

Rally Directions

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

IN THIS ISSUE

The Clarence Classic

A Brief History of Volvo

March 2013

Classic Car of the Month

Ford of Europe built three models of the Ford Capri from 1969 till 1986.

The Mark I was based on the Ford Cortina & was built in various European plants using a variety of V4, straight 4 (Kent) and V6 engines. Similar to the Cortina the Capri featured a live rear axle with leaf springs & short radius rods, front McPherson struts & rack & pinion steering.

In 1974, after 1.2 million of the highly successful MkI Capris had been produced, the MkII was introduced. Changes included adoption of a hatchback body style and larger front disc brakes.

1978 saw the introduction of the final model of the Ford Capri, the MkIII. An automatic gearbox was offered for the first time & this model had improved aerodynamics.

John Calabria's Capri, shown here on last year's South Coast Classic, is a 1986 MkIII with the Essex 3 litre V6 motor. John bought the car in 1990 & after using it as his daily driver for 8 years, restored the car fitting larger front discs & a limited slip diff.

John admits to being a "Capri Nutter" having started out with a 1600GT as an 18yr old and currently having another 2 cars.

Coming Events



Le Rallye Des 100 Criques

Sunday 7th April 2013

A one day event covering approx. 325 kms with about 2.0 kms of good unsealed dirt.

The usual 3 levels of navigation will be featured with many extra hints for Apprentice competitors.

The start & finish are at West Gosford. The route covers the Central Coast region and inland around Cessnock & Kurri Kurri.

Full details inside. For further information contact

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“Back to the 60s”

CONTINUING IN THE STYLE OF PREVIOUS EVENTS

*THE BARRY FERGUSON
CLASSIC 2013*

Sat 25th – Sun 26th May, 2013

The event starts in Goulburn, overnights in Wagga, and finishes in Goulburn mid afternoon Sunday.

For Trial & Apprentice Categories there is a good amount of rural dirt roads, as in previous BFCs. The Tour competitors have just a few kms of good dirt. No different to other CRC Events.

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

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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.

Ross's Rave.

Hi everyone.



I've just returned from competing in the inaugural Clarence Classic. I'm feeling a little tired but very enthused. It was a really great event.

Amongst the 27 crews entered, there were 11 Masters, 4 Apprentice and 12 Tour entries, with competitors from Victoria, Queensland and New South Wales. I hope that there has been sufficient time between the event and the closing date for publication to allow a couple of reports on this event to be included in this issue.

A great big and well deserved congratulations and thank you to Ian and Wendy Gibbs and all of their support team for all of their hard work. They really did a fantastic job. Ian had to rewrite the

instructions just before the event to make allowance for the recent flooding of much of the route, notwithstanding the winding mountain roads were appreciated by the drivers (if not some of the navigators – car sickness can be a real handicap). I think that Ian is probably catching up on some well deserved sleep about now, on the other hand I expect that Wendy is already editing all of the video footage ready for the upcoming DVD.

The next competition event on the Club calendar is the "Le Rallye Des 100 Criques" which translates into English to something like "come and have heaps of fun with your friends". This event with the start in Gosford then heading north is run over a single day. Entries are already starting to come in and Tony Norman is very confident of putting on a challenging and fun day for all levels of competition. This would be great as an introductory event for new crews, so if you have some friends that you would like to have fun with, why not try and talk them into entering. Either way it's time to get your entries in because the 7th of April will be here before you know it.

I don't know what has been happening with the weather, but those hot balmy nights that I expected to make the First Friday Free Fling a hit this summer just didn't happen. Obviously I don't know why, but I'm sure that our luck must change soon so let's keep trying. Hopefully April will be better.

I'm hoping that we may have some videos to watch at the next Club meeting so get those entries ready. Remember 5 minutes maximum running time and all videos should include the CRC banner / logo if possible.

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

Enough raving Ross.

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COMPETITION UPDATE

Tony Norman - Competition Secretary

CLARENCE CLASSIC - 9TH and 10TH MARCH: Our first competition rally for 2013 has been run and won - but by whom I have no details. It is hoped that the official results and some further articles will be found elsewhere in the magazine. The Club would like to thank Ian and Wendy Gibbs for their fortitude in proceeding with the rally in the face of the atrocious weather and resultant flooding that so devastated the Grafton area. A big thank you also to their many volunteers and officials who helped with the event. And a big pat on the back for the many CRC members who made the trip north and who I believe had a great weekend, both with the event and the evening socialising for which the Club is widely renowned.

LE RALLYE DES 100 CRIQUES - 7TH APRIL: This rally is the next 'cab off the rank' - or perhaps that should be 'canoe off the bank'.

As of writing - 12th March - there are 8 confirmed entries and many EOI's and promises from club members. Please consider entering and keep the entries rolling in.

If planning to post in an entry, please remember that the weekend prior to the closing date for entries on Tuesday 2nd April is Easter and that this will limit the number of days that postal deliveries are made. Entry forms/Disclaimers can be scanned

and emailed to me for processing. If using this option please ensure that you bring the original signed Disclaimer with you to Event Registration. It should also be noted that in the early hours of Sunday 7th April the clocks will go back 1 hour. This will give all entrants an extra hour's kip but also means there can be no excuses for being late at Registration.

For APPRENTICE entrants the only essential navigation/plotting equipment needed will be a scale ruler with centimetre and millimetre divisions and the usual selection of pens, hi-lighters, travel sickness pills etc! A university degree in Higher Mathematics and knowledge of how to use a sextant will not be necessary!

MASTERS will no doubt bring their full complement of navigation paraphernalia but a dictionary might also come in handy!

There is the possibility that Registration may be available on the Saturday evening for entrants who plan to overnight in Gosford. Entrants will be advised in due course.

BARRY FERGUSON CLASSIC - 25TH and 26TH MAY: Please keep a check on the CRC website for the Entry Form/ Disclaimer and Supp Regs for this event. There should be further information and details elsewhere in the magazine.

The Clarence Classic 9-10 March 2013 by John Henderson

Well it's been run and won and I'm the one who has the pleasure of writing it up. I've never been a fan of tiebreakers to determine results - and hence who writes it up - but Director Ian Gibb's version of a tiebreaker seems as good as any we've come across. Mind you, once we know a director is using the radar like this, we'll all be a little more careful.

Robbie and I thought long and hard before committing to this event. 600km to get there is a long way and our experience of previous Director Gibb's rallies has left us a little unnerved. Ian has a quirky sense of humour and seems to trick people (or at least this writer) by things that afterwards you say, "oh yeah, I guess so" but don't think of at the critical moment. This event was based out of Grafton, near Nimbin, Mullumbimby and other

places in the north coast which have a reputation for growing therapeutic and relaxing agricultural products. It's just possible that our beloved director might have been sampling some of these in his time there. Certainly the event did not have his previous level of deviousness, for which I and the 27 other happy entrants, were very grateful. There was still enough there to keep us all on our toes. Perhaps the local rain events, which had meant major headaches and rewrites for Ian, had also played a part.

Robbie picked me up early on Friday morning in his trusty Alfa Romeo 105 and after a long drive, we arrived mid-afternoon. We immediately spent an hour or so looking for regional maps to give us any edge we could get. One of the problems of an

event in a previously unused area is that the map cupboard is remarkably bare. We raided the local Information Centre as well as a quick visit to the local forestry centre. We got some good maps but in the end, the ones Ian supplied plus our trusty Penguin were more than sufficient.

A bunch of us met for dinner on Friday night at a well recommended local restaurant, Number 1 Duke Street. Quoting from a tripadvisor.com review: [“Such a wonderful dining experience”](#) [“Great Surprise”](#) 02/11/2012. For us, the dining experience was ok, but the “Great Surprise” was that it took them 2 hours to deliver our main courses. In the meantime our table had drunk them out of the wine we had chosen and the waitstaff tried to suck up to us by giving us complementary bottles of champagne. Shame.

The next morning we breakfasted well at our hotel/motel on rather nice bacon and egg rolls. After that it was game on. Our initial route took us to the north near the little village of Junction Hill. Easy so far: that’s where we’d been the day before to get our forestry map. After that, a nice run to the west then back through South Grafton (where we lost 6 points to the lovely couple with the radar) and ultimately down to Dorrigo for an excellent lunch at the local pub. On the way we had to count some advisory signs while getting around some rather slippery, but fun, corners. The counting sounds easy, but not everybody could count to 5 without a problem. Also some of us found that an alcohol free lunch in a pub is a bit of a challenge, but I think we were all good.

After lunch we headed back eastwards, running alongside the Bellinger River. It’s astounding the damage these floods have done. We see the shots on tv of the acres of water, but seeing all those mud stained fields and pushed over trees is something else.

After Bellingen we made it to the Pacific Highway where the Masters were allowed to use the realigned Pacific Highway for a bit over 8 kms. Director Gibbs gave us some suggestions that we should leave the new section of road then to get back on the mapped road but not everyone took the hint – and were rewarded accordingly with a missed VRC.

After that we did a bizarre little herringbone through the outskirts of Sawtell where the herringbone specified that not all intersections were shown and you had to guess which ones

mattered. It all worked out in the end but some people guessed wrong at the beginning and went a little out of their way. On the other hand, Robbie and I enjoyed it so much that we came back and did it again. A missed question had something to do with that. Damn you, Harry Jensen. From there an excellent drive back up to Grafton through Nana Glen, with some deviations to pick up VRCs and questions along the way. There was another radar in Glenreagh, but we were all too busy looking at the plug-ugly yellow dog statue outside the pub that we missed seeing it. Only one more point to Robbie and Hendo.

Dinner that evening was at our pub. Good food and service was a lot quicker than the night before. They didn’t run out of wine and I made a point of buying a glass or two for the lovely couple who operated the radar. Just in case. At this stage we were 1 point behind Ross Warner and John Cooper. We’d lost 7 points to radar and they’d only lost 6.



The next morning gave us variety for breakfast. Sausage and egg in a roll as well as the bacon and egg of the day before. I stayed true to the pig, but I’m told the sausage was excellent as well. Then we headed north east onto a 1:100 000 map. I don’t remember rallying to one of these, but the accuracy is pretty good. Beats our normal 1:250 000 hands down. Just to play with our minds, Director Gibbs started the first stage with a normal set of instructions, but over the page was a route charted version, complete with the annotation (Yes, Masters may use this page). Well that was a no-brainer: 54.04kms without having to think. Our only problem came when a question was missing along the way. We milled around there for a minute, then got over it and went on our merry way. One of the nice things on this stage was that we took a car ferry across the Clarence. Fortunately it was an untimed event because car ferries are

significantly slower than the 105. I'm told people using GPS triggered odometers had some problems with their distance being out after the ferry. Us old fashioned, wheel probe folks, had no such problems.

After that tulip instructions took us around the streets of Ulmarra – a place we were beginning to learn to love. Then a herringbone took us through, you guessed it, Ulmarra, and places south. I misread the last point on the herringbone and we set off at a fine pace down a rather bumpy gravel road. This was one of those lucky times: had it been sealed we could have ended up in Queensland. Because it was gravel and there was no VRC in the first kilometre, we turned back and I found my mistake.

Some kilometres later, a question (How far to Grafton) came up on the Halda. No answer anywhere in sight so we pulled off so I could see what I'd done wrong. We had seen many signs saying "Soft Verges" earlier. Next time we may believe them. The trusty 105 immediately sank down to the axle. Garth and Adrian pulled alongside (on the hard) and hopped out to give us a push. No avail. Then a local in a 4WD arrived, saw the problem and hooked us up to his snatch strap. A minute later we were on the way. We vaguely remembered seeing a "Grafton 5" sign about 4kms back – confirmed by Garth and Adrian – so assumed I'd made a mistake and decided not to go looking.

The next question came up roughly where it should have been – 4km early – and we reset the Halda there and moved on, muddy wheels and all. A bit of wriggling on took us to a creek crossing which on the map had a T-junction immediately after and it had a 40 sign before. We hadn't seen our radar friends all day, and this looked like a doozy. Robbie crawled over – clocked as we found out later at 26kph – and that won us the event. Coops and Ross were done for 45kph – 5 points. Back through Ulmarra once again and into Grafton for a pleasant lunch. Then we hopped into Robbie's trusty 105 and drove back to Sydney.

Many thanks to Ian and Wendy Gibbs and crew for putting a very good event together in the most trying of circumstances. We enjoyed it immensely and we'll be back next year.

Hendo and Robbie



The view from the other side - Dom Votano

I have been an active CRC member for over 10 years, first competing in The MG Spring Rally to Queanbeyan about 11 years ago. In that time I have always enjoyed the driving and whilst venturing to assist in navigating have never navigated a full rally. Partly because I enjoy driving and mostly because I cannot look at a map, plot or make calculations whilst the car is moving.

With Michael Stephenson unavailable due to work commitments, I entered the Inaugural Clarence Classic as an apprentice navigator with new club member Tanya Arthur driving. I chose a modern car as I expected the roads to be wet and the temperature to be sticky. Our class entailed only 4 entrants and we trundled up to Grafton on Thursday.

Rally Headquarters was The Crown Hotel which was only waterfront this week. In the past weeks it has

been water backed & water sided, so this was a pleasant change for the locals. A formal dinner had been planned at a local restaurant on Friday night. With 40 of us arriving by 7.00pm we found the restaurant attractive, well positioned, clean and modern. The only two faults were the food and the service!

Day 1 started with 27 entrants & we left for Dorrigo via the Armidale road which became a 25 kilometre stretch of hairpins and tight corners. I couldn't resist so I jumped into the driver's seat and hooned along at the posted speed limit of 100km/hr. Lunch was a pleasant affair at Dorrigo Hotel & then it was back to Grafton via the picturesque Waterfall Way towards Coffs Harbour. Nana Glen and Glenreagh were two choice vias and it appeared there was not a single house that was not for sale along the route. A local had a sign up saying Bum Nuts for sale and

even after seeing a picture of the ovular shaped Bum Nut preceded by the word Free Range, I could not work out what they were.



Some distance later a local enticed us with fresh locally grown Potkins, these turned out to be small pumpkins. But the biggest mystery was The Big Yellow Dog at The Yellow Dog Hotel at Glenreagh. This 'cacophony' of a sculpture bears little resemblance to Art or even a Dog. But everyone couldn't help but ponder as they drove past the rally radar parked opposite. Is it worse to slow down and be in the presence of this 1/2 kangaroo 1/2 wolf demon any longer than necessary or should one drive past as quickly as possible.

The results the next day confirmed that all bar one car was penalised for speeding and in fact the speeds were what split the field.

That evening a fine meal was enjoyed on the balcony of The Crown Hotel with the lamb shanks and passionfruit and choc honeycomb pavlovas

being favourites.

The following morning we had a route chart along some river front roads followed by a number of vias we had to visit 2, 3 or 4 times depending on which class you were in. A map trace saw us finish by lunch time in downtown Grafton.

In all a great event considering most of these roads were impassable just two weeks earlier and much re-routing had to be done in the final hours before event start to allow for closed off roads and collapsed sections.

I would definitely recommend making the trip to all next year if Ian and Wendy can handle the stress again.



So how did I go in my first rally as a navigator?

Well as my fellow country man Nicolo Macchiavelli said "History is written by the Victors" And I couldn't agree more. But In truth, I prefer being a driver.

Another view from the other side: Like Dom I usually compete as a Masters Driver and though I understand the technicalities of rally instructions, I very rarely have to apply them, much less do so under the pressures of a rally in a moving, bouncing car, while following a route on a map. I ran in the Clarence Classic as an Apprentice navigator and thought the Apprentice Instructions were excellent. They weren't so hard that I was at a loss to figure what was required, neither were they so easy that I didn't make silly mistakes. I should have got that rotten map trace! It's just my brain was fried!

Bob Morey

The Inaugural Clarence Classic Rally by Heather Dux

When Don and I heard that Ian and Wendy Gibbs were planning a Classic Rally in Grafton on 9th and 10th March, we were delighted. So close to home! Instead of taking 10 to 11 hours to drive to a rally or stay overnight along the way, we'd be able to do it in four hours. Bring it on! So much planning goes into devising a rally that we felt for the Gibbs when all that rain struck everywhere along the east coast,

including Grafton. When do you decide it's still OK to have the rally or to pull the plug and declare it a no goer? Apparently it wasn't until the Friday of the week before the rally was to begin that the decision was made that it would be possible to hold the event as planned. Constant rechecking of the route meant that when roads were found to be too badly affected to stay part of the route, rejigging had to

be done. The last alteration of the directions was done on the Thursday, 7th March. Now *that* is pressure!

Don and I set off about lunch time, proper time, and arrived in Grafton 4 hours later. We'd travelled to Glen Innes and then across the Gwydir Highway. The damage done by wind and water to the trees and roads along the rivers was incredible. Huge trees which had probably been growing when Captain Cook sailed along the coast were flattened.

We had decided to join our fellow revellers at the restaurant, No 1 Duke Street, for dinner on the Friday night. Beautiful food but I think we overwhelmed the staff with sheer numbers. The food delivery was very slow but worth it in the end. We only had a short walk along the river to get back to our rooms. On Saturday morning we all huddled out of the drizzle waiting for our breakfast. Bacon and egg rolls, tea, coffee, juice, the works. I have to paraphrase Paul Hogan as Crocodile Dundee and say "that's not a bacon and egg roll, *this* is a bacon and egg roll". Crispy bacon, lots of it, with the rind cut off, an emu egg and whatever sauce you wanted on a warm roll. No, it wasn't an emu egg, it just seemed like it. There were *two* eggs on each roll. How good is that? The yolks on my roll weren't feral either but Tammy Cale just had time to redirect the escaping feral yolk from her roll and direct it to her shoe.



During the briefing, Ian told us that on Friday they had discovered a section of the route in which the access to a bridge had been partly washed away so we were handed a flood detour sheet to avoid this hazard. All went swimmingly well until we got back on to the proper directions at 73.90 kms after using the amended instructions.

Thankfully we were not the only ones who stuffed it up. How it happened I still do not know but the next thing we were at M2. Silly me, I thought they didn't have enough Passage Control boards and were using an M board instead. I must have mould on the brain or there is some termite-like entity which eats brain cells and I've given it a home. Along the road we went looking for all these directions which we later found out formed a loop before the M board. Yes! we'd completely missed it and the M board really *was* M2. After about 30 kms, the penny dropped and I realised it was kosher and I hadn't zeroed the trip meter. We drove all the way back to M2 to zero the Brantz and the first question was .03 kms, 'what does this road lead to'? There were quite a few who were dithering around like us but then someone said it was the day care centre on the slip road beside us so that satisfied us all.

The route to M3 was very bendy and utterly beautiful but also treacherous because of the slipperiness of the shoulders. It was only a short run into lunch but I'd stuffed up again. I'd been so busy telling our new Queensland rally couple, John and Marian Crighton, to make sure they read all the questions because the deviants who set these rallies have a habit of making the last question one about how many bridges you'd gone under or over or how many railways crossings etc. They took note but, those termites were at work again and I didn't follow my own advice so the last question of '*in this section, how many bends have advisory speed signs of less than 35 kph*' was a complete guess for us. Of course, we were wrong. One thing we did note was that there appeared to be very few, if any, public toilets. Don desperately needed a nature stop and when he pulled into one spot, the car began to slide on the clay under the leaf litter. Foot on pedal and out of there immediately. Being such a winding road it was going to be a very public pee. He managed without much drama and only one car passing at the critical time and he had a very relieved look on his face from then on. I just wish we girls had such useful picnic equipment. Just before we got into Dorrigo for lunch we passed Rob and Sue Clare's car on the side of the road with no one in sight. As there didn't seem to be any visible damage and no injured Clare lying on the road side, we continued on. It seems they had acquired a hole in the sump and the car just

stopped as a damage control measure. They continued on with a hire car and from Ian's comments since, they had clean sheeted all the way and only the mechanical problem let them down.

All the rain has made the waterfalls along the way utterly entrancing with spray coming across the road and the falls continuing under the road to follow their mad rush to the ground miles below. When we headed to the pub in Dorrigo for lunch, we were greeted by a representative of Rotary who welcomed each of us individually to Dorrigo. It was a very nice touch. Two of the Rotary Members also manned M3 and did a great job. After lunch, a gob-smacking hamburger and chips for the driver or whoever was the alpha person and a chicken Caesar salad for the not-so-alpha person, we began Section 1 of Division 2. We were on song until we got to *TR@RA Wheatley Street [third exit]*. We took the correct turn but Don didn't see the street sign. I assured him that I had but he hasn't yet learned that the Navigator is ALWAYS right. Back we went to satisfy him and once he'd checked it out for himself, off we went again. Then we had another return trip to find the name of the park at 30.07 kms. How we'd missed it the first time, I don't know. Finally without any more hiccups and after retracing our tracks more than once, we reached M6 and a shower before making our way to the Hotel's Bistro for our dinner.

This was serious food! Alternate drops of lamb shank and vegies or chicken breast and vegies. It was delicious and they followed that with individual marshmallow pavlovas with cream, strawberry and bashed up crumble bars [I saw them doing this with a meat mallet]. They did us proud.

Next morning, there were still a few drops of rain but the day ended up being mostly fine and warm. After another heroic bacon and egg roll for breakfast, we began our 'riverside ramble'. On the early part of Division 3, we were driving beside the mighty Clarence River. If it had been a few weeks ago we'd have needed either a submarine or a very long snorkel because, from the debris along the way we could see that the flood height would have been over the top of our car. One direction was to take care at the big tree and not end up in the river. It would be easily done if you were driving too fast. There was only a very short distance through the reeds until you'd have been swimming. One highlight of this section was our trip over to the

opposite bank of the Clarence on the Lawrence Ferry. These ferries were once part of the experience of driving on major highways before some bridges were built. This information is only for those youngsters who are not old enough to remember such things. This section was all along the river flats and it was so easy to see just how much the flood waters had affected the area.

There was one passage control which we visited *four* times. That was a record for us, the most we'd gone through in the same section in any rally was three. What caught some out was that the first and second times at this control, the paved road veered to the right after a road realignment and the instructions stated to *TR* at whatever distance not *VR*. The third time through was from the opposite direction and the paved road veered to the left but the distance indicated a *TL* a little further on. The fourth and last time was once again from the original direction. What we had to follow was the alignment of the original road. At least, each time we went through this Passage Control we could say hello to the beautiful boxer bitch resting under the table. She was gorgeous.

Wendy and Ian did a remarkable job and as I always believe, anyone who has the guts to set a rally especially with three levels of experience does not need anything other than congratulations. One thing I really appreciated was the intermediate distances which were provided on the directions. Not all trip meters calibrate exactly the same and with ours, we end up at the end of a section sometimes nearly 1 km out. We calibrated ours in Queensland and even though the powers that be in NSW have buggered around with the time, I don't think they've begun on distances – Yet! Unless you have time to wind back the reading you have a bit



of maths to do to be at the right place. It's OK if it's a TJ or a named road but we found there are a lot of roads around Grafton without signposts. This may be the fault of the flood so we just soldiered on and hoped we were right. We always got to the next direction so that was a relief. I found it most helpful to be able to zero our intermediate distance after each direction and use that as our guide. With the questions and observations, I used the total directions and hoped for the best. It would be good to think this was going to be a normal inclusion on all rally directions because I found it was very helpful. Of course, we only do Tour and it might make too much extra work for the planners, but it was a helpful addition to the rally directions for me and I thank Ian and Wendy for that.

After a very welcome and refreshing lunch and coffee back in Grafton, we decided to head back to Amiens to sleep in our own bed once again. We drove up to Casino and back along the Bruxner Highway to Tenterfield and then it was only 60 kms to Stanthorpe and another 14 kms to Amiens. Because we lost an hour on the homeward trip we were back here, showered and ready to drink our freshly brewed coffee by 5 pm. proper time. Don's coffee mug is bucket sized and mine is on steroids; don't even think of the thimble sized coffee cups, we wanted a proper drink. Thank you again, Ian and Wendy for a fabulous weekend. We loved every minute of it and look forward to 2014 Clarence Classic. You did an amazing job!

Heather Dux

The first of many Apprentice Class Classic Car Rallies.....we hope!

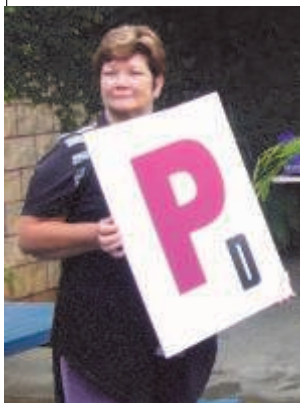
By Jen Navin

Saturday night of the Inaugural Clarence Classic Rally dinner at the Crown Hotel, Grafton.

Day one over and Shane and I hadn't divorced... well not yet any way. The day's results had been posted and we were quietly congratulating ourselves that considering a number of black holes we hadn't done too badly. We were coming fourth in the Apprentice Class and fourth place ain't too bad. The fact that there were only four entrants in the class is inconsequential. Hey! Fourth is fourth whichever way you look at it!

This is our 4th year with the CRC and Shane and I have decided to bite the bullet and try a year of rallies at the Apprentice Level. Just get on with it and have a go.

After the Saturday morning briefing where we were all introduced to inaugural beautiful purple VRC boards I did go and ask Wendy Gibbs if we



could drop down to Tour if things got tough and divorce by lunchtime was a distinct possibility. "Of course you can" was the generous reply. Excellent I thought. Strategy number one confirmed. Relieved and armed with three maps, route directions including flood redirections

and questions I settled myself in the navigator's seat with my board, pens, pencils, highlighters, ruler, magnifying glass and heaps of confidence. Shane and I started plotting, thinking, reading, replotting and mapping. This was not working. We can't get out of the car park. OMG-déjà' vu. Thankfully Doug and Xanthea were still in the car park. A quick word and we were on our way. Strategy number two used!

The first part of the route directions were straight forward, the rest more involved with mapping crucial so the navigator could tell the driver where to go in the nicest possible way of course. When I could raise my head up from mapping I could both see and feel the evidence of flood damage with debris on the road side and feel the 928 bottoming out at times on the pot holed roads. But the river was down, the country side was beautiful and the original rally route had survived the recent flood ravages fairly well. Proof? Shane, under my navigation of course, had driven the 928 over the original route, over the dodgy bridge and all. We had answered questions and found our way to the M2 Control with not too many wrong turns. We hadn't seen other cars for that matter. I wonder why? The flood detour route? We forgot about that piece of paper and had subsequently driven the whole route. We felt we should have had extra

points deducted for being so clever but others say we should have points added for being so zealous. So who's right? Strategy number three defeated.

We did eventually arrive at the first M control, last car, (they were about to send out a search party) with the first lot of mapping attempted knowing that we had missed questions, turns, answered deleted questions and who knows what else? Were there any VRC's? We were gently encouraged by the Official to do the missed circuit before getting our route card initialled. It could have indicated a possible VRC en route. Did I take advantage of Strategy number four? No. I'd had enough of circuits! Was the navigator a little frustrated by this stage? Well yes a little and I did sincerely apologise that night to the very understanding official.

I found Dorrigo on the map and using all available resources at hand Shane and I pressed on. Strategy number five used. It was windy, wet and slippery but as Shane and I had driven this road the afternoon before coming from Armidale we got stuck into it and made up time arriving at Dorrigo only 5 minutes later than the rest of our Apprentice colleagues. It was a great ride.

Lunch was at the Dorrigo Pub, an important via and this one made sense to me. That is not to say that Ian and Wendy hadn't done a remarkable job given all the curved balls thrown to them with the recent floods. The route and mapping instructions were clear and concise, a fair intermediate step up from the Tour Class.

Saturday afternoon was great fun. After a tasty lunch we were set to go and that is what we did, go. Those tulips were great. I actually understood them. Shane enjoyed the drive along the 'really good minor' road, the 928 lapping up the road with ease. I was enjoying the view out the window and then we took a quick turn to the left. Now we really had entered GS4970 on a minor road. Westie is right. Always take note of the map legend.' There are: principal roads, secondary roads and minor roads Jen. You need to read the legend.' This was said later in Westy's most gentle and discerning voice as a Master to a novice Apprentice.

We got back to the hotel totally done in. Shane dropped me off and immediately headed out for petrol. I heard that night at dinner that some people thought they had witnessed a Navin dump

and go. Strategy number six still in reserve as we later realized that we had clean sheeted the afternoon.

Sunday promised to be an easy short day as many of us wanted to head back to Sydney. I was itching to get the route instructions so I could get mapping and at least have something to logically say to Shane rather than 'turn left, right here' True to his word Ian and the Team, again, had done a great job with only a small section of concentrated mapping. "Told you it was easy." Even I found the mapping fair congratulating myself on finding the trace. But it was a challenge for me and one that I didn't take too well. I do have trouble with my left and rights and this is more pronounced when reading a map. In the end Shane said turn the map upside down and it worked! Strategy number seven worked. With the last 10 km thankfully very explicit in direction we made it to the end of the Inaugural Clarence Classic Rally, marriage, mind, body and car all intact. We had fun as always. How could you not with such a great group of people.

Shane and I try to learn something new after each rally and we try to believe that you learn from your mistakes. What did we learn from this rally?

*Read your map legend carefully. For that matter read everything carefully! There are always twists and turns.

* Next rally I will try to overcome what the neurologists refer to as a Visuospatial Orientation deficit but what a Clinical Nurse Specialist in Aged Care refers to as getting old!

See you at the next one!

Left Seat- 928GT.



The 2013 Clarence Classic (The Camaraderie Rally) - Garth Taylor

Thursday March 7 – picked up the Mk2 from being serviced in preparation for the rally. On the way home I stopped to get a drink and then when I tried to restart the car NOTHING!!! It turns out that the 22 year old engine immobiliser had failed. NRMA were able to bypass the offending piece of electrics so that I could get the car home but there was no way I could take it to Grafton so it was back to the trusty 11 year old X-Type.

Friday March 8 – had arranged to collect Adrian from his place at Hurlstone Park at 10.00 am. At 10.30 am I phone him, "where are you, I've been here since 9.45 am?". Needless to say we got away at 11.00 am!!! An easy run to Grafton, arriving at Rally HQ to a rainy welcome, about 7.30 pm. A great dinner in the Bistro with some of the CRC members. I think those who went out 'fine dining' regretted their decision not to eat at the Bistro.

It quickly became apparent how much work Ian and Wendy had put into the rally, made ever more difficult because due to floods just a week earlier, much of the route had to be rewritten. Even now, if you look hard enough you can still see the keyboard imprint on Ian's forehead!!

After the often humorous Saturday briefing we were on our way, going north on a loop back to Grafton and then onto Dorrigo for lunch. I have said before, there is no need to make an event too hard and I believe Ian adopted this idea using the KISS principle. Yet at the end of the event, not one clean sheet brilliant. I also think that in another life Ian must have been a Master Magician because in the same way magicians use sleight of hand to fool the audience, so too did Ian. The **last** question of the Day 1 morning section was **'In this section, how many bends have advisory speed signs of less than 35kph?'** Well there were 5 but about 4 km further

on there was one more so we put down 6. Problem was that it was the advisory sign for a bridge crossing at the bottom of a dip straight ahead, NOT ON A BEND!!! Ring up 15 points, a good gotcha Ian. As many of you will have heard me say before, rallies are won by competitors who don't make mistakes, aided by most of us who do!!!

On the way to lunch we came across Rob and Sue Clare whose big Benz coupe had 'failed to proceed'. Assured that help was on the way we went to a good lunch at the Dorrigo pub.

The afternoon saw us head a bit south down the Waterfall Way, so named because of the fabulous falls at the side of the road, which were running so well after the rain. The day finished back at Rally HQ in Grafton about 4.00pm with a great dinner and lots of laughs that night.

Sunday saw us do a loop out of Grafton, with lots of Ian's interesting twists and traps to negotiate, finishing for lunch about noon. We were on the road home about an hour later arriving back at Adrian's 9.00 pm. After leaving him and just before arriving at the start of the M4 my phone goes, Adrian ... he has left his phone in the car!!!! Back to his place to deliver the phone and then off again for home, arriving at midnight.

Overall a fabulous weekend, in the same style as the very much missed Forest Classic, run out of Wangaratta. The camaraderie over the weekend was outstanding which further enhanced the event, and driving new roads, often through fields of sugar cane was different and satisfying.

Thanks again Ian, Wendy, Tony Norman and all the team, I for one will be back next year.

GT

Support a great cause.

Ted Norman is taking part in a fundraiser for Downs Syndrome NSW. He is riding a \$1000 motorbike to Bourke! For more details & to support Ted go to; <http://Scrapheap.gofundraise.com.au/page/OnTheScrapheap>



2013 Clarence Classic Results																				
Car No.	Navigator	Driver	Car	Division 1					Division 2					Division 3					Overall	
				Qu.	Controls	VRCs	Radat	Div. Tot.	Qu.	Controls	VRCs	Radat	Div. Tot.	Qu.	Controls	VRCs	Radat	Div. Tot.	TOTAL	POSITION
-	-	Apprentice	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
16	Dominic Votano	Tanya Arthur	Peugeot 407	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	1	
24	Xanthea Boardman	Doug Barbour	Porsche 911	0	0	0	6	6	0	0	0	12	12	0	0	0	0	18	2	
10	Bob Morey	Jane Morey	Commodore	45	0	10	0	55	0	0	10	0	10	0	30	10	1	106	3	
17	Jennifer Navin	Shane Navin	Porsche 928GT	45	0	30	9	84	0	0	0	0	0	0	30	10	0	124	4	
		Masters																		
14	John Henderson	Robert Panetta	Alfa GTV	5	0	0	6	11	0	0	0	1	1	0	0	0	0	12	1	
13	Ross Warner	John Cooper	Ford Falcon	5	0	0	5	10	0	0	0	1	1	0	0	0	5	16	2	
4	Lui MacLennan	Mike Batten	Datsun 1600	0	0	10	0	10	0	10	0	0	10	0	0	0	0	20	3	
1	Adrian Kinslor	Garth Taylor	Jaguar	15	0	0	0	15	0	0	0	9	9	0	0	0	0	24	4	
22	Gordon Lennox	Craig Walsh	Porsche 911	25	0	0	0	25	0	0	0	0	0	0	0	0	0	25	5	
20	Pam Watson	Alan Watson	Celica	5	0	0	8	13	0	10	5	15	15	0	0	0	0	28	6	
18	Jeff West	Rob Worboys	Ford Mondeo	15	0	0	2	17	0	10	7	17	17	0	0	0	0	34	7	
3	Ian Reddoch	Gerald Lee	Datsun 260Z	15	0	0	10	25	0	10	0	10	10	0	0	0	0	35	8	
26	Carol Both	Gerry Both	Alfa 105	5	0	0	1	6	0	10	7	17	17	0	0	19	42	9		
23	Winton Brocklebank	Graham Thompson	Mitsubishi GTO	20	0	0	0	20	0	10	6	16	16	0	0	11	57	10		
27	Ted Norman	Peter Thompson	Peugeot 404	20	0	0	0	20	0	0	3	3	3	5	0	30	66	11		
		Tour																		
25	Ian Packard	Greg Yates	Mercedes 500SLC	15	0	0	0	15	10	0	0	10	10	0	0	0	0	25	1	
11	Ron Cooper	Tim McGrath	Mini Cooper S	20	0	0	0	20	0	0	14	14	14	0	0	0	0	34	2	
8	Laclan Grave	Mike Birks	BMW 323i	30	0	0	9	39	0	0	4	4	4	0	0	0	43	3		
9	Heather Dux	Don Dux	Triumph 2500 PI	50	0	10	5	65	5	0	2	7	10	10	0	11	93	4		
12	Julie Stratton	Henry Stratton	MGC GT	15	60	20	9	104	0	0	4	4	4	5	0	3	116	5		
19	Tommy Cale	Peter Cale	Mini Cooper S	55	0	10	6	71	5	0	0	5	25	30	0	0	131	6		
21	Marian Crighton	John Crighton	MGB	25	60	0	14	99	0	0	0	0	5	30	0	6	140	7		
28	Shane Bullock	Jon Dickson	Alfa GTV	180	0	0	18	198	0	0	0	0	10	0	0	7	215	8		
15	Wendy Cooper	Kim Warner	Porche 930	95	60	10	6	171	15	0	0	15	30	30	0	11	257	9		
6	Irene Carliolato	Sergio Carliolato	Subaru Liberty	210	0	20	0	230	20	0	0	20	15	30	0	13	308	10		
2	Sue Clare	Robert Clare	Mercedes 380 + Hertz	0	0	0	0	0	DNS	DNS	0	0	0	0	0	0	355	11		
5	Kyle MacLennan	Kelly- Maree Bond	Mitsubishi Pajero	155	0	0	1	156	DNS	DNS	0	355	DNS	DNS	0	445	956	12		

VOLVO FOR LIFE -A BRIEF HISTORY By Gary Maher, Part 1.

In 1914 Swedish Bearing Manufacturer S.K.F. built a subsidiary establishment to make deep-groove ball bearings which were named 'VOLVO' from the Latin 'I roll'.

In 1918 they reverted to using their own S.K.F. name on all bearings they made. In 1924 two partners picked up the name 'Volvo' and joined forces to build cars.

They quickly built a reputation for solid, reliable cars and laid the foundation for one of Europe's biggest industrial corporations. They continued to make a variety of fairly stodgy, predictable, safe cars similar to most other manufacturers. In 1947 they released the PV 444 and it started to make a name for itself in motor sport in Europe and the U.S.A. This car evolved into the PV 544 in 1958 surprisingly, two years after the 120 Amazon, one of the feature cars in this article, was released. A PV 544 regularly wins its class at Targa Tasmania in the hands of Mike Batten and his son.



The Amazon 120 Series car went on show for the first time at Earls Court in 1956. The 1800 Sports Car, after a long gestation period, was first delivered to the public in 1961. Since then Volvo has built a large variety of cars with an enviable reputation for reliability and safety. They also manufacture a huge range of trucks, buses, earth moving equipment and marine engines.

VOLVO IN AUSTRALIA:

Volvo made its first appearance in this country in 1954 with turbo diesel engines for buses and trucks and brought in a PV 444 car for testing. Peter Anthill first imported and sold Volvos in Australia in 1961. Then in 1962 British and Continental Motors took over that business. The car of the day was the 122 four door sedan which was closely followed by

the P1800. In 1966 Volvo brought two trucks to Australia for testing and thus a huge business started for them in that direction. Over the past 50 years many dealers have been appointed to sell the ever-growing and evolving range of cars and trucks and the name VOLVO has become a house-hold word – if only when preceded by the word 'bloody'.

Volvo has had a huge exposure in motor sport ranging from my own small start rallying in 1964 to major successes in 'Round Australia Rallies' in the hands of Ross Dunkerton in 1979 and the Australian Touring Car Championship which Volvo won in 1986 with Robbie Francevic as driver. In 1994 a Volvo 850T carried the legendary 05 number when Peter Brock teamed up with Tony Scott to finish First in Class and Fourth Outright in the Bathurst twelve hour production race. In between, there were hundreds of racing and rallying events where Volvos featured, all of which are documented in Pedr Davis' great book 'Volvo Down Under'.

THE FEATURE CARS:

The feature cars of this article are the Amazon 122S and the 1800S Sports Coupe.

The 122 Amazon range was available to the public from September 1956 with the B16A engine of 1580cc, 3 speed gear box and drum brakes at front and rear. In 1958 it was fitted with twin SU carbies and a four speed gear box.



Then in 1961 came the 122S with the B18 1780cc motor, with front disc brakes not arriving until 1964. 1966 saw the arrival of the 123 GT which boasted electric over drive and a little more grunt from the B18 motor.

The last evolution was the fitting of the B20 1990cc motor in August 1968 which carried the Amazon to it's end of production in July 1970.

The bodies which were 'hewn out of solid rock' remained unchanged for the whole 14 years of this model's life. These cars had huge success both here and almost every country in the world in racing and especially rallying, where it reigned supreme. Unlike the P1800 the 122S didn't have a regular TV role but they pop up regularly in shows like 'Heartbeat' and it did have a role in the movie 'All the President's Men' (about the Watergate Scandal) starring Robert Redford and Dustin Hoffman.

The total production of the Amazon range, two and four door sedans, 123 GT and station wagon totalled 667,323.

The P1800 was released for sale in May 1961. It was designed by Pelle Petterson and 'sold' by Roger Moore – 'The Saint'.



Between 1960 and 1973 there were 47,491 cars of the Volvo 1800 range produced with several minor changes taking place – the most notable being the engine growing from 1778cc with twin SUs to 1986cc with Bosch fuel injection. Power goes to the back wheels via a four speed gear box with electric

overdrive. The back axle is of the five-link coil sprung type. After a false start with Karmann, the super strong but very heavy bodies were eventually built by Pressed Steel Co. at Linwood Scotland and the cars were originally assembled by the Jensen Car Company, with disastrous results. Assembly was moved to Sweden in 1963 and the car became known as the 1800S – 'S' standing for Sweden. All the mechanicals, suspension and even the hub caps came straight out of the Amazon cars. Of course there were adjustments to suit the lighter, smaller body and performance befitting a sports car. The body, however, was a totally different matter. Its design has been referred to as 'timeless and it has been called one of the most beautiful creations on four wheels'. Front on, it resembles some early Ferraris, particularly the models with the 'egg crate' grills. Side on, it's an Aston Martin, but from the rear, with its fins, it's all American. Like the Amazon, it has simple, reliable mechanicals in a very strong, safe body. Indeed, one American journalist wrote 'it is the sports car you would like to be in when you have an accident'.

One is recorded in The Guinness Book of Records as having covered just under 3 million miles with the original mechanicals and owner. Volvo 1800s do not have much of a motor sport history but are considered great 'Grand Touring cars. Currently the Australian 1800 Register has 457 cars listed – 389 Coupes and 68 Estates. If I've whetted your appetite and you want to know more about these cars, I suggest you read 'Volvo P120 – the Amazon Series' (Dieter Gunther) and 'Volvo 1800 – a Complete Story' (David Styles).



The way cars used to be built.

Le Rallye des 100 Criques 7th April 2013



- This Event is promoted by the CLASSIC RALLY CLUB INC.
- It will be a one day rally of approx 325 Kms, with about 2.0 Kms of good un-sealed roads. There will be 3 levels of navigation as follows:
 - MASTERS - challenging Navigation.
 - APPRENTICES - as for MASTERS but with many extra hints. (I promise.)
 - TOUR - Route charted with possibly some simple map reading.
- The start and finish will be at MacDonalds and IBIS Budget Motel, West Gosford.
- The Route will cover the Central Coast region towards Cessnock and Kurri Kurri.

- The Entry Fee will be **\$90**, which will include lunch for 2 and all necessary maps and instructions. Additional crew members are **\$10** per person.

- The Event will be run as a CAMS approved Multi Club Touring Assembly.
- The nominated Driver and Navigator will be required to have a minimum level 2NS CAMS Competition Licence. There is also a CAMS requirement that all vehicles are scrutineered by a qualified CAMS Official. This needs to be completed prior to the day of the Event.
- Supplementary Regulations and Entry Form will be available for down-loading from the CRC website - www.classicrallyclub.com.au closer to the Event.

For further Information and Event details contact the Event Secretary:

TONY NORMAN - Mobile: 0402 759 811 or Home: 02 9804 1439

E-mail : thenormans@virginbroadband.com.au

“Back to the 60s Trial” #4

CONTINUING IN THE STYLE OF PREVIOUS EVENTS

THE BARRY FERGUSON CLASSIC 2013

Touring Assembly, Sat 25th – Sun 26th May, 2013

It will be running out of Goulburn with an overnight stop in Wagga Wagga, finishing in Goulburn mid afternoon Sunday

And covering approx 800 kms of good touring roads with a good amount of rural dirt roads, for the trial and **apprentices, as in previous BFC's**

“NEWS FLASH”, for the tour drivers we have kept it to the bitumen, **“with less than 2 k's”** of very good quality dirt, no **different than previous Alpine Classic's or Riverina events.**

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

So get that Classic out and come and join us.

Barry will be continuing to give his description of the roads that he used back in the 60s and these are being included in the Route Instructions.

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

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



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.**



2013 CRC Events Calendar

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde. First Friday Free Fling held at Harry's Cafe de Wheels, 433 Church St., Parramatta			
Date	Event	Note	Contact
26-February-2013	CRC Meeting		
01-March-2013	First Friday Free Fling		
9 - 10-March-2013	Clarence Classic - Grafton area. Entries due 10th Feb. C.C.	Set in Grafton area.	Ian Gibbs, 0410 507 674 ian@gibbs.com.au
15-March-2013	Deadline for Club Newsletter contributions		
26-March-2013	CRC Meeting		
05-April-2013	First Friday Free Fling		
07-April-2013	Le Rallye Des 100 Criquees. C.C.	1 day rally, Central Coast.	Tony Norman 0402 759 811, 02 9804 1439
12-April-2013	Deadline for Club Newsletter contributions		
23-April-2013	CRC Meeting		
03-May-2013	First Friday Free Fling		
17-May-2013	Deadline for Club Newsletter contributions		
25 - 26-May-2013	Barry Ferguson Classic C.C.	David Johnson - Trial Tim McGrath - Tour.	David Johnson 02 4887 7803 johnatude@intermode.on.net Tim McGrath 0419 587 887
28-May-2013	CRC Meeting		
07-June-2013	First Friday Free Fling		
14-June-2013	Deadline for Club Newsletter contributions		
23-June-2013	Tour d' Corse -C.C.	TBC	Tony Wise tmwise@bigpond.net.au Carol Both 02 9878 2035
25-June-2013	CRC Meeting		
05-July-2013	First Friday Free Fling		
12-July-2013	Deadline for Club Newsletter contributions		
July	One day competition rally or Club Lunch Run. TBC	Date & format TBC	
23-July-2013	CRC Meeting		
02-August-2013	First Friday Free Fling		
05-August-2013	Driver Training day at Wakefield Park		
16-August-2013	Deadline for Club Newsletter contributions		
27-August-2013	CRC Meeting		
06-September-2013	First Friday Free Fling		
7 - 08-September-2013	MG Spring Classic C.C.	T&C	
13-September-2013	Deadline for Club Newsletter contributions		
24-September-2013	CRC Meeting		
04-October-2013	First Friday Free Fling		
11-October-2013	Deadline for Club Newsletter contributions		
19 - 20-October-2013	Alpine Classic C.C.		Wayne Gerlach
22-October-2013	CRC Meeting		
01-November-2013	First Friday Free Fling		
9 or 10-November-2013	Pennrh Pas de Deux C.C.	Day TBC	Jeff West
15-November-2013	Deadline for Club Newsletter contributions		
26-November-2013	CRC Meeting - AGM		
06-December-2013	First Friday Free Fling		
15-December-2013	Club Christmas Party. TBC		
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

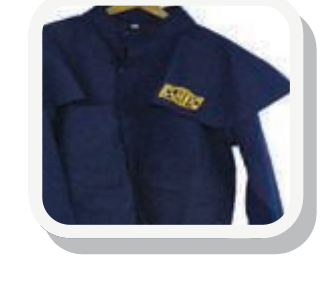
A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

Prestige Embroidery

4/29 Coombes Drive, North Penrith, NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893



Contributors to this edition: John Calabria, Heather Dux,
Ian & Wendy Gibbs, John Henderson, Tony Kanak, Adrian Kinslor, Gary Maher,
Tim McGrath, Jen Navin, Ted Norman, Tony Norman, Garth Taylor,
Dom Votano & Ross Warner. Thank you all.



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