



# Rally Directions

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

April 2014



**John and Jeff do Sydney London.** Hendo, Westie and their mighty Volvo all set for the challenge of Sydney to London in 28 days. Read all about the final stages of the teams preparation for this epic event inside.

*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.

*In this issue:* All the news from the Clarence Classic and Ross and John go topless to the FFFF, plus the second and final set of photos for Wayne's quiz.

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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.

What a great weekend we all had at the Clarence Classic. The weather was much kinder to us this year, however poor Ian still had to change his instructions at the last minute to accommodate one flooded road. I hope the more successful crews may have had an opportunity to put something on paper and that it has found its way into this edition for your reading pleasure.

We should all congratulate Ian, Wendy and their faithful helpers because they really did an outstanding job.

Some of you may not have heard that John and I had some car trouble (seized motor) in the Escort on the day before the event. Poor old thing didn't want to start after lunch in Nymboida on Friday. These things happen I suppose, however the series of events that were triggered is something that would have to be unique to the CRC.

1. Another crew gave up their car instantly so we could compete. (Thanks Kim and Wendy – they received a 10% discount at the quilt shop on Saturday, must be Karma).
2. Within half an hour it was Robbie and Hendo to the rescue. One phone call and after only just driving all the way from Sydney, they jumped straight back in the car again and came to see if they could help – it turned out that they couldn't, but they tried very hard. (They won Masters – Karma again I might suggest).
3. Once we knew that we couldn't be helped, another call to Ted and Tony (Norman and South) resulted in another crew going out of their way after having driven a long distance. Within an hour of our call they had arrived in Nymboida and we had swapped Tony's Escort off the trailer and John's on. (They came second in Masters – enough about that Karma crap you say).
4. Then, John being John, he posted a comment about the demise of the Escort on Facebook. Well that triggered offers from all over the place to come and pick up the car and take it back to Sydney. (I think Geoff and Trish Mills won the prize for the longest suggested drive – Nowra to Grafton and back!) There were a number of other offers.
5. Then, of course Wendy Gibbs offered John the use to Ian's trailer and her car to take the Escort back to Sydney.

6. Finally it was decided that the car should be left at Ian and Wendy's until we could return in two weeks to pick it up. (*"No problem, just leave your car at our place for two weeks ... it won't be in the way."*).

This is just another example of how the CRC works, and responds to a call for assistance. I've said it before, but it needs to be celebrated by saying over and over again, you really are a bunch of extraordinary people. Thank you.

I just got back from the April First Friday Free Fling which went ahead on 4<sup>th</sup> April despite the weather. I was checking the rain radar all afternoon and my prediction was that it would not rain. I was then able to convince John (but not Wendy and Kim) that we should all go topless on the drive to Bulli. I was right, it didn't rain (but it was very slippery) and we were joined by the Smiths and the Harlors for a fun drive through the Royal National Park and across the Seacliff Bridge down to Bulli. Of course we had a rousing reception from a crowd (can you call two people a crowd?) of CRC members.

The food was great and the location most suitable. We'll have to put that drive on the calendar again, even if it is just to encourage more of you to go topless in the Royal.

Enough waffling, it's time to get your entries in for the Autumn Challenge which will be held on the 26th April. This should be a lot of fun. I am particularly looking forward to Renai's first try at navigation.

After the Autumn Challenge, the next event to get ready for is the Barry Ferguson Classic (BFC) which will be run on the weekend of 31st May -1st June and which will run Masters as a Touring Road Event (TRE) and will be timed just like the Alpine – well done Dave and Tim. I understand that the Tour and Apprentices will have it a bit easier and won't be timed. It's going to be a great event again this year. Don't miss it.

Westie and Hendo will be well and truly on their way to London by the time you receive the hard copy version of this mag. I'm sure you all join me in wishing them the very best of luck in this incredible adventure.

See you on the route (if I can find the right road ...)

Enough raving ..... Ross.

## COMPETITION SECRETARY REPORT FOR APRIL

The CRC certainly seems to be in the bad books of the weather gods, with both of our completed events held under cloudy and showery skies. But as long as everyone has fun the weather doesn't matter - except of course for the Event Director who can face possible disruptions. It was encouraging to see 28 entries for the Clarence Classic and I am sure Ian and Wendy, plus their support staff, would feel that all the hard work was rewarded. I note that a Passage Control was missed by some 13 of the 15 crews in Masters and Apprentices - nice one Ian! Look for more details elsewhere in the magazine.

**THE AUTUMN CHALLENGE - SAT 26th APRIL.** On reflection I should have called this **THE 2UP RALLY!** Everything is ready to go, with 15 entries already in. I am now expecting the usual final rush, so I hope to maybe reach a total of 30+. If posting in an entry please get it in the mail by Thursday 17th at the latest to meet the closing date of the 22nd. I hope to see you all on the 26th.

**THE BARRY FERGUSON CLASSIC - SAT 31st MAY/SUN 1st JUNE.** The Trial (Masters) category of this event will be run as a Touring Road Event, as defined by CAMS, and will be timed. The additional work required by Dave Johnson to get this organised is extensive and he is to be congratulated for bringing another timed event into the Club's calendar. Apprentice and Tour will be run under a CAMS Touring Assembly Permit so there is no timing in these classes. The route for the latter categories is still being fine tuned to try and limit the amount of unsealed roads and it is hoped that there will be no more than some 12 or 15kms. The Club website, [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au) has Entry Forms, Supp Regs and Bulletins etc.

**THE TOUR D' COURSE - SUN 29th JUNE.** As noted last month, the Alfa Romeo Owners Club is organising this event, and has issued a formal invitation to all CRC members to participate, even if you don't own an Italian classic. Look for details elsewhere in the mag. and it is recommended that you get your entry in early since this event has always attracted a strong field.

**The MG SPRING CLASSIC - SAT 13th/SUN 14th SEPTEMBER.** Although still some months away I am assured by the Organisers that everything is well in hand and that they already have their first entry! Is this a record? The rally will start at Mooney Mooney with an overnight stop in Muswellbrook and will finish at the pub in Abernethy. Jim Richo calls it an hotel but to me its a PUB!

**THE ALPINE CLASSIC - SAT 18th/SUN 19th OCTOBER and PAS DE DEUX - MID NOVEMBER.** These two events are both too far away for any further details at this time.

On a totally different matter, it has been decided to not run a Driver Training Day this year. As a result of very low entry numbers in 2013 - only 30 in total of which only about 20 were CRC members - the Club suffered a loss of \$1200 on the day. As a non-core event for the Club it is felt that it should not be subsidised by members who do not have any interest in this kind of event. The Committee will be reviewing the situation for 2015, with a view to involving some other clubs in a formal way to ensure that any losses, or hopefully profits, do not fall on the shoulders of just our Club. As Arthur Sinodinis said - watch this space!

**LUNCH RUN - CHARITY EVENT.** With July and August devoid of any Club events, a Lunch Run or Charity Drive similar to those held in 2012 and 2013 may be added to the calendar. This will be dependant on some members putting their hands up to organise such an event. If you are interested please contact me and I will discuss dates, formats etc. Any event might also involve the Saab Club, as was the case last year. Any suggestion gratefully accepted.

That's all for now folks - have a good motoring month.      TONY NORMAN - COMPETITION SECRETARY

**Editorial Comment;** I try to be as invisible as possible when editing our 'mag'. After all I feel these pages are primarily for you the members. I have my input by editing/arranging the content in a way that I feel does members' experiences justice and is enjoyable to read. From comments I receive it seems members are happy with the Club's newsletter as it is produced. Please do not hold back from letting me know what you think of the 'mag'. That should only make our newsletter better.

Having said that, I need to apologise for the very late postal delivery of March's newsletter. A couple of factors caused this problem. One we had little control over and the other we have taken steps to try and avoid in the future.

I have recently started posting a copy of the newsletter on the Club's Facebook page. You can see that copy shortly after I send the files to the printers. This is usually a week before the 'snail mail' copy should appear in letter boxes. If you are not a member of the Club's Facebook Group ask to be a 'friend' of The Classic Rally Club and we will add you to the group. The Group is a closed group so only 'friends' of the group can read any posts there.

Also Harriet is usually able to get a copy of the newsletter up on the club web site before it arrives in the mail. That's enough from me, so as the saying goes "I'll get out of your way now!" and leave you with a couple of Southy's great photos from the recent Clarence Classic. There are more later in the mag.

**Bob Morey**



## The Autumn Challenge – 26<sup>th</sup> 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 Wyee 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 25<sup>th</sup> 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 **but no breakfast is available.**

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](mailto: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](http://www.classicrallyclub.com.au) or by contacting

Tony Norman at [normansoz@optusnet.com.au](mailto:normansoz@optusnet.com.au)

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## FFFF by John Cooper

A few short years ago when Ross became President of the C.R.C. I mentioned to him the fact that those Club members who have additional cars on club plates and don't use them as their rally car, were limited in events where they could drive them. He quickly came up with the idea of getting out on a Friday night for a social drive and use those club plated cars, to join up somewhere for a feed and coffee. This would provide the chance to get out and use your car and have a catch up and yarn with other club members and friends. Hence the First Free Friday night Fling (FFFF) was born.

Our first venue was Henry's Café De Wheel at Liverpool which was fairly successful, with a number of other car enthusiasts in attendance, plenty of parking and plenty of takeaway food eateries to choose from. Over time numbers diminished with some members wanting a change closer to their suburb. (The whole idea was to go for a drive on a Friday night).

A change in venue to Parramatta's Harry's Cafe De Wheels saw a slight resurgence of members attending, with a few new faces. This venue was not as good as the Liverpool one due to lack of toilets, choice of food outlets, other car clubs and sometimes lack of parking when the soccer was on at Parramatta Stadium.

We tried a nice eatery, closer to the city for some, at Alexandria, but with traffic congestion and with the eatery then closing for renovations this venue was short lived. So back to Liverpool where we first started.

The suggestion to have a drive to somewhere like Wollongong was considered and Bulli Beach was selected as the place to go. This choice may get some of the Southerners along. Our FFFF for April saw a few days of heavy rain proceed the evening with the rain abating on the Friday afternoon. A call to Ross Warner who was studying the radar assured me that there was no rain around and it would be a dry night. Trust me he said.

Now we know we have a vast array of Sydney based members scattered from the mountains to the sea and on the north side, and we know there is always traffic somewhere on a Friday evening, and not everyone can get off work early enough to partake, and we can't please everyone. However in my opinion this last FFFF was the best yet.

I left work at 4:45pm and was home at 4:55pm, rang Ross, yes we are taking the MGA's and yes we were going topless, but no the wives had bailed out on us. What a shame (that just means our average speed may be a little better).



Leaving home at Penrith at 5:15pm, I went via the M4, M7, M5 then I was at a stop, a stand still, going nowhere. At last I got onto Heathcote Road with no traffic at all there. Then it was past the Reactor, over the 'Wonnie' Bridge up to 'Sutho' and finally I reached Loftus Oval Carpark at 6:10pm, to meet Ross and Jenny and Bruce Smith in their Skyline.

Where is everyone? we asked. A 7:00pm start saw Vince and Kaye Harlor pull up, in their modern Volvo, as we were about to leave. Not sure if someone said (maybe it was me) "last one to Bulli is the rotten egg" but something like that was said and it was all systems go.

A couple of cars in front of us soon turned off to Bundeena and from there all the way through the Royal National Park there was not another car to be seen. What a great road and a fantastic drive with the sense of speed in an open car on a dark night, some fog in patches, the smell of wet eucalypt trees and fresh road kill. The sound of wet rooster tales and the squeal of rubber tyres around corners, the blurp of the Lukey exhaust note when you back off for a corner and the sight of bambi on the side of the road, oh s\*\*t.

A quick stop at Stanwell Tops lookout where it was pitch black with the lights of tankers out in the ocean. Then it was down the hill over the Lawrence Hargreave Ocean Drive, along the water's edge to Bulli and a turn down onto the beach. There was no traffic. We had a good run and there was plenty of parking at the Bulli Surf Club's Café overlooking the beach.



An excellent choice of food, drinks, (licenced) a full restaurant and there was an under cover area set aside for us. CRC Members from the South Tim McGrath and John Whittaker were there already into the steak sandwiches.

We had a good catch up and natter, followed by coffee and magnum ice-creams all-round. The others all went home via the highways etc, and Ross and I in the MGA's turned around to go home once again via the Royal National Park. Again not a soul was on the road all the way to Heathcote where a quick top up of juice before heading along Heathcote Road again, with Ross turning off toward Alfred Point. I went through Liverpool and along Elizabeth Drive and Northern road, staying off the main freeways just to soak up some more night time country driving and was home before midnight.

The sound and sight of two early MG's driving through the trees and over the flowing roads at night was reminiscent of the 1950's Mille Miglia Rallies. Especially with Ross's car with aero screens.

I am looking forward to doing it again, however other venue suggestions are welcome for consideration, but not in the traffic thanks. Maybe we need to add the occasional Saturday night run, as well as the FFFF. It could be the SFA, Saturday Free Agamic (look it up). Anyone want to organise it?

John Cooper



**Dear CRC Friends.** For 2014 you may like to consider supporting the Prostate Cancer Foundation of Australia (PCFA). Dr Alistair Humphrey and I are running in the gruelling Targa Tasmania in early May and we are supporting the PCFA by raising funds both on-line and during the times we are showing our car, no. 838, to the public. You might think we are silly but we are up for the challenge. It's going to be tough and that's why we really need your help. Your donation can give us the boost we need to reach our fundraising target for Prostate Cancer Foundation of Australia, a cause that is close to our hearts (being blokes) and an organisation that is doing some very important work in our community.

We have set a target of \$5000 and we need your help to reach it. Your donation will get us over the finish line and help the PCFA with their important work. That's a win all round! Insert the following link in your browser to view our fundraising page and be the first from the CRC to make a a donation: <http://www.gofundraise.com.au/page/BottG> You will automatically receive a receipt and you can write a personal message on our page :) Note; we do not receive a cent from this, all donations go to the PCFA via our "Make a Difference" medium. Thanks for your support!

**Geoff Bott & Alistair Humphrey**

P.S. During Targa Tasmania in May 6 to 11, **you can track us live** at [www.rallysafe.com.au](http://www.rallysafe.com.au) Our car is a 1995 Nissan Skyline GTR R33 and we are running as number **838** in the "Early Modern" Category.



Alistair being shown the finer points of pace notes by Brian Foster



# **“Back to the 60s Trial” #5**

CONTINUING IN THE STYLE OF PREVIOUS EVENTS

## ***THE BARRY FERGUSON CLASSIC 2014***

**Sat 31<sup>st</sup> 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**

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

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**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**

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**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.

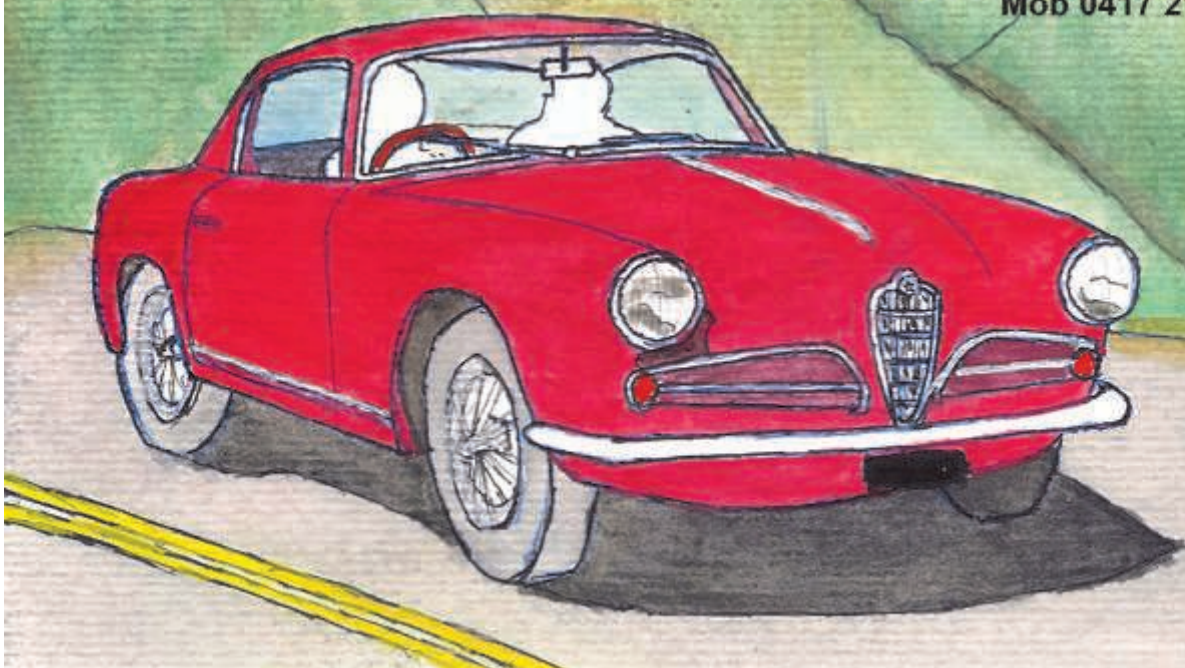
The start and sign-on will be at the Southern Gateway Centre on the Princess Highway just north of Bulli Pass. Good coffee and light breakfast if required from 7.30 first car away at 9.00am

Entry Form and Supplementary Regulations are available from:

[www.alfaclubnsw.org.au/](http://www.alfaclubnsw.org.au/) or [www.classicrallyclub.com.au](http://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](mailto:tmwise@bigpond.net.au)  
Mob 0417 211 848



## 2014 CLARENCE CLASSIC - Tour Category Heather Dux (Triumph 2500 PI PIO-000)

We had such a wonderful time at the 20<sup>th</sup> and did so well, that we were really looking forward to blitzing the field in Tour during the 2014 Clarence Classic. We set off from Amiens at 10 am proper time and merrily headed to Tenterfield and then along the Bruxner Hwy to Drake where we stopped for lunch. Don had an ecstatic time driving through the winding hills, occasionally making little sighs of delight at the joyousness of mountain driving [I hope that's what it was]. Little did we know that it would almost seem like our own back yard during the rally and on our way home.

It was good to meet up with our fellow rally folk at Grafton's Crown Hotel for dinner on Friday night but I really did feel that I would have liked to unplug the singer's sound equipment amongst other things. Too loud in a small area and we couldn't have a normal conversation without destroying our larynxes. The pub managers should have known not to bother with entertainment for the Classic Rally Club as all of us could probably talk under wet cement. We left as soon as we'd eaten.

The next morning, we were sure we were going to create history and clean sheet a whole two day rally. I think the planets must not have been correctly aligned or the rally gods were giving us the bird. From the first moment we turned left out of the motel car park it didn't feel right. Nothing to put our fingers on but there was a sense of diminished confidence. Because we only do Tour, all I have to do is give directions, and not bother about maps and grid references and all those other irritating things. Therefore, I look after the questions and the answers, give directions, look for VRCs and Don's role is to drive, look for VRCs, manned passages and keep an eye on possible answers or to help with counting things.

When we turned into Kemp Street, we stopped so I could mark on the directions sheet at what distances the questions were, highlight it and go from there. Because Ian once again had to rejig his route because of flooded roads, we were given a secondary sheet for Section 2. Somehow this threw me, I probably thought that the original second sheet was still attached and nothing was the same after. Every time I gave a direction, something prevented us from going the right way, probably the rally gods or the misaligned planets. There was a

tiny street sign to Casino when we were looking for one of those big green and white ones. I don't know how many times during the morning we had to circle back to find an answer or correct route. Don reckons that at every point he wanted to do DAF CUTs there was either a double white line, the crest of a hill or a very narrow road. We probably added a further 50 kms to the route by the end of the day.



There were four questions in Section 1 and I knew we'd got two wrong. We thought Section 2 had to be better. I knew I'd missed one question and had put a wrong answer for another but all in all, I thought we hadn't done too badly. I should have known better! The dinner at the pub was really delicious and much merriment was had by all – until the scores went up on the wall! The number of true blue rally drivers and navigators who went, not once or twice but three and four times, up to the score sheet and went away shaking their heads was a sight to be seen. The common exclamation was "I can't understand it".

When I finally went over to look for our results, I found we'd lost 60 points in Section 1 and 60 points in Section 2. Good grief, we've never lost so many points in a whole rally before let alone one day. Well! You should have seen all the bees buzzing around Ian! The hive was very agitated. The word spread that if you didn't correctly spell the answers or put the complete signage on the answer, you were marked as incorrect. One question was "Whose sawmill?" The answer could have been Hansens but it had to be Hansen Sawmilling P/L. Now Ian, this is Auntie Heather speaking directly to you. Ian, Dear One, you might have to take some pills.

You'll save yourself a great deal of angst from those buzzing bees in the hive if you decide that providing answers which prove beyond a doubt that the car was in the correct place is doing what the questions were meant to. After reading the accompanying email to the results, I can understand that more is being asked of Tour because we have it fairly easy, but there would be less buzzing I think, if you mentioned at the briefing that for the Tour, you were a tad pedantic and slightly anal and expected exact answers to the questions. We Tourers will have to be much more observant and precise and maybe the drivers might have to travel a weeny bit slower.

If neatness ever becomes a requirement, I'll fail every time. My driver takes off as soon as the answer is found, usually over rough verges or bridges and I have to try to write clearly??? I don't know how our lovely Green Lady survived from all the rough treatment she had from rain affected roads but she did. I can understand pedantry because I am obsessed with apostrophes. I'm sure we have been invaded by alien apostrophes who, once they arrived on this beautiful planet, didn't know where to go, so they collectively decided to colonise the space before an "S" on any word ending with an "S" whether it was needed or not. I've been told to "suck it up" but being slightly anal it still disturbs me. We all have our crosses to bear.

Sunday was a great day. The planets had re-aligned, the rally gods were smiling and all was well with the world. We missed one question in Division 3 but Don was pinged twice on the radar, once for 2 points and the second time for 6 points.

After Ian's rejigging of the scores on Day 1 [remember 120 points lost!] by the end of Day 2, we'd lost a total of 128 points. We ended up 12<sup>th</sup> out of 13 Tour competitors. We must be the most inconsistent rally pair in history. Sometimes we improve and sometimes we slide back down the slippery slope. Whichever way it goes, we have fun and that's what it's all about.

We arrived home at 3.30 pm proper time, unpacked our bags, had a shower, put on the coffee machine and were feet up on our comfy chairs reading the paper by 4.30 pm. That doesn't happen too often for us during rallies. We do love the Clarence Classic; it's just next door. Ian and Wendy, we had a ball, great food, wonderful company and a total joy and thank you so much for providing it all. Keep on rallying.



The management of Team Triumph has decided that we will do the one day Autumn Challenge from Doyalson because Eric and Jenny Young plan to be there. See you.

Heather Dux

## Clarence Classic 2014 – as seen by Birks (Mike in Apprentice category)



The Clarence Classic of 2013 was a fantastic event, notably for the \*"bastard" running it, the roads and Panetta's steak !!! (**Editors note:** \*During the Briefing for the 2013 Clarence Classic Rally Director Ian Gibbs referred to himself in this way).

So where else would you be on the last weekend in March 2014 but back in Grafton for another run in with the "bastard". Lach and I decided to attempt the Apprentice class in 2014 (for better or worse) so we headed north with some trepidation and great organizational plans !!!!!

Twelve cars met at Mooney Mooney and ran north together to the Heritage Pub in Gladstone for lunch. By the time we reached Grafton Prez Rosscoe and his comic relief driver (the Coop) had wrecked the Escort's engine and were non-starters (that is until they tea leafed Kim's Porsche).



Friday night's dinner, shared with the sunset above, was an extremely relaxed affair with Richo and Rob Clare cleaning the bar out of Wirra Wirra Shiraz (more bastards). Considering we had a very, very long day on Saturday it was a rather late night.

After the usual "Bastard's" briefing all was in readiness for the day.

A short route charted section got us out of town, followed by a "quick u turn" as the next section was flooded (a bit of deja vous) and then up the Summerland Way to Casino, out along the Bruxner Highway, a couple of loops and into Casino for lunch.

PROBLEM ; "Hey Lach how many P boards have we seen", answer – bugger all. Hendo pulls up beside us with the same resultant P board count. Decision – if we had the same board count as Hendo hopefully we're fine.

Lunch was a feast (not your average sando on the "Bastard's" rallies). As Lach was getting into the car he noticed we'd been attacked by an ant plague – thousands of the blighters, so off to the kitchen and steal some Rid, fumigate the car and try to work out where the hell we were off to for the afternoon.

To get back to Grafton we saw Alstonville, almost Ballina, Woodford and Maclean. Then came the dreaded Herringbone !!!!! oh dear !!!!! help !!! After some rather spirited driving in the company of the South Escort and the Smith Nissan we eventually arrived last into the final Main for the day – knackered, 507kms later.

Dinner was a very relaxed affair interspersed by F1 Qualifying from Malaysia. To our disbelief we were equal second with the Smiths and only 10 points off Dom and Tanya for the lead. We were greatly boosted by Ted Norman recounting how many times he and Tony South had led an event on Saturday night only to have a shocker on Sunday (very helpful comments – not).

What a great run Sunday was, following by the edge of rivers, some fantastic narrow riverbank roads, green countryside and a "clean sheet" – doesn't get much better than that.

Overall equal First in class with the Smiths and Barbour/Boardman crews. We've still got a huge learning curve in front of us, but that aint a bad start.

On reflection, the leap from Tour to Apprentice appears to be quantum, but nevertheless a rewarding / frustrating challenge. The next few events will be interesting to see how we cope or cry.

Now it's time to be nice to the "Bastard" himself. Gibbs x 2, what a fantastic event, roll on 2015. Congratulations to you both, to your Officials and all your helpers, to our 2 man camera crew and all fellow competitors.

All we can say is – thank you for a job extremely well done.

Mike Birks



## Ted & Tone's Clarence Classic or how Ted saw the Master's Category.

By Ted Norman



What can I say, (just because Hendo and Westie are going on a little drive across Australia) except that with 2<sup>nd</sup> Place in the Clarence Classic I get the chance to write a report on Ian & Wendy's rally in Grafton.

Friday morning a good sized group of CRCers met at the Hawkesbury River Bridge at Brooklyn to begin a convoy drive to Grafton. Mike Birks had maps and a plan to stop for lunch at a great old pub in Gladstone near Kempsey after a detour from the highway to Crescent Heads and back roads. But heavy rain and a bit of a slow start from Hawkesbury River saw the need to do a cut and run and head up the highway and the Kempsey bypass to Smittown then Gladstone. The pub lunch was well worth the stop, then back on the highway to head onto Grafton.

All was going well with Tony's Escort on a car trailer behind my Ford ute when just after Coffs Harbour I had a phone call from John Cooper. His blue Escort had stopped, as luck would have it, just outside the Nymboida Pub. Lot's of great dirt roads across from the highway to Nymboida, but with the rain and trailer we decided it was best to continue up the highway to South Grafton then head back down on a rescue mission. We arrived to find John and Ross out front and Wendy and Kim in the pub. A little bit of sorting out the cars and we were off to Grafton again but with a Blue Escort behind the ute and Tony driving the Red Escort. Friday night at the Crown Hotel Rally HQ was a nice noisy affair and a very nice bottle of red wine from John was appreciated and enjoyed.

Well first of all I would like to say that the Clarence River has done it again and messed with rally directors efforts and level of stress and it seems likely that the next time the Clarence Classic will be later in the year when heavy rain is less likely.

This year was better with the rain being mainly in the headwaters of the Clarence River, but unfortunately caused a great looking section up to Tabulam being deleted because of a couple of bridges being a few metres under water.

A big shame for Ian as a whole stack of great roads and questions had to be deleted plus a long drive up Summerland Way to Casino and then we would have been against rally traffic to Tabulam.

Then the real rally route roads started, nice winding back roads on a loop off the Bruxner Highway. That was where we ran into a problem with our Halda and lost our correct mileage. Well that is my excuse for getting Little's Bridge on Little Creek answer part incorrect and lost 5 points for a nearly correct answer. We got the Halda sorted again and things were going well with a back track of our earlier route plus a tricky little deviation to pick up "via two localities" mentioned in the instructions. The little town of Mallanganee had Wendy Gibbs doing a video as we went through so with no P boards in sight we took this as a proof of doing the deviation. Then as luck would have it, we noticed a great little café with locals enjoying the rally passing so Tony and I stopped for coffee and scones and joined them watch the rally go past. That is a bonus for untimed rallies, but it came back to bite us with a very late afternoon with the lunch in Casino being fairly slow service, so that meant the out control was waiting for Jim Baird and us to leave.

After lunch we had a long drive to get back to Grafton. Hendo and I happen to notice how the kink in the road out of Lismore was a bit more pronounced than the look of the town map, so we avoided the WD. Seems that it was the main thing that helped with our podiums. The drive through Wollongbar and Alstonville with the realignment was a bit of a challenge to get right, so by this stage the sweep car was waiting for us many times. Then again M5 near Woodburn was pleased to see us eventually turn up. Harwood was a bit tricky to keep on the mapped roads, then a 10km back track because of the Lawrence ferry, damn you Ian, I missed that underline on the word. But then again if Ian had put a passage control in a few places my rally would have all gone bad here.

The mapped herringbone was a fun challenge, trying to keep up with Tony around Ulmurra, and just keeping in front of the sweep car all the way to a late finish at Grafton.

Saturday night was a great night at the Crown Hotel, again in the restaurant a few cool drinks and I think we had First place on the day until the revised scoring on questions.

Sunday was 198km of good roads, with most of it going smoothly after working out how to use the unmapped road 3 times and get back again to passage control Henry and Julie. I found the "cross 2 railways within 1km", and I made sure that every question was answered exactly as asked. I made hard work of the loop around Alummy Creek, to turn right at a TJ, and make enough miles to get back to Grafton, plus go past Big River Timber Company. Once again a manned passage would have made our rally all turn bad. Luck is a big part of my rallies and I think that this one was a good example of how one little mistake is all it takes to not end up at the pointy end.

Thanks Ian & Wendy and all the other helpers for a great event for all who went along.

Ted Norman



## 2014 Clarence Classic from Car Zero - Course Checker. By Sean Walsh

My name is Sean Walsh. I have been a member of the Classic Rally Club for over 9 years, since I was born.

My first rally (that I can remember) was in Grafton. It was called the Clarence Classic. Mum and Dad told me that I was a passenger in the back of mum's X5 in another rally when I was very small. I can't remember that rally.

On Thursday afternoon I left school and my Dad picked me up and took me to Grafton. On the freeway we calibrated the Terratrip using the 4km signpost. We stayed at a motel in Taree on Thursday night. On Friday we drove the rest of the way to Grafton. We stopped at Coffs Harbour for lunch and I had a huge True Blue hamburger at a restaurant. The lady didn't think I would eat it, but I did.

We arrived at Grafton in the afternoon. We were the first ones at the motel. I met Wendy and John [Southy] and a lot of other nice Classic Rally Club people. I had met some of them before and they were surprised at how old I am now. Everyone was really nice to me.

On Friday night Wendy gave us a bunch of instructions for the weekend so that we could check the course.



Ian was funny when he gave the drivers briefing on Saturday after breakfast. When I go to the drivers briefing at the go-kart track, they are never funny like that. It was good.

The drive on Saturday was long and tiring. I read out the instructions and only got one wrong. We had to find P boards and answers to questions along the way. On Saturday morning we were supposed to find two P boards but didn't. We waited with Wendy for a few minutes to see if the man with the P boards was coming along, but then we left because he was too late.



We stopped for lunch and I had barramundi and chips and salad on the side. Lunch was really good. We had it with Peter and Colleen on one side, and Ross and John on the other.

When we left after lunch I told Dad to turn left and he turned right. Silly Daddy. That meant we were one-all for mistakes.

In the afternoon we found 2 or 3 P boards in the right places. Ian's answers to the questions were all correct and we found them all.

When we arrived back at the motel Wendy interviewed me through the car window. She asked me how the rally went and I told her it was excellent.

That night we had an early dinner of pizza because I was very tired and went to sleep early.

Sunday morning was a blast. We found a few P boards in the right places and some manned passage controls. They were very generous to hand out lollies. I ate them all and Dad didn't eat any.

We took a wrong turn and drove about 10km in the wrong direction before Dad worked out we were on the wrong road. We turned around and went back to the corner where we did the wrong turn. I think it was Dad's fault because I said turn right and he turned left. He says that I said to turn left, but I think he is wrong.

The rest of Sunday morning went well. I enjoyed the rally very much.

After a quick lunch at Grafton it was time to drive home. It was a very long drive and when we got home I went straight to bed after dinner.

The rally was challenging. I enjoyed it very much and will definitely do another one with Dad.

When I'm old enough I'll be a proper navigator and not just the course checker.

**Sean Walsh**

#### **Postscript from Dad.**

Many thanks to Wendy and Ian and all the volunteers. Without dedicated people like them, we would not be able to have the fun we all had in Grafton.

I am particularly grateful to Ian for making it work for Sean and me. Sean is still too young for a CAMS licence, notwithstanding that he has a Grade B kart licence and has raced since he was 7yo. Because we couldn't compete in the event, Ian asked if we would be prepared to be the Course Checker, Car Zero. We jumped at that and Sean was beside himself with excitement as the weekend approached. It took me some time to convince him that it was not a speed event, like Targa Tassie, however. He asked me a couple of times about the stage starts, including whether there would be lights to count us down and how the stages were timed! He couldn't understand why we weren't taking our helmets and race suits to Grafton with us!! Eventually he got it, but he did make up calls for the corners from time to time to help me drive the course. At least that kept him focussed.

It was a terrific bunch of people that assembled in Grafton and everyone made Sean feel very welcome. He (and I) had a great time and I'm sure he will cherish that memory for some time to come. Thank you all for making him so welcome and for going out of your way to talk to him and encourage him.

I'm hoping that Sean and I can continue to have some involvement in the CRC events leading up to September 2016 when Sean can truly be the navigator on CRC events. Perhaps Ian and Wendy have started something here, and this is a way we can involve our younger children in classic rallies before they are old enough to hold a CAMS licence (which is 12yo for navigational events). Getting fresh young blood into the Club will always be a challenge. This sort of involvement of our younger members certainly can't hurt.

**Craig Walsh**



2014 Clarence Classic Results																				
No	Navigator	Driver	Car	Year	Division 1			Division 2			Day 1			Division 3				Overall		
					Cat	Q's	Radar	Qs	VRCs	MPs	Total	Posn.	Qs	VRCs	MPs	Radar 1	Radar 2	Day 2	Day 1	Total
3	Lachlan Grave	Mike Birks	BMW 323i	1985	A	0	0	0	10	20	30	2	5	0	0	0	5	30	35	1
25	Jennie Smith	Bruce Smith	Skyline	1995	A	0	0	0	10	20	30	2	5	0	0	0	5	30	35	1
2	Xanthea Boardman	Doug Barbour	Porsche 911	1976	A	5	0	0	10	20	35	4	0	0	0	0	0	35	35	1
16	Dominic Votano	Tanya Arthur	Alfa Sprint	1983	A	0	0	0	0	20	20	1	20	0	0	0	20	20	40	4
23	Allison Burdon	Brendon Burdon	Saab 99	1977	A	5	0	15	10	20	50	5	0	0	0	0	0	50	50	5
29	Valerie Jakrot	Peter Jakrot	Landrover	2008	A	30	0	120	20	30	200	7	105	20	30	11	170	200	370	6
27	Guy Brand	Ian Wilson	Cooper S	1964 ?	A	5	0	45	0	20	70	6	dnf			dnf	70	dnf	7	
19	John Henderson	Rob Panetta	Alfa 105	1972	M	0	0	0	0	0	0	1	5	0	0	0	5	0	5	1
4	Ted Norman	Tony South	Ford Escort	1970	M	5	0	0	0	0	5	2	5	0	0	0	11	5	16	2
15	Mike Batten	Peter Reed	Datsun 1600	1969	M	0	0	0	0	20	20	3	0	0	0	0	0	20	20	3
30	Jeff West	Gary Maher	Volvo	1992	M	5	0	0	0	20	25	5	5	0	0	0	5	25	30	4
9	Lui MacLennan	Peter Thompson	Sunbeam Tiger	1964	M	5	0	15	0	20	40	8	5	0	0	0	9	40	49	5
21	Carol Both	Gerry Both	Alfa 105	1973	M	5	0	0	0	20	25	5	5	0	0	12	34	25	59	6
10	Ross Warner	John Cooper	Porsche	2014	M	0	5	5	0	20	30	7	5	0	0	13	33	30	63	7
8	Michael St John Cox	Garth Taylor	JagXJSC	1985	M	0	0	0	0	20	20	3	105	10	0	4	126	20	146	8
5	Bev Richardson	Jim Richardson	MGB	1964 ?	T	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14	Bob Morey	Jane Morey	Mazda 6	2005	T	0	0	5	0	0	5	2	0	0	0	4	5	9	2	
12	Deborah Hallam	Chris Hallam	Honda S 2000	2000	T	0	0	15	0	0	15	4	0	0	0	0	0	15	15	3
22	Glenn Evans	Len Zech	Porsche 928	1982	T	0	0	15	0	0	15	4	0	0	0	0	0	15	15	3
20	Ian Packard	Greg Yates	500SLC	1980	T	10	0	0	0	0	10	3	0	0	0	9	10	19	5	
26	Lachlan Baird	Jim Baird	FPV GTP	2005	T	10	0	5	0	0	15	4	0	0	0	4	4	15	19	5
28	Ken Davies	Ross James	Saab 99	1977 ?	T	5	0	5	0	5	15	4	5	0	0	0	5	15	20	7
24	Shane Navin	Jennifer Navin	Porsche 928	1986	T	0	0	15	0	0	15	4	5	0	0	11	16	15	31	8
17	Susan Trevitt	Lindsay Trevitt	Impresa sti	2010	T	0	14	30	0	0	44	10	5	0	0	0	5	44	49	9
6	Sue Clare	Robert Clare	Jag Mik II	1956	T	5	0	15	0	30	50	11	5	0	0	3	8	50	58	10
7	Paul Morrison	David Gibbs	Toyota Sera	1990	T	10	0	15	0	0	25	9	20	0	0	3	45	25	70	11
18	Heather Dux	Don Dux	Triumph 2500	1971	T	60	0	45	0	0	105	13	15	0	0	2	23	105	128	12
1	Colleen Davis	John Davis	Jag XJ6	1969	T	25	0	55	0	0	80	12	60	0	0	0	98	80	178	13

### John and Jeff do Sydney London Part 3

There are 10 days to go as I write this: we're quietly confident we'll get to the end. To put the whole show into perspective, here's the Australian part of the route:



Last time I wrote, we were about to start road testing. This part of the story goes from there to the beginning of the event.

Before testing there were a few things we had to do. Like fit the secondary bonnet catches. This was easy: just put on masking tape to protect the bonnet when we jigsaw out the holes, fit up the catches in the new holes and bolt them down. Note to self: do not use "easy" and "masking tape" in the same sentence. It all went well until we pulled the masking tape off. Its role was to protect the bonnet, but the tape liked the bonnet so much that when we came to pull it off, we removed lots of paint as well. So we drilled a couple of holes for extra washer nozzles and then took the bonnet down to Frank for a new coat of paint.

While that was being done we thought about - and even did - a few things. Old time rally cars used to have footrests on the rear bumper so that if you got bogged, the navigator (in our case, Jeff West, Volvo Traction Device) could jump up and down on it for more grip. Seemed a good idea, so we fabricated these and two loops of seat belt material for JW, VTD to hang onto. I hope we don't get to ever use them.

The most critical part to breaking in the engine properly, according to Gary Comerford who built it, is to bed the rings in. He recommended going out to a reasonably flat section of road, getting to 4<sup>th</sup> at about 60kph then bringing the car up to about 80kph as quickly as possible. Then do it again for at least half a dozen times.

We fitted a distributor from my 142 Volvo, checked all the fluids, set the timing to about 10 degrees BTDC, pulled the plugs and spun the motor over several times. The oil pressure light went out but pressure on the VDO oil gauge wasn't very good - or very consistent. So we checked all the connections and with much trepidation spun it again. This time we got reasonable pressure so we put the plugs back in and spun it again.

It fired straight away and settled down to a reasonable idle. In we hopped and went out to do Gary's bidding. Absolutely no problems so the next day I decided to put some kilometres on the motor. The area around Bathurst is pretty good for this: a combination of flats and hills with plenty of curves. I worked out a route from the farm down to Trunkey Creek, up to Orange and back again - a mixture of back roads and highways to give the car a bit of everything.

I emailed Ron Cooper to let him know what was going on (the car is on H-plates) and set off. My circuit was about 300kms and I did it three times over the next couple of days. The car did all I asked of it with only one problem of any note. Brakes.

The brakes actually worked ok, but with a pretty heavy pedal. More problematic was that the pedal didn't instantly spring back when I took my foot off. We tracked it down to a booster problem and sent it off to be rebuilt - again.



In the meantime we fitted up a double diaphragm booster from a spare Volvo 240 which by happenstance has an identical bolt pattern on both the firewall and master cylinder sides. All we needed to do was lengthen the actuating rod. Easy. First test run was amazing: better brakes than the car has ever had. We'll stay with this booster. And get another for spares, just in case.



Time for our first real test. We entered the Tumut Valley Rally on 2 November. Thommo came down as our service crew. It was a great event with fast flowing, pretty smooth roads and we finished without much problem other than a tiny nudge in the left rear (Jeff's side, of course) where I misjudged a corner slightly. It didn't even need panelbeating. The webers were a bit off song to start with, but Thommo worked on them and they improved significantly. We brought the car back to Bathurst, relieved that all had gone pretty well. A quick inspection underneath showed that the sump guard had done some serious work. We'd been running on old street springs and they obviously weren't up to the task.

But we had a running rally car with no real problems. From now until the start it was all about fitting it out and improving what we had. The build had been our first so naturally we learned a lot – and found there were things that we had done that could be improved. Nothing major, more a case of doing some things a bit better: mounting the fuel filter differently, hanging the exhaust a lot better, securing the battery with stronger ties etc etc etc. And of course it all takes a lot of time and a surprising amount of thinking.

The new springs arrived a couple of days after we got back from Tumut from Kings via Murray Coote. They are a very nice shade of yellow.

After fitting them I took a break from the car and did some work on the trailer. It started life as a service vehicle for an agricultural business but we soon changed that by getting rid of the front half, putting on a tow fitting and getting it registered for its new life as a trailer. It's now fitted out with a 7.5kva generator in a dust proof box up front, a 180A welder for mig or stick, a compressor and a vast array of tools and spares. We've also used steel mesh to turn the centre area into a secure cage for stowing large items that might be tempted to go walkabout while we're sleeping. Gerald was initially a bit worried that it would be too heavy for his Challenger to tow easily, but I've got faith in his mighty beast.



The next thing on the agenda was a bit more personal: we need licences to do the event. International licences require a full on medical with stress tests etc. Plus donating a rather large amount of hard earned to CAMS for the privilege. We both went on diets before the medicals, partly because they measure BMI in the medical, but more seriously to help us get through the rigours of the event. The diet worked better for Jeff than me: I guess he has more self control.

We both passed our medicals and got our licences. Then CAMS sprung another gouge: not only do you need a licence but they then make you buy a 'visa' to do the specific event. Another \$300 plus EACH into their coffers.

Back to work on the car and a dyno session seemed a good idea. I took the car down to Brookvale to a dyno run by a pal of Robbie Panetta. Well worth the effort because it revealed we were getting serious leaning above 5000rpm although the jetting looked spot on below that. Not sure what the problem was so we attacked likely culprits. First idea was the dead head Malpassi fuel pressure regulator wasn't coping at volume.

We replaced it with a return type one, which meant plumbing said return line (in stainless covered teflon line, of course) back into the fuel cell. Which meant pulling out the cell (not an easy task) to fit it. You can see that up on the top of the fire wall.



We also put one way valves after each fuel pump in case we were getting some fuel looping going on at high volume rates. You probably can't see the valves in the photo – they are under the tank behind the big box - but you can see the return line and relocated vent line on top of the cell. If you stare hard at both photos you can see lots of the other things we've done to the car to help it survive the distance. Anyway, something we did fixed the problem and the air fuel ratio now stays stable all the way to the redline.

Another thing we found was that the carbs were getting pretty warm. They are right above the extractors (it's not a cross flow head) so we ceramic coated the exhaust and fitted some insulation. That helped heaps. Interestingly, keeping the heat away gave an extra 10hp on the dyno: pretty useful when you don't have a lot to start with.

I hadn't driven aggressively on the sort of tyres that we'll be using in Europe, so Wayne Gerlach kindly gave me a set of Yokohamas that have similar characteristics to the Dunlops we'll be running there. Noticeably stickier on tarmac than the gravel tyres the car usually wears. Here's where we'll be using those tarmac tyres:

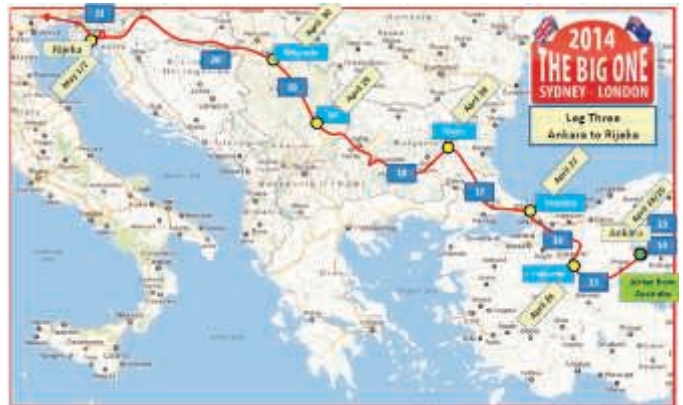
For Christmas my son gave me a GoPro which will be great for reliving some of the stages. I needed to wire that in so that its battery would be always fully charged and also to pick up an audio feed from the intercom. GoPro actually makes all sorts of adapter cables but none were exactly what I want and all needed bits cut off or joined up.

Fortunately, an Irish company had seen an opportunity for the rally fraternity and we used their cable.

I then headed off to Colorado for some much needed winter R&R and returned with a bag full of goodies: spare Bilsteins, a replacement for the fuel cell sender which had died, various tools and other bits and pieces to make the job of Homeland Security inspecting bags just that much more interesting.

We got to work inside the car fitting all the little bits and pieces that make life easier, listening to advice from experienced campaigners like John Cooper. The car acquired Camelbaks behind each seat to keep us hydrated, pencil cases on each door to keep odds and sods in, pen holders on the roll cage: the list goes on.

Behind our seats and into the rear area and the boot went boxes and bags to hold the tools and spares that we'll need in Europe when we are on our own. All strapped down for safety. We're desperately trying to keep the weight down, but equally we can't afford to be stranded because if the alternator (for example) decides to pack up in Serbia. It's a difficult one.



Last Monday I took the car into Bathurst to get it scrutineered. I really can't understand why anybody would leave something so critical to the last minute. I wasn't overly concerned but it was good to see the magic letters NAFF on the bottom of the report.

So that's where we are: the Volvo is as good as a couple of gifted amateurs can make it! The trailer is set up and ready to go. We're very grateful for all the advice and help we've been given along the

way. Now we're off to have fun, starting on April 12 under the Harbour Bridge in Sydney and finishing at Windsor, UK on May 11 over 16000kms later.

We'll update our Facebook page when we get a chance - <https://www.facebook.com/pages/John-and-Jeff-do-Sydney-London-2014/307877169314730> - so do follow our adventure!

John and Jeff 2 April 2014

Photos from the 2014 Clarence Classic courtesy of John Southgate & Leonard Zech



More Clarence Classic Photos



**This is your last chance to enter Wayne's quiz.** 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 on the sheet enclosed in the March issue and those shown below. Answers can be submitted to the magazine editor by email [crc.editor@classicrallyclub.com.au](mailto: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.



**Photo 13**



**Photo 14**



**Photo 15**



**Photo 16**



**Photo 16**



**Photo 18**

**Good Luck. Wayne Gerlach & Bob Morey**

## Classic Rally Club Championship 2014

### Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Robert Panetta	19	40							59	1
Tony South	16	38							54	2
Peter Reed	15	36							51	3
Gary Maher	16	34m							50	4
Gerry Both	18	30							48	5
Peter Thomson	13	32							45	6
John Cooper	8	28							36	7
Wendy Gibbs		32							32	8
Garth Taylor		26							26	9
Bob Morey	20								20	10
Alan Watson	17m								17	11
Paul Morton	14m								14	12
Ron Spelman	12m								12	13
Amanda Atkins	11								11	14

### Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
John Henderson	19	40							59	1
Ted Norman	16	38							54	2
Mike Batten	15	36							51	3
Jeff West	16	34m							50	4
Carol Both	18	30							48	5
Lui MacLennan	13	32							45	6
Michael Cox	14m	26							40	7
Ross Warner	8	28							36	8
Ian Gibbs		32							32	9
Teresa Morey	20								20	10
Pam Watson	17m								17	11
Wendy Maher	16								16	12
Garth Taylor	14m								14	13
Ian Reddoch	11								11	14
Gordon Lennox	8								8	15

### Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Doug Barbour	15	30							45	1
Tanya Arthur	13	24							37	2
Mike Birks	1	30							31	3
Bruce Smith		30m							30	4
Brendon Burdon		22							22	5
Chris Hallam		16m							16	6
Vince Harlor	14								14	7
Ian Wilson		2							2	8



## Classic Rally Club Championship 2014

### Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Xanthea Boardman	15	30							45	1
Dominic Votano	13	24							37	2
Lachlan Grave	1	30							31	3
Jennie Smith		30m							30	4
Alison Burdon		22							22	5
Kay Harlor	14								14	6
Guy Brand		2							2	7



## Targa South Island 2014

Once in a life time opportunity, tick it off your bucket list now! Targa New Zealand is turning 20, the Ultimate Road Race will celebrate with new roads and new race tracks in the South Island. We will be hosting Targa in some of the most iconic scenery New Zealand has to offer, finishing the event in the adventure capital of the world. With over 5 days of racing or touring and 4 different racetracks, this is a landmark opportunity you won't want to miss! Christchurch, Dunedin, Invercargill, Queenstown. See [WWW.TARGA.CO.NZ](http://WWW.TARGA.CO.NZ) for more information.

**A\$8500** Includes return shipping

\*Special Conditions Apply

**Over 850k's of Special Stage & 1700k's of Touring**

Contact Peter Martin 09 298 8322

[Peter@targa.co.nz](mailto:Peter@targa.co.nz)



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preparation*



Alfa Romeo  
Specialist

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

## Classic Rally Club Championship 2014

### Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Jim Richardson		20							20	1
Jane Morey		18m							18	2
Jim Baird	5	12m							17	3
Len Zech		16							16	4
Greg Yates		12							12	5
Henry Stratton	8	2							10	6
Jon Dickson	10								10	6
Steve Brumby	10								10	6
Don Dux	7	2							9	9
Gerald Lee	7								7	10
Jennifer Navin	3m	6m							6	11
Bob Williams	4								4	12
Lindsay Trevitt		4m							4	12
Robert Clare	1	2							3	14
Jeremy Braithwaite	2								2	15
John Crighton		2							2	15
John Davis		2							2	15
Arthur Bransgrove	1m								1	18
Chris Mackertich	1								1	18
Dave Johnson	1m								1	18
Garth Bransgrove	1m								1	18
Graham O'Connor	1m								1	18
Laurie Bromley	1								1	18
Peter Cale	1m								1	18
Peter Eastham	1m								1	18
Peter McAlpine	1								1	18
Robert Mifsud	1								1	18

	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Bev Richardson		20							20	1
Bob Morey		18m							18	2
Lachlan Baird	5	12m							17	3
Deborah Hallam		16m							16	4
Glenn Evans		16							16	4
Ian Packard		12							12	6
Grace Brumby	10								10	7
Ivor Davies	10								10	7
Julie Stratton	8	2							10	7
Heather Dux	7	2							9	10
Cate Lee	7								7	11
Shane Navin	3m	6m							6	12
Phillip Williams	4								4	13
Susan Trevitt		4m							4	13
Sue Clare	1	2							3	15
Colleen Davis		2							2	16
Julie Braithwaite	2								2	16
Adam Bransgrove	1m								1	18
Allana Mackertich	1								1	18
Danny Castro	1								1	18
Fran Bromley	1								1	18
Jocelyn Vettoretti	1m								1	18
Judy Bransgrove	1m								1	18
Karen Lennox	1								1	18
Natalie Evans	1m								1	18
Sharyn McAlpine	1								1	18
Tammy Cale	1m								1	18



#### For Sale.

1992 Mazda Familia (Japanese import Mazda 323) 204,xxxkm 1.8L turbo, AWD, 120kw at the wheels and weighs only 1180kg. All electric options, mirrors, sunroof, auto climate control, sports seats, original safety flare (Japanese thing) Whiteline handling kit (sway bars and bushes), big brake upgrade (front)

Also a set of track wheels with rubber. Well looked after, all servicing up to date. Great to drive. Future classic!

Contact Carol/Gerry Both on 98782035 or Nick on 0412366665

10/04/2014

## 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 - <a href="mailto:jj.west@bigpond.com.au">jj.west@bigpond.com.au</a> or 0427 263757 Gary or Wendy Maher <a href="mailto:wenandgaz8@bigpond.com">wenandgaz8@bigpond.com</a>
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. Ian Gibbs - <a href="mailto:itgibbs@bigpond.com">itgibbs@bigpond.com</a> or 0410 507 674
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 - <a href="mailto:normansoz@optusnet.com.au">normansoz@optusnet.com.au</a> 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 David Johnson 02 4887 7803 <a href="mailto:longitude@internode.on.net">longitude@internode.on.net</a>
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		
12/09/14	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](http://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		<a href="mailto:bmagoffin@optusnet.com.au">bmagoffin@optusnet.com.au</a>
12/04/14	Sydney to London Classic Marathon Rally	Sydney, Sunny Corner & Canoblas	
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.
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## THE END



Contributors to this edition: Mike Birks, Geoff Bott, John Cooper, Heather Dux, Wayne Gerlach, Ian Gibbs, John Henderson, Tim McGrath, Ted Norman, Tony Norman, John Southgate, Craig Walsh, Sean Walsh, Ross Warner, Jeff West, Ian Wise, Leonard Zech. **Thank** you all.