

Rally Directions

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



April 2013

Classic Car of the Month

Porsche's 944 model was a development of their 924 design.

First built in 1982 944s continued in production till 1991. The design, which used a re-worked 924 platform, featured an all new, water cooled, all alloy, 2.5 litre 4 cylinder, in-line motor. This engine had 2 counter rotating balance shafts running at twice engine speed. These balance shafts made for a very smooth running motor which felt more like a 6 cylinder.

Brakes were discs front and rear and the transmission, a rear mounted transaxle, was either a 3 speed auto or 5 speed manual. The front engine rear gearbox configuration made for a very well balanced car with predicable handling characteristics.

Through the life of the model many upgrades occurred. A D.O.H.C. 16 valve head, turbocharging, ABS brakes and air bags were the most significant.

Jim Baird Loves his 1983 manual 944, shown above. Jim bought the car over 12 months ago specifically for CRC rallies. However he finds he is using it more and more as a daily driver. Of the many extras navigators Ryan & Lachlan Baird's least favourite is the sunroof. If taken off & stored in it's genuine leather bag, turbulence plays havoc with the route

Coming Events



“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 less than 2 kms of good quality dirt. No different to other CRC Events.

Full details & entry form inside.
Supp. Regs are on the CRC website.

Tour d' Corse

Sunday 23rd June 2013

Once again the Classic Rally Club & the Alfa Romeo Owners Club will be combining to run the annual Tour d' Corse Rally.

Starting at the top of Bulli Pass this year's event will travel through beautiful Southern Highlands countryside along approx. 300kms of great roads to finish at the Sutton Forest Pub.

Lunch for this year's rally will be at the Southern Highlands Winery & will continue the event's tradition for fine food.

See inside or the CRC website for full details or contact;
Tony Wise 0417 211 848 or
tmwise@bigpond.net.au

Classic Rally Club Officers and Contacts 2013

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



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.

Well, Le Rallye Des 100 Criques was held this month and what a demanding event it was. I'll leave the detailed description of the event to other authors who I hope have been busy typing since the finish.

I would like to congratulate Tony Norman on this event and to say thank you for his outstanding effort. It was certainly different and I personally found it very challenging, which is one of the things that I enjoy most about our sport, the challenge. If there was no challenge then we might as well just go out for a drive in the country. That is fun but not as stimulating as competition.

Also a great big thank you to all of the officials who helped Tony with this event. You are a vitally important part of what we do. This is particularly relevant in this case as some of the officials were still standing in the dark and cold by the time I arrived.

Geoff Bott has posted a really good video of the event on our Facebook page that is worth a look.

There has been some discussion about the difficulty / length of this event and the frustration felt by some of the competitors while competing. In response to this I would suggest that we should all (myself included) look at the way we approach our events and what our expectations are. Firstly I would say that it is unlikely that any of us are about to turn "Pro" so it's not about the money, no sheep stations, so what is it, is it the fame? No, it's not likely anyone outside the CRC will even know what we do let alone understand it, so it's not that. So unless you can think of something else I conclude that it's purely for the competition.

So, if it is for the competition, who are we competing against? Each other or the Event Director? Well if you ask me we are competing against each other on a level playing field that has been created by the Event Director. If the event is difficult for you, chances are it's difficult for others too. It may come easier to more experienced competitors or for those who have a more functional brain, or maybe those who have "got inside the Event Director's head". We are not trying to beat the Event Director, just each other.

The Event Director's job is to set a level playing field



and to write the rules of the game in such a way that it will challenge as many of us as possible and to include a couple of tricks that should separate our scores. These tricks need to be new, or infrequently used otherwise everyone will have acclimatized to them, and they will no longer challenge us and won't help to separate our scores. Some of these tricks will work, some may not.

Event Directors need to experiment and learn their craft, sometimes at our expense, but at least it is equally at all of our expense. If you don't consider yourself to be competing against the Event Director then you might not feel quite so frustrated if you fall for a trick and just hope that everyone else fell for that trick too.

The next competition event on the Club calendar is the Barry Ferguson Classic which will run on 25-26th of May. This event is a must for everyone, particularly those who compete in Tour class. Why do I say this well because Dave and Tim have gone to extraordinary lengths to eliminate virtually all dirt from the Tour route for this event. I understand that there is only approximately 700 m (that's right less than a kilometre) so there is no excuse not to enter. I have competed in this event for the last couple of years and thoroughly enjoyed it each time. Yes it is also a little different from our typical events, but again isn't that what makes life interesting?

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

Enough raving Ross.

Secretary's Stuff- April 2013

Hello Everyone, a couple of items for mention this time:

NATIONAL MOTORING HERITAGE DAY IS COMING UP AGAIN!

On the 19th of May this CMC event is on again this year. This is a significant opportunity to get the classic vehicle mobile, and out and about with other enthusiasts. More venues than ever are featured this year, and at the CMC meeting in late March it was requested that as many people as possible get out and about in their classic vehicles and be seen. It was suggested this might involve planning a round trip, with possibly several stops en route.

For those with the need to start further afield and perhaps work their way back to home, the CMC meeting on March 29th endorsed the usage of HCRS vehicles on Saturday the 18th of May, as an option. So there is the possibility of a full weekend of classic motoring. Take your camera, a prize will be offered for the longest list of classic vehicles spotted and recorded by a club member!

The full list of venues can be found at the CMC website, but includes:

Bella Vista farm, Mittagong public school, The Motor Life Museum at Kembla Grange, Berry Showground, Sydney Harbour National Park, Glenleigh Estate at Regentville, Wentworth Falls Lake (to be confirmed) and a Hunter Valley location to be advised.

So stay tuned to what the club will be proposing as options to see other club members as well as less familiar vehicles and people! The event is for any classic vehicle and people interested in classic vehicles. It is not just for HCRS vehicles!

Also from the March CMC meeting a couple of items about HCRS and other vehicles. The first one was dealt with as a FAQ....

Question: Who can drive a HCRS vehicle?

Answer: Anybody with the applicable class of licence for the HCRS vehicle- be it car, truck, motor cycle etc.

Why is this important to know?

Because a recent case was reported to the CMC where a police officer stopped an HCRS vehicle and claimed that the driver of an HCRS vehicle needed to carry proof of membership of a RMS recognised car club. The driver did not have such evidence present, and the situation became unpleasant. However the police officer was WRONG, as stated after a review of this sort of situation by the CMC.

The annual paperwork to the RMS confirms the membership of the registered owner in a recognised club. So the government have that on record. It is presumably checked initially and annually by the RMS. The driver need not be that person, or a member of that club. The club member need not be present. There is also NO requirement that participating HCRS car clubs issue membership cards. Some do, some don't.

It should not be up to the person to prove innocence of wrongdoing within a bureaucratic process on the roadside before the infringement notice gets issued! So far in 2013 the legal presumption in Australia is still predominantly innocent until proven guilty, even if the powers that be seem to be seeking to reverse this to the French system of guilty 'till proven innocent!

Regardless though of the actual legal reality, described above - to prevent another's zealotry giving you a migraine, why not carry your membership and the club magazine/program with you, so proof of the bona fides of the event, for HCRS purposes cannot be disputed. I leave it to you to consider how you deal with a situation where the club member is not the driver, or even in the vehicle at the time of an interception/particulars check. Stay calm?

Still on the subject of the nature of human frailty and fallibility- also from the CMC meeting news - a registered vehicle on a trailer, with number plates was being towed back to its abode after participating in a drag meeting at Sydney Dragway. The vehicle on the trailer at this time had slicks fitted on the rear wheels (no tread) and the exhaust system removed - as usual for drag strip

competition. The police officer who stopped this rig issued a defect notice for the vehicle on the trailer! This is also wrong. No applicable law had been broken.

It seems that perhaps the complexity and volume of the modern encyclopaedic level of law (with a law for everything imaginable plus some extra ones) - may be beyond the accurate recall of those with the responsibility to monitor and manage compliance?

Like the Boy Scouts say - Be Prepared, know and understand what you are doing, practically and

legally. I've long been puzzled why the RMS doesn't send you an update of changes to road and traffic laws and regulations with your annual renewal of registration. Instead they seem to think that we all will check for such information, and frequently, at their website. In my opinion this does not meet the expected level of effort that the government should make to advise citizens/motorists of changes to laws affecting motorists.

Tony Kanak

The end of Vehicle Registration Labels for normally registered vehicles in N.S.W.

Hello folks, as you know the NSW RMS agency has ended the issue of registration labels for normally registered vehicles, since the beginning of 2013. Yes, you no longer have to peel off the old stickers on a modern vehicle and clean the residue off the glass, but the CRC- like other car clubs have an interest in knowing if vehicles participating in club events are registered.

Vehicles with HCRS status will still have stickers until further notice though.

This subject matters, because the Scrutineering form and process that we use for CRC events has a box to tick, marked "Registration Current".

So with no sticker, a hapless scrutineer for a CRC event doesn't know at a glance whether a modern vehicle being presented for scrutiny is registered or not.

So far the police have not offered to give event Directors access to the data base they use to confirm registration particulars for any vehicle number plate... or one of their whiz-bang automatic number plate recognition cameras...

I don't think we will ever get access to this official information, and I don't want it anyway!

SO- if you are entering a non HCRS vehicle in a CRC event, then at the CRC scrutineering step, all we need- is to sight the printed copy of your vehicle registration paper record, with the receipt number

on it. This is the record that replaces the registration label- which for the last few years was cash register receipted (or not) anyway- depending on how you made the payment!

As Aleksander the Meerkat says on the TV advert, "Simples"!

You can also ask the question why car clubs should check for current registration if the entrant says the vehicle has current registration. A good question, but one that ultimately relates to the CRC applying a due diligence process to ensuring vehicles in our events have CTP insurance, because otherwise in the event of grief with an unregistered vehicle, other insurance protection (CAMS/the Club) could get roped in... This would be an unwanted situation.

It will also be interesting to see how motorists go with the additional reliance on their memory for timely renewal on modern vehicles. I know that my main memory jogger with our family's fleet was the date on the sticker on the glass. The paper sits in a folder in a drawer. Maybe I should mark all of the due dates on the calendar on the kitchen wall?

For vehicles <5 years old with no inspection required, the RMS renewal might get treated as just another bill? Be careful, no other bill can extract such a penalty for late payment!

Tony Kanak

Le Rallye Des 100 Criques



How Steve Brumby saw the event.

Having been rather disappointed to have missed the Clarence Classic our rally year started with a Bacon and Egg muffin and a new navigator on a bright, sunny morning in Gosford. Grace, the 2012 Tour Nav. Champion, had decided to retire whilst at the pinnacle of her motorsport career. She had chosen sleeping-in over navigating so this had left me searching for a new navo. What better replacement could you find than your best mate and best man, so with my great friend Shaun Ryan press-ganged into the left hand seat we decided not to muck around and go straight on into the middle bit of the pool. Not the shallow end, nor the deep end, but the bit in the middle of the pool where if you stand on your tippy-toes you can still breathe but only just – Apprentices.

Collectively, Shaun and I have spent many years looking at maps in the military so we are very comfortable with them but the army (where we got our experience), funnily enough, doesn't use tulips or herringbones or require you to figure out that if the word "colliery" is to the east of the road but the building is to the west of the road whether you should go clockwise or anticlockwise!

After the "board-less" crew brief the flag dropped and the Tour disappeared never to be seen again. That moment of jealousy quite quickly gave way to some serious plotting. I note most drivers leave their navigators to their own devices at this stage of the rally but having roped Shaun into this with little practice (and a bit of a hangover) I decided, through guilt, that collaboration may be the best approach. And so we plotted the first 4 or 5 vias, made up some way of getting from one to the other, loosely based on the instructions provided and took off.

The collaboration continued throughout the first division, which in hindsight meant that the only thing that probably let us down was that the driver didn't study the questions as thoroughly as he should have. "Bugger – this question is out of order!" and "Bugger – should have read this question before we started the Herringbone!" meant some answers needed to be just plucked out of the air.

Lunch, although rushed, was really very good and with the odd sandwich stuffed in the pockets it was back onto the maps. The dreaded creek search began! The whole afternoon went something like this:

Navigator – "Ah, a downhill bit. Must be a creek down here somewhere."

Driver – "Yep – looks like there could be. Are we turning anytime soon?"

Navigator – "Bugger turning – we need more creeks!"

Driver – "Was that a creek sign?"

Navigator – "Where? Umm, think we should have turned back there."

Driver – "How many creeks do we need?"

Navigator – "Many more than we have. I said we should have turned back there!"

Driver – "So this creek doesn't count then?"

Navigator – "It'll do!"

Rolling into the finish I was surprised to learn that, of the Apprentices, we were not last in. It seemed so late. Tony collected our card and assured us that we had indeed made several mistakes. And so it concluded, in a mostly deserted car park, with the light fading quickly and a stunned navigator wondering what had just happened.

But we had a great day, figuring stuff out, wondering about how far it really is to Hexham and generally just having a bloody good time.

Thanks go to Tony for getting the level of head scratching pretty right for us Apprentices, to all the

officials out there on the road, who are always welcoming and friendly and those behind the scenes that we don't see much of but who make all this possible.

Steve Brumby

Le Rallye des 100 Criques - And 1000 Blasphemes!! By Garth Taylor

To the best of my knowledge this is just the second year that Tony Norman has planned and run a rally, yet the skill he put into this event has the mark of someone who has directed many more rallies.

The detail he put into all three navigation levels was simply outstanding. With the benefit of that wonderful 'hindsight' it would seem that he got the level of difficulty and absolute frustration about right in all categories.

From an Apprentice viewpoint there were times I felt like giving it all away as I sat looking at the map and for the life of me NOT being able to see the way forward. And then just before I was about to jump out of the car and run screaming down the road, the route suddenly became clear.



I was extremely fortunate to have our Club Founder, Geoff Bott, sitting in the driver's seat, being very patient as I had him do numerous DAFQUTs and called many times on his immense

knowledge when I often got stuck.

No, I don't like navigating through the 'berbs, and personally I believe the all Rally Directors should try to avoid doing this if for no other reason than to not 'piss off' the locals.

I remember one of Gary and Wendy's Mountain Rallies that started in Lithgow and then completely bypassed Bathurst and Orange on the way to lunch in Wellington, so it can be done.

I also believe that Tony fell into the trap that many Directors do, not allowing enough time between the Majors. It takes time to undo the navigational stuff ups that most of us make. Rallies are won by those who make few mistakes aided by those who make many.

I believe that most of the Tour were done and dusted by 1630 but the first of the Masters and Apprentices did not arrive until 1700 and I think the last was sometime after 1800!! Let me put it another way. In my humble opinion a 300 km one day rally is not realistic unless it is mostly run on roads speed limited above 80 kph.

This 'criticism' should in no way detract from Tony's brilliance in the way he put the rally together. Here am I, a 'veteran' of 22 years of rallying and yet he still managed to trick me twice with the questions!!! Aaaaaahhhhh.

Well done Tony and thank you for such an 'interesting' day. Please do more.

P.S. I don't EVER want to have to count creek names again! Clever though.

GT

Lost phone on Le Rallye Des 100 Criques

Tony Norman found a Samsung Galaxy S2 phone in his car and thinks that it may have been left there by someone associated with the CRC.

Contact Ross Warner or Tony if it is yours.



Alan Walker's Rallye Des 100 Criques.

Well before dawn the blaring sound of the alarm broke the quiet sleepiness of the night. The hot water coming from the showerhead poured life into my body to begin the day. Now for the short trip to meet my driver, cutting through the breaking sunlight to reach the pre-arranged meeting point at Manning Motors. Not long now - the familiar throaty rasp of the twin cammed Alfa's exhaust sounds through the crisp cool morning and tells me he is near.

On Tony's arrival in his Alfetta Panetta slides into his trusty 105 and with two pumps and a quick turn it too bursts into life from the still night. We leave in convoy, the two red Alfa's preparing to stalk their prey – Le Rallye Des 100 Criques – Game on.

Travelling north with the sun slowly rising, the two cars disappear at times being enveloped by thick fog as the day tries to warm. Once at the start a warm coffee is in order and we relax waiting to greet those yet to arrive.

The registration goes quickly as Tony Norman has it covered till the Watsons arrive to take over. The early part of the morning with the Drivers Briefing consisting of all the usual jokes and a few new ones.

With the Tour away, and some plotting sorted we're off, the M board is around the corner away from traffic. We receive our road card and set off.

The course sends us through Palmdale with Wyong ahead. In hindsight we made a wrong choice here and ended up on the wrong road adding some 500m to our trip.

With a question coming up we checked our distance and continued on. The navigation was very involved with a number of out of bounds and items to find on the three maps.

The morning progressed and with the weekend traffic slowly building the navigation was once again relentless, with many road name changes and travel through the built up areas of Tuggerah, Wyong, Charmhaven, Doyalson, Wyee and onto Moriset.

With bursts of 'open road' coming around Mt Vincent and Mulbring we were slowed a little by those headed to the Hunter Valley. Cessnock loomed and we arrived at lunch. Tony Norman informed us we are the first Masters or Apprentice crew in there, it was only about 15 minutes before the expected close of the lunch control!

We had a quick bite to eat and a short rest before we headed back to the car to plot the afternoon section.

A map trace had us held up as other Masters crews arrived for their lunch. With the trace found we were off again, headed toward Kurri Kurri. A brisk trip down George Booth Drive found us in Wallsend, with many children enjoying the sun and a front yard cricket match or mini Tour de France to be seen along the way. The course toured along through other suburbs like Woodrising and Toronto, and onto the Freeway to give the car's legs a well deserved stretch. Eighteen km later and a loop at Mandalong Rd sent us south, back to Wyee. The extra instruction of not being allowed to oppose rally traffic between Division 1 and 2, unless told to, proved our undoing. Having rubbed out large sections of our plot from before lunch, I usually plot in pencil, we opposed rally traffic from Division 1 and missed the last passage and dropped to second position.

We arrived again at the Ibis car park where this epic had begun. Under the cover of darkness we hand our road card to Tony who once again informs us that we're first to arrive – again a mere 15mins before the control was expected to close.

We grabbed a drink and waited for others to arrive, with Geoff and Garth not far behind us. Just a handful managed to arrive before we decided to head home nearly an hour after we had finished.

Overall the day was long to say the least, with almost every trick and navigation tool used. Just clock and tulip instructions seemed to be missed. Using the built up areas of the Central Coast spoiling what overall was a well thought out and planned event. The navigation was hampered by relentless suburbs, traffic lights and roundabouts.

To all of the officials a huge thank you as I know how much extra effort you had to put in as the times drew long. To Tony Norman also a big thanks as even a tough and tiring day on a rally is still a bloody great day. I look forward to another great challenge set by Tony, with a few aspects of rally planning to be learnt from this event - maybe a two day event with a little more open space is on the cards..... I'm sure you could fill a two dayer with all your tricks and navigation challenges – I'd be the first to get my entry in. Thanks again and we'll see you at the next event.

Alan Walker

LE RALLYE DES 100 CRIQUES 2013 Director's Cut - Tony Norman

Isn't 20/20 hindsight a wonderful thing! On reflection the event title should have been LE RALLYE DES 80 CRIQUES and that might have ensured that everyone got home in time to walk the dog. I have a dog too. It was certainly not my intention to have all Category winners with a CRC record for penalty points lost. Equally I never planned to have Control Officials out by the side of the road at 6.00pm. Thanks to Jim Richardson and Don Anderson for their devotion to the cause. And as for the Sweep crew, Glen and Joyce Innes. They didn't get back to the Finish Control until 7.00pm. I cannot thank them enough. Without volunteers like this the Event would not have happened.

I certainly mis-judged the time required for Masters and Apprentices to plot the route and for this I am truly regretful. In my defence it is only the 2nd rally I have organised, so like some competitors I am still on a learning curve. I was aware that Sunday traffic and the urban areas would possibly be an issue but decided to run with the Central Coast region as a variation from what I felt was becoming an overused area in the Southern Highlands around Mittagong. If any members have suggestions of where else we can go to avoid traffic/urban area problems please let us know.

What needs to be considered however is that for 1 day rallies the start needs to be within a reasonable distance from Sydney, to not make an overnight stay on Saturday evening a necessary requirement. This is clearly not an issue with 2 day events.

Now to the Event itself. I will begin with apologies for a few errors in the Route Instructions:

In DIVISION 1 TOUR there was an instruction to 'TR at TJ - SP WAKEFIELD RD' Unfortunately there was no road name sign at this location. If entrants followed the TR instruction they only needed to travel less than 1km to find the next RJ which was correctly described.

In DIVISION 2 APPRENTICES, between via 4 and via 5, there was an instruction to 'Pass Awaba Colliery on your L'. I missed the fact that on the map the wording was on one side of the road and the black square representing the buildings was on the other. The planned intention was to keep the graphic square on your left since

keeping the words on your left involved opposing DIVISION 1 traffic which was not permitted.

The ambiguity was an oversight for which I seek APPRENTICE absolution!

In DIVISION 1 MASTERS it was planned that after completing a loop near Mulbring, entrants, to avoid using the full extent of a '7' km mapped section of road, would have to use KEARSLEY RD. Entrant Ross 'Hawkeye' Warner however found a mapped unsealed road almost totally obscured by the road name ALLANDALE ST.

If this 'deemed' continuous road was used to avoid the '7km' requirement then this route was shorter. BUGGER! The fact that this team therefore 'missed' a VRC was not recorded against them, and by a feat of great deduction they reasoned that the answer to Q20 was CAR WASH without having passed the sign.

Other inaccuracies may exist. Errors in Instructions are the worst nightmare for Directors so if you have found any others please let me know so that I can file them away in my head to hopefully not be so silly next time around - if there is one.

It would be great for the Club to have a base of members who, not necessarily every year, are prepared to take on organising an event. Each Director can bring a new perspective on how to set the route and keep the interest of entrants. Note that hand-written Instructions are NOT compulsory!

Another big thank you to **all** the Officials who helped in running the event. For the record they were:

Tim McGrath, Ron Cooper, Glen and Joyce Innes, Alan and Pam Watson, Hotdog and her daughter Linda (M2 Control) Jim Richardson, Don Anderson, Rob Panetta, John Henderson, Jordan Oustambasides and my son Matt. A big thank you also to the ladies at Cessnock East Public School for what I understand was a successful lunch.

And to all the members who supported the Event - Merci Beaucoup.

I hope this all makes sense - please call me if you have any problems but I will probably not be able to help!!

Regards Tony Norman.



LE RALLYE DES 100 CRIQUES

DIVISION I

DIVISION 2

CAR NO.	ENTRANTS	MISS PASSAGE	MISS VRC	MISS OR WRONG Q.	TOTAL DIV.1	MISS PASSAGE	MISS VRC	MISS OR WRONG Q.	TOTAL DIV.2	OVERALL TOTAL	POSITION
1	AMIR SHUSHTARIAN - RAMIN SHUSHTARIAN	-	-	33	33	-	-	77	77	110	13th
2	GEOFFREY BRIEGER - TIM GREEN	-	12	33	45	-	-	-	-	45*	5th
3	KEVAN PETERS - DENISE ADAMS	-	24	33	57	-	12	33	45	102	12th
4	KEVIN BYRON - IAN YOERMAN	-	-	22	22	-	-	33	33	55	6th
5	LEN ZECH - GLENN EVANS	-	-	11	11	-	-	121	121	132	14th
6	MICHAEL BIRKS - LACHLAN BIRKS	-	-	11	11	-	-	33	33	44	2nd
7	PETER EVANS - CHERYL EVANS	-	12	22	34	-	-	11	11	45*	4th
8	STEPHEN FRIEND - MAUREEN FRIEND	-	12	11	23	-	12	44	56	79	10th
9	GREG YATES - KAREN YATES	-	12	11	23	-	-	22	22	45*	3rd
10	LINDSAY TREVITT - PAUL TREVITT	-	-	22	22	-	24	154	178	200	15th
11	BRIAN MADIGAN - MICHELE MADIGAN	-	-	33	33	-	D.N.S.			D.N.F.	
12	JON DICKSON - MARK MIGNANELLI	-	12	22	34	-	-	55	55	89	11th
13	SALLY LENNOX - THOMAS DAVIES	-	12	22	34	-	-	22	22	56	7th
14	GERALD LEE - CATE LEE	-	-	22	22	-	12	22	34	56	8th
15	ROBERT CLARE - SUE CLARE	-	-	22	22	-	12	33	45	67	9th
16	JIM BAIRD - LACHLAN BAIRD	-	-	22	22	-	-	11	11	33	1st

*NOTE: 3rd PLACE DETERMINED BY FURTHEST CLEANEST RULE AS PER CLAUSE B IN THE SUPP. REGS.

LE RALLYE DES 100 CRIQUES

DIVISION 1

DIVISION 2

CAR NO.	ENTRANTS	DIVISION 1			DIVISION 2			OVERALL TOTAL	POSITION		
		MISS PASSAGE	MISS VRC	MISS OR WRONG Q.	TOTAL DIV.1	MISS PASSAGE	MISS VRC			MISS OR WRONG Q.	TOTAL DIV.2
20	GARTH TAYLOR - GEOFF BOTT	-	12	33	45	-	48	110	158	203	6th
21	SHANE NAVIN - JENNIFER NAVIN	35	84	88	207	35	72	33	140	347	7th
22	STEVE BRUMBY - SHAUN RYAN	-	12	22	34	-	36	11	47	81	2nd
23	DOUG BARBOUR - XANTHIA BOARDMAN	-	-	11	11	-	48	77	125	136	4th
24	IAN PACKARD - STEVE MAHER	-	24	33	57	-	24	88	112	169	5th
25	BRUCE SMITH - JENNIE SMITH	35	72	88	195	35	96	88	219	414	9th
26	CHRIS HALLAM - PHILLIP STEAD	-	-	11	11	-	36	11	47	58	1st
27	DOMINIC VOTANO - TANYA ARTHUR	-	-	22	22	-	36	33	69	91	3rd
28	LINDSAY FARRELL - ALAN MILLIGAN	-	48	110	158	-	84	141	225	383	8th
31	ROB WORBOYS - JEFF WEST	-	12	22	34	-	D.N.F.			D.N.F.	
32	DENNIS REEVE - MIKE BATTEN	-	36	33	69	35	48	55	138	207	4th
33	LAURIE CUNNINGHAM - LUI MACLENNAN	-	12	55	67	35	48	77	160	227	5th
34	GERRY BOTH - CAROL BOTH	-	12	33	45	35	72	22	129	174	3rd
35	TONY WISE - ALAN WALKER	-	24	-	24	35	72	22	129	153	2nd
36	ROB PANETTA - JOHN HENDERSON	35	33	11	79	-	84	66	150	229	6th
37	JOHN COOPER - ROSS WARNER	-	24	22	46	-	48	33	81	127	1st
38	WAYNE GERLACH - DIANNE GERLACH	-	D.N.F.			-	D.N.F.			D.N.F.	

Easter Weekend 2013

-To the Scrapheap and Back.

2,859 km by Ted Norman



As published in last month's CRC Mag I joined in the Scrapheap Ride fund raising for Down Syndrome. What a great adventure, my ride started Wednesday afternoon with almost 200km ride to Bathurst. I went via Bells Line Road and then used all those good rally roads to Tarana, O'Connell, Perthville and into Kelso for my first night camping.



Getting ready to ride

Thursday morning I joined the other riders starting from Bathurst at Mt. Panorama. What a bunch of crazy riders, lots of silly bikes to go on dirt roads. We went thru to Eglington on familiar rally roads then dirt to Orhir, Gum Flat then back on our rally roads to Euchareena, Stuart Town, then Wellington for fuel then a bit of highway to Geurie and then dirt backroads around the edge of Dubbo. A little Mitchell Hwy to Narromine then dirt roads and fuel at Trangie. It had started raining so we highway rode to Nynagan for 2nd night after 415km riding. Next morning the rain had stopped but we had to use the highway to avoid the slippery red mud roads for 70km to Coolabah for fuel and then hit the dirt again. Some really good roads, a little slippery in places but all riders stayed on their bikes.



This guy hit the fallen bike, so non finisher



One of the crazy riders



Some of the line up of finishers, my bike 5th from right

That was more than 200km of dirt roads then we headed to Bourke for a late lunch and fuel. After a good feed and a quick break from riding we headed off to the Comeroo Camel Station 150km of dirt road, that was when 2 guys riding Postie bikes came a cropper, they had left before the main group as they are very slow on dirt, but that caused the problem with one bike hitting a kangaroo and the guy behind hitting the fallen bike. So broken arm for one and broken wrist and a couple of ribs and a bit of skin off for both the guys. Now that slowed the rest of us down a bit from there on. We had to get going as the daylight was running out so a few stayed behind till the ambulance arrived but the rest of us continued to get our camping set up before dark. That was a 494km day riding, and a beautiful clear night for camping, with a full moon and a million stars. Next day was nice but I didn't feel like riding a motorcycle and just relaxed and walked around talking to the other riders who had arrived from all around the countryside. One crazy guy had ridden 3 days on his own 1,800km from Bendigo on a Postie bike. Saturday night was the end of ride party with raffles and auctions of bike stuff to raise more money plus a live band, food and a few cool drinks. My fund raising was 2nd place on the podium with \$2,475.00 raised through CRC members, family and mates. Thanks to everyone for your support.



My camping spot at the finish, under clear skies

Getting Back off the Scrapheap - The Ride Home

First problem was it rained overnight, and the roads in all directions had become a bit of a challenge on a bike. Second problem was fuel, my bike does about 330km per full tank, so I found a mate to ride with back into Bourke, we went 82km of slippery dirt to the Mitchell Hwy for 97km and made it just, riding 30km on reserve fuel, I put 19.4 litres into my 20 litre tank. After a bite to eat with a few others we headed off in all directions to home. My ride was all highway from there, I went via Kamilardi Hwy to Brewarrina, Walgett, Wee Waa, Narrabri then up Newell Hwy to Gurley Pub (I know the owners) for a nice noisy sleep in a bed near the all night highway trucks. That was a 665km ride so I slept well anyhow.



Heading for the Great Dividing Ranges

A fairly early start and I was off the highway after 20km and going cross country via mostly dirt roads to Barraba for fuel and then to Manilla, Attunga back roads around Tamworth. Back roads towards Nundle and across to Nowendoc for fuel, I was trying to get to Gloucester for the night, but the rain was starting and it was getting late. So I stayed in a nice quiet motel in Nowendoc for the night, 551km day.



After Nowendoc beautiful riding roads



Steve Mahers mates I met along the way.

Next morning was perfect for riding and I continued dirt back roads through to Cooplacurripa, Bullocks Bow, Mount George and I think it was near Bundook that I met a couple from Singleton riding adventure bikes. Stopped for a chat and when they asked where I was from I said Baulkham Hills and they said do you know Steve Maher!!! and I said the P76 guy from Classic Rally Club. Wow what are the chances of meeting someone who knows someone in the middle of the bush. Simon and Leanne are good mates with Steve and we have now swapped photos and emails all around!!

After that I had to get going, got fuel in Gloucester then headed up and across Barrington Tops for lunch at Moonan Flats pub, then into Aberdeen, then more highway to Singleton across to Broke for fuel again. Down to Paynes Crossing, Wollombi to Bucketty, dirt roads to St. Albans, Wisemans Ferry and then Old Northern Road to home. That was a 514km day and I was glad to see the lights of home, and a few cold beers. A fantastic Easter weekend for me, no real problems just a few little wobbles on wet dirt roads, and a very close call with a wallaby darting across the road after Nowendoc, must have run over his tail, so that was a great adventure ride long weekend. Total ride was 2,859km, the back tyre was totally worn out and so was Ted.



Wheelchair access lookout was handy!!



A Classic rallying scene from the Clarence Classic. Yes they are all competitors in the event. You guessed correctly. The answer to the question was not where the instructions said!



Yes this swivelling passenger's seat was actually an option in some General Motors cars in the era. The idea may have some merit for use during our rallying but it would require a hardy navigator!

“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.**



Dom's Lament!

On Good Friday, the holiest of days, I sadly parted with my 1978 VB Commodore that had served me so well over the past 5 years. Conspiracy and jealousy, amongst club member ranks, kept it away from its rightful place as the much coveted Monthly Cover Car of Rally Directions. The scorn placed upon this treasure did little to dampen its spirits. It never failed to finish a CRC event. And in its last 4 outings came to its Pinnacle of Success with a first in each event. Though it was still never celebrated by a front page photo.

Yet this was no common Porsche, XK 140, Mini Cooper S or Alfa GTV. These trinkets are a dime a dozen at Classic Rally Club events. These are sure not to withstand the passage of time and be considered true classics in the future. Whereas the VB was a scarce item, a jewel, a diamond in the rough, a needle in a haystack. In fact I recall in my 12 years of membership that this rare beast was the only competitor from this prestigious marque.

Perhaps the scarcity of the VB kept it away from the limelight, in much the same way that Goldmark does not advertise Pink Kimberley Diamonds in their letterbox catalogues. Perhaps the quiet, refined, unassuming character of its owner kept it undercover and away from the masses.



Kangaroos, creek crossings, boggy roads and Rally Directors took their toll, but the car is ready to rise up again as a Kidney Kaper Kar.

Goodbye my trusted friend, your beauty was more than skin deep. Never again are you to be scorned by the common man. No more being passed over for lesser cars. Your time has come and I will search hard and long to find a worthy successor with your spirit, charm and beauty.

Dominic Votano

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Brantz International 2 Pro Version 6L Tripmeter for sale. Best offer. In very good condition.

Call Mark Pentecost on 0447 400 583 or email at eatrist@bigpond.com .

Vale Doug Hyde 1950 - 2013



Many of you will remember Doug and Sandy Hyde in the JBA Tourer from Alpines past. Doug & Sandy were regular entrants from 2001 – 2009, teaming up with Terry & Helen O'Reilly in a combination of Terry's red and black Austin Healey 3000, BMW and Doug's lovingly built JBA. Always taking the challenge of the Apprentice category, it was a fiercely fought battle between the A team and the B (for boys) team, with the girls often coming home the victors. One suspects this may well have been due to the copious amount of red wine consumed by the B team at the rally dinner on the Saturday nights – they were often the last to be poured out of the venue!

Doug and Sandy shared forty years of marriage, wonderful children and in recent times, the joy of grandchildren. A committed golfer and surfer, Doug was also a mad keen mountain biker, competing locally and also overseas! With a love of travel and the great outdoors, he, Sandy and their many friends have many memories of unforgettable times.

Tragically, on a trip to visit the grandkids in QLD, Doug became an Easter road toll statistic. A truck travelling on the wrong side of the road cut short his amazing life and we'll never see his beaming smile again. The only positive is that Doug was an organ donor, so some lucky people out there will gain life from his death.

Our thoughts go to Sandy, Doug's family and his many, many friends.

2013 CRC Events Calendar

CRC meetings held at Demiston Sports Club, 39 Chatham Rd, West Ryde. First Friday Free Fling held at Harry's Café de Wheels, 431 Church St, Parramatta		Notes	Contact
Date	Event		
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@ibigpond.com
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 Criques- 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 longhulife@internode.on.net Tim McGrath 0419 587 887
26-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.		Tony Wise tw@bigpond.net.au Carol Booth 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 Bun. 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.	TBC	
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 Griffiths
22-October-2013	CRC Meeting		
01-November-2013	First Friday Free Fling		
9 or 10-November-2013	Pimithi Pts de Deser 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.classicalrallyclub.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

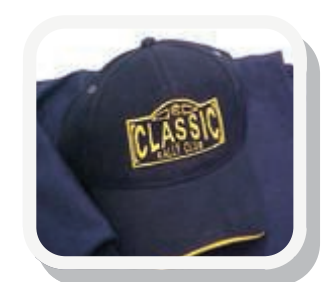
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Contributors to this edition: Jim Baird, Steve Brumby, Dave Johnson, Tony Kanak, Lui MacLennan, Tim McGrath, Ted Norman, Tony Norman, Garth Taylor, Dominic Votano, Alan Walker, Ross Warner, and Tony Wise.

Thank you all.



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