



Rally Directions

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

March 2014



In this issue: Full coverage of the Club's 20th Anniversary weekend, A trip down memory lane with Wayne Gerlach in the Barossa including a quiz and the final part of Garth's trip of a lifetime.

Upcoming events: * **The Autumn Challenge 26th April '14.** A one day rally in the Central Coast and Hunter regions.
(Full details inside) * **The Barry Ferguson Classic 31st May & 1st June '14.** All the usual Barry Ferguson features plus an Apprentice category on mostly sealed roads.

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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.

If you weren't able to join us for "the 20" weekend, well, I'm sorry to say that you missed a really great time. I have to thank everyone involved for their help and contribution. You really are a fabulous bunch of people.

I have a feeling that there will be some further detail about the weekend hidden away in this issue and that there could be some reference to my singing voice which is, I admit, not the best. Rusty is not even an appropriate word to describe it, because this implies something that may once have been "not rusty". I would think that a more appropriate word might simply be "crappy". Enough said.

One of the things that I really enjoyed about the weekend was the return of some of our earlier members/competitors and the great reception that they received from friends that they had not seen for a long time. I hope that the weekend rekindled fond memories and that they might come back and enjoy the Club's events again soon.

I would like to say "Bloody Alfas" again because of all the cars that competed on the Trial, 6 were Alfas, 2 Datsuns and 2 Jags. Of course Alfas featured strongly in the results (well done). However, I am now concerned that there may be a surreptitious move by the Alftisti at a takeover of the CRC point-score. I note that the dominate marque at the Clarence Classic is Porsche, so there could be a German challenge to those mighty little Italian cars! (I hope Gerry and Carol's car is fixed in time).

Speaking of the Clarence Classic, Ian, Wendy and their team have put in a fantastic effort and are looking forward to all our smiling faces. This will be the second event on the championship calendar so I'm sure it will be hotly contested.



If last year's event is anything to go by it's going to be a great weekend and the roads will be incredible. If you're interested in joining the crocodile convoy on the way up to Grafton, I think Mike Birks is the man to talk to.

I wasn't able to attend the March First Friday Free Fling and I haven't heard from anyone who did. That of course is the benefit of having an event that nobody has to organise. It's no big deal if it isn't well attended because not a lot of effort has gone into the planning. Having said that, our April FFFF (4th April) will have some planning because this time it will be held in Bulli. Yes, Bulli.

As suggested at our February meeting, we are going to incorporate a drive through the Royal National Park, the Seacliff Bridge etc. down to the Bulli Beach Café (Lot 68 Trinity Row, Bulli NSW 2516 T: 02 4284 8808 <http://www.bullibeachcafe.com.au>)

We will be meeting at the Loftus Oval Carpark (about 100m north of Farnell Ave Loftus) from 6:30pm and will leave on our drive at 7:00 pm. If you miss the drive, just head south through the Park (you don't have to pay) and we'll see you in Bulli. It's going to be a great night as the weather will be perfect! See you there.

Time to start thinking about the Autumn Challenge on 26th April. Renai has agreed to navigate for me on this event (in Apprentices) so I am really looking forward to it. There is a makeshift rally school at the Warner household most nights. If you are wondering why the Warner/Cooper crew has temporarily broken up, I'm not sure, but I think it has something to do with my singing!

See you in Grafton (if I can stay on the road ...)

Enough raving Ross.

Editor's note: Due to Easter, I've moved the Newsletter deadline for April forward to Wednesday 9th of April '14. The CRC Event covered in next month's issue will be the Clarence Classic so be warned, I'll be hassling for contributions a little earlier than usual. 😊

Bob Morey

COMPETITION SECRETARY REPORT FOR MARCH

One down and seven to go! I do not have details of 'the 20 Trial' results but am sure these will be found elsewhere in the magazine. Congratulations to all the placegetters, whoever you may be!

Details of our next scheduled Events are as follows:

CLARENCE CLASSIC: Entries for this 2 day rally are now well and truly closed and I trust that those members who are competing are getting ready for the trip north and an enjoyable 2 days travelling the backroads around Grafton. I am sure Ian and Wendy Gibbs will be keeping you pretty busy.

AUTUMN CHALLENGE - SATURDAY 26TH APRIL:

I have been encouraged by the receipt of 4 early entries as of the 14th March. All I need now is a positive response once the dust has settled from the previous rally to keep my spirits up. Entries will be accepted up until the April CRC meeting on the 22nd April but if you are planning to put it in the mail it is suggested that you do this by Thursday 17th April because of the Easter long weekend with no postal deliveries.

BARRY FERGUSON CLASSIC - SAT 31ST MAY/SUN

1ST JUNE: It is rumoured that the Trial (Masters) category for this event will be run as a timed Touring Road Event. I believe this still has to be

confirmed by the Rally organisers and if it does proceed on this basis it should be noted that a different Scrutineering Form is required for cars entered in this category. Apprentice and Tour will be run under the CAMS Touring Assembly rules with the simpler scrutineering form. More details to follow next month.

TOUR d'COURSE - SUNDAY 29TH JUNE: Note the subtle change of spelling for this Event, apparently to avoid confusion with some other inferior Rally held in Corsica! I expect there will be further details from the Alfa Club in this magazine and suggest you check these out. This Rally is always well supported and is well known for the quality of the lunch provided. You just need to get to the Lunch Control as early as possible to get maximum enjoyment. The 3 later rallies in the year, on the 13th/14th September, 18th/19th October and in mid-November are still a long way off but rest assured that as more details come to hand you will be kept informed through the magazine and this column in particular. Best wishes to all starters in the Clarence Classic - drive safely.

Tony Norman 0402 759 811
normansoz@optusnet.com.au

The Autumn Challenge – 26th April 2014

GENERAL INFORMATION.

The Event will start and finish at the Doyalson R.S.L. Club, Wentworth Ave, Doyalson. This venue is located approx. 85 km from the start of the M1 (formerly F3) at Pennant Hills Rd. and the journey from this point takes 55 – 60 minutes. From the M1 you should take the Doyalson Link Road shortly after the Warnervale Interchange and continue to the traffic light XR at Wye Rd. Then continue straight ahead and in approx. 250 metres use the right hand turn lane into Wentworth Ave. Entry to the R.S.L. Club carpark is about 150 metres on the left.

For entrants wishing to stay overnight on Friday 25th April accommodation is available at the following; Lake Munmorah Motel, 620 Pacific Highway, Lake Munmorah, phone 02 4358 8108. This motel is approx. 5 minutes from the start location.

The Central Coast Motel on the corner of the Pacific Highway and Cutler Drive, Wyong, NSW 2259, phone 4353 2911. This motel is approx. 15-20 mins from the start location.

Since the event is running on the Anzac Day long weekend it is suggested that motel bookings be made as early as possible. Tony Norman 0402 759 811 normansoz@optusnet.com.au



The Autumn Challenge

Saturday 26th April 2014

This event is a one day event that counts as a round
of the Classic Rally Club's Annual Championship

Starting and finishing at Doyalson R.S.L. on the Central Coast, the route will cover approximately 300 kms on the Central Coast and the Hunter region. The event will NOT go anywhere near Gosford.

This Saturday is the middle day of the Anzac Day long weekend. This was chosen so entrants would not be subject to end of holiday weekend traffic returning to Sydney on Sunday.

The usual three categories of instructions, Masters, Apprentice and Tour will be available for those wanting to take part in the C.R.C. Championship. A Social Run following the same instructions as the Tour category will be held for those who just want to enjoy their classic on great country roads without the hassle of having a C.A.M.S licence etc.

Lunch will be at the Cessnock East Public School. This venue was very **popular on last year's 100 Criques Rally.**

Further details are available on the Classic Rally Club web site www.classicrallyclub.com.au or by contacting

Tony Norman at normansoz@optusnet.com.au

or by phone; (H) 02 9804 1439 (M) 0402 759 811

“Back to the 60s Trial” #5

CONTINUING IN THE STYLE OF PREVIOUS EVENTS

THE BARRY FERGUSON CLASSIC 2014

Sat 31st May – Sun 1st June, 2014

It will be running out of Cootamundra and returning there for an overnight stop, finishing in Binalong, early afternoon on Sunday

And covering approx 700 kms of good touring roads.

The Trial uses bitumen and reasonable gravel and dirt rural roads,

The Apprentices and Tour will use bitumen roads with approx. 20 kms of good gravel roads.

Similar to most 2 day events

News Flash we are currently applying to run the Trial class as a TRE (timed event) subject to approval

Barry will be giving his usual reminiscences during dinner.

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

Maps for the Apprentice class will be the normal 1:250000 scale maps

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

Competitors will need to make their own arrangements for accommodation for the event, with many planning to book for the Friday and the Saturday nights.

Headquarters will be at The Heritage Motel and the dinner will be at the Golf Cubhouse next door.



Tour d' Course Sunday, 29th June 2014



Join the Alfa Romeo Owners' Club in conjunction with the Classic Rally Club on the annual TOUR d' COURSE.

Travel through beautiful countryside covering app. 300km of some of the best roads in the Southern Highlands.

You can choose from 3 levels of navigation:

- Masters - challenging navigation. (CAMS Licence required) or
- Apprentices - as for Masters but with additional help. (CAMS Licence required) or
- Tour - simple route charted instructions (no divorce here). (CAMS licence NOT required)

The TOUR d' COURSE has a well-deserved reputation for fine food and this year is no exception.

Lunch will be at the Southern Highlands Winery

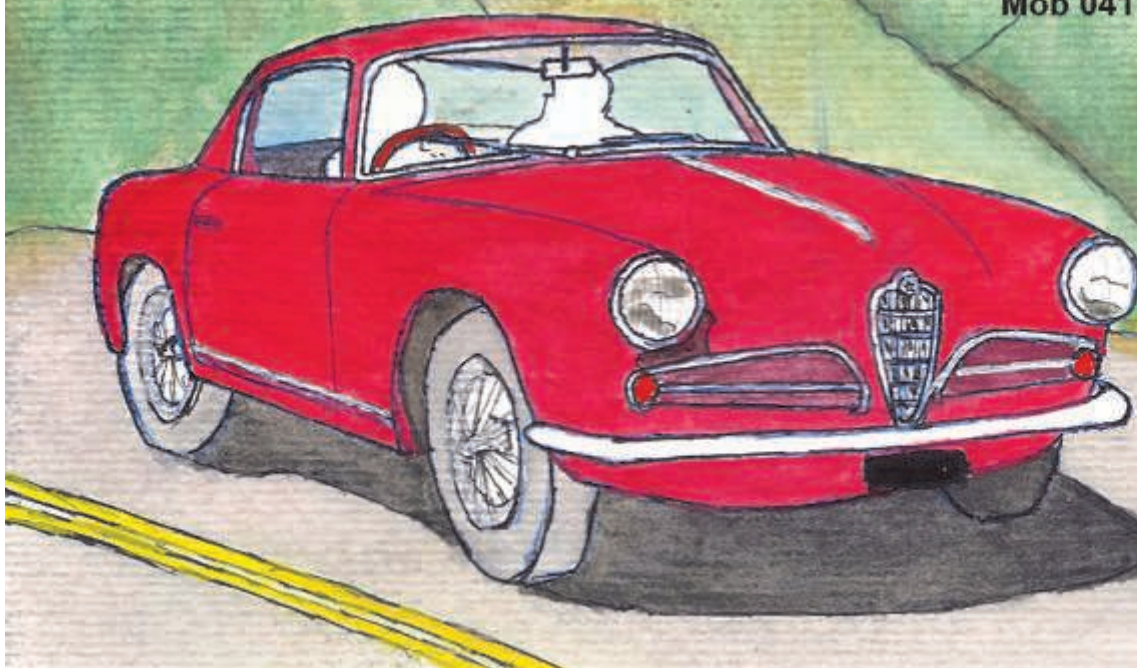
Finish will be at the Sutton Forest Pub.

The start and sign-on will be at the Southern Gateway Centre on the Princess Highway just north of Bulli Pass. Good coffee and light breakfast if required from 7.30 first car away at 9.00am

Entry Form and Supplementary Regulations are available from:
www.alfaclubnsw.org.au/ or www.classicrallyclub.com.au

Entry fee \$95.00 includes Lunch for 2 (additional crew members \$25.00) and all necessary maps

Enquiries Tony Wise
tmwise@bigpond.net.au
Mob 0417 211 848



My CRC 20th Anniversary Weekend by Renai Warner

After months of planning and helping Ross with his club song, it was finally time for 'The 20', the celebration of 20 years of the Classic Rally Club...

The weekend started with a very wet drive out of Sydney to the Grey Gum Cafe, on the Putty Road. A large group descended on the cafe for a hot drink and something to eat before the commencement of the '20 Prologue'. The small cafe was overrun with CRC members wanting to keep warm and dry before setting off on their drive to Denham for lunch. It was great to see so many old friends catching up and meeting new people too.



I was in the Porsche, which is a car I don't drive often and have NEVER driven in the rain so it was a very interesting drive for me through the winding curves and bends of the Putty Road. At one point during the drive (not far from Jerrys Plains), there was quite a bit of congestion, as we turned the corner, we became aware the reason. Jerry and Carol Both had been involved in a car accident in their Alfa Romeo 105. Any CRC members who passed by pulled over to ensure they were okay and to check if there was any way they could assist. What lovely helpful club members we have.

Thankfully, everyone involved in the accident was okay. The damage to the rear of the Alfa was not enough to stop them from continuing on their anniversary trip! The boot was no longer water tight, so their luggage was transferred to another car and after swapping details with the other driver it wasn't long before the Boths were on their way again. The even better news was that the two bottles of wine they had placed near the tail lights in the boot were not broken either!!

Soon we made our way into a very soggy Denham and made a choice on the food, based on how close we could park, as we would have to make a dash

through the rain to our lunch stop. We got parking close to one of the pubs and made our way in for a lunch. After a bit of a wait - I don't think they were expecting quite so many people for lunch on a Friday, we had lunch and warmed ourselves up again before heading off towards our final stop, Mudgee.

The weather seemed to get worse during this leg of the drive. It was somewhere along the way here that I broke the windows on the car (don't tell Dad!!), and managed to fog the car up very well with my heavy breathing from the stress of driving a relatively unknown car in the rain. The only way I knew (since I didn't know the car very well) to de-fog the car was to have the air-conditioning blowing at full force. Needless to say, it was a very cold trip to Mudgee for me.

Arriving in Mudgee, we headed straight to 'headquarters', Parklands Resort, to check-in and for the Welcome Function that was being held at the hotel for us. Some of the local suppliers attended for free tastings - cheese, wines and schnapps. Everyone seemed to have a great time at the welcome function. This was then followed by dinner at the hotel. We had our own private room and a good hearty meal. There was a lot of catching up and fun had by all. The room was full of chatter and laughter. It was great to hear.

The next morning was breakfast, in the Club's private room again, followed by the '20 Trial' or a wine tour. Since the rally start time was 9am, and the wine tour wasn't to start until 10am, most of the people participating in the wine tour arrived for the start of the rally and cheered each car off as they made their way out for the start of the rally. The weather had cleared up some, even though it was still drizzling a little bit. We got a great group shot of everyone taking part in the '20 Trial' as well as anyone who was hanging around.

I was one of the people who was taking part in the wine tour. The gentleman who was running the wine tour was a little confused and seemed to have overbooked the bus. Never fear, the Classic Rally Club was there to the rescue!! Some of the extras took a car of people each and drove behind the bus, following us to many of the different wineries and produce stores along the way, as well as joining us for lunch at the Blue Wren Winery.

Lets just say that perhaps organisational skills aren't a strong point of the guy running the tour. We all had a ball in the morning, however we were all very tired by the afternoon and were feeling a little bit over wine tasting.

For me, it was a great way to see a bit of Mudjee, since I'd never been before, and to meet some more members of the CRC family as well. We had a great bunch of people on the bus and had a great time. I was happy to see the end, especially since it involved some cheese tasting - my favourite!!

When we arrived back at 'headquarters' most of the cars in the rally had arrived and people were enjoying a relaxing drink after what had been a fairly stressful day in the car for some. Everyone was enjoying the chance to kick back and relax before the party that night. For those of us related to the President, the afternoon included some last minute decorating and organisation for that night.



The doors to the Auditorium of the Parklands Resort opened for the Anniversary Celebration Dinner and the crowds flooded in! We couldn't keep up with the demand for name tags and commemorative medallions so we sent the crowds to their seats and had to distribute them at their seats. The room looked fantastic (if I do say so myself) with some of the historic CRC cars displayed along with the black and white chequered flag theme through the room.

The night included a great meal, a gorgeous cake, some great speeches and THAT song.... For those of you who weren't there, Ross re-wrote the words to Billy Joel's 'Piano Man' to suit the purposes of the CRC. It was very well written, absolutely hilarious, but not so well performed (sorry Dad!) by Ross. Lets say that Ross probably shouldn't give up his day job for a singing career, but he did put a lot of time and effort into developing what I thought was a well-written and very funny song that was very fitting for the night.

A big thanks to Peter 'Thommo' Thompson for enjoying the song and encouraging a very nervous Ross to continue singing along, and also for the actions.



As the night progressed, we tried to get everyone onto the dance floor for a very large group photo, which was a much harder task than you would think. It turns out the CRC members aren't much into dancing and were scared that we'd make them dance. Eventually we got them onto the dance floor and got some great group shots. There was lots of chatter, laughter and some dancing for the game.

As the night wound to a close, it was lovely to see so many people coming forward to thank us (thanking 'us' as Ross had pointed out he couldn't have made it happen without our help) for the effort that we'd put into the planning of the weekend. We were so pleased that everyone had such a great time over the weekend. That is something special about the CRC, everyone is so grateful to those who help out and help make the events of the club happen.

The next morning there were smiles on the faces that we saw (a few people had a well deserved sleep in), another great breakfast and shortly after we got on our way home. We took a quicker route home this time which made for a much less stressful drive for me, and thankfully this time I didn't break anything in the car.

We really hope that everyone enjoyed the weekend as much as we did and that the 30th Anniversary will be just as much fun.

Renai Warner

RALLY MAN

Written and performed by Ross Warner to the tune of Piano Man.
(with apologies to Billy Joel)

It says nine o'clock on the entry
and two on the way out
who understands clock via anyway?
I don't know what it's all about

It says "Barry lived near Edith"
I'm not really sure what that means
It makes me feel dumb and I can't ask my Mum
how is it that Jeff always cleans.

Hal-da, Hal-da, Hal-da
Hal-da, Hal-da, Hal-da

So give us a route, we're the rally club
but don't give us one at night
Our eyes aren't quite what they used to be
and we've got no interior light.

Now John at the wheel, is a friend of mine
He drives like the car's not his
and he's full of jokes about why my Jag smokes
and won't stop so I can wizz.

There's an Alfa there behind us
now who could that driver be?
His co-driver looks like he's happy
I guess he's not busting to wee

Hal-da, Hal-da, Hal-da
Hal-da, Hal-da, Halda

The instructions say better take caution
Oh no, our poor little car
He hit that bump, and made the car jump
These instructions are really bizzare

So turn up the road just there on the right
hey look there's a board with a P
They Looked like really nice people
but they gave us a double U dee

So give us a route, we're the rally club
but don't give us one at night
Our eye's aren't quite what they used to be
and we've got no interior light

It's a really bad score for a Saturday
we're lucky it's a two day event
so we've got average speed and a trick to mislead
I hope that the car's not too bent

I'm sure we'll do better tomorrow
It's only been the first day
but it feels like a week in this car that's antique
I just wish I could find the way!

Hal-da, Hal-da, Hal-da
Hal-da, Hal-da, Halda

So give us a route, we're the rally club
but don't give us one at night
Our eyes aren't what they used to be
and we've got no interior light

The Both's 20 Weekend by Carol Both

The weather wasn't encouraging. Cool, cloudy and inclined to drizzle. We hoped that it wouldn't really rain as our one speed wipers can't cope with heavy downpours. The morning tea stop at Grey Gums on the Putty Rd had us tiptoeing through the puddles in the carpark. A cup of whatever you wanted, a few photos taken, Ross giving a "drivers briefing" and off we went in no particular order.

The drive, on a fine day, would have revealed some spectacular scenery. We were pleased to see at least some of the Bylong Valley before it becomes a coal mine. It didn't appear that the Obeids were at home at Cherrydale Farm that day.



The drizzle and light rain continued all the way to Mudgee and we had the misfortune to be rear ended at a give way sign by a four wheel drive that aquaplaned when he hit the brakes.

Arriving at Rally Headquarters we found a wine and cheese tasting had been set up for us as a get together before dinner. A great way to start a rally weekend.

Although Saturday was a rally day it was all very civilised. No getting up at the crack of dawn. Leisurely breakfast, drivers briefing by Jeff West and get our instructions. Find and draw in the unmapped roads, take note of which way out of the gate everyone else is going and we left, in any order, to start our country drive.



The rally was set by Jeff West and Garry Maher; a lethal combination. We went, by a roundabout route, to Dunedoo for lunch. The CWA (see note) are not active in this town as the sandwich fillings were sparse and there were no cream cakes. We enjoyed the rally (I have to say that as we came third!) overcoming our disappointment at not being able to count speed advisory signs correctly (again!). There were 36 in a 10 km stretch!

The afternoon section consisted of going back to Mudgee. A suspiciously obvious P.C. had some of scratching our heads and stopping to check our navigation. The instruction to travel 760m along an unmapped road and then a further 600m on another one spat us out of Gulgong I knew not where.

Strangely the answers to the questions kept coming up on schedule so we kept going. Finally we caught up with Ted and Tone and had to ask them where, on the map, we were.

Some people had elected to spend the day doing a wine tasting trip by bus. From the reports at the days end this was a bit of a disappointment.

At the end of the day everyone was gathered into the fold of headquarters, showered, in some cases shaved, and all dressed up in various degrees of black and white ready for a great night.

Bruce Smith wore a lovely coat, made by his wife, of black and white checks with pictures of classic cars screen printed on it. I dare him to wear it again somewhere. Doug Barbour was resplendent in tails and Dave Johnson wore a lounge suit with bow tie. Many of the ladies wore black and white in some form. We don't often see our members looking so well dressed.



There was a beautifully decorated cake and the serviettes had the 20th cloth badges inserted into the tops. A three course dinner was a cut, or several, above our usual rally fare.

As the night progressed John Cooper gave an outline of the history of the club. Geoff Bott, the clubs founding father, was given a roast and Ross sang a song which may well become the Club's theme song. The past was noted with 6 cars, which had significance to present day navigational rallies, being on display in the auditorium.

One was Thommo's Tiger which, as it continued to rain outside, had a nice dry parking place overnight. Thommo did us the honour of starting it up so we could hear how good its engine sounded indoors.

A continuous slide show, very cleverly put together by Renai Warner, featured photos from the club archives. Then the music played, and we danced. It was a fantastic evening and many thanks to all those who helped to put it together. The atmosphere of relaxed good humour and being with all our rally friends made it a very memorable event. Sadly we were all in bed by about midnight. Just can't stand the pace anymore. One of the nicest things was that we didn't have to get up the next morning to do a rally.

Sunday morning was a slow arising and leave taking. It wasn't raining but so close to it that it made no difference. Ross had given out an epilogue sheet of things we might like to do and see on the way home. We opted to go down the main road to Sofala as the Alfa had taken a pounding on rough roads during the rally, and was only held together with gaffer tape.



Morning coffee at Sofala saw several rally cars turn up for a look at this historic place. After a stroll through the town, up one street and down another was all it took, everyone decided it was not the place they wanted to retire to.

Have a good weekend? We had a great weekend.

Note: The C.W.A. (Country Womens' Association) is notorious for generously filled sandwiches and cakes with lashings of fresh whipped cream.

Carol Both

A Thank You: Thank you everyone for stopping to check that we were OK after our contretemps with a bully of a four wheel drive on the way to Mudgee.



Special thanks to Garth and Paul for the cable ties, and for taking our luggage with them so my underwear didn't get wet, Bruce and Jenny Smith for the offer of the loan of their car for the rally if ours didn't pass scrutineering and Hendo and Robbie for effecting enough repairs to get on the road for the rally. How heart stopping is it to see a four wheel drive attached to the back of your little car by a tow rope, trying to panel beat it, and Robbie calling out "just another inch, just another inch".

Also thanks to the makers of gaffer tape, wonderful stuff. Strangely enough the globes on the tail light weren't broken. Despite all this we had a great weekend.



Carol and Gerry Both

MANNING MOTORS



16 West St, Brookvale, NSW 2100

*Car Servicing, Restorations,
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& reconditioned.*

*Alfa race and classic rally
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**Alfa Romeo
Specialist**

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

Our “the 20” experience from inside the Green Machine, Xanthea and Doug.

The 20 Prologue: On a very wet Friday morning we left home with what we thought was plenty of time to meet everyone at the Grey Gum Cafe. As usual, we had to make up time, it had taken us almost 45 minutes to cross the Anzac Bridge, only 2km from home! At least this time, it wasn't because we were on the wrong roads.

At the cafe I remarked to Carol and Gerry how much we liked the shape and colour of their 73 Alfa. Gerry pointed out that he thought it looked best from the front, not the back. These were very ominous words as a Ute decided to rearrange the rear end for them on the way to lunch.



As it turned out we did not need to hurry as much as we did to the café, as everyone was lingering longer over coffee, tea and snacks. Ross did hand out instructions for the drive to Mudgee, which even included menus for some of the venues in Denman. Very helpful, thank you.

The drive to lunch was on good roads and fun, although we followed Thommo in his Sunbeam Tiger in heavy rain. He didn't look too happy about being behind a truck and getting drenched at the low speeds. After a pleasant lunch in Denman we had a long scenic drive to Mudgee in fog and rain.

Scrutineering and Registration for the 20 Trial:

Wendy and Gary Maher had arrived earlier than everyone else and set up the “M” board outside their room and then spent the afternoon registering the silly CRC's who decided not to do the wine romp but to try the 20 Trial. They were assisted by Jeff West and Robbie Panetta (who arrived later than usual, different driving style with a different navigator!)

The 20 Trial: After a fairly typical briefing, the same faces seem to make the expected comments; this to us is what makes the CRC such a good club. Everyone is there to have fun and not take themselves too seriously. We started our plotting in the car park and suddenly realised that we were the last car left, (why do Rally directors include sooo many out of bounds?) So we headed off to the start line only to be confronted by a large group sending us off complete with the Australian Flag waving us on our way.



The morning was a good drive with questions turning up at the correct distances, very surprising! We eventually liked the idea of using photographs for clues, once we got them in order. (For those not on the rally, we had to use 4 photos to plan and drive a route so we approached the junctions shown from the same direction that the photos had been taken).

The tulips into lunch at Dunedoo Public School were also good because they included distances, even though some were out of order and others upside down. We were almost the last to arrive at lunch, and definitely the last to leave; more of those bl___y out of bounds! We did have a first here with Jeff delivering the road cards to the last 3 cars in the car park, so he could get going along the route.

The afternoon didn't run quite as smoothly as the morning because of a town called Gulgong and Jeff's unmapped roads, not to mention a manned passage control on a Via at a T junction which we had mapped as a crossroad. We pulled up at the passage control all happy to see Margaret until she genuinely said 'I am very sorry but I have to WD you'. It did help when she advised us that we were not alone in entering the T from the wrong direction.

We then spent I don't know how long trying to navigate around Gulgong. We eventually decided to set the Terratrip to the correct distance at the question about the welder and ended up in the right direction on the right roads and started trying to have fun again.

Whilst this was all happening we didn't see the radar that we believe was somewhere in Gulgong and of course suffered as we, again, were trying to make up time. We were kept busy counting signs and gullies as well as mapping and both feel that counting should be kept at the Tour level as Masters and Apprentices have enough going on. The 20 Trial was a good event with lots of tricks and a big thank you to Jeff West, Wendy & Gary Maher, and all their wonderful helpers. We found the event challenging, but still managed to enjoy it. The more events we do the more we are learning and the more we're in awe of the Masters.

Congratulations to all who competed at all levels and special congratulations to Teresa and Bob Morey for winning Masters and to all the other podium finishers.

Anniversary Celebration Dinner:



The dinner was a great way to end the weekend with several of the special CRC cars having a break from the rain in the auditorium with us. For both of us, (as reasonably new members), the speeches were very informative about the history of the club and it was wonderful to meet and hear about some of the people from the beginning of the CRC.

We had no idea the work and effort that people like Geoff Bott and Tony Kanak have put into the club. Obviously there are so many others to mention that we are sorry that room does not allow us to do that here. However you were mentioned on the night, and in John Cooper's excellent history article in the Anniversary edition of the Club Magazine.



It was good to see members dressed in the theme of black and white chequered flag at the dinner and even better to see a few members who realised the significance of the night and dressed formally! Ross Warner's rendition of Rally Man was wonderful and was almost upstaged by Thommo's acting out of the lyrics.

The DJ was also a success with most CRC's on the dance floor at some stage.

The last thing that we would like to mention is the amount of work that had gone into the weekend, and we would like to express our appreciation and thanks to all involved especially the Warners and Coopers. Everything ran like clockwork, which only means a huge amount of work had been done in preparation. Thank you all.

Xanthea Boardman & Doug Barbour



I bought a Jeeeeepppp. If this is true entrants in the Trial category of the Barry Ferguson Classic may need to be very afraid!



“THE 20th” - Heather Dux, Triumph 2500 PI

With great anticipation, Don and I headed south on Thursday, 27th February. We had decided that we'd travel as far as Tamworth so we could arrive in Mudgee relatively fresh and ready for the festivities on the Friday. There must be some weather god who has us in his sights. Our last trip south was on the hottest day I've ever encountered and this particular day was only slightly better. We have had some very cool weather here on Queensland's Granite Belt and were surprised to find we were feeling rather warm. I mentioned to Don that I thought once you travelled south of the border, the weather was supposed to get cooler not hotter. By the time we got to Tamworth it was 35 degrees and quite uncomfortable. Why I didn't turn on the aircon, I'll never know. We'd deliberately had it re-gassed because we'd be travelling in February. I must have had one too many CT scans and some little grey cells got fried. What a dipstick! We had the means to cool down and didn't use it. I refuse to blame age; I'm not old, only numerically challenged.

On Friday, we arrived in Mudgee, after a very wet drive, [what a change in the weather!] in plenty of time to freshen up, get ready for the welcome and to have the car scrutineered. That was another story – Don had found the passenger back axle was in need of some expert tender loving care. This meant a trip to Cleveland in Brisbane. A discussion with the Triumphant High Priest, Lord Greg of Tunstall resulted in Don leaving the axle with LGoT and having to go back for it during the next week. When LGoT found out I was going to send him some Mulberry Jam, he reckoned he'd have it ready by Monday. It was 8.30 Monday evening when he rang to say it was ready. He's a good lad! Another trip to Brisbane to collect the axle and this was two days before we were to head south. Altogether two round trips of 500 km. No wonder we had no time to travel to Warwick [140 km round trip] to have the scrutineering done. Many thanks to Gary Maher for doing the job when we arrived in Mudgee.

It was fun meeting up with old friends from our rallies. Four of our rally children were there, Peter and Tammy Cale and Lindsay and Heather Farrell. We really missed Eric and Jenny Young who complete our rally children. I thank all the people who enquired after Jenny's health. It proves she is missed among them also.

The wine and cheese tasting was a good place to get in the mood for our Welcome Dinner which proved to be as convivial as ever.



Saturday morning was still wet but only moderately so. In fact, most of the day was cloudy but fine. We knew we'd be heading to Dunedoo Public School for lunch and set off in great anticipation of a devious rally. Look who was setting it, Gary and Wendy Maher and Prof. West! That's devious cubed! Of course we had to count certain road signs which can catch some people out, but the bit which might have bothered first timers was the use of tulips to navigate the way through Dunedoo to the school. We really did have a tour of the town. It was fun!

The Ladies of Dunedoo Public School did a wonderful job of providing us with lovely fresh sandwiches, homemade cakes, fruit and drinks. It was a credit to them. After lunch we took up the challenge again and more counting had to be done. It sorts us all out when we have to do two lots of counting as well as answering questions. Finding how many named gullies there are between 0.08 km and 57 km as well as counting how many advisory speed signs there were between 19 km and 57 km plus answering the questions as well really kept us alert. At 52 km I proudly told Don that we didn't have to count any more as we had reached 50 km. Whoops, it was 57 km that the counting could finish. Back we flew for two km to catch up where we'd left off. That was a near miss. Of course Don said that he'd thought it should have been 57 km cut off. My question was "why didn't you say something"? We had a lovely drive through the country and made it back to Mudgee to prepare for our "20th" Dinner.



Ross Warner and John Cooper together with their wives, families, friends and willing helpers are to be congratulated. It was well done and a credit to them. The venue was ideal for the display of the old classic cars involved in some of the original rallies; it was a masterpiece. The black and white balloons, chequered flags, running film of all rally photos taken over the years by



John Southgate and Anne Bloomfield as well as others was fascinating. We have attended rallies in three different Triumphs; we saw photos of them all. The meal was superb and our table had a riotous time. Don went off for a pit stop and when he came back to the table, he put his serviette down, unbeknownst to him, on the tea light. It began to melt and when he tried to spread it out the whole corner was fused together. You can't take some people anywhere. We've now added 'arsonist' to his collection of derogatory names.

The highlight of the night was President Ross giving us an amazing rendition of his purposely composed "The Rally Song". I hope he doesn't give up his day job but one thing is certain, Australia's Got Talent doesn't know what it missed. I particularly loved the chorus – hal-da hal-da hal-da. It really had that professional touch!

It was time to venture into the hidden depths of rally results. I went over to the wall where the list was and when I came back to our table, I informed one and all that we had clean sheeted each section but we were equal 4th because a certain driver had lost two points by being pinged by the radar gun! Our two male rally children had also been pinged! Don's excuse was that there was no mention made at the drivers' briefing that the radar gun would be in use. No excuse! Prof. West was doing the briefing and this just might have been one of his little tricks to sort out any tied finishes. He's a lovely man but very tricky.

Now we're champing at the bit to get to the Clarence Classic in Grafton. Fancy, only having a four hour trip to get there instead of 9 or 10. Last year, we were home for dinner on the Sunday. Bring it on but without any flooding, please. We've had snow, floods and fires – we do not need anything more..

Heather Dux

Travelling north for the Clarence Classic ????

Why not join fellow CRC participants for the run up to Grafton?

The plan is to meet along the M1 at Mooney Mooney (in the rest area) for the run north.

9.00am departure from Mooney Mooney on Friday March 28th.

A rest and refuel at the Taree service area then onto Kempsey (not taking the new section of the M1), out towards South West Rocks, following the Belmore River, then up to Gladstone to the Heritage Pub for a leisurely lunch then onto Grafton arriving approx. 4.00pm.

If you are interested in joining the little convoy please contact Mike Birks at

mikeandchrisbirks@bigpond.com

Another flashback to the early days of the CRC from Gavin Rea.

Hi Ross,

Congratulations on the 20th Anniversary of the Classic Rally Club. Gavin Rea is my name and I am an original member of the CRC, I think I am member N# 14.

I have not been active on the rally scene for the last few years due to family and business pressures but I really enjoyed my rallying with the CRC in the early formative years.

It is wonderful to see the CRC has developed into a large, well run Club that services a need for car nuts and open road driving of classic cars.

On the 20th anniversary I thought I would reflect on my recollections of the early years of the club.

I came into club rallies as a driver in the mid 1990's when road rallying was a bit less regulated than it is today. Life back then was much easier without the rules and regulations we are forced to live by today.

We enjoyed some spirited rally days mid-week in the Jaguar Mountain Rallies cruising along long open roads in the Central West and beyond. The camaraderie was strong and we all repaired each other's cars at night while Thommo watched with a KB in his hand.

The main difference back then was the rallies were timed so navigation mistakes were sometimes covered by accelerated road speeds to ensure the next control was entered within the time allowed. This was dangerous at times but thrilling in a way which can't be done today.

My partner and navigator, Rick Fletcher, was one of the leading pencil and ruler men and so we were mostly on the right roads but occasionally the old TR3 bounced off the rev limiter in our endeavour to get in on time (especially when I completely missed the Bendick Murrell turn off one time!!).

Times have changed now, probably for the better, and the road rally scene is less competitive but much more enjoyable with much larger fields and a more relaxed flow.

I remember the long days driving in rallies in tandem with the Cooper brothers in their MGB GT, Ron Spelman and Jeff West in the Redex replica FX, Thommo in the Get Smart car (which never had a roof up), John Hendo and John in the TR6, Lui in her Mini and many Jaguars following up behind.

I remember one rally where the drought breaking floods isolated us, as the rally director tried to plot a new route through the flood waters. Our little TR3 was leaking like a sieve as we drove through water pouring across the road which would stop a Landcruiser. Through all of this Thommo never put his hood up.

I remember many times coming over a hill to find the Cooper brothers in their MG pulled over, so we would stop to render assistance but all they needed was a few Quell for John to get over his car sickness. We would exchange clues on a regular basis with them and compare notes. I really valued our time with Brian Cooper who was the driving force of the CRC in the early years. His passing left a huge void in all our lives.

I wish the CRC all the best for the next 20 years and look back on the momentum we created in the early days which has been much expanded on today.

Congratulations and all the best for your dinner and celebration, we wish we could be there.

Gavin Rea & Rick Fletcher + Bluey the mighty TR3

I would also like to wish John Hendo & Jeff West all the best in the Sydney to London rally, I was hoping to go with John but unfortunately I couldn't. It will be a life adventure.

Gavin Rea



Rick & I and Bluey trapped in a very Aussie scene; believe it or not this little car, along with us, won several Alpine Rallies and Classic Rally Club Championships. This scene reflects what is great about classic rallying.

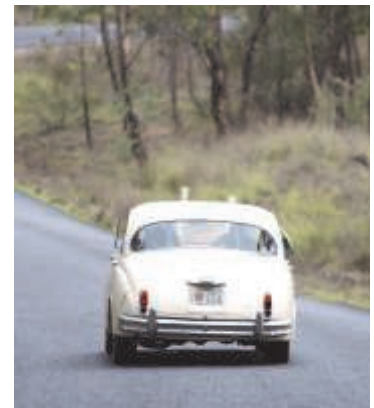
The CRC 20th Anniversary Rally Results

Car No	Driver	Navigator	Car	Cat	Sat AM		Sat PM		AM Pen Sub-total	Majors	Sat PM Majors	VRCs	Quest	Sat PM Quest	MIP's	Sat PM MIP's	VRCs	Quest	Sat PM Quest	Radar	Sat PM Radar	Total	Placing In Cat
					VRCs	Quest	VRCs	Quest															
1	Bob Morey	Teresa Morey	1976 Red Alfa GT	Mast	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	4	4	29	1
5	Robbie Panetta	John Henderson	1972 Red Alfa GT	Mast	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	5	5	30	2
7	Gerry Both	Carol Both	1973 Blue Alfa Romeo	Mast	0	0	12	0	8	20	0	0	0	11	0	0	0	0	0	0	0	31	3
4	Allan Watson	Pam Watson	1997 Blue Mitsubishi Magna	Mast	0	0	0	11	16	27	0	0	0	11	0	0	0	0	0	1	1	39	4
10	Tony South	Ted Norman	1970 Red Ford Escort	Mast	0	0	0	11	8	19	0	0	0	0	25	0	0	0	0	5	5	49	5
6	Peter Reed	Mike Batten	1969 White Datsun 1600	Mast	0	0	48	0	0	48	0	0	0	11	0	25	0	0	2	2	86	6	
3	Paul Morton	Michael Cox / Garth Taylor	2002 Maroon Jag X Type	Mast	0	0	48	33	0	81	35	0	12	11	0	0	0	0	0	0	139	7	
2	Peter Thomson	Lui MacLennan	1964 Blue Mini Cooper S	Mast	0	0	48	0	0	48	35	25	48	11	0	0	0	0	0	0	167	8	
9	Ron Spelman	Graham Bresnahan	Mazda BT50 ute	Mast	0	0	48	11	0	59	35	0	63	11	0	0	0	0	0	0	168	9	
8	Amanda Atkins	Ian Reddoch	1955 Cream Peugeot 203	Mast	0	0	108	22	0	130	0	25	51	0	0	0	0	0	0	0	206	10	
11	Doug Barbour	Xanthea Boardman	1976 Green Porsche 911	App	0	0	0	0	0	0	0	25	0	11	0	0	0	0	8	8	44	1	
12	Vince Harlor	Kay Harlor	1970 Silver Datsun 240Z	App	0	0	108	77	0	185	0	25	45	0	0	0	0	0	0	0	255	2	
13	Tanya Arthur	Dominic Volano	1983 Cream Alfa Sprint	App	0	0	0	0	17	17	0	130	156	121	0	0	0	0	0	0	424	3	
14	Steven Cox	Brenda Cox	1980 Red Nissan 300ZX	App																	DNS		
15	Mike Birks	Lachlan Grave	1985 Black BMW 323i	App																	DNF		
19	Steve Brumby	Grace Brumby	1977 Red Alfa GTV	Tour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
31	Jon Dickson	Ivor Davies	1984 Red Alfa GTV	Tour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
18	Herry Stratton	Julie Stratton	1988 Blue MG C GT	Tour	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3	
26	Gerald Lee	Cate Lee	1976 Red Datsun 260Z	Tour	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	4	
27	Don Dux	Heather Dux	1971 BRG Triumph 2500 Pi	Tour	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	4	
22	Jim Baird	Lachlan Baird	1983 Red Porsche 944	Tour	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5	6	
28	Bob Williams	Phillip Williams	1947 Black Jaguar Mk 4	Tour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	
29	Jennifer Navin	Shana Navin	1986 Silver Porsche 944	Tour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
16	Jeremy Braithwaite	Julie Braithwaite	1983 Gold Mitsubishi Starion	Tour	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	7	12	9	
17	Robert Clare	Sue Clare	1958 White Jaguar XK 150S	Tour	0	0	0	11	2	13	0	0	0	0	0	0	0	0	0	0	13	10	
35	Peter Cale	Tammy Cale	2002 Blue Mini Cooper S	Tour	0	0	0	0	2	2	0	0	0	11	0	0	0	0	0	0	13	10	
24	Lindsay Farrell	Heather Farrell	1987 Red Alfa GTV6 GP	Tour	0	0	0	0	9	9	0	0	0	11	0	0	0	0	0	0	20	12	
25	Peter Eastham	Janice Yip	2007 Grey VW Golf R32	Tour	0	0	0	22	0	22	0	0	0	0	0	0	0	0	0	0	22	13	
33	Robert Mifsud	Danny Castro	Grey VW Karmann Ghia	Tour	0	0	0	0	8	8	0	0	0	11	0	0	0	0	3	3	22	13	
30	Garth Bransgrove	Adam Bransgrove	2006 Nissan Navara ute	Tour	0	0	12	0	12	0	0	0	0	11	0	0	0	0	0	0	23	15	
21	Laurence Bromley	Frances Bromley	1981 Green Triumph TR7 V8	Tour	0	0	0	22	2	24	0	0	0	0	0	0	0	0	0	0	23	15	
37	Dave Johnson	Natalie Evans	2010 White Subaru Forester	Tour	0	0	0	11	17	28	0	0	0	11	0	0	0	0	7	7	31	16	
32	Peter McAlpine	Sharyn McAlpine	1967 White Ford Galaxie	Tour	0	0	0	0	6	6	0	0	0	24	22	0	0	0	4	4	43	17	
34	Graham O'Connor	Jocelyn Vettoretti	1989 Grey Lancia Delta Integrale	Tour	0	0	0	0	0	0	0	25	39	11	0	0	0	0	1	1	53	18	
20	Arthur Bransgrove	Judy Bransgrove	2005 Black Honda CRV	Tour	0	0	0	11	0	11	0	0	0	11	0	0	0	0	0	0	86	19	
23	Chris Mackertich	Allana Mackertich	1977 Silver Datsun 260Z	Tour	0	0	36	55	2	93	0	0	0	33	0	0	0	0	0	0	126	20	
36	Adrian Walmsley	Mitchell Walmsley	Volvo C30	Social	0	0	12	11	29	52	0	0	0	11	0	0	0	0	17	17	80		

'the 20' photos.



More '20' photos.



The great photos of the Club's 20th Anniversary weekend were provided by Glen Innes, Renai Warner, Steve Brumby, Carol Both and Brian Jeffries of B.Js Mobile Photography, email; bjkj1969@bigpond.net.au Brian has many more photos of our cars out on the road on Saturday. Brian also took the group photo on the cover. Thank you guys.

Garth Taylor's trip of a lifetime - Part Two

After Le Mans it was off to the UK via the Euro Star train. The coach that had been booked for a 9.30 am departure to take us to Euro Star station for the 11.15 train, arrived at 10.00 am and the driver took us by an extended scenic route and then dropped us off 600 meters from the station entrance, claiming in very broken English that it was as close as he was allowed to go!! We missed that train but fortunately we were able to catch the next one, an hour later. The Euro Star to London was a very comfortable journey of approximately 2.75 hours of which just 20 minutes was in the tunnel under the English Channel.

On arrival in London we were transferred by coach to Woking, south west of London, not far from Gatwick, which was be our home for the next five days. It was here that use of a coach for our transport was changed to five self drive Ford Mondeo 5 door diesel cars for the balance of our time in the UK, (our numbers had now grown to 20). This was to give greater flexibility for smaller groups to take in some of the many attractions, i.e. Donnington, Duxford, Brooklands and London. What great cars the diesel Mondeos are.

Woking is the current home of the McLaren F1 team, housed in the environmentally friendly McLaren Technology Centre, along with a collection of McLaren racing cars ranging from Bruce's now restored Austin 7 special, through to Can Am cars and F1s. All the cars are maintained to be fully operational in the Heritage section of the complex. The head of this section, Neil, was a McLaren F1 mechanic in the 60s and 70s. It is also here that McLaren road cars are manufactured. The basic tub of these cars is injection moulded carbon fibre. Watching the assembly of the cars revealed a mixture of very modern technology parts and old style assembly methods, with sections being bolted

together by hand. What was very noticeable right throughout the centre was how clean and quiet it was. Again this is a place that mere mortals can't visit but it is now possible to get an online tour by going to; <http://goo.gl/maps/uK4U1> On the way to the 50th anniversary dinner we made a visit to see the now world famous ROFGO collection of Gulf-liveried cars, McLaren and Ford



GT 40 cars at the Duncan Hamilton & Co facility in Basingstoke. Now run by the late Duncan's son Adrian, (both are regarded as Jaguar 'royalty'). Then it was on to the 50th anniversary dinner with about 400 attending, followed by the Goodwood Revival weekend which for us started at the track on the Thursday.

Bruce was killed testing a car here in 1970 and a commemoration was held combining a minutes silence and a minute of NOISE from three McLaren cars.

It was here I was able to catch up with Bruce's widow, Patti who I had last seen 42 years ago and meet for the first time their daughter Amanda. There are a lot of outstanding historic racing events all around the world and then there is Goodwood, about five levels above anything else. It was a wonderful trip. I spent the national debt and do not regret one moment of it.



From Paul Batten, Mike's son; "...I have some really exciting news to share, I have been offered a role with McLaren Automotive as a vehicle development engineer. I will start out at the McLaren facility in Woking (near London) for 2 months, then I will be based with their team at the IDIADA proving ground near Barcelona in Spain. McLaren have some amazing road cars and big plans for the future. I'm really looking forward to this new challenge and adventure, and am still a bit blown away to have an opportunity like this!..."

Down Memory Lane with Wayne Gerlach in the Barossa

“Where have all the flowers gone, long time passing” – lyrics of the Pete Seeger classic protest song which was listed by New Statesman magazine in 2010 as one of the top ten political songs of all time. Well, for classic car enthusiasts one location that many hundreds have gone to is a large open air resting place in the Barossa foothills. It’s hidden away only a couple of kilometres from one of Australia’s famous commercial vineyards, but few visitors to the region would have ever seen it.

Owned and managed by Dudley for over 50 years, it is open each Saturday for classic car collectors and restorers to fossick for the elusive spare part that they need for their loved machine (bring your own tools). Every Saturday sees enthusiasts from all over South Australia and even interstate arrive there to try and find that tail light or chrome bit or dashboard or engine part etc. that they need. All the while Dudley leans on the front desk of the entry shed. He loves to talk cars, especially his treasured Holdens. He is a mine of information about the rare and collectible cars of the post war period.



Few in our club know of this treasure trove, although I am aware that Thommo has been there and seen a genuine high quality Commer camper that Dudley still hasn’t parted with – however Thommo admits that he now can’t remember how to find the place again.

As well as providing memories of the past with some photos of Dudley’s hoard we decided to test those memories. A loose leaf sheet in this copy of the magazine has 12 photos from Dudley’s hideaway. We will have more in next month’s issue. A bottle of Mudgee fermentation will be awarded to the club member who is able to correctly name the make and model of the most prominent vehicle in the most photos from both issues. Answers can be submitted to the magazine editor by email crc.editor@classicrallyclub.com.au. The winner will be declared by said editor on the Club’s Facebook page and website. Details will be also printed in the May edition of the magazine. A tiebreaker will be initiated if there is more than one entry with the same score. Enjoy the memories.

Wayne Gerlach & Bob Morey

FOR SALE \$8500 MAZDA RX7 1984



- * 5 SPEED
- * GOOD TYRES
- * REGISTERED TILL JUNE 2014
- * 347,142 km (Reconditioned motor)
- * STRAIGHT, CLEAN AND TIDY, RELIABLE CAR
- * USED FREQUENTLY
- * GREAT FUN TO DRIVE



Owned by very particular auto electrician/mechanic. I have maintained this car myself to a high standard in the 4 years I have owned it. I am the third owner of this car and there are many receipts for maintenance throughout this car's life. Personal plates will be removed for sale of vehicle. Terratrip kit also available with car if required.

Geoff Mills 0407 213 085 or 4423 2803 (evenings)

Contributors to this edition: Doug Barbour, Mike Birks, Xanthea Boardman, Carol Both, Steve Brumby, Heather Dux, Wayne Gerlach, Brian Jeffries, Tim McGrath, Tony Norman, Gavin Rea, Garth Taylor, Renai Warner, Ross Warner, Jeff West and Tony Wise. Thank you all.

18/03/2014

2014 CRC Events Calendar

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde. The FFFF venue is 4143 Bar & Restaurant at 41/43 Bourke Rd, Alexandria.

Date	Event - CC indicates CRC championship event	Note	Contact
28/01/14	CRC Meeting		
7/02/14	First Friday Free Fling		
14/02/14	Deadline for Club Newsletter contributions		
25/02/14	CRC Meeting		
28/02/14	2/03/14	CRC 20th Anniversary Celebrations	
1/03/14	Mudgee Trial C.C.	1 day event around Mudgee.	Jeff West - jj.west@bigpond.com.au or 0427 263757 Gary or Wendy Maher wenandgaz8@bigpond.com
7/03/14	First Friday Free Fling		
14/03/14	Deadline for Club Newsletter contributions		
25/03/14	CRC Meeting		
29/03/14	30/03/14	Clarence Classic - Grafton area C.C.	Set in Grafton area.
4/04/14	First Friday Free Fling		
9/04/14	Deadline for Club Newsletter contributions		
22/04/14	CRC Meeting		
26/04/14	Autumn Challenge C.C.	1 dayer in Hunter Region NSW	Tony Norman - normanzo@optusnet.com.au or 0402 759 811
16/05/14	Deadline for Club Newsletter contributions		
27/05/14	CRC Meeting		
31/05/14	1/06/14	Barry Ferguson Classic C.C.	2 dayer SW NSW
6/06/14	First Friday Free Fling		
13/06/14	Deadline for Club Newsletter contributions		
29/06/14	A.R.O.C.A. Tour d' Course C.C.		
24/06/14	CRC Meeting		
4/07/14	First Friday Free Fling		
11/07/14	Deadline for Club Newsletter contributions		
22/07/14	CRC Meeting		
1/08/14	First Friday Free Fling		
4/08/14	Driver Training day at Wakefield Park	T.B.C.	
15/08/14	Deadline for Club Newsletter contributions		
26/08/14	CRC Meeting		
5/09/14	First Friday Free Fling		
17/09/14	Deadline for Club Newsletter contributions		
13/09/14	14/09/14	MG Spring Rally CC	T.B.C.
23/09/14	CRC Meeting		
3/10/14	First Friday Free Fling		
17/10/14	Deadline for Club Newsletter contributions		
18/10/14	19/10/14	Alpine Classic C.C.	T.B.C.
28/10/14	CRC Meeting		
7/11/14	First Friday Free Fling		
14/11/14	Deadline for Club Newsletter contributions		
or 15/11/14 16/11/14	Penrith Pas de Deux C.C.	T.B.C.	
25/11/14	CRC Meeting - AGM		
5/12/14	First Friday Free Fling		
14/12/14	Club Christmas Party.		Chris & Mike Birk's property at Oakville
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.			
7/02/14	Veloce Racing Association Wakefield Track Day		bmagoffin@optusnet.com.au
21/06/14	22/06/14	Night Owl Winter Trial	T.B.C.
Events of Interest; The CRC has not received an invitation to these events so cars with conditional registration (Club Plates) cannot be driven to or used in them.			
26/07/14	27/07/14	Jaguar Rally	T.B.C.

This is the clue sheet for Wayne's Barossa Quiz. See page 22 of March's newsletter for details.



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12

THE END