair to all. It can be very nerve racking and tense at times. Mostly we'd moan on how bloody cold it was out there, BUT WE LOVED YOU ALL, well nearly all.



Day 5 saw Harry and I outside a nectarine orchard near Forbes – bliss – some trees for cover. That night we had an Elvis Presley Night, story to be told by someone else. I was too busy clambering all over a 1950's motorbike with several un-named gentlemen. Photos again on request.

For the first time on any Mountain Rally we had a night stage – in Bathurst – 3rd night. Can anyone imagine standing in Bathurst between 5.30pm and 9.00pm on some deserted road, pitch black, 4 deg C. wondering if some dodgy character would jump out and murder you. I took Harry's large hammer just in case, to protect Harry of course.

Our feet were quite numb after half an hour and everyone was late and lost. Each time a car came up I tried to stick my head in the window for warmth. A strange car came up and the occupants sat and watched us. Very unsettling, they were shining torches and making funny noises finally Graham Smallwood (who happens to be 6'5" tall) unfurled himself out of his car and the strangers took off in rather a hurry. Lucky his wife, Rona, was not with him. She is only just 5ft.tall!

Day 6 saw us on the exact spot Geoff (Fig Jam) Bott had positioned Brian Caldersmith and myself back in 1992 – outside the Bathurst Abattoirs and Hide Factory – Poooooh!!! I even found a fossilized jellybean from back then... but this time it was not nearly as cold as 1992 where it was 2deg C and raining.

We had a good run to Windsor for the finish where we saw most of the competitors at the last "Major" only to be swamped with both congratulations, abuse, hugs and kisses and endless stories of sad and sorry tales.

Once again I can only say that this year was a fantastic rally, not just for me, but for everyone.

As far as I was concerned I'd like to thank all the competitors and officials for making me feel like life goes on and can be fun again after having had 3 years of sadness and heartache – and to top it off drowning and being pronounced dead in Sydney Harbour last year.

I only hope that the Jaguar Car Club keeps the Mountain Rally going for the next 20 years, and maybe I may even become a Navigator again.....Yea ...some hope.



Lizzie Kornhaber

(Proof reader's comment (Geoff Scott) "She is still learning to navigate and needs more practice".)

An ode to a (male) driver's friend.

I have a little Satnav
It sits there in my car
A Satnav is a driver's friend
It tells you where you are
I have a little Satnav
I've had most of my life
It does more than the normal one
My Satnav is my wife
It gives me full instructions
On exactly how to drive
"It's thirty miles an hour" it says
"And you're doing thirty five"
It tells me when to stop and start

And when to use the brake
And tells me that it's never ever
Safe to overtake
It tells me when a light is red
And when it goes to green
It seems to know instinctively
Just when to intervene
It lists the vehicles just in front
It lists those to the rear
And taking this into account
It specifies my gear
I'm sure no other driver
Has so helpful a device

For when we leave and lock the
car
It still gives its advice
It fills me up with counselling
Each journey's pretty fraught
So why don't I exchange it
And get a quieter sort?
Ah well, you see, it cleans the
house
Makes sure I'm properly fed
It washes all my shirts and things
And - keeps me warm in bed!

Winter Classic



Sunday 12th August 2012

Join the Classic Rally Club for the Winter Classic - a touring assembly of approximately 300 kms run on 98% sealed roads around the semi-rural areas of the greater Sydney area.

There will be two categories of navigation - Masters and Apprentices.

Masters will be provided with navigation problems with a reasonable degree of difficulty.

Apprentices will receive the same instructions as the Masters with additional information to assist in finding the correct route.

A Tour category will also be included for those who prefer the route to be given to them.

The start and finish will be at Unit 29/29 Coombes Drive Penrith with a lunch break at a location on the route. Competitors are expected to finish around 4 to 5pm when coffee and discussions will take place.

Equipment required includes a pencil, eraser, ruler, a sense of humour and a motor vehicle. Official maps will be supplied.

All CAMS affiliated clubs are invited.

Please direct any enquiries to Alan Watson on 9653 1036 or email alanwatson@pacific.net.au. Supplementary Regulations available on the CRC web site www.classicrallyclub.com.au



2012 MG CLASSIC

SAT 15 & SUN 16 SEPTEMBER



Join the MG Car Club (Sydney) and friends from other CAMS Clubs for a weekend in the beautiful Upper Hunter area. The Event will commence at Mooney Mooney on Saturday, overnight in Muswellbrook and finish in the area of Wollombi on Sunday early afternoon. Enjoy approximately 700 kms of great classic car roads for an untimed Touring Assembly with 3 levels of participation:-

Tour – a fun run that is route charted to enable entrants to successfully complete the Event. No CAMS Licence required.

Masters & Apprentice categories to please the experienced crews.

For an entry fee of \$429 per crew of 2 (additional crew \$175) you get:-

Rally pack and maps – breakfast, lunch, dinner and accommodation on Saturday plus breakfast and lunch on Sunday with a chance to enjoy great new roads, varied scenery and a first-hand view of the changing vista as the horse breeders and coalminers alter the landscape.

Awards sponsored by NRMA Vintage Veteran and Classic insurance.

Entries open on 23rd June 2012 and are limited to 50 starters.

Entry forms along with Supplementary Regulations can be downloaded from the following websites:-

www.classicrallyclub.com.au

www.mgcarclubsydney.com.au

If you do not have access to download you may register your interest and have details forwarded to you by contacting Jim Richardson at:-

5 George Muir Close	02 9639 0638
Baulkham Hills 2153	0418 644 284(Mob)

OR

Sonja Fueter Luthi at	
27 Ross Street	02 9879 7069
Gladesville 2111	0410 690 702 (Mob)

If you only get to run one rally per year this one is for you!

2012 Alpine Classic

13th & 14th 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 14th 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

CLASSIC RALLY CLUB KEY RALLY AND NAVIGATION PRINCIPLES

compiled by Tony Norman.

This information is primarily intended to assist those Club Members who are considering moving up from TOUR to APPRENTICE LEVEL. It is not possible to cover all situations and scenarios – some just have to be learnt the hard way out on the road. *(Ross Warners has asked for anyone reading this article to please make whatever comments they you think might be helpful. Any feedback would be appreciated. Bob Morey - Ed.)*

GETTING STARTED

When the decision has been made to enter APPRENTICE category and the Entry Form has been downloaded and completed, you should then **DOWNLOAD THE SUPPLEMENTARY REGULATIONS!**

This document, as well as giving all the boring CAMS stuff etc, will almost certainly include information regarding navigation that is specific to the Event and could be different to the normal Rally Rules and Definitions. Check the Abbreviations carefully for any less obvious interpretations or variations to normally understood meanings.

Rally Directors have even been known to modify Abbreviations thus:

TR = Turn Left TL = Turn Right **CHECK THEM CAREFULLY!**

Make a written note of any of these. The chances of remembering them all come rally day is remote! Ensure that you have a copy of the SUPP REGS with you on the event. It is common that items such as the Abbreviations will NOT be included with the Route Instructions.

BASIC RALLY RULES

These rules will generally apply to all CRC Events but remember they can be over-ridden by Event specific instructions. Remember the old saying “Rules are made to be broken”.

1. Do not use any section of road, no matter how short, in opposite directions during the rally UNLESS the Route Instructions specifically allow. You may however cross a road that you have previously used at a crossroad. If it is an off-set crossroad then the first principle applies. This rule does not preclude “back tracking” to find a question etc.
2. The correct route is always the SHORTEST mapped route between Via’s that complies with all of the given instructions. When plotting the route always check for “Out of Bounds”, “deemed roads” etc, which may impact on the route to be driven.

You cannot travel through a nominated “Via” until you use it as the described Via in the Instructions. Confused – Weren’t we all! You could find that the shortest mapped route takes you through a road junction and then doing a loop back to the same road junction which is “Via”. This would be an incorrect route since you have passed through the “Via” before arriving at it, **AS THE VIA!**

BEFORE BLASTING OFF

The following are some basic tasks which should be taken after collecting the Route Instructions from the Event Officials.

1. Check that you have all of the pages and attachments – don’t want to find you’re missing Page 3 when 80Kms into the division!
2. Check the Question Sheet. Make sure that the distances to the Questions are in the correct sequence. Questions can be transposed, which inevitably means back-tracking if not picked up early enough.
3. Driver to read all questions to make sure that there are no “How many bridges did you cross...” questions at the end.

4. Check the Notes at the top of the Route Instructions, which often include specific Instructions for the Division or the whole event. Any indented "Out of Bounds" should be marked on the map. Don't rely on remembering them as you drive – you will NOT. Plot any "un-mapped" or "deemed" roads as described in the Instructions onto the supplied map. When marking up the map at this time be careful not to obscure any words or features, since you may need to find these later in the Event.
5. If time permits it can be good to transfer the appropriate Question numbers onto the Route Instructions between the various Vias, which in APPRENTICE class will usually all have given distances. It can be useful if the navigator also knows that there are say 3 questions to be answered between 2 particular Via points.
6. It is common, but not always the case, that from the Start Control the first instructions will be a Route Chart to get you to the first Via. This is usually because the Start locations cannot be properly indented on the map.
7. Before leaving control try to at least indentify the first 3 Vias and have plotted the route from Via 1 to Via 2. The more you can plot before heading off the less times you will need to pull over en-route to plot further sections. But keep an eye on the time, which can fly by, and the Start Control will have a closing time!

ON THE ROAD – THE NAVIGATOR'S JOB

Now the fun begins. This is what we all do it for.

1. Check the instructions, which will indicate where you should ZERO your tripmeter or TERRATRIP, HALDA etc. For anyone planning to enter APPRENTICE level on a regular basis, a rally tripmeter as indicated above becomes an essential tool. Once calibrated to your specific vehicle it is an extremely accurate device to measure distances to the nearest 10 metres and most events are set by Rally Directors using these devices to give distances to Vias and questions to 2 decimal places.

2. ZERO TRIP as advised!

3. This is where the navigator's job really begins. Remember that your driver has no idea where you're going – he needs constant information. An instruction to a driver to 'turn left in a little while' could be the end of a long friendship. Try to give the driver adequate warning, by estimating if necessary from the map, how far it is to the next junction. Look on the map to establish if there are any place names that may be on road signage located at the junction. Every bit of information helps. All the above however is not necessary if the next junction being approached is a "Tee". Just tell him to turn left or right rather than going straight on.

4. Although traditionally the driver's job, since he is the one who should be looking at the road, keep a lookout for VRCs which are always located on the left-hand side of the road. This also applies to questions, which is why having them noted on the Route Instructions can be a great help.

5. If the car in front turns left at a junction where you think the correct route should be to turn right, don't assume that he is right and you're wrong. If 3 cars in front turn left you should maybe pull over and have another look at the map and Instructions! But remember that it is common for TOUR to use a different route to APPRENTICES and MASTERS so you could still be correct by turning right.

If you decide that you are on the wrong route and need to back-track, don't forget (A) If you have a Rally Tripmeter set it into reverse until you reach the point where you believe you went wrong and don't forget to set it back to forward running or (B) If you are using the vehicle tripmeter make a note of the distance between where you turn around and back to the correct route, double this distance and add this figure to all future distances to Vias and questions etc. Try not to go wrong too often because your Route Instructions could finish up looking like a page of logarithms!



UNDERSTANDING ROUTE INSTRUCTIONS.

1 Route Instructions are provided for 2 conflicting purposes. The first is to help you plot the correct route between Vias and the second is the complete opposite!

2 The over-riding principle with these Instructions is to read them very carefully and then READ THEM AGAIN. Remember that the use of the smallest change of wording e.g. “and” or “or”, etc, can totally alter the meaning of an Instruction. In APPRENTICE CLASS it is usual that the instructions for MASTERS are used, with additional information provided to assist with the navigation. These extra instructions are usually given in italics or sometimes within brackets. It must be remembered that the instructions do NOT supercede the MASTERS instructions, which should still be used as part of the overall information provided. The following may assist with commonly used navigation Instructions.

a. Herring bones and Map Traces; when these are included in Instructions their purpose can be two-fold and reading the Instructions CAREFULLY is essential. The wording of the Instruction will establish whether you need to travel along the herringbone or map trace or if they are just to be used to locate a Via. Even if the latter appears to be the case, remember that the herringbone or map trace may still provide the SHORTEST mapped route between Vias. These notes also generally apply to tulips.

b. Clock instructions; use the hand positions on a traditional clock to establish the direction of approach and departure from a junction. The details of which hand indicates which direction will be within the Route Instructions – or could be in the SUPP REGS!

c. When told to “Keep or Leave” a mapped feature on your left or right or to the East or West etc, the road on the correct route will be the one closest to the feature i.e. not a road that is also on the right but 20kms away!

d. The term “mapped” will be used in many instructions. This means that the road or feature described is on the map. The term is commonly used in association with other words i.e. mapped un-sealed road. This may require reference to the map legend to establish exactly how un-sealed roads are shown on the map. Described features i.e. open cut mine may not have these words actually on the map so reference to the Map Legend is again required to find the graphic symbol for the particular feature.

e. The term “named” will also be used. Again this means that the feature referred to in the Instructions will be named on the map. If instructed to “not cross any named bridges” you are still free to cross any other mapped bridges that are not “named”. Perfectly obvious really!

Distances to features or Vias etc. are usually, in APPRENTICE CLASS, given in kilometres. But again, READ THE INSTRUCTION CAREFULLY. A Conversion Factor as included in the Route Instructions may not only be there for the MASTERS to use.

CONCLUSION

Although not intended to be definitive, it is hoped that this information will help you understand what is sometimes seen as “the dark art” of Rally navigation. If there is one simple message to be taken from this document it is: READ THE INSTRUCTIONS CAREFULLY AND THEN READ THEM AGAIN!



Happy navigating.



18 – 24 AUGUST 2012
HOLBROOK TO BENDIGO VIA ECHUCA



In the tradition of the Kidney Kar Rally, the Kruise and Shine will offer a great adventure through some of the greatest towns Australia has to offer. The Kidney Kruise and Shine is in its 2nd year in 2012 and it's a great way to show off your vintage or classic car, raise money for a great cause and see parts of Australia you wouldn't normally get to see.

In 2012, the Kruise and Shine will start in Holbrook on Saturday August 18, with a Show and Shine in the afternoon and the welcome dinner that night. On Sunday morning all cars will depart to their first overnight stop in Beechworth, which is recognised as Australia's finest gold-mining town. From there participants will travel through Mallawa, Chiltern and then to the Murray River town of Yarrowonga.

After Yarrowonga, cars will travel to Echuca for a two night stay which will include another Show and Shine with the local car clubs. From there everyone will finish their trip in Bendigo with another Show and Shine and join up with the Kidney Kar Rally which is travelling across the Nullarbor from Mandurah.

Awards will be given out for the best car at each Show and Shine plus other fun great awards.

HOW TO GET STARTED:

To register download our Kruise and Shine Registration Form 2012 at www.kidneykarrally.com.au and send your registration fee of \$250 made payable to Kidney Health Australia.

Each entrant must raise a minimum of \$2,000 to enter the Kruise and Shine with all funds raised going to help Kidney Health Australia fund their childrens programs. This entrants money covers your three main meals for two people. Any additional people can come at a cost of \$700. Competitors need to cover their own accommodation and petrol costs. Many competitors will be vying for the highest fundraiser award, so get your thinking caps on on how to raise your money.

WHAT TYPE OF CAR?

There is no age requirement for vehicles entering the Kruise and Shine. All vehicles must be registered and road worthy and be insured by a minimum third party policy. All vehicles must comply with the Rules and Regulations and carry the minimum requirements of safety equipment as set out in the Rules and Regulations.

WHAT ELSE DO YOU NEED TO KNOW?

Be prepared for travelling during August in this region as it can get rather cold. All overnight stays are in towns where accommodation is available that can be booked directly with the providers.

When: 18-24 August 2012 **Where:** Holbrook to Bendigo via Echuca **Cost:** Minimum raised \$2000

Contact: Jim Londregan, Phone: 02 4647 0596, Mobile:0417 244 213, Email: fjla@iinet.com.au

Kidney Health Australia Contact, Joshua Donchi, Phone: 03 9674 4310, Email: joshua.donchi@kidney.org.au

CAR645 in the 2012 Supaloc Targa Adelaide



CAR645 supports the Prostate Cancer Foundation of Australia. Can you help us and have some fun as well? CAR645 is entered in the Supaloc Targa Adelaide on 22-26 August 2012. This is one of very few Jaguar XJS coupes to run in competition these days and competes in the Late Classic class. The car and crew of **Geoff Bott & Brian Foster** is now well proven having competed in the Targa Tasmania in 2008 & 2009 and achieving a class win. Come on board as a supporter and travel with us - literally, as we carry your name on the car during the Supaloc Targa Adelaide.



As a name on CAR645 you will be listed as a team supporter, receive regular bulletins on how we are going in the preparation, travelling to the event, how we go on the recce, scrutineering then receive regular reports during the event. Share in the highs and lows of the event and have the satisfaction of knowing that you are supporting a good cause that is helping to both ease the suffering of victims of prostate cancer and help to find a cure through the Prostate Cancer Foundation of Australia.

How you can help:

- You can:
1. Log on to our website at www.car645.com or complete the form enclosed in this issue and make a donation to the PCFA and we will print your name and carry it on CAR645
 2. See the car and sign it personally at the next club meeting when we bring CAR645 along.

We are looking forward to having you on board! Regards Geoff & Brian

STOP PRESS - Tour d' Corse Results (more coverage of this event next edition)

NO	DIVISION 1 TEAM	PC	VRC	Q	TOTAL	DIVISION 2				OVERALL TOTAL	PLACE
						PC	VRC	Q	TOTAL		
M1	Morey & Morey	0	0	0	0	0	0	0	0	0	1
M2	Panetta & Henderson	0	0	11	11	0	0	0	0	11	
M3	Metcalf & Batten	0	0	11	11	0	0	0	0	11	
M4	Cooper & Warner	0	0	11	11	0	0	0	0	11	
M5	Taylor & MacLennan	0	0	11	11	0	0	0	0	11	
M6	South & Norman	0	0	55	55	0	0	0	0	55	
M7	Young & Young	0	0	0	0	0	0	0	0	0	1
M8	Olsson & Jordan	0	0	11	11	0	0	0	0	11	
M9	Gerlach & Gerlach	0	0	22	22	0	12	0	12	34	
M10	Walker & Mackie	0	12	0	12	0	0	0	0	12	
A12	Packard & Maher	0	0	99	99	0	12	55	100	199	
A14	McGrath & Cooper	0	0	22	22	0	0	0	0	22	3
A15	Manewell & Manewell	0	0	0	0	0	12	0	12	12	2
A17	Hallam & Stead	0	0	11	11	0	12	0	12	23	
A19	Navin & Navin	0	0	0	0	0	0	0	0	0	1
T13	Smith & Smith	0	0	22	22	0	0	0	0	22	
T16	Selwood & Monk	0	84	121	205	0	60	66	126	331	
T20	Bransgrove & Bransgrove	0	24	132	156	0	0	11	11	167	
T25	Grundy & Grundy	0	24	33	57					DNF	
T26	Dhondy & Mody	0	0	22	22	0	0	11	11	33	
T27	Salter & Frye	0	12	99	111	0	0	99	99	210	
T28	Kanak & Plimsoll-Kanakova	0	0	0	0	0	0	11	11	11	
T29	Vettoretti & Lucas	0	0	0	0	0	0	11	11	11	
T31	Hobart & Dunlop	0	0	0	0	0	0	11	11	11	
T32	Shustarian & Shustarian	0	0	33	33	0	0	33	33	66	
T33	Wilson & Wilson	0	0	0	0	0	0	0	0	0	
T34	Farrell & Farrell	0	0	0	0	0	0	0	0	0	
T35	Muller & Muller	0	60	88	148	0	0	0	0	148	
T36	Goodman & Pearson	0	0	33	33					DNF	
T37	Zech & Evans	0	0	11	11	0	0	11	11	22	
T38	Evans & Evans	0	12	0	12	0	0	22	22	34	
T40	Kennedy & Brereton	0	24	11	35	0	0	0	0	35	
T41	Madigan & Madigan	0	12	11	23	0	0	0	0	23	
T43	Farrell & Dertadian	0	36	121	157	0	0	22	22	179	
T44	Bale & Bale	0	12	11	23	0	0	0	0	23	
T45	Richardson & Richardson	0	0	11	11	0	0	0	0	11	
T46	Baird & Baird	0	0	22	22	0	12	22	34	56	
T47	Lansley & Coffey	0	0	0	0	0	0	0	0	0	
T48	Brighton & Dess	0	0	11	11	0	0	11	11	22	
T49	Yates & Yates	0	12	0	12	0	0	0	0	12	
T51	Gunter & Gunter	0	0	0	0	0	0	0	0	0	
T53	Stillone & Stillone	0	0	2	55	0	0	11	11	66	
T54	Bransgrove & Bransgrove	0	0	0	0	0	0	22	22	22	
T55	Annabel & Annabel	0	0	0	0	0	0	0	0	0	
T56	Carthey & Carthey	0	24	55	79	0	0	0	0	79	
T59	Inglis & Wilkins	0	0	0	0	0	0	0	0	0	



Spotted on the Tour d' Corse: A Confusion of Navigators!



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.**



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
		Tim McGrath - Tour	tmcgrath@bigpond.com.au	0419 587 887
01-June-2012	First Friday Free Fling			
17-June-2012	Tour d'Corse -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, Garth Taylor and Lindsay Trevitt	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				

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

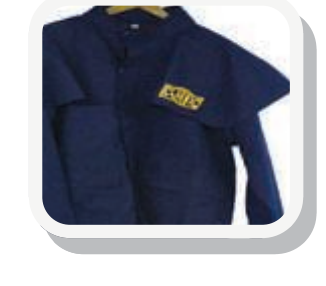
A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

Prestige Embroidery

4/29 Coombes Drive, North Penrith, NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893



Contributors to this edition: Carol Both, Geoff Bott, Steve Brumby, Heather Dux, Wayne Gerlach, Chris Hallam, Tony Kanak, Liz Kornhaber, Lui MacLennan, Sharyn McAlpine, Tim McGrath, Tony Norman, Rob Panetta, Jim Richardson, Alan Walker, John Southgate, Ross Warner, Pam & Alan Watson.
Thank you all.



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