

Rally

Directions

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

October 2013



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Classic Car of the Month

When the Jaguar E Type was introduced in 1961 Enzo Ferrari called it "the most beautiful car ever made". E Types were produced until 1974 in three series.

The first model initially used Jaguar's venerable 3.8 litre six cylinder motor. This was increased to 4.2 litres in 1964. Body styles were a 2 seater coupe, 2 + 2 coupe and a convertible 2 seater. All E Types had independent suspension all round with coil springs at the rear & torsion bars up front. Brakes were discs front & rear, inboard at the rear. The gearbox was a 4 speed manual with an automatic offered in the 2+2 in 1966 when it was introduced. In 1967 the series 2 E Type was produced with mainly cosmetic changes to lighting and engine detuning for the American market. Air conditioning & power steering were offered as options.

The series 3 models were introduced in 1971 and were only available as a convertible or 2 + 2. Virtually all featured a new 5.3 litre V12 engine.

Ross Warner's series 3 V12 is a 1971 model. Ross has totally overhauled the car, with subtle upgrades, in the 11 years he has owned it. Most of that time the Jag has been his daily driver and a rally car.

Coming Events



Pas de Deux

Saturday 9th November 2013

A one day event starting in Katoomba and finishing in Lithgow, including lunch on Mt Panorama.

This is the final round of the CRC Annual Championship.

As well as catering for Masters, Apprentice and Tour competitors the event will include a Social category for members who don't have a CAMS licence and aren't competing in the Club Championship.

Full details inside, on the Club website www.classicrallyclub.com.au or

from Jeff West, 0427 263757

jj.west@bigpond.com.au

and Gary or Wendy Maher at

wenandgaz8@bigpond.com

C.R.C. Christmas Party

15th December, 2013

Chris and Mike Birks have generously offered to host our Christmas party this year at their place at Oakville.

Your can go straight there or you can warm up for the day on a 2 hour run with a golf theme, organised by Ted Norman & Laurie Mason. Starting at Mt Wilberforce, West Pennant Hills, this run will feature challenges of varying difficulty depending on whether you choose to compete at Tour, Apprentice or Masters level.

See inside for more details or Contact Ted Norman at tedharry404@gmail.com

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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.



The most important thing that I would like you to think about over the next month is how you might contribute to the running of the CRC. I know that many of you are already regular and generous contributors however as our AGM is coming up next month, I would like you to think about putting your hand up as a candidate for election as one of our office bearers.

I have had an indication from Ian Packard that he would like to stand down as Membership Secretary, so that position will be open. On behalf of the whole CRC, I would like to thank Ian for his contribution over the last couple of years.

At this stage I am not aware of any other vacant positions, but that doesn't mean that you shouldn't make an offer to stand. You may find that the current office bearer would welcome a break and that a change in our executive may bring some new ideas. Have a think about it please and don't be shy.

I'm writing this on the Friday before the closing date for entries in the joint driver training day that we will be having with the MG Club. At this stage I have only received one entry, so unless I get a significant rise in this number on Monday or Tuesday I will assume this is a clear message from the members that they are not particularly interested in this type of event. The event will still run because the MG Club is currently fully subscribed and has a waiting list. Also the Renault Club has expressed some interest.

I'm very much looking forward to the Alpine Classic on 19 – 20th October. By the time you read this the event will probably be completed and I'm sure everyone will have had a fun and challenging weekend.

It's time to get your entry in for The Pas de Deux which will be our final competition event for the year on the 9th November. I understand that all preparations for the event have now concluded and everything is ready for your rallying pleasure.

There should also be a flyer and entry for "The 20" (our 20th anniversary celebration) in this issue. I would recommend that you consider making your accommodation bookings ASAP, particularly if you want to stay in the Parklands Resort (Rally Central!).

Don't forget that our famous CRC Christmas Party and Rally will be on the 15th December this year (yes, the same day and my granddaughter's first dancing concert), so save this date. Details should be on the website soon.

The FFFF at the Liverpool Harry's Café d' Wheels was a little slow this month, probably because the promised warm weather didn't arrive. We still had a good chat and a couple of historic cars got a run. Have a think about coming along next month. It's a lot of fun. (1st November - 4143 Bar and Restaurant, Alexandria)

For those of you who could not attend our September club meeting, there was a spirited discussion about the purpose and style of questions used in our events. There were some very interesting points of view, but in summary it appears that nobody liked cryptic questions, some people didn't mind tricky questions and Masters and Apprentices want straight forward questions that can be observed without the need to stop and that are only there to confirm that they are on the correct route. The placement of questions was also discussed and again there were various points of view which I think could be summarised such that the safety of the competitors, officials and the public should be considered as paramount (not on bends, crests, built up areas or neat passage controls), they should be at a distance (not between directions) and we are all hopeless at counting.

It will be up to each director to take notice of the member feedback or not and to apply this information as they see fit. If you are really against any particular type of question, then you may want to check with the event director before you enter.

That's about all I can think of at the moment, if I think of something else it'll be in next month's magazine.

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

Enough raving Ross.

Secretary's Stuff October 2013

Hello everybody. A couple of items to bring to your attention this time:

FIRST- the annual General Meeting will take place NEXT MONTH- NOVEMBER 26th at the Denistone Sports Club at 8pm. If you would like to get closer to action that is involved with the smooth running of the CRC (?), please feel free to offer your services.

If you think you could or might take an active role in helping out with some of the club's chores please contact the President or the Secretary in the first instance. As one example of the opportunities, after years of sterling service the current Membership Secretary, Ian Packard- has indicated he won't be offering his services again next year. Thank you Ian, I trust you'll now be able to spend more time on your actual classic motoring interests.

SECONDLY- as keen observers will know- we are joining with the MGCC to present another driver training opportunity at the Marulan facility, on Sunday November 17th. The official date for entries to be submitted was October 15th, but there may be a chance for later entries to get into this event. My daughter and sometime navigator is one of the entrants so far- taking advantage of the Junior entry. This will be a great opportunity for people to develop and refresh their knowledge and skills.

THIRDLY- as part of my vehicle fleet management workload recently it was time to change brake fluid on two of the fleet, the Volvo and the Jensen. (By the way- a top article last month on John Henderson's Volvo preparation, wasn't it)? In my sixteen years of Volvoing in our 142 I had occasion to remedy and upgrade many of the same areas covered in John's article.

Anyway, back to brake fluid. Most people know that even without a need to dismantle the braking system it is commonly recommended to change brake fluid periodically. The suggested period is often two years, but advances in brake hose polymers, caliper seals and brake fluids mean that in some situations, some manufacturers now suggest longer intervals. An impact of capped price servicing on new cars, perhaps? Submersion, operation in prolonged heavy rain and racing type stresses and poorly fitting master cylinder caps can all contribute to more rapid deterioration and absorption of moisture into brake fluid. Just a little moisture can dramatically lower the fluid boiling point, and cause some internal corrosion. So needing to purchase some additional brake fluid for the maintenance plan, I had cause to study the pros and cons of the DOT 5.1 brake fluid now available. DOT is not a brand- it a Dept of Transport (US) standard. Way back in the 1970s DOT 3 was the one to get. Later came DOT 4 with an interesting additive package to manage corrosion and a little more capacity to take heat, before

boiling- which is bad because the pedal goes to the floor when the fluid boils. (Ask me how I know, and I'll tell you about one of my Targa Tasmania experiences).

Now you can buy Dot 5.1 fluid for a little more money. Should you use it in an older vehicle though? Now don't consider the following comments as definitive- but maybe NOT to use it is more prudent- in a classic vehicle. Searching through the available information suggests that the main feature that is different about DOT 5.1 fluid is a closely controlled viscosity to work with ABS and modern electronic sophistication. Before these systems came into general usage some small variation in brake fluid viscosity was probably not seen as fatal (sorry about the pun).

Fluid that isn't 5.1, is probably DOT 3 or 4 grade, and many are simultaneously dot 3 and 4 compliant. These fluids are known by experience to be fully compatible with post second world war brake systems, and their rubber materials (except for some Citroens). Careful selection of a quality DOT 3 or 4 fluid- if this is the manufacturers recommendation- and timely changing of the fluid will be all that is needed for full brake effectiveness and safety, along with friction surfaces in good condition, and the right pads and linings. With everything well maintained, you will be able to get all of the designed capability from the vehicle's brakes. No brake fluid can make magic claims, about what a change in fluid spec can do on its own. All DOT 3, 4 and 5.1 fluids are still glycol based, and are unkind to vehicle paint. All can provide extremely high boiling points of 260 degrees C or more, if you select carefully. All are "synthetic" too, so be alert to the misuse of this word by advertising people, and by newsreaders talking about drugs.

For completeness I'll mention DOT 5- this is the standard for silicone based brake fluid (not glycol) that was touted as a last forever brake fluid in some situations. Reportedly in practice some DOT 5 fluids caused problems with brake seals, and also a spongy feel at the brake pedal. The relative scarcity of these silicone based DOT 5 fluids, and the high price prevented enthusiastic adoption as well. The US bureaucrats have apologised for the confusion they may have caused by making DOT 5 and 5.1 appear similar. Many people suggest that silicone brake fluids are great for restored cars that stand on display and seldom see significant usage, or harsh usage. This at least is apparently a safe recommendation, with respect to most classic cars. Now I expect to hear from people who have used silicone DOT 5 fluid in their 1966 Bellet GT, for example- for decades....

As always, make your own enquiries and consider the available information to arrive at your own decision.

Tony

COMPETITION SECRETARY UPDATE

With the year's competition events now nearly complete this report will be somewhat shorter than usual. The next event on our calendar is the **ALPINE CLASSIC** which will probably have been run and won by the time you read this report. I hope that all those involved, both officials and competitors, had a safe and successful weekend.

Our final pointscore event, the **PAS DE DEUX**, will be held on **Saturday 9th November 2013**. Full details and entry form etc can be found on the Club website. This is a last chance to give your car a good workout over some 360kms of the best roads Jeff West and Gary Maher can find in the Katoomba-Mt Panorama-Lithgow region.

Hope to see you all on the ALPINE and/or the PAS DE DEUX.

Elsewhere in the magazine you should find a preliminary calendar for 2014.

FFFF evenings and Club meetings will be held as usual on the first Friday and fourth Tuesday of each month respectively. Competition dates for our first 3 competition rallies are now confirmed as follows:

MUDGEE TRIAL - Saturday 1st March (Part of 20th celebrations)

CLARENCE CLASSIC - Saturday 29th/Sunday 30th March

BARRY FERGUSON CLASSIC - Saturday 31st May/Sunday 1st June.

Final dates for beyond the end of May are still to be determined by the various Event Directors and as these are locked-in they will be confirmed in the magazine and on the Club calendar.

Tony

The 3 Rivers Rally - Steve Brumby.



The lead up to Three Rivers was a bit disappointing. The Alfa was crook, with it's alternator having packed it in just after getting off the trailer from the Driver Training Day and repairs taking longer than expected, the Wallabies got yet another hiding the night before, and it's a fair walk down to the shed to get the big Falcon out of its lair. But there were up-sides as well. There's plenty of room in the Falcon, there's plenty of power in the Falcon and it was a good excuse to get the Falcon out for a drive. And so it was that the team of two, me and Shaun, gathered on the Saturday for an evening of strategising and deep study in preparation for the Three Rivers. Well, we actually had a beer and watched the Wallabies get trounced!

Despite the threats throughout the week Sunday dawned reasonably bright with very little chance of rain. It actually looked to be pretty perfect rally weather and the run down to Mittagong required nothing more than a coffee to make it pleasant. After topping off the tank, we entered the RSL car park alongside four other Apprentice crews ready to face the Norman challenge.

Tony was his usual organised self and Registration was swift with us finding extra time to nip out and grab a coffee at the well situated, adjacent Golden Arches. A very relaxed driver's brief followed so it was all rather pleasant.

Then we got busy. Very busy.

We started off well by chasing the wrong railway line. There were two branches and we spent a good deal of time trying to make the wrong one right. You know how it goes. "Maybe there is a crossing around this corner?" No, there wasn't, nor the next or the next. That was the end of my assistance to Shaun for the day. He was right. I was wrong. I shut up from then on and focussed on steering.

And there was some good steering to be had. The only trouble with the Falcon is that, before I ever owned it, somebody stole all the suspension components (to make it look tuff!!) so it's just bumpy instead. We spent most of the day on the bump stops and re-suctioning the Terratrip to various places in an effort to keep it upright.

The morning progressed really well, all things considered, but after the slow train-track chasing start we were always going to be up against the M closing time and so we took a chance at the last via, knowing that in our heart the short route, mostly on dirt and leaving the map for a sec or two wasn't going to be the right one. Our suspicion was confirmed by the lack of a P board and the absence of a couple of Ks on the rally computer. It also meant we missed the last question causing us to have a guess at what the total opening hours might be. The results seem to indicate that, against all the odds we got it right! Then into the lunch break.

I think I ate a sausage roll but there wasn't a lot of time. Shaun seemed more relaxed about it than me but we did need to keep moving or the morning's tardiness would be snowballing along behind us in the afternoon as well. And so off we trundled or rather bumped into the afternoon. It is amazing that we managed to cover so many kilometres on that one little piece of paper, zooming from here to there.

It's funny that in the afternoon, not realizing that they were also competing I started to form an opinion that Carol and Gerry Both were operating the rally radar.

We kept coming across them parked up on the side of the road, quite often facing toward us. My paranoia became fairly irrational being very alert to spotting the bright blue Alfa, creeping around corners so as to not be caught out.

My other grand mistake was not reading the questions ahead of time. I was very careful in the morning to check there weren't any "How many cows did you pass between Smalltown and Smallerstown?" questions. I even picked up that in the arvo question 2 needed to be answered before question 1 but I missed the old "How many speed advisory signs" chestnut until all the signs were already gone. Damn it!

Slipping back into the RSL to hand in our road card I pondered on the day realising that we had had yet another great time in the car wandering around the place, trying to solve the enigma (and the world's problems in between the annoying rally stuff) and that we had spent it among great people who share our mania. We, the wanderers are truly lucky to have the likes of Tony and Tim and their helpers making such dedicated effort to man our rally courses. I just wish we could do it every weekend.

Steve

3 Rivers Rally - Tour Category with Greg Yates

Even though I have needed to ask around for navigators this year, so far I have been having a successful year as a Tour driver. Karen has navigated for me in the one day events but I have called on others for the two day events. One of those two day events was the Barry Ferguson Classic where Tony Norman offered to navigate for me. Having witnessed Tony's attention to detail when navigating in the Barry Ferguson Classic, and in the organisation of his 100 Creeks Rally earlier this year, I considered the 3 Rivers Rally would be an event not to be missed.

With the 3 Rivers being a single day event, Karen again offered to navigate for me. It is becoming obvious that, with a solution to her previous travel sickness sorted and some good results in recent events, she is becoming more enthusiastic as a navigator rather than doing it just to keep her hubby happy.

Prior to the 3 Rivers Rally, Tony published a question in "Rally Directions" asking for the make and model of the car featured in the photo on the front page of the supplementary regulations for his event, and what the event was where the photo was taken. The first entrant in his event who could tell him the correct answers would be the recipient of a bottle of wine.

Having previously seen photos of Mercedes SLC rally cars on that same man-powered punt, I recognised the river crossing as being in a 1980s Ivory Coast Rally. It was just a case of identifying which year's Ivory Coast Rally and what the car was hidden behind the array of driving lights. An images search of the web soon revealed the very same photo with a caption revealing that it was the 1985 Ivory Coast Rally and that the car was Juha Kankkunen's event winning Group B Toyota Celica Turbo. At the competitors' briefing for the 3 Rivers Rally Tony announced that I was winner of the bottle of wine being the first (and only!) entrant giving him the correct answer to his questions. A good start to the day!

With the pre-event formalities and briefing done, we were on the road. Tony's route instructions were in his now-familiar, perfect hand printing rather than computer printed. From the start at Mittagong RSL Club we headed north east through Willow Vale, Braemar and Aylmerton before turning south onto Old South Road. Through a few residential streets of East Bowral and then east onto Kangaloon Road before turning north onto Range Road at Glenquarry to head back to Old South Road for a second recording of a VRC. This time we crossed Kangaloon Rd to pick up the first manned passage control at Burradoo.

We continued south on Moss Vale Road before turning east onto the Illawarra Highway at Moss Vale. We noted all the distances on the sign to answer a question only to go back to it again to check the additional numbers in the route markers.

We were now presented with a small amount of map navigation. Nothing too difficult but enough to add some interest, stopping on the side of the road to plot the route also provided the opportunity for a quick "look" behind a bush. A short way along the highway we turned south towards Avoca and then a loop through Wildes Meadow and Burrawang before heading south through Myra Vale to Fitzroy Falls where the boys in blue were at work in the 60km/h zone on Nowra Road.

Heading north west on Nowra Road had us back in Moss Vale where we turned south to Sutton Forest, Exeter, and a loop at Bundanoon before heading back to Exeter on the opposite side of the railway. From Exeter it was then a simple run west to the lunch stop at Sally's Corner. So far, so good! We were confident that we had answered all the questions and recorded numerous VRCs.

After a relaxing lunch break we collected our Division 2 route instructions to find that there was one of those crossword puzzles to be completed. This one wanted nine car makes to be filled into the blank squares with the only clues being numerous occurrences of the letters L and O. A few makes came to mind but then we drew a blank. Anyway, time to hit the road and hope we'd think of those car makes along the way.

A short run north on the Hume Freeway being sure not to miss the early question and then off at the Illawarra Highway exit before turning south through to Exeter and then north to Sutton Forest again. Golden Vale Road took us back to the Hume again to the start of another section of mapped navigation. Back off the freeway to Berrima and then a loop to the east through New Berrima only to realise a minor post-lunch brain fade saw us miss the need to count mandatory speed signs since the start of the mapped section. "No worries" I thought. I could remember each speed zone change so it was just a matter of doing a mental count.

From Berrima it was north to Wombeyan Caves Road for a loop before heading back to the Old Hume Highway near Mittagong.

Following that south almost back to Berrima to then head east on Oxley's Hill Rd and down into Bowral where I spotted Tony parked in a 50km/h zone. I knew this had to be the speed trap but he later revealed his "radar" was actually a cordless drill!

Through the north of Bowral at the base of Mount Gibraltar then East Bowral and Kangaloon Road to turn onto Tourist Road at Glenquarry. I always enjoy a spirited drive along Tourist Road but this one was interrupted with a tricky search for an old mile marker before turning south at Kirklands Road to East Kangaloon and then Robertson. This place seems to have its own micro-climate and today was no different. Elsewhere had been fine but Robertson was enveloped in fog.

A slight detour for a VRC and then west again (back out of the fog) to Burrawang and Avoca where we turned north onto Sheepwash Road past Wingecarribee Reservoir. Back at Glenquarry where I was a little surprised we weren't asked something about the old school on the previous times we had passed it. There was however a question about the age of the school on this occasion. Back onto Range Road for the home run to Mittagong, but not before a slight detour via Old South Road and Bong Bong Road. It was here that we encountered roadside pine trees well ablaze and later learned that those behind us couldn't get through due to the fire.

By the time we arrived at the finish back at Mittagong RSL, we fortunately had thought of nine makes of car that fitted the puzzle. I must thank Karen who, whilst not a car "nut" like me, thought of several. The results later showed that we clean-sheeted the event except for that question about the mandatory speed signs. Unfortunately, some of the speed zones had more than one sign and our mental count was under. Jim and Ryan in the red Porsche also only had that same question wrong so were equal with us in the tour results. Only a tie breaker of oldest vehicle nudged us ahead of them.

Tony, Tim, and their assistants are to be congratulated for an well-run and enjoyable event. We drove some of the Southern Highlands most scenic roads whilst avoiding any traffic problems. Another great day out at a CRC event!

Greg



3 RIVERS REFLECTIONS - as seen by your friendly Event Director.

My first Reflection is that the older you get the faster the weeks seem to pass.

The Event now seems like an age ago so my recollections are a bit 'hazy'. The one fact that is indisputable is that 29 cars started and 29 finished.

Is this a record? Does it mean that entrant's cars are now more reliable or am I becoming 'soft' in my old age with regard to the Route Instructions!

Registration, competitor briefing and the start control at Mittagong RSL all ran quite smoothly, with all entrants out of the carpark by about 9.30am.

The first VRC, on a small loop north of Mittagong, had been removed overnight (I wont do that again) so the first major check on how entrants were going was a passage control after 43kms, which was missed by 2 cars.

Not many problems for crews through to lunch at Sallys Corner Services Area, which seemed to work OK as a mid-rally lunch and fuel stop.

Division 2 appears to have caused more problems for navigators than the morning run, with 5 of the 9 Masters crews taking an in-correct route by making an 'out of bounds' crossing of a railway line. An 'out of bounds' gate added to the map but actually non-existent, was missed by 3 competitors.

But the map is always right and entrants were advised to rely solely on the supplied map. The final drama involved a tree on fire shortly before the last via which prevented cars from passing a VRC. This board, visible to crews but un-passable because of the fire brigade road closure, was cancelled for all entrants. The last question had already been passed so teams needed to retrace their route to get to the final via by the shortest mapped route and then proceed to the finish as instructed, passing a final VRC shortly before M4.

Although not a Facebook user, I was encouraged to hear that a lot of posted comments were generally favourable, always a satisfying conclusion for the Event Director and the other officials who contributed on the day.

At the September Club meeting a lively discussion was held regarding the hows, whys and wherefores of Route Questions.

The general consensus was, I believe, that in the navigation classes questions should only be used to confirm that crews are on the correct route and should be answerable without the need to pull over and possibly stop. I am happy to adopt this format in future events but do not expect questions to be found close to points where there could be doubts as to which way teams should proceed. A preferred solution would be to have more manned passage controls since the official's signature cannot be so easily erased! This however requires an increase in the number of members who are prepared to participate as officials. More VRC boards provide another option but puts extra pressure on the set-up team, who are usually already pretty busy getting the boards in place ahead of the rally competitors.

In Tour category, where navigation forms only a very small part of the route, I still believe that questions can be included that require crews to read them carefully and think about the answers needed - I think this is valid. I have always tried to find locations where cars can safely pull off the road and, if necessary, come to a stop. Re-joining the road in a safe manner is something we should not need to remind drivers about. We are car and driving enthusiasts after all!

Finally on the matter of questions, I am now of the opinion that counting signs, creek crossings etc is something that most teams can't successfully achieve without first removing their shoes and socks!

I will, in future events, continue to try and set rallies that are fair, within the rules of navigation but which provide a mental challenge and possibly the need to think outside the box if not outside the map. I just hope that this doesn't deter members from trying the Masters and Apprentice categories. If you want a fun day with very limited pressure then Tour will continue to offer this option.

And finally a big thank you to all the entrants and officials and congratulations to the place-getters in each of the 3 categories.

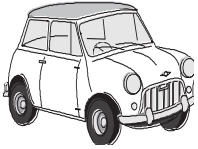
TONY NORMAN

10/10/2013

Provisional 2014 CRC Events Calendar

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde.

Date	Event - CC indicates CRC championship event	Note	
	28-January-2014	CRC Meeting	
	07-February-2014	First Friday Free Fling	
	14-February-2014	Deadline for Club Newsletter contributions	
	25-February-2014	CRC Meeting	
28-February-2014	02-March-2014	CRC 20th Anniversary Celebrations	
	01-March-2014	Mudgee Trial C.C.	
	07-March-2014	First Friday Free Fling	
	14-March-2014	Deadline for Club Newsletter contributions	
	25-March-2014	CRC Meeting	
29-March-2014	30-March-2014	Clarence Classic - Grafton area. C.C.	Set in Grafton area.
	04-April-2014	First Friday Free Fling	
	11-April-2014	Deadline for Club Newsletter contributions	
	22-April-2014	CRC Meeting	
	02-May-2014	First Friday Free Fling	
	16-May-2014	Deadline for Club Newsletter contributions	
	27-May-2014	CRC Meeting	
31-May-2014	01-June-2014	Barry Ferguson Classic C.C.	
	06-June-2014	First Friday Free Fling	
	13-June-2014	Deadline for Club Newsletter contributions	
	22-June-2014 or 29-June-2014	A.R.O.C.A. Tour d' Corse -C.C.	T.B.C.
	24-June-2014	CRC Meeting	
	04-July-2014	First Friday Free Fling	
	11-July-2014	Deadline for Club Newsletter contributions	
	22-July-2014	CRC Meeting	
26-July-2014	27-July-2014	Jaguar Rally or CRC event	T.B.C.
	01-August-2014	First Friday Free Fling	
	04-August-2014	Driver Training day at Wakefield Park	T.B.C.
	15-August-2014	Deadline for Club Newsletter contributions	
	26-August-2014	CRC Meeting	
	05-September-2014	First Friday Free Fling	
	12-September-2014	Deadline for Club Newsletter contributions	
13-September-2014	14-September-2014	MG Spring Rally CC	T.B.C.
	23-September-2014	CRC Meeting	
	03-October-2014	First Friday Free Fling	
	17-October-2014	Deadline for Club Newsletter contributions	
18-October-2014	19-October-2014	Alpine Classic C.C.	T.B.C.
	28-October-2014	CRC Meeting	
	07-November-2014	First Friday Free Fling	
	14-November-2014	Deadline for Club Newsletter contributions	
	15-November-2014 or 16-November-2014	Penrith Pas de Deux C.C.	T.B.C.
	25-November-2014	CRC Meeting - AGM	
	05-December-2014	First Friday Free Fling	
	14-December-2014	Club Christmas Party.	T.B.C.
Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from www.classicrallyclub.com.au			
Other Events; The CRC has received an invitation to these events so cars with conditional registration (Club Plates) can be driven to and used in them.			
21-June-2014	22-June-2014	Night Owl Winter Trial	T.B.C.



2013 Pas de Deux

UPDATED

Saturday 9th November 2013

Promoted by the Classic Rally Club.

A one day classic rally with four classes;

Masters - challenging navigation,

Apprentices - challenging navigation but with some extra help,

Tour - route charted with perhaps a tiny bit of mapping involved, and

Social - same instructions as Tour but are not included in the CRC championship.

The event starts Katoomba and finishes at Lithgow with lunch at Mt Panorama.

This event is approximately 360 kms long of which 98% is good sealed road

Lunch is included in the entry fee.

Entry fee is \$90 for a crew of two.

Additional passengers are \$15 each.

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

Those running in the Social category will run under a CAMS Social permit so do not need a CAMS competition licence but must be a member of a CAMS affiliated car club.

The Supplementary Regulations are displayed on the CRC website - www.classicrallyclub.com.au

For further info contact;

Jeff West at - jj.west@bigpond.com.au or on 0427 263757

or

Gary or Wendy Maher at - wenandgaz8@bigpond.com

Note- This event is on a SATURDAY to reduce the effect of congestion from Sydney bound traffic usually found on a Sunday afternoon.

Its on again, December's Friday Free Fling at Dom's Shed.



Dom's Shed will be the venue for the FFF for December 6 2013. The address is 114 Gilba Road, Girraween. Twenty all new cars. Please let me know numbers for catering. Sorry no under 10s. Doors open at 7.00 pm.



\$20 donation to charity per person to get in, includes your free dinner and drinks.

Collection includes 65 Mustang Fastback, 71 Mustang Super Cobrajet, 69 Corvette Stingray Big Block , 74 Black Convertible Stingray, 83 Golden Corvette, 1967 Mint Camaro Red 327, 1966 Ford Galaxie 7 litre, 1966 Pontiac GTO 383, 1971 Pontiac GTO 455 HO mint, 1936 MGTA, 1999 TVR Chimaera, 1979 Smokey and Bandit Trans AM, HJ Monaro and HX Sandman, Millennium Porsche 911, 1963 Convertible Valiant, 1971 Super Beetle, Dodge Charger 383.



We also have lucky door prizes and a raffle.



Please reply by email or phone if you are coming. We are limited to 100 guests only. Tickets payable at the door are \$20 per person.

Dominic Votano, 0414 62 62 43, pstrata@tpg.com.au



Classic Rally Chat



From the Club's Facebook page details of Dom's latest quest to get his rally car on the cover of the Club mag.

"Well today its goodbye to one classic, as I have sold the \$1750 BMW 32 after 6 months of fun, and hello to my rust free \$200 1978 4 cylinder 2.0 litre classic..... (I hope it makes the front page of Rally Directions)"

"Gotta be a Datto"

"200B?"

"Nope it's a sports car."

"Chrysler Sigma"

"On what Planet is a Chrysler Sigma a sports car."

"You bought an Alfa!!??"

"Lol. The third line of my first post says RUST FREE so not an Alfa."

"The last cover car cost \$300"

"Its a Toyota"

"If it's a 2 litre 4 cylinder, it's a Celica"

"...yes a beautiful \$200 Toyota Celica"

"Bags not scrutineer it."

Just to get you in the mood (if the mag is delivered on time) . A few shots from the Alpine Registration





"the 20"

Classic Rally Club 20th Anniversary Celebration
Mudgee - 28th February, 1st and 2nd March 2014

Friday February 28th, 2014		
Event	Details	Cost
Prologue	Optional. A fun way to get to Mudgee	Free
Official Reception	Optional. Come & say hello to the early birds	Free
Welcome Dinner	Optional. You need to eat, so why not join us for the welcome dinner	\$35.00/head
Overnight accommodation	Optional. It's up to you to organise your own accommodation. Details of various options in the Mudgee area are supplied below.	Your choice

Saturday March 1st, 2014		
Event/Item	Details	Cost
Trial	Optional. Part of the Classic Rally Club Championship	\$85.00/crew of 2. Paid as part of separate entry
Wine Romp	Optional. Fun and frivolity in the Mudgee tourist haunts for those who prefer to avoid the competition (and weren't roped in as officials)	Cost and availability advised on contact with Tour Company.
Dinner	Mandatory. Three course dinner, speeches and fun	\$60.00/head
Commemorative Medal	Optional. The only way to obtain one of these coveted medals will be to attend the Dinner.	\$10.00/medal
Overnight accommodation	Optional. As for Friday night you need to organise your own accommodation. Details of various options in the Mudgee area are supplied below.	Your choice

Sunday March 2nd, 2014		
Event	Details	Cost
Epilogue	Optional. A more interesting route from Mudgee to Lithgow. (Why not use the road less travelled)	Free

Mudgee Accommodation: You need to organise your own accommodation. That way you can tailor style & cost of accommodation to suit your tastes and budget.

Dinner will be held at "Rally Central" the Parkland Resort and if you are quick they have some accommodation that will be very convenient. (We have asked them to reserve all available rooms)

The following is a list of accommodation venues that you may wish to consider.

Rally Central: The Parklands Resort & Convention Centre, 121 Ulan Rd. Mudgee, 02 6372 4500

Boutique Hotels: Cobb & Co Court Boutique Hotel, 97 Market St. Mudgee, 02 6372 7245

De Russie Suites Mudgee, Cnr Gladstone & Perry Sts. Mudgee, 02 6372 7650

Motels: Ningara Motel, 76 Mortimer St. Mudgee, 02 6372 1133

Soldiers Motel, 35 Perry St. Mudgee, 02 6372 4399

Caravan Park (With On-Site Cabins): Riverside Caravan and Tourist Park, 22 Short St. Mudgee, 02 6372 2531

Or visit www.visitmudgeeregion.com.au for many more options.

CRC Xmas Rally to Oakville

Laurie Mason and Ted Norman are setting up the rally.
Tony South and Mike Birks are going to do the course check.
So blame them if Laurie and Ted make a mistake.

The plan so far is that the rally has a

GOLFING THEME

Bonus Point for entering a VW Golf

Start is 9.30am at Mt. Wilberforce Park
West Pennant Hills

Then a loop to get a speedo calibration

This is to award the prize for the longest drive

After that it is the usual rally

Route chart for Tour and a little more of a challenge for Apprentice and Masters.

With the added bonus of a handicap!

*This will be your current points in the club championship is your starting points for the rally
(So being at the pointy end of club championship will make it hard to win this rally)*

Our P boards will be those big green RTA signs along the route, plus any road that you use or drive past with the road name starting with P (as in Pitt Town Road for example)

Questions along the way as usual.

Plus noting any P as in a Pub's Name, Public School Name that you pass by.

We are working on about 2 hours to get to Mike's place,

With no awards for fastest time of the day!!

Then at the end in the parking area we are going to stick a small hidden pin in the ground

So that we can award a nearest the pin prize if you happen to park closest to the pin.

Also we will be awarding bonus points or tie breaker

For oldest car + driver added up.

Then awards for 4 Ball Best

- Best all male crew

Then also a No Ball Best

- Best all girl crew

Then Mixed Double

- Best guy and girl crew

For more information Contact Ted Norman at

tedharry404@gmail.com





Italian Connection Trophy

16 - 18th May 2014

Registration is open now

Accommodation is at Manor House, Albury again and the route travels into the Victorian High Country, the Alps and the Wine Country. As usual the 2014 Italian Connection Trophy will feature fantastic roads with spectacular views. The event will again include three Motorkhanas & two Speed Tests as well as a visit to the Barnawatha Test Track.

The Registration fee has been reduced to \$500.00 this year and is fully refundable up until 31st December 2013. This is the closing date for Registrations.

For full information contact Robert Gunn on 02 9960 1733 or at robert@italianconnectionrally.com.au

How many CRCers can you spot in this photo from the finish of the 2011 Italian Connection Trophy?

Robert, Zoe & Tessa Panetta, Craig, Rosalyn & Sean Walsh,
Alan Walker & Lauren Mackie, Ross & Kim Warner,
Lui MacLennan, Dominic & Kim Votano.



EVAN GREEN MEMORIAL TOURING ASSEMBLY

SATURDAY, 16th November, 2013

For full information contact Daniel Robinson at secretary.ahrg@gmail.com

MANNING MOTORS



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

*Alfa race and classic rally
preparation*

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

Classic Rally Club Championship 2013

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Clarence Classic	Le Rallye des 100 Criques	Barry Ferguson Classic	Tour d'Corse	The 3 Rivers Rally	Alpine Classic	Pennrith Pas de Deux		
	2 day	1 day	2 day	1 day	1 day	2 day	1 day	Points to date	Position to date
Competitor									
Greg Yates	20	8	14	1	10			53	1
Jim Baird		10	20	10	9			49	2
Tim McGrath	18	2	12	10	2			44	3
Mike Birks	16	9		10	8			43	4
Len Zech		1	12		6			19	5
Geoff Brieger		6		10				16	6
Jim Richardson		1		10	5			16	6
Don Dux	14	-						14	8
Simon Duff			10	3				13	9
Henry Stratton	12							12	10
Jon Dickson	6	1	4					11	11
Peter Cale	10m							10	12
Peter Evans		7		3				10	12
Steve Friend		1		1	7			9	14
John Crighton	8							8	15
Kevin Byron		5			3			8	15
Kim Warner	4		2					6	17
Peter McAlpine			6					6	17
Amir Shustarian		1		1	2			4	19
Chris Mackertich			4					4	19
Alan Cummine					4			4	19
Robert Clare	2m	2						4	19
Sally Lennox		4						4	19
Lindsay Trevitt		1m		1	1			3	24
Bruce Dickson			2m					2	25
Kelly-Marie Bond	2m							2	25
Sergio Cariolato	2							2	25
Brian Madigan		1m						1	28
Danny Castro				1m				1	28
Dave Johnson				1				1	28
Jocelyn Vettoretti					1			1	28
Edul Dhondi					1			1	28
Kevan Peters		1						1	28
Richard Thomas				1				1	28
Vince Harlor				1				1	28

Classic Rally Club Championship 2013

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Clarence Classic	Le Rallye des 100 Criques	Barry Ferguson Classic	Tour d'Corse	The 3 Rivers Rally	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	2 day	1 day	1 day	2 day	1 day	Points to date	Position to date
Competitor									
Lachlan Grave	16	9		10	8			43	1
Tony Norman		6	14	10m	6			36	2
Ryan Baird			20		9			29	3
Ron Cooper	18	2			2			22	4
Ian Packard	20							20	5
Lachlan Baird		10		10				20	5
Glenn Evans		1	12		6			19	7
Karen Yates		8		1	10			19	7
Tim Green		6		10				16	9
Bev Richardson				10	5			15	10
Heather Dux	14							14	11
Nganie McGrath			4	10				14	11
Mitchell Duff			10	3				13	13
Natalie Evans			12	1				13	13
Julie Stratton	12							12	15
Cheryl Evans		7		3				10	16
Grace Brumby				10				10	16
Peter Evans			10					10	16
Tammy Cale	10m							10	16
Marian Crighton	8							8	20
Michael Friend				1	7			8	20
Sharon McAlpine			6					6	22
Wendy Cooper	4		2					6	22
Mark Mignanelli		1	4					5	24
Allana Mackertich			4					4	25
Sylvia Gleeson					4			4	25
Ramin Shoushtarian		1		1	2			4	25
Sue Clare	2m	2						4	25
David McCowatt		3						3	29
Paul Trevitt		1m		1	1			3	29
Irene Carlolato	2							2	31
Julie Dickson			2m					2	31
Kyle MacLennan	2m							2	31
Denise Adams		1						1	34
Cate Lee					1			1	34
Tanaz Dhondi					1			1	34
Jennifer Castro				1m				1	34
Kay Harlor				1				1	34
Maureen Friend		1						1	34
Michele Madigan		1m						1	34

Classic Rally Club Championship 2013

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Clarence Classic	Le Rallye des 100 Criques	Barry Ferguson Classic	Tour d'Corse	The 3 Rivers Rally	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	2 day	1 day	1 day	2 day	1 day	Points to date	Position to date
Competitor									
John Cooper	38	20	40	18	15			131	1
Robert Panetta	40	15	34	19	17			125	2
Alan Watson	30	8	22	14	8			82	3
Gerry Both	24	18		16	18			76	4
Rob Worboys	28m	1	40					69	5
Gerald Lee	26	3	28		1			58	6
Bob Morey			16	17	20			53	7
Dennis Reeve		17	36					53	7
Mike Batten	36				13			49	9
Graham Thompson	22m		24					46	10
Tony Wise		19	10	16				45	11
Lauren Mackie			34m	20m				37	12
Alex Bratovic			34m	16m	19m			36	13
Garth Taylor	34m							34	14
Craig Walsh	32m							32	15
Wendy Gibbs	32							32	15
Tony South				15	12			27	17
John Young				12	14			26	18
Peter Thomson	20							20	19
Geoff Bott			18m					18	20
Barry Ferguson			16					16	21
David Shaw					16			16	21
Laurie Cunningham		16						16	21
Dianne Gerlach		1						1	24

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Clarence Classic	Le Rallye des 100 Criques	Barry Ferguson Classic	Tour d'Corse	The 3 Rivers Rally	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	2 day	1 day	1 day	2 day	1 day	Points to date	Position to date
Competitor									
Ross Warner	38	20	40	18	15			131	1
John Henderson	40	15	34	19				108	2
Lui MacLennan	36	16	24	1	17			94	3
Pam Watson	30	8	22	14	8			82	4
Carol Both	24	18		16	18			76	5
Jeff West	28m	1	40					69	6
Ted Norman	20		22	15	12			69	6
Alan Walker		19	34m	20m				56	8
Mike Batten		17	36					53	9
Adrian Kinslor	34m			13				47	10
Winton Brocklebank	22m		24					46	11
Teresa Morey				17	20			37	12
Brett Manewell			34m	16m	19m			36	13
Dave Johnson			32					32	14
Gordon Lennox	32m							32	14
Ian Gibbs	32							32	14
Helen Young				12	14			26	17
Ian Reddoch	26							26	17
Ray Arthurs					16			16	19
Wayne Gerlach		1			8			9	20

Classic Rally Club Championship 2013

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Clarence Classic	Le Rallye des 100 Criques	Barry Ferguson Classic	Tour d'Corse	The 3 Rivers Rally	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	2 day	1 day	1 day	2 day	1 day	Points to date	Position to date
Competitor									
Doug Barbour	28	12		15	15			70	1
Steve Brumby		14	20	10	13			57	2
Jane Morey	26m		22					48	3
Chris Hallam		15	30					45	4
Tanya Arthur	30m	13m			14			44	5
Tony Norman	14							14	9
Ian Packard		11	12		11			34	6
Shane Navin	24m	9m						24	7
Bruce Smith		7m	16m					16	8
Paul Morton				13m				13	10
Lynne Stead				12m				12	11
Geoff Bott		10m						10	12

Classic Rally Club Championship 2013

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Clarence Classic	Le Rallye des 100 Criques	Barry Ferguson Classic	Tour d'Corse	The 3 Rivers Rally	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	2 day	1 day	1 day	2 day	1 day	Points to date	Position to date
Competitor									
Dominic Volano	30m	13m	28		14			72	1
Xanthea Boardman	28	12		15	15			70	2
Phil Stead		15	30	12m				57	3
Shaun Ryan		14	20		13			47	4
Bob Morey	26m							26	5
Jennifer Navin	24m	9m						24	6
Garth Taylor		10m	8m	13m				23	7
Steve Maher		11-			11			22	8
Jennie Smith		7m	16m					16	9

8/10/2013

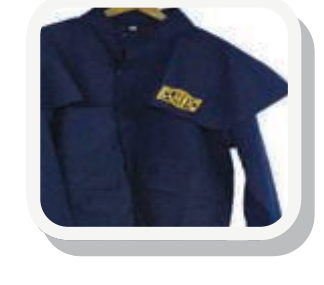
CRC Events Calendar (for remainder of 2013)

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde.

Date	Event	Note	Contact
19-20-October-2013	Alpine Classic C.C.		Lui MacLennan 0418 645 623 alpineclassic@hotmail.com
22-October-2013	CRC Meeting		
01-November-2013	First Friday Free Fling	4143 Bar & Restaurant, Building 9, 41-43 Bourke Rd. (Near the corner of Huntley St), Alexandria.	
09-November-2013	Penrith Pas de Deux C.C.	Starts in Katoomba, finishes at Lithgow with lunch at Mt. Panorama! Note 9th November is a Saturday.	Jeff West, 0427 263 757, or j.west@bigpond.com.au Gary or Wendy Maher at wenandgary8@bigpond.com
15-November-2013	Deadline for Club Newsletter contributions		
17-November-2013	MG Car Club & Classic Rally Club Driver Training Day	Marulan Driver Training Centre, 8 Prairie Oak Rd., South Marulan.	Full details in CRC Newsletter.
26-November-2013	CRC Meeting - AGM		
06-December-2013	First Friday Free Fling	Doms New Shed, 8/114 Gilba Road Girraween. Further details TBC.	
15-December-2013	Club Christmas Party	Chris & Mike Birk's at Oakville	Ted Norman tedharry404@gmail.com
Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from www.classicrallyclub.com.au			
Other Events: The CRC has received an invitation to these events so cars with conditional registration (Club Plates) can be driven to and used in them.			
16-November-2013	2013 Evan Green Memorial Trial	Gloucester region of NSW	secretary.ahr@gmail.com
Events of Interest: The CRC has not received an invitation to these events so cars with conditional registration (Club Plates) cannot be driven to them.			
08-December-2013	2013 Albatross Show n Shine	Fleet Air Arm Museum, H.M.A.S. Albatross Nowra	Google - Albatross Show and Shine

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

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

Prestige Embroidery

4/29 Coombes Drive, North Penrith, NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893

Contributors to this edition: Steve Brumby, Heather Duff, Tony Kanak, Ted Norman, Tony Norman, Rob Panetta, Dominic Votano, Craig Walsh, Ross Warner, Jeff West, Greg Yates, Leonard Zech. Thank you all.



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