

# Rally Directions

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



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The Barry Ferguson Classic  
**GT's P76 Recollections**

# June 2013

## Classic Car of the Month

Ford Falcons were first produced in Australia in 1962. Sadly Ford Australia recently announced local production of Falcons would cease in 2016.

The first Falcon sold in Australia was the XK. Essentially a RHD version of the North American model, the car featured a 2.3 litre OHV straight six with either a 3 speed manual or 2 speed auto. Later a station wagon, ute & panel van were added to the range.

The XK was followed by the XL, XM & XP. This was the last of the first generation of Australian Falcons. During this model run numerous changes were made to the suspension, larger engines - a 3.3 litre six the largest - were offered and a 2 door coupe was added to the model range.

In 1966 the XR Falcon was introduced. Billed as the "Mustang bred Falcon" this was the first Australian Falcon to be fitted with a V8, the 4.7 litre Windsor motor. The Falcon GT, introduced in 1967, featured a 168 kW version of this motor. The original GTs were gold in colour & were the first Australian muscle car. This series of Falcon continued until 1972 with XT, XW & XY variants. Over this time a 5.8 litre V8 was offered for the XW model. This motor was used in the iconic GT-HO 'Shaker'.

The third generation of Australian Falcons were designated XA, XB & XC and featured much more Australian content as Falcons were no longer being produced in America. This series were produced from 1979 to 1979.

The last series of Falcon ins the classic era was comprised of the XD, XE, XF, XG & XH models. Due to pressure to improve fuel consumption & reduce performance these cars were generally less 'exciting' & the V8 was discontinued in 1982.

Steve Brumby's '74 XB, seen above, has a 302 V8, 3spd auto & rare 'continental' vinyl roof! Steve's wife gave him the car as a surprise late Christmas present when he returned from overseas service with the Army in '99.

## Coming Events



SAAB CAR CLUB OF AUSTRALIA

### Club Lunch Run

**Sunday 28th July 2013**

The Saab Car Club has invited members of the CRC to join them on their

#### Super Auto Autism Benefit

Similar in format to last year's CRC lunch run to Kiama the event will be a non-competitive, route charted drive, with the option of a navigation challenge before lunch for the last 50kms.

There will be no entry fee but entrants will be asked to make a tax deductible donation to Rotary Club of Illawarra Sunrise Autism Research Project.  
More information inside.



**Classic Rally Club  
Wakefield Park Driver  
Training Day  
Monday August 5th 2013**

Once again we have organised a Training Day at Wakefield Park so you can have fun on a racetrack in your classic or modern car.

All that is required is an AASA Club Racing Licence (available on the day) or equivalent, plus a roadworthy car.

Plenty of track time will be allowed. Cost is \$150.00 per driver for the day with an extra \$50.00 if you need a licence.

More details inside or contact the Event Secretary:  
Tony Norman 0402 759 811

# Classic Rally Club Officers and Contacts 2013

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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 hope you are well.

I must say that the Barry Ferguson Classic was a resounding success. I have a feeling that this event will go from strength to strength in the coming years and I would like to both thank and congratulate Dave, Tim and all their helpers on a job well done. I can't wait for next year.

Our FFFF Pie night this month was great. We got a tour of the under-bonnet layout of the four speed V8 P76 and a brief lesson on the production codes (Thanks to Steve Maher), it didn't rain and we managed to leave before the crowds of NRL supporters returned to the carpark. A good night. Please come along to the next event as they really are a good opportunity to catch up.

Some disappointing news is that the MG Spring Rally won't run this year. Unfortunately it was not possible to have all the necessary planets align and so it has been cancelled. This is a great shame as it has always been a fun event. Maybe next year.

By the time you get this magazine the AROCA Tour d'Corse will be done and I do hope I don't screw it up. Once again I am looking forward to this event which looks like the last competition event for some time (although it sounds like Tony Norman is in the process of cooking up a replacement for the MG Spring Rally). Come along to our June meeting and hear about all the ALFA antics first hand.

The joint CRC/ SAAB Club lunch run on Sunday 28th July is confirmed. I've booked in some good weather so get out the old girl (I know what you're thinking, no, your classic car ....) give her a polish and come along. Details are in this magazine.



Don't forget our Driver Training Day is coming up in August. It's a great way of improving your driving skills while having a lot of fun. It's also a great opportunity to experience some time on a real race track. Who knows where that might lead!

Finally, I'm looking for some volunteers. Firstly, we need some generous and open minded individual/couple/family to host our annual Christmas Party on 15<sup>th</sup> December. We have been very lucky to have Vince and Kay Harlor welcome us at their property for the last couple of years and also Pam and Alan Watson before that, however it's time for us to trash someone else's home so how about it? Secondly, we need some sick and twisted individual/s to run the rally to the Christmas Party (which will be really interesting to set as we don't know the destination yet. Talk about challenging). Please have a think about this and let me know if you could help out.

Also a big "get well soon" to Wayne Gerlach who has recently undergone surgery and was back out of hospital and recovering well when I last heard from him.

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

Enough raving ..... Ross.

### MANNING MOTORS



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## **JUNE COMPETITION REPORT - Tony Norman**

Having ducked out of reporting last month I have decided to make up for that lack of enthusiasm with a full update this time around.

### **BARRY FERGUSON CLASSIC - 25th/26th MAY.**

A great Event very well organised by Dave Johnson, Tim McGrath and their band of officials and volunteers. I trust that the winners and gridders have provided copious reports regarding the rally to our Editor for inclusion elsewhere in the magazine. Thanks guys.

### **TOUR D'CORSE - 23rd JUNE.**

This is either an up-coming or past Event depending on when your copy of this magazine drops into your mailbox! Thanks to AROCA and their helpers for organising what I am sure will be, or was, a well run and well supported rally. I am looking forward to competing with my son for the first time so will hopefully see you all there.

### **CRC/SAAB CLUB LUNCH RUN - 28th JULY.**

This Event is being jointly organised by the two Clubs as a fund-raiser for Autism Research and as an opportunity for a social mid-year drive.

Full details can be found in the magazine and a loose-leaf copy of the Entry Form should also be enclosed. I trust that our Club members will actively support this event, if for no other reason than to make the organiser's time and efforts worthwhile. There is no entry fee but it is requested that entrants consider a donation to the listed charity.

Entry forms are still required to satisfy CAMS requirements for a full record of participants and to also allow the organisers to print off the correct number of Route Charts etc. We have also promised to give the finish venue - Kiama Golf Club - an indication of how many persons anticipate staying for lunch. The cost of lunch is to be paid by the entrants but we hope many will use the opportunity to bring a social element to the day. Your support for this event is appreciated.

### **WAKEFIELD PARK TRAINING DAY - MONDAY 5th AUGUST.**

The annual CRC Training Day is being organised for the above date.

Format will be similar to previous years, which guarantees extensive track time for everyone. As a result of increased circuit hire costs and event permit fees it has been necessary to raise the entry fee to \$150 per driver to ensure that the Club does not lose money on the event, as happened in 2012. A minimum of about 37/38 entrants is needed to reach a break even point. We believe the fee offers good value for money and you are encouraged to get your entry in early. An Entry Form should be included with the magazine to assist in this regard and upon receipt of your entry a confirmation will be issued together with further details of the day. For those members who may have attended last year and purchased a one year Wakefield Licence note that this will still be valid for the 2013 event. Two track days for the price of one!

### **THE 3 RIVERS RALLY - 8th SEPTEMBER.**

The MGCC Spring Classic Rally originally planned for September has been cancelled.

Yours truly has offered to run a one day event, on the date shown above, based out of Mittagong. Details of the route are in their infancy but due to time constraints and my other commitments I have decided not to try and organise a formal lunch restaurant etc but to find a location with a food outlet, fuel etc. thus allowing entrants to enjoy some fast food or, if this is not your go, to bring a packed lunch. The event entry fee of \$70 is reduced accordingly from the one-day rally norm. Entry form and more details will be in the July magazine but please put the date in your diary or phone - the Southern Highlands in Spring is a great place for a scenic drive in the country.

Hope to see you at some, if not all, of the above CRC Events.

Tony

## Touring on the Barry Ferguson Classic with Steve Brumby & Shaun Ryan

It was not our preferred option but having been sternly advised by Rob Panetta against doing the dirt in the Alfa (and what Robbie says goes) we dropped back in to the Tour category for the rally. It was either that or turn up in a modern vehicle, and given that I am in this to drive my classics it was a no brainer.

With my navigator tied up at work in Newcastle on the Friday we had to make the mad dash down the freeway to Goulburn in the wee wee hours of Saturday morning arriving just in time to get registered and say some G'days. After that brief interlude we were back on the freeway for another mad dash to Yass and off into the fog we disappeared. It was a wonderful morning of great roads, left-ing and right-ing, with absolutely no idea where I was, where I had been or where I was going. Just a big smile on the dial and a great hamburger as a lunchtime reward.

It is an interesting and perplexing phenomena that seems to occur even more so in Tour than elsewhere; where, one minute you are belting through the country side (just on or under the speed limit!) in a large conga line of five or six cars like some precision driving team and then just minutes later you could not be more alone on some deserted road in the middle of nowhere if you tried. Long periods of aloneness make me nervous on rallies!

Arriving at the hotel to find another leg awaiting us after check in on Saturday arvo was challenging. There were two cold beers in the fridge with our names on them! But we were lucky to be in the vanguard and so did not need to take the covers off the spotties, but we were presented with perhaps the greatest challenge of the rally; driving westward into a very low setting sun on the homeward leg of the loop. My retinas are yet to recover.

A couple of beers and yet another great rally dinner followed. Hearing some great rally stories from Barry Ferguson himself was a particular highlight. Great accommodation, sleep, breakfast and another foggy morning to arise to.

The GTV has developed an interesting habit of only starting after a period of warning. You approach the car, jump in, turn the key, there is a promising

revolution or two followed by a distinct "I give up". For all the world the battery appears to be dead. Really dead! Walk away to find the booster. Give it one more go (less booster) and away she goes like nothing has happened at all. It is just perplexing. I discovered this was happening by connecting the booster one day but forgetting to turn it on. Car started anyway! The joys of owning an Alfa! So after a little fun getting it going we were off.



It was amazing on Sunday morning how one minute you were totally blanketed by the fog and then the next it was crystal clear. It was also amazing that somebody could get done speeding in the 30kmph zone! I must admit it was very tempting, despite all the warnings and signings. What a cranky bugger! I even played out the courtroom scenario in my head. "No, Your Honour I didn't hear any warning. You see the Alfa was even louder than usual by Sunday morning so I couldn't possibly hear. What's that, Your Honour? Oh, no Your Honour, I didn't sign anything, Your Honour. It was my navigator! Yes I can point him out for you" Such is life!

You don't have to be a soldier to be impressed by the way small country towns memorialised their fallen from the wars and the lunch stop in the Mechanic's Institute on Sunday was a great example of this fact. It is so very saddening to see so many names listed and even more so when you see how many belonged to large groups of siblings but it is just another wonderful by-product of these great rallies that we get to step into places, such as this, that ordinarily are only open to the local community itself. As well as the Roll of Honour it was simply just a beautiful little theatre in a beautiful little town.

The rally ended as it had started, with a squirt back up the highway to Goulburn. It had been a wonderful couple of days of escapism, not an email checked or phone call taken. Just some wide open space, great fun and great company. Us Tourists owe a lot to Tim for his wonderful roads, Jane Morey for wrangling the Entries and of course all the great officials who got to sit fog-bound for much of the weekend; where the temperatures were usual about 5 degrees colder!

Only a few weeks and we will all be at it all again!

Steve



## The Barry Ferguson Classic 2013 – An Ugg Boot Adventure

by Ross Warner

Event Flyer, Entry Form, Supplementary Regulations, Advice to Competitors, Preliminary Instructions Pt.1 , Preliminary Instructions Pt.2, Preliminary Instructions Pt.3, Route Instructions Division A, Route Instructions Division B, Route Instructions Division C and Route Instructions Division D. Not too much paperwork to deal with, so that's good!

Start in Goulburn, drive to Wagga Wagga and drive back to Goulburn. Simple, no problem (I wasn't driving).

Oh, and 11 A4 sized maps mostly dating from the sixties. Did I mention that we needed a special roamer to suit the imperial grid, and that this roamer wasn't suitable to scale distance in kilometres? Easy! (and of course the maps were in two different scales). There were also three different legends to match the various maps. Piece of cake.

Thick fog and freezing conditions in a car with no heater or demister. Solved with a pair of Ugg boots and an old rag. No banana split for dessert, a compromise was reached .... well almost.

So what went wrong? Well, somebody decided that "adjusting" the look of the crossroads near Jindalee would be a good idea. Well it wasn't. That meant that John and I went off down the road (the wrong road) to visit a couple of "judges of fact". We beeped the horn and waved like all friendly rallyists

do. If only we had realised their sinister intention. Once we realised we sheepishly drove back past (this time without the smiles and waving, or horn beeping) and resumed our route at the innocent looking intersection. Bugger! Ted Norman was the only navigator that got this one. He is a very clever man.

Then a very dark "twilight" section had nothing to do with vampires and everything to do with kangaroos. Luckily for everyone (especially for the kangaroos) we managed to navigate our way through them and picked up all but one of the boards. Of course somebody stupidly moved the Olympic Highway road junction southwest of Wagga Wagga (why would anybody do that? Honestly).

We finished the day 50 points down and in equal first spot with Westie and Rob, so no pressure really (right....).

Day two started in fog again and we are blaming the fog for us missing a board. We were on the right road, honest. Another 25 points down the slot.

John and I searched around a paddock that had a few tracks in it. I thought it looked a bit suspicious, turned out I was wrong. 50 metres further on John said "Hey, that road continued on." And as he said it, we saw Robbie and Hendo driving up said road and decided we had better have a look. So, as we were driving in, they were driving out and we both stopped to exchange pleasantries (as rallyists do).

The conversation went something like this:

Robbie "There's nothing in here".

John "O.K. I'll do a donut to get around quick once you have left"

Robbie "Bye". Exit to the south (in a Volvo!)

Ross "John, just move up a bit because I can't make out the number on the Z board".

John " \*!#\*\*#\* ripper". (Z2)

I thought Robbie was joking. I could see the board out my window while we were talking to him. Sorry Robbie and Hendo, if I had realised ..... maybe not.!

John and I check everything, every corner, every road junction. We were paranoid about everything (and everyone) and consequently it took us longer than most to arrive at the end control in Goulburn but it paid off. We only dropped one board all day (in the fog, honest). Turns out Westie and Rob picked up the foggy board but missed the Z2 so we remained tied for first. Well done guys, congratulations.

What a great event. I couldn't have written a better plot in advance. So much work must have gone into the planning and organisation of this event, and the accommodation and dinner were fantastic. Really first class.

Thanks to Dave, Tim and all the officials. Also a big thanks to Bruce and Julie from the Lilac City Motor Inn for shouting everyone bacon and egg rolls for breakfast on Saturday morning.

But the biggest thankyou of all is to John Cooper for putting up with my paranoia, my occasional incorrect choice of route and, also the results of the bangers and mash that I had for dinner on Friday night. I think we make a great team Thanks mate.



Finally, I would like to congratulate Kim and Wendy (the other Cooper/Warner team) for being the highest placed all female crew on the event and also for the very successful shopping in Binalong and then again in Berrima (who would have thought?).

Can't wait till next year....

Ross

## THE BARRY FERGUSON CLASSIC 2013 *By Dave Johnson, Director of the Trial*

**Saturday. The start was in Goulburn** at the Lilac City Motor Inn owned by Club members Bruce and Julie Dickson and headed straight out to Mundoonen Rest Area on the Hume Highway approaching Yass. To break the boredom of the route charted run down the Highway towards Yass (where I had really wanted to start the event) we gave navigators all the Map Points they were going to need for the day to plot on the old Army Survey maps dated c.1968. Some segments of the maps had been enlarged to 1:100k. At the end of section 1 at Mundoonen they were then given the route instructions up to lunch which told them how the Map Points they had plotted were to be used.

The first map to be used was identified as a modern 2006 250k map enlarged to 100k and showed the new highways around Yass. It also shows a road that has no exit in nice firm red line which was the

shortest map route to the first via at AX (almost under the Barton Hwy) Everyone found the Z board at the start of the road near Pearces Bridge, except former driver Garth Taylor navigating for our trusty Publicity Officer Geoff Bott.

Paul O'Neill, directed by Arthur Evans (*Director of the Night Owl Trial*) also came to grief in Yass missing the second loop through Yass Junction. Up the back way to Walls Junc. Rd brought all the field successfully into Bowning and up to Binalong.

Two small loops on the outskirts of Binalong, the first unmapped, took the field westward and on to Coppabella Rd and then north to Buoyeo Rd and up to Harden. Garth had trouble getting out of Binalong and missed both loops while Ted Norman calling the turns for Ian Packard also missed one of the loops.

Section 3 from Harden to Cootamundra brought even the best to their knees. The course went south from the outskirts of Harden and then west onto Cullinga Mines Rd, Ingolds Lane and Ryans Lane to the Olympic Hwy. The intersection of the now Olympic Hwy with Nth Jindalee Rd has been rearranged so that Nth Jindalee Rd which looks like the main road on the map is now not straight ahead, taking all the field except for Packard/ Norman NE up the Olympic Hwy, past a Judge of Fact (*no suitable spot for a Passage Control*), further away from the intersection than 2 separate rail crossings that were encountered on the correct route. Those penalised at this point received no additional penalty whether they got to the Question at the Via up Nth Jindalee Rd or not (*double jeopardy*).

After this brilliant piece of navigation by Ted Norman, he incorrectly answered the Question at the Via and blew his advantage.

The approach into Cootamundra looked fairly straight forward, down Cullinga Rd, then west towards Cootamundra then across a lane after the bend to Jugiong Rd and in to Cootamundra.

You will notice that I said *after* the bend. At the end of the bend there is a lane marked Old water Treatment Lane which had a false VRC on it and which took cars across to Jugiong Rd while the correct 250 metres up the road (near a green shed) had a Z board (identifying the road as impassable) and directing cars to continue along Cullinga Rd into Florance St.

Three cars, eventual joint outright winners John Cooper/Ross Warner, Rob Worboys/Jeff West and the eventual Apprentice winners Chris Hallam and Phillip Stead all successfully found the Z Bd. by the green shed and completed the section as required.

Section 4 after lunch at the Public School, provided by Cootamundra Rotary, cars were off south for a loop into Frampton then to Bethungra and Old Sydney Road to Junee Reefs. A VRC on Snapes Lane caught Garth, but everyone found the Z Bd. on the SMR just off the main road west of Junee Reefs.

At Kentucky Lane abt. 10kms west of Junee Reefs, 3 cars, Garth as well as John Henderson with Rob Panetta and second Apprentice crew Gerald Lee and Dominic Votano apparently misread the instruction to enter the via *in an easterly direction* and missed the Z Bd. on the anticlockwise loop. An unmapped

road taking cars south to the Marrar Rd then east with a no problem loop into Control run by Bob and Jane Morey (*alas put out of competing in the BFC again at the last minute*) at Old Junee.



Section 5 saw another new challenge for the cars, with Z Bds twice interrupting the planned course with Out of Bounds advice for the roads directly ahead. Everyone except Lee/Votano overcame the change of instructions with this crew failing to do a loop in the change. One crew, who shall be nameless, did everything right except for writing down the second Z Bd. after sitting there looking at it and replotting.

After that, a straight run into the Mercure Motel in Wagga and a wait for twilight to start the evening section.

Section 6. Route Chart out to the western side of Wagga and then a quick via at the XR of the old Olympic Hwy junction. The junction of the Highway South from the E-W section has been relocated westward about 300 metres and no longer forms a XR.

Everyone missed the VRC on the easily trafficked track that goes through here.

The next via (with a Z Bd.) was just south of Uranquinty where a red and white road heads SE out of that town. It looks like the only real way out of town in that direction but has been overgrown and while still potentially passable has a couple of gates on the way.

Six cars found the Z Bd. at Uranquinty, where the lane(?) goes off. Worboys/West, Panetta/Henderson and Cooper/Warner were joined by Lauren Mackie with fiancé Alan Walker, Alex Bratovic/Brett Manewell and Dennis Reeve with Mike Batten.



Looping back into Uranquinty to find a way to the next via, which turned out to be on the main drag out of town, cars headed south then west. What looked like a normal country lane, which is signposted Pearson School Lane at the other end, turned out to be private property with threatening warning signs, this caused the segment to be neutralised.

Cars went across the highway and up a marked track beside the train line to the old Bon Accord Rail Station and NW into unmapped territory eventually re-joining the mapped road near the airfield, then north and east back into Wagga. On this return segment into Wagga 5 cars clean sheeted, the rest missing out along the way. The clean sheeters were the regulars Cooper/Warner and Worboys/West, joined by both apprentice crews Lee/Votano and Hallam/Stead as well as O'Neill/Evans.

At dinner that night we were entertained by Barry Ferguson and a couple of his stories about the early 60's where getting 5 or 10 more HP out of the basic vehicle meant the difference between winning or losing, plus whatever you did you told no-one.

Sunday, Section 7, cars left Wagga in deep pea soup fog and headed North. An accident at the roundabout of the Olympic Highway and our exit from Wagga where a horse trailer and 4wd overturned, initially looked like it may be a problem, but access in our direction was maintained. Unfortunately cars that wanted to go back and check a distance weren't able to do so and this momentarily caused a problem for some. (Incidentally the horse was ok.)

The Olympic Highway construction intercepted the roads to be used and this meant going west to the new roundabout, across the highway and then east at the next junction. I can't tell if everyone got that correctly as some who said they went that way missed the VRC in Sutherlands Rd, possibly due to the fog.

Downside gave some a bit of grief they ignored a narrow mapped road to complete a circuit of Downside and chose a longer loop to the east instead, consequently missing a VRC and getting a second one twice instead of the single visit required. Two cars, Mackie/Walker and the Moores used the unmapped road that the Tour were using and encountered the passage control to their chagrin.

Cars went north and then east along a great unmapped road into the passage control manned by Jane and Bob Morey and then headed towards Old Junee. A realignment of the RJ just south of the railway crossing had a Z Bd. on it that some found hard to find despite finding the old road at Cooks Lane.

The plan was then to head along Old Sydney Road and Dirnaseer Rd back into Cootamundra, but I needed to neutralise that segment after giving one of the new map points for the day the same ID as one from the previous day without saying which to use. This neutralisation saved a few people from penalty. They did not use the SMR into the next Via when observing an Out of Bounds.

We used a nice gravel road that I had never seen used before, Linden Road, from Harden through to Rocky Plains railway and then into Galong. Down towards Binalong with a short loop on the way into town. I think Garth was just "on his way home" by now and wasn't reading more than the big type in the route instructions as he missed a few VRCs around here.

Lunch was at the Mechanics Institute with the control manned by Barry 'Everywhere' Ferguson and son Stuart. Barry was intrigued with the name 'Mechanics Institute', has researched the subject and will pass the information to all in the fullness of time.

Section 8 saw a very quick loop generated on the outskirts of Binalong which caught Mackie/Walker, Lee/Votano and Packard/Norman unprepared, and then SE to Bowning on the old road, along the highway and into Gunning using Lade Vale Rd.

The red road at Cullerin brought everyone except Brocklebank/Thompson, Cooper/Warner and Worboys/West undone as the red road is not the bitumen road for all its length and to follow it requires you to keep right onto the gravel before the rail bridge and follow it for a while and then cut back across to the bitumen for the second section. There was a VRC on both segments with some cars getting one and some getting the other. Only the three mentioned teams got both VRCs.

The final results are now history and as is my practice will be used to determine the starting order next year.

I wish to make special mention of the two apprentice navigators who had the same instructions as the masters and who did brilliantly in this form of event.

Particularly Dominic who is known for performances in the right hand seat. I wonder how he would be with a bit more coaching for the left hand side.

Thank you Lui for help with the Permits etal, Jocelyn for wisdom as the steward, Bob Morey for all the accommodation and dinner arrangements and control duties with Jane, Christine for control duties, Barry for being everywhere and for the great talk at dinner and for bringing Stuart along to share some glory.

Special mention goes to Tim McGrath and Ngaire for the great job done and to the men with the broom, Ron Cooper and Glen Innes. D.J.



BARRY FERGUSON CLASSIC 2013 TRIAL RESULTS																
DIVISION A											TOTAL					
MASTERS		SEC 1	SECTION 2				SECTION 3					TOTAL	DIVN			
NO.	CREW	VRC	Z	PC M	WD	VRC	Z	PC-M	WD		A	A				
1	THOMPSON / BROCKLEBANK	0	0	0	0	25	25	NA	25	75	75					
2	COOPER J / WARNER R	0	0	0	0	0	0	NA	25	25	25					
3	PANETTA / HENDERSON	0	0	0	0	25	25	NA	25	75	75					
4	O'NEILL P / EVANS A	0	25	0	0	25	0	NA	25	75	75					
5	WORBOYS R / WEST J	0	0	0	0	0	0	NA	25	25	25					
6	WATSON A / WATSON P	0	0	0	0	50	25	NA	25	100	100					
7	BOTT G / TAYLOR G	0	50	25	0	0	25	NA	25	125	125					
8	MACKIE L / WALKER A	0	0	0	0	25	25	NA	25	75	75					
9	MOORE B / MOORE R	0	0	0	0	25	25	NA	25	75	75					
11	PACKARD I / NORMAN T	0	25	0	0	25	25	NA	0	75	75					
12	REEVE D / BATTEN M	0	0	0	0	25	25	NA	25	75	75					
13	BRATOVIC A / MANEWELL	0	0	0	0	25	25	NA	25	75	75					
<b>APPRENTICES</b>																
10	LEE G / VOTANO D	0	0	0	0	50	25	NA	25	100	100					
14	HALLAM C / STEAD P	0	0	0	0	0	0	NA	25	25	25					
DIVISION B																
MASTERS		SECTION 4				SECTION 5				SECTION 6				TOTAL	DIVN	TOTAL
NO.	CREW	VRC	Z	PC M	WD	VRC	Z	PC-M	WD	VRC	Z	PC M	WD	B	A	A + B
1	THOMPSON / BROCKLEBANK	0	0	NA	0	0	25	0	0	50	25	NA	NA	100	75	175
2	COOPER J / WARNER R	0	0	NA	0	0	0	0	0	25	0	NA	NA	25	25	50
3	PANETTA / HENDERSON	25	25	NA	0	0	0	0	0	50	0	NA	NA	100	75	175
4	O'NEILL P / EVANS A	0	0	NA	0	0	0	0	0	25	25	NA	NA	50	75	125
5	WORBOYS R / WEST J	0	0	NA	0	0	0	0	0	25	0	NA	NA	25	25	50
6	WATSON A / WATSON P	0	0	NA	0	0	0	0	0	150	25	NA	NA	175	100	275
7	BOTT G / TAYLOR G	25	25	NA	0	0	0	0	0	100	25	NA	NA	175	125	300
8	MACKIE L / WALKER A	0	0	NA	0	0	0	0	0	75	0	NA	NA	75	75	150
9	MOORE B / MOORE R	0	0	NA	0	0	0	0	0	75	25	NA	NA	100	75	175
11	PACKARD I / NORMAN T	0	0	NA	0	0	0	0	0	100	25	NA	NA	125	75	200
12	REEVE D / BATTEN M	0	0	NA	0	0	0	0	0	50	0	NA	NA	50	75	125
13	BRATOVIC A / MANEWELL	0	0	NA	0	0	0	0	0	50	0	NA	NA	50	75	125
<b>APPRENTICES</b>																
10	LEE G / VOTANO D	0	25	NA	0	25	0	25	0	25	0	NA	NA	100	100	200
14	HALLAM C / STEAD P	0	0	NA	0	0	0	0	0	25	25	NA	NA	50	25	75
DIVISION C																
MASTERS		SECTION 7				SECTION 8				TOTAL	TOTAL	GRAND	PLACE			
NO.	CREW	VRC	Z	PC X	XTRA	VRC	Z	PC-M	WD	C + D	A + B	TOTAL				
2	COOPER J / WARNER R	25	0	0	0	0	NA	NA	NA	25	50	75	1=			
5	WORBOYS R / WEST J	0	25	0	0	0	NA	NA	NA	25	50	75	1=			
12	REEVE D / BATTEN M	25	25	0	0	25	NA	NA	NA	75	125	200	3			
3	PANETTA / HENDERSON	0	25	0	0	25	NA	NA	NA	50	175	225	4=			
4	O'NEILL P / EVANS A	25	25	0	25	25	NA	NA	NA	100	125	225	4=			
8	MACKIE L / WALKER A	0	0	25	0	50	NA	NA	NA	75	150	225	4=			
13	BRATOVIC A / MANEWELL	25	25	0	25	25	NA	NA	NA	100	125	225	4=			
9	MOORE B / MOORE R	0	25	25	0	25	NA	NA	NA	75	175	250	8			
1	THOMPSON / BROCKLEBANK	100	25	0	25	0	NA	NA	NA	150	175	325	9			
6	WATSON A / WATSON P	50	25	0	0	25	NA	NA	NA	100	275	375	10=			
11	PACKARD I / NORMAN T	75	25	0	25	50	NA	NA	NA	175	200	375	10=			
7	BOTT G / TAYLOR G	125	25	0	0	125	NA	NA	NA	275	300	575	12			
<b>APPRENTICES</b>																
14	HALLAM C / STEAD P	25	25	0	25	25	NA	NA	NA	100	75	175	1			
10	LEE G / VOTANO D	25	25	0	25	50	NA	NA	NA	125	200	325	2			

BARRY FERGUSON CLASSIC 2013 TOUR RESULTS													
DIVISION A											TOTAL DIVN A	NOTE.	
NO.	CREW	SEC 1	SECTION 2				SECTION 3						
			VRC	QUEST	PC M	WD	VRC	QUEST	PC-M	WD			
15	DICKSON B / DICKSON J	0	125	15	0	0	75	0	0	0	215	Question 21. Division A, Section 3, was deleted as incorrect distance was listed on the question sheet. All other questions remain in place, with	
16	BRUMBY S / RYAN S	0	0	0	0	0	0	0	0	0	0		
17	DUFF S / DUFF M	0	0	15	0	0	0	0	0	0	15		
18	DICKSON / MIGNANELLI	0	0	15	0	0	0	0	0	0	15		
19	ZECH L / EVANS G	0	0	15	0	0	0	0	0	0	15		
20	MACKERTICH/MACKERTICH	0	0	0	0	0	0	0	0	0	0		
21	MCALPINE / MCALPINE	0	0	15	0	0	0	0	0	0	15		
22	WISE T / EVANS P	0	0	15	0	0	0	0	0	0	15		
23	BAIRD J / BAIRD R	0	0	0	0	0	0	0	0	0	0		
24	SMITH B / SMITH J	0	0	15	0	0	0	0	0	0	15		
25	DOYLE B / DOYLE P	0	25	30	0	0	25	0	0	0	80		
26	YATES G / NORMAN A	0	0	0	0	0	0	0	0	0	0		
27	MALGO M / MALGO D	0	0	30	25	0	25	30	0	0	110		
28	WARNER K / COOPER W	0	0	30	25	0	0	0	0	0	55		

DIVISION B															DIVN B	C/F A	TOT A+B
NO.	CREW	SECTION 4				SECTION 5				SECTION 6							
		VRC	QUEST	PC M	WD	VRC	QUEST	PC-M	WD	VRC	QUEST	PC M	WD				
15	DICKSON B / DICKSON J	0	15	0	0	0	0	0	0	0	15	0	0	30	215	245	
16	BRUMBY S / RYAN S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17	DUFF S / DUFF M	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	
18	DICKSON / MIGNANELLI	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	
19	ZECH L / EVANS G	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	
20	MACKERTICH/MACKERTICH	0	15	0	0	0	0	0	0	0	0	0	0	15	0	15	
21	MCALPINE / MCALPINE	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	
22	WISE T / EVANS P	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	
23	BAIRD J / BAIRD R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24	SMITH B / SMITH J	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	
25	DOYLE B / DOYLE P	0	15	0	0	0	0	0	0	0	0	0	0	15	80	95	
26	YATES G / NORMAN A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
27	MALGO M / MALGO D	0	105	0	0	0	15	0	0	0	15	0	0	135	110	245	
28	WARNER K / COOPER W	0	0	0	0	0	0	0	0	25	225	0	0	250	55	305	

DIVISION C										DIVISION D				TOTAL DIVN C+D	TOTAL DIVN A+B	GRAND TOTAL	FINAL PLACES
SECTION 7					SECTION 8												
NO.	CREW	VRC	QUEST	PC M	WD	VRC	QUEST	PC-M	WD								
16	BRUMBY S / RYAN S	0	0	0	0	0	0	0	0	0	0	0	0	0	1=		
23	BAIRD J / BAIRD R	0	0	0	0	0	0	0	0	0	0	0	0	0	1=		
24	SMITH B / SMITH J	0	0	0	0	0	0	0	0	0	0	15	15	15	3		
26	YATES G / NORMAN A	25	15	0	0	0	0	0	0	40	0	40	0	40	4		
19	ZECH L / EVANS G	25	0	0	0	0	0	0	0	25	15	40	15	40	5		
17	DUFF S / DUFF M	0	15	0	0	0	15	0	0	30	15	45	15	45	6=		
22	WISE T / EVANS P	0	15	0	0	0	15	0	0	30	15	45	15	45	6=		
21	MCALPINE / MCALPINE	25	15	0	0	0	0	0	0	40	15	55	15	55	8		
18	DICKSON / MIGNANELLI	0	15	0	0	0	45	0	0	60	15	75	15	75	9=		
20	MACKERTICH/MACKERTICH	0	60	0	0	0	0	0	0	60	15	75	15	75	9=		
25	DOYLE B / DOYLE P	0	30	0	0	0	0	0	0	30	95	125	15	125	11		
15	DICKSON B / DICKSON J	0	15	0	0	0	45	0	0	60	245	305	15	305	12		
27	MALGO M / MALGO D	0	105	0	0	0	45	0	0	150	245	395	15	395	13=		
28	WARNER K / COOPER W	0	60	0	0	0	30	0	0	90	305	395	15	395	13=		



Here's proof - a good woman can bring balance & stability to your life!

## P76 Recollections with Garth Taylor

With the success at the time of writing of the Crown/Bryson P76 in the Peking to Paris Rally, combined with the 40 year celebrations and display of the P76 at the end of June in Canberra, I have been spurred on to write my recollections of P76 ownership.



Part of the initial Press Release fleet of P76s are seen here at HoneySuckle Creek Tracking Station near Canberra.

In 1974 I got a new 6 cylinder P76 Super with 'Luxury Pack' and the finish was just as bad as on the cars that the NRMA's Bill Gaffney got for evaluation, (see page 26 of the July edition of Australian Classic Car magazine) but over a short time the local dealer was able to attend to all the bits that fell off or didn't fit, and a reasonably comfortable car emerged.

This bad level of finish was common for most of the Australian built cars. Quality control was generally woeful and it was up to the poor old dealer to rectify, but Leyland was the worst. Did you know that Leyland had a special department in both Oz and the UK which monitored the durability of parts with the objective that if parts comfortably lasted well past 12 months they would see if said parts could be made lighter and therefore cheaper!! Leyland UK were in the midst of a financial crisis and were 'penny pinching' on a whole new breath-taking scale. It was solely the need for cash by the parent company, British Leyland, that caused the Australian operation to be closed down and the prime Sydney real estate sold to the Federal Government. It was not a conspiracy by the then big three, GM, Ford and Chrysler, to get the Feds to get rid of a competitor.

Designed on a shoestring budget by a very dedicated group of Aussies there were a lot of shortcuts taken such as the spot welding of mudguards and hinges to the body rather than the more sensible bolting on used by their competitors. Once welded, any out of alignment or poor fit was never going to be rectified in the factory.

Just as manufacturing of the P76 commenced, NSW was hit by severe electricity shortages due to industrial action. This drastically restricted production and resulted in many orders lost to other manufacturers who built cars in other States. To further compound the problem there was a much larger than expected optioning up to the aluminium V8 motor and the electricity shortages almost stopped the casting of the blocks for some time. When production was resumed there was too much haste in screwing the cars together because sales were needed to prevent financial oblivion.

Quality control did improve, as did sales. These were boosted by the outstanding result in the 1974 World Cup Rally by Evan Green and John Bryson in a V8 P76. They were one of the few finishers & won the Targa Florio stage of the event. This brought about the creation of the now very rare V8 Targa Floria model. The P76 started to make a profit but it was all too late. The decision had been secretly made by the UK to close up the Australian operation. A new manager arrived from the UK, a smooth talking rotund Scotsman, David Abell, who spruiked how he was going to 'turn around the company for better sales' while at the same time going behind everyone's back to get a buyer for the real estate, and the rest is history.

The loss of the Zetland manufacturing facility was mourned by many because it made nearly everything onsite. The 6 cylinder motor was a two cylinder extension of the 4 cylinder 1750 cc motor used in the Australian built Morris Marina. This was completely manufactured in house. It is just a pity that this 6 cyl. variation was not a good motor. It had a weak bottom end which allowed the crankshaft to whip, and this made for a very unpleasant driveshaft vibration which I experienced on my car. What took me a while to work out was why it was sometimes more pronounced.

The answer was in the Lucas distributor. As the rubbing block on the points wore, the ignition timing retarded. With timing at TDC the vibration wasn't too bad. But at 7 degrees BTDC, at the then legal (in the NSW country) of 130 kph it was really bad. The weak bottom end started to develop big end knock at 40,000 km in my car.

Fuel consumption was not a good feature of the 6 cyl. Economical it was not. I used to average 17 l./100km month in and month out.

The P76 was, I think, the first Australian built car to have side intrusion protection bars built into the doors and it was this feature that saved me from serious injury in 1976. Returning to my then home in Cowra on the road from Canowindra on a very dark night I had to avoid a car coming head on at me. I managed to manoeuvre my car so I could take the oncoming car just behind the right front wheel.

The impact was so heavy that it even bent the roof, but the intrusion bars stopped the other car coming through the driver's door. And that was where my relationship with the P76 ended. The car was written off. If I was able to, I would love to get a V8 P76, 4 speed manual or auto, they are around at reasonable money.

At the time of writing this article the V8 P76 of Gerry Crown and Matt Bryson, (John Bryson's son), is leading the 2013 Peking to Paris overland rally. The same car and crew finished second in last year's Trans America Rally.



### Rally Drivers - We hope none of our members can relate to this!

Top British rally driver, Mark Fischer found himself at the centre of a storm of controversy after confessing that he had absolutely no idea what his long-term co-driver, Gethyn Davis, was talking about during Rallies.



It had been assumed that co-drivers were reading 'pace notes', a series of instructions describing how to negotiate the road layout ahead, but Fischer claims the notes are 'total nonsense' and that he has simply been humouring his co-driver all these years. 'It's just gibberish,' he said. 'But the regulations say that there must be two people in the car at all times during the race, and Gethyn was

a good mate so I always just took him along for the ride.'

Davis is reported to be furious at Fischer's statement and maintains that they were equal partners in the team, but Fischer has been quick to dismiss this.

'Oh, come on,' he said. 'I mean, '50S-left and stop 2-right half minus braking into K-right 90 maybe and absolute crest 500'. What the hell am I supposed to make of that when I'm flat out over a jump sideways at 90mph?'

This is not the first time Fischer has courted controversy over the role of co-drivers. In 2009, after finding himself without a co-driver for the Jyvaskyla Rally in Finland, he kidnapped a homeless man and forcibly strapped him into the passenger seat to ensure that the two-people-in-each-car rule was complied with. The stunt only came to light when onboard footage taken during the race revealed that rather than reading the 'pace notes', the Finnish co-driver was in fact screaming the words 'Oh s\*\*t!' over and over again, occasionally interspersed with other phrases including, 'Watch out for that house' and 'Slow down, you mad b\*\*\*\*d'.



# **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.**



# Super Auto Autism Benefit.

**Sunday the 28th July 2013**

**Raising money for Autism Research**

The above event, being jointly organised by CRC and the SAAB Club, is a charity lunch run to raise money for Autism Research.

Please note the following details and information:

1. The Event will run under a **CAMS Social Permit**.
2. There is **no entry fee** but participants are asked to make a **tax deductible donation to the charity indicated on the Entry Form**.
3. Entry Forms are required to establish the number of Route Charts to be photocopied and also to comply with a CAMS requirement to have a full record of entrants.
4. It is hoped that entrants will use the restaurant at the Finish venue, to provide a social element to the day. Lunch will be at entrants cost and we are, via the entry form, trying to provide an indication of approx numbers of patrons to assist the Golf Club with catering.

5. Below are details and times for the Event:

**8.00am - 9.00am** Meet at MacDonalDs located at Narellan.

**9.00am** - Briefing for entrants.

**9.15am approx** - First car leaves

**11.15am to 11.45am** - Cars arrive at Robertson Pie Shop

**11.45am to 12.15pm** - Cars leave on Section 2

**12.45pm to 1.15pm** - Cars arrive at Kiarna Golf Club, Minnamurra.

**Section 1** - Narellan to Robertson is approx 110kms.

**Section 2** - Robertson to Kiarna Golf Club is approx 50kms.

**6. Route Instructions** will be available as follows:

**Section 1** - Fully route charted for **all entrants**.

**Section 2** - The following options:

1. **Fully Route Charted,**
2. **Simple Basic Navigation**
3. **CRC Apprentice level navigation.**

For entrants choosing one of the navigation options during Section 2 there will be CRC members at the Pie Shop to assist with any queries regarding navigation and to ensure that you have plotted the route correctly - don't want you arriving in time for dinner!

We trust that our membership will actively support this charity event, if for no other reason than to make the organisers time and efforts worthwhile. Hope to see you there.

**Tony Norman**      **Competition Secretary**      **0402 759811**

**Peter Hill**      **Event Director**      **0408 125752**



Rotary Club of Illawarra Sunrise  
Autism Research Project



**CLASSIC RALLY CLUB DRIVER TRAINING DAY  
MONDAY 5<sup>TH</sup> AUGUST 2013**



The Club is once again organising the above event for members of the CRC and associated clubs. The format will be as for previous years and this means plenty of track time for all entrants. The event will be run under AASA regulations and an AASA Club Racing Licence, or equivalent, is required. AASA Licences will be available on the day at a cost of \$50.00. Cars will not be scrutineered but need to be fully roadworthy.

An entry form is included in this copy of the Club magazine and this form is also available for download on the Club web site at [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au) Event information will be forwarded to entrants with confirmation of receipt of their entry.

Fees & charges for use of the Circuit etc. are quite substantial and based on the \$150.00 entry fee the Club needs about 40 entries to break even. Early receipt of entries will greatly assist in the organising process. Your support is encouraged.



**For further details contact the Event Secretary, Tony Norman, Ph.: 0402 759 811**





# 2013 Alpine Classic - 19-20 October

Join fellow motoring enthusiasts  
and discover Classic Rallying

Get your classic out of the shed and join fellow motoring enthusiasts on the 2013 Alpine Classic Rally. Running for the 15th year, the Alpine is the only timed navigational event in NSW and is considered one of the premier events on the Classic Rally Club's calendar. Set in the beautiful Central West of NSW, crews will have the opportunity to drive on some of the best roads this state has to offer.

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

The Alpine will start in Lithgow, at the foot of the Blue Mountains. The event will travel a circuitous route to the overnight stop in Orange where competitors will have the opportunity to spend a relaxed evening with their newfound rally friends. Two motorkhanas, held over the lunch break, will give those with a lead foot the chance to have some fun! After a good night's rest, it's on the road again for another day of Classic rallying. It will then be on to the traditional pub finish near Lithgow.

The event is open to pre-1983 cars of any marque. Other cars will be considered on submission to the Clerk of Course. Included in the cost of \$429 for a crew of two, will be breakfast at the start at Lithgow, two lunches, a sumptuous meal in Orange, motel accommodation and breakfast. Your rally pack will include all maps needed for the event, windscreen banner and car number, rally roamer (for new entrants), Alpine Classic caps and cloth badges. Alpine Classic polo shirts will also be available for purchase at a cost of \$30.

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

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

Entries close on Friday 20th September 2013

Clerk of Course: Lui MacLennan, Ph.: 418 645 623 email: [alpineclassic@hotmail.com](mailto:alpineclassic@hotmail.com)

If you only enter one event a year, then the 2013 Alpine Classic is the one for you. The Classic Rally Club has made the Alpine Classic a prestigious event and with your support it will be even better. Be part of the event and help make it happen again in 2013!

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



## WE'RE 50

To wind up our 50th Anniversary celebrations the Council has organised a Lunch on Sunday 15th September 2013 at the Ryde Eastwood Leagues Club.

The Leagues Club has generously given over the whole top floor of the car park for a display, so get out the polish and elbow grease because we want to make it a display to remember. It commences at 10:30 am.

All clubs are invited to attend, but the venue has its limitations so make sure you get in early and book your spot.

Lunch will be a Buffet with hot & cold selections, dessert, tea/coffee & mints, at a cost of \$50 pp.

Tables of 10 \$500.

1963 Period Dress is optional.

A bottle of Champagne will be on each table, compliments of the Council, and thereafter drinks will be at bar prices.

Lunch: will commence at 12 Noon.

There will be prizes/trophies for a number of categories.

We have been invited to the Lunch, detailed above, which is part of the celebrations of 50 years of the Council of Motor Clubs. Anyone interested in attending, with or without their classic car, should contact Tony Kanak, [akanak@optusnet.com.au](mailto:akanak@optusnet.com.au) 0419 233 494



### Wakefield Park 6 hr. Relay - 13 & 14th July 2013



Two CRC teams are running in this event and they would love to have other club members there to cheer them on. Contact Gordon Lennox 0427 889 817 or Lui MacLennan 0418 645 623 for more details

## 16/06/2013

## 2013 CRC Events Calendar

CRC meetings held at Denison Sports Club, 59 Chatham Rd, West Ryde. First Friday Free Fling held at Harry's Café de Wheels, 431 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 <a href="mailto:irgibbs@bigpond.com">irgibbs@bigpond.com</a>
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 <a href="mailto:dmjohnstude@intermode.on.net">dmjohnstude@intermode.on.net</a> 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.		Tony Wise <a href="mailto:trwise@bigpond.net.au">trwise@bigpond.net.au</a> 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		
23-July-2013	CRC Meeting		
28-July-2013	Lunch Run with Saab Club	One day social event to benefit Autism Research.	Tony Norman 0402 759 811
02-August-2013	First Friday Free Fling		
05-August-2013	Driver Training day at Wakefield Park	Plenty of track time, Licence available on the day.	Tony Norman 0402 759 811
16-August-2013	Deadline for Club Newsletter contributions		
27-August-2013	CRC Meeting		
06-September-2013	First Friday Free Fling		
08-September-2013	Three Rivers Rally (1 dayer, Southern Highlands)	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 Gerlach
22-October-2013	CRC Meeting		
01-November-2013	First Friday Free Fling		
9 or 10-November-2013	Penrith 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 <a href="http://www.classicrallyclub.com.au">www.classicrallyclub.com.au</a>			

## Club Regalia For Sale

CRC Embroidered Cloth Patch	\$5.00
CRC Windscreen Sticker (120mm x 65mm)	Free to members
CRC Windscreen Sticker (323mm x 174 mm)	Free to members
CRC Polo Shirts (with pocket & club logo)	\$25.00
CRC Nylon Jacket (with hood & club logo)	\$37.00
CRC Sloppy Joes (with club logo)	\$25.00
CRC Tee Shirt (with club logo)	\$18.00
CRC Cap	\$10.00
CRC Black Chambray Shirt (club logo & long sleeves)	\$33.00
CRC Drizabone Jacket (with club logo)	\$75.00

All club regalia available at Club Meetings through John Cooper

Or phone orders to 0414 246 157

Cheques made payable to Classic Rally Club

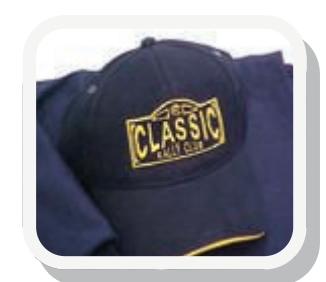
A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

**Prestige Embroidery**

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

**Phone: 0402 127 230**

**Fax: (02) 4727 0893**



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