

Rally Directions

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



IN THIS ISSUE

M.G. Rally

Championship update

OCTOBER 2012

Classic Car of the Month

Lancia's Fulvia model was introduced in 1963 and continued through till 1976. There were three body styles, a sedan and two coupes. One coupe was designed & built by Zagato. The original Fulvias were one of the last true Lancias being produced before the Fiat takeover in 1969.

All Fulvias featured front wheel drive with a narrow V4 motor mounted longitudinally in front of a transaxle. The motor had dual overhead cams and due to the narrow V layout used a single cylinder head. The original engine displacement was 1216cc, this was increased to 1298 & then ultimately 1584cc.

The front suspension was independent using wishbone and a leaf spring. The rear was by live axle, leaf springs & a panhard rod. Disc brakes were fitted all round. Most cars featured a 4 speed manual gearbox with some 1.6 litre coupes having a 5 speed.

Darren Taylor's 1969 Rallye S 1.3, seen here at Wakefield, has been a CRC car for over 25 years. Adrian Walmsley raced & rallied the car and Darren bought it in 2006. Darren has had the car totally rebuilt.

Coming Events



Penrith Pas de Deux

11th November 2012

Starting and finishing at Cambridge Park this one day event is the final round of The CRC championship, and counts towards TCC and JDCA championships.

Set on the South-western fringes of Sydney with self-catered lunch in Picton this CAMS approved Touring Assembly features the usual three levels of navigation.

Entry form & details inside.



CRC
Christmas
Party

Sunday 9th
December
Vince & Kay
Harlor's at
Pleasure
Point.

More details
next month.

Classic Rally Club Officers and Contacts 2012

Position: Name	email	Phone (please make calls before 9.00pm)
President: Ross Warner	crc.pres@classicrallyclub.com.au	(02) 9772 2860 or 0409 810 553
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	0419 233 494
Treasurer: Tim McGrath	crc.treas@classicrallyclub.com.au	0419 587 887
Membership: Ian Packard	crc.mem@classicrallyclub.com.au	(02) 9451 6869 or 0414 516 869
Newsletter Editor: Bob Morey	crc.editor@classicrallyclub.com.au	(02) 6292 9661 or 0402 479 661
Competition Secretary: Tony Norman	crc.comp@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Championship Pointscorer: Jeff West	crc.scorer@classicrallyclub.com.au	(02) 6331 5342 or 0427 263 757
Regalia & Club Historian: John Cooper	crc.regalia@classicrallyclub.com.au	(02) 4731 6933 or 0414 246 157
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	(02) 4261 3018 or 0417 285 138
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	02 9420 4304 or 0418 275 308
Officials Registrar: Dave Johnson	crc.cm3@classicrallyclub.com.au	02 4887 7803 and 0428 299 443
Committee	email	Phone (please make calls before 9.00pm)
John Henderson	crc.cm1@classicrallyclub.com.au	(02) 9499 8141 or 0408 118 427
Garth Taylor	crc.cm2@classicrallyclub.com.au	(02) 4784 3301 or 0418 207 306
Dave Johnson	crc.cm3@classicrallyclub.com.au	(02) 4887 7803 or 0428 299 443
Tony Norman	crc.cm4@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Peter McAlpine	crc.cm5@classicrallyclub.com.au	0407 330 075
C.A.M.S. Scrutineers	email/location	Phone (please make calls before 9.00pm)
Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Paterson (Silver)	Blaxland	(02) 4739 0577 (H) or 0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Danny Castro	dcastro@bigpond.net.au	(02) 9688 2318 or 0419 981 063
Peter Thomson		(02) 9419 5774

DEADLINE FOR NEXT NEWSLETTER; 16th November



2012

Classic Rally Club Meetings are held on the 4th Tuesday of each month, January to November from 7.30pm at Denistone Sports Club, 59 Chatham Road, West Ryde

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

Unless credited otherwise all photos supplied by author of item.

Ross's Rave.



I hope that everyone has been enjoying October so far and that the Alpine Classic has been a resounding success. I have no doubt that the new custodians of this event have done their predecessors proud. I'm not sure that time will have permitted a report on this event to be prepared in time for publication in this issue, have a look just in case. Otherwise I'm sure there will be a couple in our next edition.

Only one more event before the end of our championship point score season. The Penrith Pas de Deux is always a lot of fun and very good value for money. Make sure that you don't miss out on this event and try to get your entry in early.

Our entries into all events has been dramatically down this year. I'm really not too sure why this is, and if there is anything that can be done to improve numbers.

Are our events too expensive? If so then we would expect that our one day event would have been more popular than our two day events, but they are about even so I guess it may not be that. Perhaps we have too many events? Are people losing interest in our particular form of motorsport? What do you think? I'd be interested to hear your comments.

Tony Norman has invested considerable time developing next year's provisional competition calendar and it is shaping up well. Our first competition event looks like it will be the Clarence Classic and will be based in Grafton in northern NSW. Ian and Wendy Gibbs will be nurturing this new event and Ian has promised to tone down the navigation difficulty that he has been known for in the past. The roads in this area of the state are well known to drivers and it will be great to compete in a previously unused area. Ian intends to attract some entrants from local car clubs and also from north of the border, and that has to add some extra interest to the event. (it's always good to meet new people)

I would like everyone to think seriously about entering this event even though it is a bit further afield than our usual events. The format of the event will lend itself to a great social atmosphere because we should be able to stay overnight at the same venue for both the Friday night before the event and also for the Saturday night. (Just like the Forest Rallies that we used to frequent down in Wangaratta).

I hope to see you all at the October Club meeting and also at the Penrith Pas de Deux.

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

Enough raving Ross.

MANNING MOTORS



16 West St, Brookvale, NSW 2100

02 9939 2069

*Car Servicing, Restorations,
Spare parts - New, Second hand
& reconditioned.*

*Alfa race and classic rally
preparation*



Alfa Romeo
Specialist

The Classic Rally Club, the best way to enjoy your classic cars and friends...just ask Robbie

Secretary's Report for 2012 for the Annual General Meeting:

Hello everyone. The past year has been another successful period for the Club, with a diverse series of events and opportunities that offered something of interest to most of our members- and an opportunity to drive the classic vehicles, that otherwise might just occupy a garage space.

It has been good to see the progress with several new interested parties stepping up to the different challenges of organising events, and this promises plenty of event diversity in the future. Perhaps some of the "calendar event bunching" could be better managed in the future, and the Club will try to avoid major events of the same type that occur too close to each other, or to other classic car related attractions.

Again, we had no insurance claims during the past year, and this clean record and our event entrants' commitment to safety keeps the welcome mat out in the country areas we visit during a typical year.

The Club finances are in good shape, as reported previously in the financial year details printed in a recent copy of the magazine. Speaking of Rally Directions- it goes from strength to strength and I receive frequent compliments from other car clubs about this magazine, and our website provides a similarly high standard of information and service. The number of "hits", is at times astonishingly high, maybe we can work out how to convert some of the non-member enquiries into more participation. This will be challenge for 2013.

The HCRS service continues with its growth, and it is pleasing to report that even with record numbers of vehicles on this scheme, no significant problems with the HCRS operation emerged for the past year.

The regalia products of the Club continue to be in steady demand and as in most years there was some evolution in the range this year, with a range of practical and fashionable and just plain useful items always on offer. Watch for the specials during 2013.

With respect to the Council of Motor Clubs (CMC) and the Confederation of Motor Sport (CAMS) – there is little that needs to be reiterated in this report, save for the record turnout of vehicles at the CMC Shannons Weekend held at what is now called Sydney Motorsports Park (formerly Eastern Creek). Next year, despite the near date clash with the huge British Car display at the Kings School, Parramatta- we will try to get access to this event too- at the urging of our many members with English cars. The grass at the school seems to hold up well to the trampling and the school is happy to see this event grow a little more.

Lastly I would like to thank all of our members for their continued support and especially thank all of our office bearers, event organisers, officials and my fellow committee members. The success of the Club is partly due to the adage" that many hands make light work". I have not tried in this short report to personally name all of the people that helped make 2012 successful for the Classic Rally Club, as to do so would likely offend those that I forgot to mention- but well done everyone!

Tony Kanak, Secretary CRC Inc.

12th October 2012

The 2012 MG Classic with Dominic Votano.



In a very busy year for Mike and I, we entered our first two day event of 2012 which was The MG Rally. I briefly considered entering the only MG I own which is 1936 TA model fitted with the original 1292 cc engine. But whilst 50 horsepower, a 4 speed gearbox, hydraulic brakes and twin SU's were state of the art in 1936, today it cannot even keep up with the traffic, let alone the many U-turns required in a Classic Rally.

So we were in the ever reliable 1977 VB V8 Commodore, raised a few inches so that we can drive over kangaroos and allow comfortable U-turns. The start was at Mooney Mooney, famous for its fantastic bridge, which we didn't use. The word "mooney" has an Irish background and means wealthy or dumb. The use of the two words together clearly indicates that this town was much like my mum's pasta sauce, thick and rich. Breakfast was a barbecue affair put on by locals and as the entrants arrived sans Lui, The Warners, Hendo and Westy, we already knew we would be in the running for a top 10. Yes, only 8 Masters entries were received.

So with the receipt of instructions we were off on Division 1, named "Bridges and Patience", armed with 5 separate maps. Our first Via being 74 kilometres away at the end of a rather difficult map trace, which we did not have to use, but simply plot to find the Via point. This was the Patience. Between Via 2 and Via 3 was 80 kilometres requiring us to cross 9 different bridges. This obviously was the Bridges part. Lunch was at a rather nice hamburger spot that you rarely find in city areas today. But then again at \$8.00 for a burger perhaps that's why they can't have the city competition around them.

Division 2 took us from the lunch stop at Broke to the overnight stop at Muswellbrook. Titled "Easy run front and back" the tricks were that during the fun "easy" stretches you took your eyes off the prize and missed VRC's. The "front and back" were an entry in Muswellbrook by going away from Muswellbrook before coming back into town for an early finish. The lack of toilet stops in this section forced us to stop at a men's toilet at Ellalong beside a Post Office/Café where adjacent to the conveniences was a tape measure. If someone could explain the use of this device in a men's toilet it would be greatly appreciated.



Dinner was at the Muswellbrook Golf Club where a bevy of Thai delights were consumed. I was fortunate enough to be permitted to hold a raffle which raised \$440 for Variety, the Children's Charity. The raffle was won by recently demoted tour driver Rob Panetta proving that he who spends the most on tickets has a better chance of winning. Thank you to Rob for his kind donation. At days end we were tied in 4th place having missed a VRC by perhaps being too sideways around a T junction and the P board being placed in a position which may have suited cars steering in the direction of travel.

On Sunday it was up bright and early with a good breakfast at the John Hunter Motel and a start in Division 3 titled "The Devil is in the Detail". Here the tricks loomed large. A set of tulips gave two incorrect tulips which confused all those paying attention and assisted those without a clue. The first tulip, a left turn, was duplicated in the route instructions and needed to be ignored. The 20th tulip a straight on, leaving a road on your right did not match with the road on your left and much to and froing was seen at this point until it was discovered there was only one way to go. So it was true "the devil had got to the details" and when in doubt simply follow the Tour.

On to our lunchbreak at Mount Pleasant school, where the mums lived up to their school's name. This school is somewhere near Greenland 2330. Check a map if you're in doubt.

Division 4 was a crime/murder show on TV so we knew what to expect in this section. The herringbone pattern we were given gave the David Jones gift wrapping a run for its money but as I'm the driver, I didn't care. Michael plotted while I drove past some wonderful scenery, ignoring the carnage of maps, calculators and other weapons of maths instruction in the seat next to me, to arrive at the Khartoum Hotel at Kitchener, just a "short distance" from the tape measure in the loo at Ellalong, the town that is soon to be renamed Howlong.



In all a very enjoyable few days, wonderful spring weather, glorious roads, contrasting vistas of mines and pastures, some great beer and a very good rally enhanced by a first place for the mighty 77 Commodore. Congratulations to all involved on a great effort particularly the organisers and officials.

Dom

Mikes view: What a great rally put together by Sonja and Ernst. As a first rally as Directors, it was well timed and well executed. This was a team effort and those who assisted must also be congratulated. There were the usual issues that come up on a rally like losing officials and missing boards, but these were overcome and well handled. On top of this Ernst was in a great deal of pain with a sore back.

Things that do not seem to be a problem when setting a rally often create problems during the rally. The selected location of questions and P

boards has a significant impact on the competitors when traffic is involved.

The route selected for the rally was very similar to previous MG Classic rallies. It started just north of the Hawkesbury Bridge, so it was easy for most people to get to the start. A good breakfast was provided to make sure we were all fuelled for the morning division.

The instructions directed competitors up through Somersby and then through Freemans Waterhole. The route avoided the traffic and built up areas for a good run to lunch. There was enough to keep the navigator busy and the driver content. The motor bikes were out for a run in the area and most people were limited by the Pacific Highway speed limit and probably would have liked to go a lot faster.

The afternoon division took competitors through Jerrys Plains to an overnight stop at Muswellbrook. We arrived early and were disappointed that the Motel did not open the bar. What a lost opportunity to make some money. Competitors managed to get together and most walked to the Golf Club for a few drinks before dinner. A great dinner was had in the Golf Club Thai Restaurant.

Saturday had been a challenge, but Sunday was even more difficult. Cars were going everywhere as they tried to sort out a puzzle of bridges and lots of P boards. The route went north of Lake Liddell where we all saw the almost moonscape of the area with all the mining. What was farming land is now an ugly sight with farms right next to huge hills of overburden.

After decoding a huge herringbone, it was an easy run to finish at the pub in Kitchener for a well earned drink.



Overall, this was a great event over roads that are well known to veterans of MG Classic rallies. The Directors managed to keep away from weekend traffic and avoid towns to ensure that drivers would enjoy the weekend. The results show that the navigators had a good challenge with a mix of easy

and more difficult navigation. This was also a rally which was based on pure navigation without any obscure traps to split the field. What more could you ask for in an event?

Mike Stephenson

Radar, what Radar? – The MG Spring Classic Tour – Kevin Byron

I was quietly confident going into the MG Spring Classic Rally. The new engine was running well. I'd been given a new Terratrip for Fathers' Day which I duly installed and calibrated that day, and I got the exact same result as the Survey car in the Supp Regs – things were looking good.

That confidence took a bit of an embarrassing battering at Scrutineering when although the car didn't play up on the way there, and passed with



flying colours, it would not fire when I went to leave. I had a bit of a fiddle on my own, then Jim Richo and another fellow wandered up to help. We made some progress, but then the owner of MG Centre came over and after checking for spark at cap and plug, we determined it didn't have spark at the plug(s). So we pulled the cap off, the rotor button out and after scratching them up a bit with whatever was to hand (in one case, scratching the rotor button contact along the concrete) we managed to get it to fire straight up. I thanked the helpers and skulked away. I actually drove around the corner to Colliers Automotive and bought a new rotor button and cap (as spares) but once I got home I decided the better course of action would be to replace the ones on the car with the new items and keep the old ones as spares.

My navigator Ian Voerman, drove up from Canberra the night before the event and met me early the next morning. After a quick coffee and transferring the bags into the car, we headed off to Mooney Mooney club, which we made in good time and with no incidents.

After the fantastic breakfast and tea put on by the local rescue crew, we awaited the drivers briefing (why do they call it that when most of what is said has more relevance for the navigators!!?). Just prior to this I decided to visit the Gents to find what I think was the solitary toilet only to find a decent queue already in place. I only just got to the head of the queue when I heard the call for the briefing – damn it!

Knowing we were going to be among the last to start, after holding it in for the briefing, I headed for the sneaky toilet that not many people knew about which was in the main communications room shed where I had a good chat with the volunteers about what exactly they do on the river and how etc. Very interesting. I figured they must all be locals but when we started listing where we all lived, one of the volunteers lives only a few suburbs away from me in Sydney.

So off we go, and like most people seem to miss the first board. I'll state for the record that I did not see the radar. I saw the white Mitsubishi wagon, and the two people and wondered why the lady (whom I now know to be Mrs Crowley) was chasing car numbers. I sang out our number as we went past (without knowing why exactly) oblivious to why they were there. All I can say is that there is an advantage in having one of the slowest cars in the field. We didn't get pinged, good luck more than good management.

We settle into a rhythm and start finding boards and clues/questions as we head further north. We

debate whether you should try to actually draw the bicycle when “watching out for Cyclists” and whether it matters if it was orientated to the left or the right, or just write the word! (I make him draw it, but it turns out either is OK). We seem to be getting the questions and finding them at the right sort of distances. We even got the bonus question (but forgot to write it on the road card before we handed it in).



We got to the Lunch stop after almost everyone else (except Ian Packard whom we must have had approx. 1hr headstart on at least and only JUST beat to Lunch). The Lunch service in the Café would be my only criticism of the rally. Given they knew probably weeks in advance how many were coming, and that it was effectively a “set menu” ordering and getting your burger to us late arrivals proved frustratingly slow. If you were a recalcitrant like me and ordered BBQ instead of Tomato Sauce, it threw them into an absolute tailspin. Compare that to the great job the volunteers did at the school the next day when we lobbed in up to an hour early and there was no comparison in service. Well there was, but it was not flattering to the store in Broke.

At lunch I learnt the true purpose of the white Mitsubishi in the morning, then worried the rest of the afternoon that I must have been sprung by the radar gun.

Division two and the roads became less populated and the landscape opened up as we headed further north for Muswellbrook. We clean sheeted this division and so finished the day in a reasonable position. It turns out upon revised scoring that we clean sheeted the First division too, but at the time we thought we hadn't due to the missing board.

At this point I can't let Division two pass without a comment on our fellow competitors in the Green Porsche. I commented to Doug at the motel stop

that we were like the Tortoise and the Hare all day. Although they weren't in the same category as us, we seemed to spend the day with them zooming past us only for us to catch up when they were stopped to plot or check a question or whatever, then the mirrors would be filled with green again and off they go again only for us to chase them down again with our slow and steady progress!

After settling into the Motel, we wandered over to the Golf Club a bit earlier to have a pre-dinner drink with our Renault Car Club colleagues (the Colliers; the Luthi's; Bob Sprague and Fran Fifield) and we were joined by the MG car Club crew in the white MGB as well. We swapped some tales of the day and chatted in general before we headed over to the restaurant. I thought the Thai meal was fantastic. Fast service, plenty of food and good humour and chat around the dinner table.

Saturday night, I started to get a niggling cough, which meant I didn't get the best night's sleep and apologies to Ian if I kept him awake too. I actually enjoyed the Sunday morning division the most of all the rally, despite what was becoming apparent as the onset of Flu. I was bemused by the number of times we drove down and around Dartbrook Rd and imagined farmers with shotguns coming out with both barrels cocked at various times, but it never happened, and most homeowners seemed to take it in their stride.

Most of the discussion in the car that day centred around spring rates (or lack thereof) and how bouncy the front of the car was. Ian finds it difficult to write in the car whilst we are driving (it does bounce around excessively to be fair) and was always calling for me to find a smooth patch of road. Those of you who have driven a Renault R10 will know that it would bounce around on an airport runway however!

I can't tell you much about Division 4 mostly because I was starting to go into “Survival mode”. The flu had started to hit and my head was getting groggy, and the coughing fits were starting to take their toll. I can tell you that this is where we dropped our first points (probably on the Creek Depth question). I also was growing weary in my state of mind over how many times we seemed to do the “decreasing loops” for want of a better term. I was relieved to see the finish and rejoiced over a lemon squash. After chatting with a few crews we

decided to head back down to Sydney. I decided to drive back to give Ian a chance to rest, knowing he had to hop in his car and head back down to Canberra once we got back to my place. As I headed along the M7 towards home, I was thankful

that I didn't have to drive another 10kms further as I probably couldn't have done it. I got to bed around 7pm Sunday night and stayed there until Wednesday!

MG Rally—A Central Western Tale by Alan Walker (with apologies to Banjo Paterson)

There was movement at the station, for the word had passed around,

That the Swiss had thrown down a challenge, Mooney Mooney was where the start was to be found.

The day had come and riders came from near and far,

Young and old they gathered arriving in an array of different car.

A yard full of fire-breathing beasts side by side, all ready to saddle up and ride.

A man named Richo laid out the rules, follow these instructions he stated, and you shall not look like fools.

The riders mounted up with instruction sheets in hand, the time had come to set off.

A tremendous rumble filled the land.

With twists and turns through forests thick, and over the bumps of cobble stones, all roads led to Broke, with only a Volvo with broken bones.

The landscape wound along mining country toward Sandy Hollow just past Denman curve. Only some were brave enough to follow, the rest chose to swerve.

The scent was fresh with familiar markers along the way, all teams in hot pursuit.

The Swiss weren't far away.

Nightfall fell, Muswellbrook would be the camp, and all the fire breathers would rest in the damp.

Sunday broke, with air thick with fog, We raced on through tulips to get it underway. The path lead north, McCully's Gap not far away.

With loop upon loop the time did pass, no time to stop for some,

The chase lead on past Segenhoe Mountain with the Alfa's gentle hum.

It looks like they've tried a trick, double back and to Muswellbrook,

As long as we get this right we'll surely be off the hook.

Past Ravensworth and Box Tree Hill the track looked fresh and true,

Till a snag was hit on a loop to loop, this was really a blue.

Where quarries abound and bridges to cross a man named Smith, told us of our loss,

The words he spoke could make all Mitchell's Flat, and with that, we had to ride.

With tempers high and the field spread wide, there was nowhere to hide. Over steel tracks we cross to Bishops Hill and Abermain, the end was surely nigh. Along the bones of herring we followed to a town called Kitchener, and we were glad the inn was far from dry!

The MG Rally – **from a navigator's perspective..** by Alan Walker

Firstly I must begin with the grandest congratulations to all those that made the MG rally the event it turned out to be. The amount of effort put in by Ernst and Sonja, along with Richo, Bev, and all of the other officials who helped out across the weekend. Without whom fantastic events couldn't be held – Thank you.

As this was Ernst and Sonja's first attempt at being Rally Directors. I can only support and relay all of the positive comments I have heard – a massive WELL DONE!!!

Now, to put the following into context. I must say that being a professional model maker you need to have an eye for detail, and like many others I strive to learn from my mistakes.

On reflection of the MG, I 'investigated' the areas where we (Wise/Walker) made mistakes,

We happened to miss a board but were happy to find out that the whole field managed the same result, so no real loss. There were some wild rumours where the board was positioned – maybe a little too sneaky but as I didn't see it I can't make a comment.

We stumbled on a question, that being Q4 77km Div 4 'what is the height of the flood marker?'

Hmmm, was the response from both of us, as we know a certain event to have the same question but supplied a tape to measure the extra height above the highest mark.

The sign came up and appeared to be a '4M' flood marker – so that's how we answered it. At the end of the rally I heard that 4+ would be accepted – there were a few other competitors a little miffed at this one, and whether the question stayed in or out doesn't matter – the funny thing is that with a search on Google earth/street view there it is.

I know I couldn't believe that a Google car went down the dirt road in the loop we used either. Looking closer the actual 'height' of the sign would be that measured from 2.1M high up to the section above the 4M so around 2.3M total !

Lastly I'd like to walk you through what I managed to workout for the loops east of Singleton.

Hands up to all those who worked out, and wanted to try a different way.

A number of crews came unstuck here, as did we. It all came down to (in our case anyway) that I'd plotted a different way. My method was to leave the Via and then cross two bridges, (pass through a control) then do the smaller anti-clockwise loop by passing through the quarries, a bridge, then back through the quarries.



Continue around the big loop over to Redbournberry, back through the two bridge crossings and another small anti-clockwise loop gaining the last of the six bridges and off to the next Via.

Well then by doing that you did manage to tick all the requirements needed, but by passing through the quarries three times, when it asked to 'pass between two quarries'. (Not ruling out how many times you could or couldn't).



Now was it shorter???? After scanning the map in to a drawing programme I traced it and then measured the correct way and the one I chose, drum roll please.....

And the winner is, by the margin of 490m over the entire 67km loop via to via was the correct one, not mine. (Yes, that works out to be less than 2mm over 268mm at 250.000)

Upon speaking to another experienced Nav. I also came to the opinion that the correct way ticked the boxes just that little bit better. Just like with multiple choice there maybe a few answers that are

correct but you have to pick the most correct!

But just remember there's more than one way to skin a cat*, and the directors may not always be right.

Again a big thanks to the organisers as it was a great event with a few good challenges thrown in over a weekend of great roads, Thanks.

*no cats were harmed in the writing of this article.

Alan Walker

Sunday Drive 2 – Godzilla (Nissan GT-R R35) - John Doe

I jump in. Infinitely more comfortable than the Audi TTRS. The instrument cluster instantly provides a speed in digits, which is much better than the Audi or Renault Clio, as I am able to watch easily and clearly the speed that I am doing through revenue raiser zones.

I start the GT-R. Instantly it purrs at me. I instinctively know that this monsteresqe, ugly automobile is more than a car. I pull away from the car park and indicate my intention to join the highway. There is a rapidly approaching car. I pull in front and I hear the Nissan whisper at me, 'Unleash the beast whose heart beats within'.

I gingerly squeeze the go pedal towards the floor, not knowing what to expect. The R35 roars its applause with all its pleasure and pounces upon the road. As I pull away from the Jenolan Caves road and climb up towards Lithgow, the awesomeness of the car is impossible to ignore. I turn into the first corner. I hear the mechanical beast within transferring power to/from each individual wheel as it searches, pleading for grip wherever it can find it. Like a baby reaching out in need of a mother's comfort, so too does the GT-R. And I'm only exploring a mere 30-40% of throttle. A grin is planted upon my face.

I continue to drive the car, as the destination is the Sofala road. As I drive up the highway, I drop my mobile phone in between the seat and centre console. I pull over to retrieve it. I'm now in a 100 kph zone, sitting at zero. Learning from my mistake in the Audi, I leave it in automatic. As I pull out of

the side road towards the highway, ready to rejoin the masses migrating towards Bathurst, again a



whisper urges me to mash the pedal to the floor and I pull out, straighten the car and yield to the monster's request. The roar is spine-tingling and that sensation is quickly replaced with nerve compression as I am shoved back into the bucket seats so hard that I feel like I've spoken ill of a 7 foot 130 kg cage fighter's mother.

I turn onto the Sofala road, cruise past a speed camera car and move onto the more open section of the road. It is here that I understand the difference between 0-100 and 100-200. The GT-R's acceleration and obviously gigantic power band of available torque really comes into its own as I climb up a tight twisty section of road.

Despite its weight, the Nissan enjoys the tight twisty stuff, even though it is no match for the Renault Clio for its ability to change direction. You get a sense

that no matter how fast you dive into a corner, the car will sense its own possible pending death and save itself and fortunately the occupant at the same time.

It's only later that I drive the car as a normal person, not one drunk on the power that can easily be unleashed from the go pedal, which would induce Sydney Taxi driving of on/off the accelerator. The GT-R is noisy. The engine drones at 60-80 kph. It would be much better if the gearbox in auto mode kept it in 5th rather than 6th as the low revs induce a seriously annoying low-pitched hum/booming sound. There is also a constant clacking and clicking and clunking noise coming from the drive train. If I didn't know any better, I would suspect that the CV joints or strut tops were stuffed. Finally, the run flat tyres just add to the woe. NVH just plain sucks! I wasn't expecting Bentleyesque ride quality, but the Audi TTRS, which is just as firm and harsh, was great cruising around out of the power band and you could easily listen to 106.5, the Celine Dion dedicated station, if that's what floats your boat. A radio/stereo in the GTR is a waste of weight/effort and while on that... a \$170K car without a USB port for iPhone/iPod connection? Give me strength!

The suspension is rock hard. The constant jiggling on a fairly good quality Sydney/outer Sydney road is probably as smooth as an AF447's final moments before slamming into the ocean. It is only hours later that I discover that one of the many, many buttons available to the driver suggest that there is an option of 'comfort' mode for the dampers. Mr



Nissan and his engineers are seriously fooling themselves. The comfort button is there to fool the owner that 'it isn't that bad'. The suspension is nothing less than rock hard! No compliance whatsoever.

It was the fastest car I've ever driven and I would say I had around 200+ kms in the saddle. Would I buy one? No way! Not on your life! But it was proper quick, and while I wouldn't own one, I did want to take it home each evening... maybe to show it off? I put my five year old daughter in the front seat and slammed the tap open and took her to 130km/h in no time. The pure joy was hearing her giggling each time I did this (and it was a few); her giggling was infectious though strangely I think she preferred the Audi TTRS. My wife also giggled.

A small part of me would like to see how all the trickery would work on a gravel road.....

Expensive junk!

Here is what remains of a Caterpillar C175-16 – the 85L capacity, V16 engine from Caterpillars' second biggest dump truck, the 793, which has a gross power output of 1976 kW (2650 hp).

This is what happens when a computer glitch dropped the transmission from 6th gear back to 1st in a dump truck whilst doing 60kph fully loaded with 230 tonnes of material.

Flat out it revs at around 2500 rpm. As big as they are, engines of this size don't like to over-rev at all; 100-200 rpm over will start to do damage. Heaven knows what it revved to when the glitch occurred...





Penrith Pas de Deux

11th November 2012

Promoted by the Classic Rally Club.

Come and join us for a round of the CRC's and the Thornleigh Car Club's championships and the JDCA's Coventry Spares trophy for 2012.

A one day classic rally with three levels of navigation –

Masters- challenging navigation,
Apprentices- challenging navigation but with some extra help, and
Tour- route charted with perhaps a tiny bit of mapping involved.

Start and finish at Penrith covering approximately 310 kms of fully sealed roads

Bring your own lunch or buy some from the various outlets at the lunch break at Picton.

Entry fee is \$70 for a crew of two.
Additional passengers are free.

The event is being run as a CAMS approved Touring Assembly so all the usual requirements will apply eg Scrutineering, CAMS licences etc.

When approved, the Supplementary Regulations will be published on the CRC website-
www.classicrallyclub.com.au.

For further info contact-
Jeff West at- jj.west@bigpond.com.au or 0427 263757 or
Gary or Wendy Maher at- wenandgaz8@bigpond.com .

2012 MG Classic Results

	Division 1		Division 2		Division 3		Division 4		Total	M Radar	M	Place
	Q	VRC P	Q	VRC P	Q	VRC P	Q	VRC P				
Masters												
4	Dominic Votano	Mike Stephenson	0	0	0	0	0	0	30	0	0	41
1	Bob Morey	Teresa Morey	0	0	0	0	0	0	0	0	0	71
5	Tony Wise	Alan Walker	0	0	0	0	0	0	0	0	0	71
2	Tony South	Ted Norman	0	0	0	0	0	0	11	0	0	110
8	Gerry Both	Carol Both	0	0	0	0	0	0	0	0	0	112
3	Michael Olsson	Harniet Jordan	0	0	0	0	0	0	60	0	0	134
6	Alan Watson	Pam Watson	0	30	0	0	0	0	30	0	0	156
7	Dennis Reeve	Mike Batten	22	60	0	0	0	0	112	0	0	213
Apprentice												
12	Bruce Smith	John Vickery	0	0	0	0	0	0	0	30	0	101
15	Brett Manewell	Belinda Manewell	33	60	0	0	0	0	123	0	0	137
13	Chris Hallam	Phill Stead	0	0	0	0	0	0	60	0	0	161
11	Doug Barbour	Xanthea Boardman	22	30	0	0	0	0	112	0	0	232
Tour												
37	Kevin Byron	Ian Voerman	0	0	0	0	0	0	0	0	0	11
		Jessica Mc Guinness										
36	Matthew Rath	Guinness	11	0	0	0	0	0	14	0	0	14
27	Steve Brumby	Grace Brumby	0	0	0	0	0	0	5	0	0	16
25	Michael Birks	Lachlan Grave	0	0	0	0	0	0	0	0	0	22
29	Stephen Lansley	Phillip Coffey	0	0	0	0	0	0	11	0	0	22
34	Greg Yates	Brian Doyle	0	0	0	0	0	0	0	0	0	22
38	Andrew Collier	Belinda Collier	0	0	0	0	0	0	0	0	0	22
39	Geoff McIntosh	Pepi McIntosh	0	0	0	0	0	0	0	0	0	22
32	Ian Packard	Steve Maher	0	0	0	0	0	0	3	0	0	25
28	Shane Navin	Jennifer Navin	0	30	0	0	0	0	30	0	0	41
40	Robi Panetta	Lauren Mackie	0	0	0	0	0	0	0	0	0	41
31	Bob Sprague	Fran Fifield	0	30	0	0	0	0	30	0	0	71
22	Simon Duff		11	0	0	0	0	0	11	0	0	81
30	Chris Mackerlich	Allana Mackerlich	0	0	0	0	0	0	30	0	0	82
23	Neil Hood	Joy Hood	0	0	0	0	0	0	30	0	0	93
21	Geoff Brieger	Tim Green	22	0	0	0	0	0	63	0	0	126
24	Colin Porter	Joan Porter	0	90	0	0	0	0	90	0	0	172
35	Ian Hazeldine	John Carter	11	0	0	0	0	0	118	0	0	215
33	Lindsay Trevitt	Paul Trevitt	22	0	0	0	0	0	74	0	0	255

Classic Rally Club Championship positions after MG Classic

Masters	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic		
Driver							Points to date	Position to date
Bob Morey	16	38		20	18	38	130	1
Alan Watson	18	34	28	16	16	28m	126	2
Robert Panetta	20	36	32	18	16	2	123	3
John Cooper	17	16	34	18	17		102	4
Tony Wise	20	40				38	98	5
Gerry Both	14		26m	16		32	88	6
Tony South	15	22		11		34	82	7
Dominic Votano	13m	24				40	77	8
Coal Mullet		24	40m				64	9
Garth Taylor			38		16		54	10
Dianne Gerlach	12	28		12			52	11
Dennis Reeve			24			26	50	12
Gary Maher	8				20	16	44	13
Winton Brocklebank	8m		36				44	13
David Shaw	11	32					43	15
Michael Olsson	10m	30m		18m	20m	30m	38	16
Ernst Luthi						32	32	17
John Young	8			20			28	18
Roger Banham		26					26	19
Barry Ferguson			24				24	20
Geoff Bott			24				24	20
Darren Taylor				18			18	22
Laurie Mason					15		15	23
Lauren Mackie				13			13	24
Michael Young	7						7	25
Navigator								
Teresa Morey	16	38		20	18	38	130	1
Pam Watson	18	34	28	8	16	28m	124	2
John Henderson	16	36	32	18	16		118	3
Alan Walker	20	40		13		38	111	4
Ted Norman	15	22		11	15	34	97	5
Carol Both	14		26m	16	8	32	96	6
Lui MacLennan		24	40m	18	8		90	7
Ross Warner	17		34	18	17		86	8
Michael Stephenson	13m	32				40	85	9
Mike Batten	9			18	14	26	67	10
Dave Johnson		16	32	8			56	11
Wayne Gerlach	12	28		12			52	12
Ray Arthurs	11	32					43	13
Jeff West	20				20		40	14
Sonja Luthi	8					32	40	14
Adrian Kinslor			38				38	16
Harriet Jordan	10m	30m		18m	20m	30m	38	16
Graham Thompson			36				36	18
Wendy Maher	8				8	16	32	19
Helen Young	7			20			27	20
Roger Barlow		26					26	21

Classic Rally Club Championship positions after MG Classic

	April Fool's Day Fun Run	South Coast Classic	Barry Fergu- son Classic	Tour d'Corse	Winter Classic	MG Spring Classic		
Apprentice	1 day	2 day	2 day	1 day	1 day	2 day		
Driver							Points to date	Position to date
Greg Yates	14	26	20	1	10	14	84	1
Chris Hallam		30		12		26	68	2
Paul Morton	15	28m	14		3		60	3
Tim McGrath	7		22	13	15		57	4
Bruce Smith	12m			1m	10m	30m	30	5
Shane Navin	1m		16m	15m	12m	2m	27	6
Peter Thomson		24					24	7
Lindsay Trevitt	8m				11	2	21	8
Amir Shushtarian	9			1	3		13	9
Rebecca Grasso	11						11	10
Navigator								
Peter Dunlop	14	26		4			44	1
Garth Taylor	15	28m					43	2
Tony Norman	11			3	15	6	35	3
John Vickery						30m	30	4
Jennifer Navin	1m		16m	15m	12m	2m	27	5
David Booth		24					24	6
Jennie Smith	12m			1m	10m		22	7
Paul Trevitt	8				7	2	17	8
Ron Cooper	3			13			16	9
Ramin Shoushtarian	9			1	3		13	10
Kay Harlor	11						11	11

Classic Rally Club Championship positions after MG Classic

Tour	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Points to date	Position to date
Drivers								
Doug Barbour	1	20	20		8	14	63	1
Jim Baird	7m	18	12	1	4		42	2
Steve Brumby	8	14			1	16	39	3
Ian Packard	1	8		6	9	4	28	4
Steve Annabel	10			10	7		27	5
Jim Richardson	1		2	4	5	12	24	6
Kevin Byron	1					20	21	7
Chris Mackertich	8	4			6	2	20	8
Alan Cummine		2	16				18	9
Brendan Burton	10m	16m					18	9
Peter Evans	3	12		1m			16	11
Jocelyn Vettoretti	4m	4	2	4			14	12
Mike Birks						14	14	12
Terry Gunter	2			10			12	14
Andrew Wilson				10			10	15
John Calabria		10					10	15
Tony Kanak	5			4			9	17
Brian Madigan	7			1			8	18
June Hobart				4			4	19
Geoff Mills	1	2m					3	20
Jim Barrett					2		2	21
Julie Votano		2					2	21
Kim Votano		2					2	21
Len Zech	1m	2m		1m			2	21
Geoff Brieger						2	2	21
Sergio Cariolato		2m					2	21
Steve Friend	1				1		2	21
Arthur Bransgrove				1m			1	28
Colin Tseris				1			1	28
Dave Johnson	1m						1	28
Garth Bransgrove				1m			1	28
Judd Smith	1						1	28
Mark Pentecost	1						1	28
Phillip Oliver	1						1	28
Richard Bale				1			1	28
Steve Pryor	1						1	28

Classic Rally Club Championship positions after MG Classic

Tour	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Points to date	Position to date
Xanthea Boardman	1	20	20		8	14	63	1
Grace Brumby	8	14			1	16	39	2
Ryan Baird		18	12	1			31	3
Steve Maher	1	8		6	9	4	28	4
Jayne Annabel	10			10	7		27	5
Bev Richardson	1			4	5	12	22	6
Allana Mackertich	8	4			6	2	20	7
Ian Packard			20				20	7
Alison Burton	10m	16m					18	9
Sylvia Gleeson		2	16				18	9
Cheryl Evans	3	12		1m			16	11
Natalie Evans	1m		12	1			14	12
Lorraine Gunter	2			10			12	13
Karen Yates				1	10		11	14
Brad Wilson				10			10	15
James Calabria		10					10	15
V Plimsoll-Kanakova	5			4			9	17
Michele Madigan	7			1			8	18
Connie Annabel					7		7	19
Peter Hill	7m						7	19
Ngarie McGrath			4	1			5	21
David Stephenson		4					4	22
Frances Stephenson		4					4	22
Lachlan Baird					4		4	22
Trish Mills	1	2m					3	25
Clair Stephenson		2					2	26
Glenn Evans	1m	2m		1m			2	26
Irene Cariolato		2m					2	26
Kevan Peters		2					2	26
Lauren Mackie						2	2	26
Lorraine Drummond	2						2	26
Wendy Cooper		2					2	26
Adam Bransgrove				1m			1	33
Elizabeth Pentecost	1						1	33
Jocelyn Vettoretti					1		1	33
Judith Bransgrove				1m			1	33
Maureen Friend	1						1	33
Michael Friend					1		1	33
Morgan Oliver	1						1	33
Penny Dmitrieff	1						1	33
Toni Bale				1			1	33
Vince Harlor	1						1	33

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

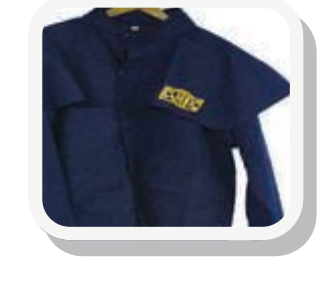
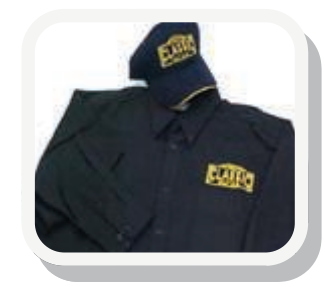
A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

Prestige Embroidery

4/29 Coombes Drive, North Penrith, NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893



Contributors to this edition: Kevin Byron, John Doe, Michael Olsson, Jim Richardson, Mike Stephenson, Alex Taylor, Garth Taylor, Dom Votano, Alan Walker, Ross Warner. Thank you all.



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