



Rally Directions

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

May 2014



Len Zech's photos have captured the start of last month's Autumn Challenge very well, thank you Len. I'll leave someone else to comment on all the red cars, John Cooper maybe. What make are they John? It was a tough but fair day's rallying, one of the many great things our Club is all about. Well done to all involved.

Upcoming events: * **The Barry Ferguson Classic 31st May & 1st June '14.** All the usual Barry Ferguson features plus an Apprentice category on mostly sealed roads.
(Full details inside) * **The Tour d' Course 29th June 2014.** Join the Alfa Romeo Owners Club on their annual one dayer. Great roads, great cars, great food, a great day!

In this issue: Read all about the Autumn Challenge, plus what it was like servicing Hendo & Westie's Volvo in the Australian leg of the Sydney to London Marathon. We also have John Cooper's reflections on our 20th Anniversary Dinner, the results of Wayne's quiz, a rant from Carol Both and the 2014 Alpine entry form.

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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.



It was great to see so many entries for the Autumn Challenge. This was my first event in the driver's seat for quite some time and I must say that I really enjoyed it. Tony did a great job of setting the event and must be congratulated on a job well done. Of particular note were the beautifully hand prepared route instructions. A big thanks to Tony and all of his officials. Renai really liked navigating, and I think that she could be persuaded to have another go.

I didn't make it to the May First Friday Free Fling due to a severe case of apathy. By all accounts it was a good night with pies and pizza all round. If anyone is interested in organising a FFFF, please drop me a line (or an email). It would be good to mix it up a little.

I hope you all have your entries in for the Barry Ferguson Classic (BFC) which will be run on the weekend of 31st May -1st June. This will be another great event and will use an area where we haven't been much before. Knowing Dave and Tim it will be on roads that we haven't used at all before!

I'm writing this just before the conclusion of the Sydney to London Classic Marathon so I can't confirm how Westie and Hendo finished up but at this stage they are still there doing their thing . I bet they will have some great stories to tell when they get back.

After the BFC the next event on our Championship Calendar is the AROCA - Tour d'Course on 29th June. This is always a great event and will once again feature the Southern Highlands. Don't be the only one in the club to miss this event!

Some of you will be aware that there has been some detailed discussion about Shannons insurance covering the use of our classic cars while participating on our events. At the time of writing this, Shannons are considering their position in respect to TREs (The BFC and Alpine) but have confirmed that they will cover TAs (all other events). It is likely that we may have a representative from Shannons come to talk to us at our May meeting, and NRMA Classic have confirmed that they would like to talk to us at our June meeting. It should be interesting.

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

Secretary's Column May 2014

Some reflections from discussions at the CRC 20 Event:

As you know this recent weekend of celebration was another great success. Well done to all those who managed and aided the organisation of the event.

One curious observation though - what is it about the CRC that keeps it going so strongly? Many things of course influence the health of a car club, but it is especially due to you - the members of the club.

But a couple of old timers - sorry members of long standing, at the 20 celebrations lamented the progressive loss of the same classic cars that we saw regularly in earlier years of the club. This is true, and

the challenge is to keep the now twenty plus year older cars and their owners/drivers active and visible. In some cases the need to participate in rallies may have passed, or the cars themselves may no longer be capable of confident usage in this way.

However we should think about how to get more of the original classic era cars out and about more, even if they won't be coming out as entrants in the CRC Series calendar. After all the CRC is a broad church of automotive interests, but it is the Classic Rally Club - classic type cars and events and bonhomie!

These discussions led to some rose coloured vision about the cars of the long past, more recent past and today.

What are today's classic cars - and related questions, what will the club fleet look like in another twenty years?

This discussion then moved on to some disparaging comments about how modern cars couldn't last, or wouldn't last - due to their complexity, blandness and their planned obsolescence, that might make their continued usage at twenty plus years of age impossible?

As luck would have it I was reading about this very question - the life span of today's cars, in a local paper recently at the dentist's surgeryThe journalist opined that the answer to this question was either about 150,000km, or twelve years, at the most. His reasoning was that with modern/recent cars what stops them from staying in use was the likely failures of key fuel injection/engine management parts/ misbehaving automatic transmissions and electrical grief with alternators, starters, air conditioning or other systems. I'd add the ready accumulation of dents in today's light gauge panels on today's cars that make them look shabby quite quickly from parking lot battles. More hits than Elvis Presley - as we used to say.

These problems, and their associated expense and inconvenience when people no longer have a mechanic they regularly see, and who they know by name - tends to lead uninformed people to a decision point where they feel they should jettison the car. Also after a comparatively short time the car is largely depreciated, and is out of fashion.

Maybe though, another expenditure of a couple of hundred dollars for that new water pump, or whatever and the car would give further good service for a considerable period? Many motorists today don't know enough to know what they don't know about the vehicle that they drive - and they can be talked in to a change prematurely. Subconsciously too, maybe today's drivers want something more modern cause modern is sooo desirable these days.....Have you seen the /Telstra ads offering you a new replacement mobile phone at less than yearly intervals - so you can always have the latest!

Now, many cars in the CRC fleet are already forty plus years old and some are sixty years old, or more. They reflect the way things were done in the automotive world in an earlier 20th century design and production and marketing space. Being already forty years old - this already looks like an indefinite life span for a car.

Have a look at the next truck load of sad vehicles you see going to the metal recycler, many will be considerably less than ten years old. The old time wrecking yards don't hold onto stock as they once did. Repairing older cars meaning more than five years old is not so common any more. The rapid depreciation rate of modern vehicles has killed the need to keep an old car running, just replace it with an affordable second hand alternative. The electronic complexity, light gauge crumple zones and air bags have made the business of repairing and certifying damaged cars expensive and complex.

Of course cars from the past, especially those with special qualities, that have an enthusiastic following - like Jaguar and MG models, can be kept running for as long as enthusiasm, money and ingenuity can be maintained. Some parts like the drive-line parts of engine, transmission and rear axle are still well supported in terms of parts of OEM standard, or even better! Thanks to continuing strong hobby interest today you can obtain better pistons, connecting rods, valves, fuel systems, ignitions etc than were available back in 1979.

The story is not quite so rosy with some trim parts for the interior and exterior but some old stock or reproduction body panels are available, as are brake and suspension parts. Some of these components are already becoming harder to find, with some items like the proverbial hen's teeth. However if there is a will and a way and a credit card, the more common classic cars can still be maintained and used, without too much trouble.

With continued care from informed owners and technicians, and from the benefits of some technical advances in lubricants, electrical technology and better sharing of information and knowledge - stand by for the golden era of 21st century motoring featuring the best of the 20th century automotive technology. This is HERITAGE AND HEIRLOOM MOTORING! Against the sea of porridge modern vehicle fleet you will be in a different and really exclusive automotive experience, effortlessly keeping up with the traffic, and passing it at will....

It will never be cheaper to get in to this coming trend either, than it is now. If you, or someone you know was to be thinking of another project car - I'd suggest you should consider snapping it up now?

What's that Doctor? Time already, for my next injection?

Then thank you, for your attention, and good night.

Tony Kanak

Mudgee “The 20” by John Cooper

The Classic Rally Club celebrated its 20 year anniversary at Mudgee recently. The event was called “The 20”. For those of you that couldn’t make it I’ve put together some notes about the night with sections of the speeches I made as the host for the gala dinner night. I’m sure, and hope, everyone who was there thoroughly enjoyed my speeches. As one of the original members of the club, holding membership number 31, I presented the evening as best I could with much pride and knowledge of the Club’s history. Ross Warner’s influence and fun attitude helped.



The large hall was well decorated in the black and white chequered theme and on display around the perimeter were several Club rally cars. We had the first Mountain Rally winning Porsche 356 from 1991 with John Macy in attendance, the 1998 and 2000 Mountain Rally winning FJ Holden of Ron Spellman was also displayed. This car had Jeff West as its navigator in that period. We had Peter Thomson’s trusty V8 Sunbeam Tiger which competed in the first and most of the Mountain Rallies and most of the C.R.C. Rallies up to the present time. In all of these events the car has run with the roof down as an open sports car. Also displayed was Bob William’s big MK4 Jaguar, which competed in all the Mountain Rallies, C.R.C. Rallies and even a had role in the movie Australia starring Nicole Kidman. We also has Lui MacLennan’s Mini Cooper S and Robbie Panetta’s Red Alfa 105, both these have done a lot of the mountain rallies and nearly all of the C.R.C. rallies to date and are still pedalled hard today.

Most of you here would know me but for those who don’t, I am the Club Historian. I found out the trouble with inviting the Club’s new President to your home to hang out and check out your memorabilia, old photos and club magazines. He gets too many ideas and appoints you to a position within the Club he had just thought of, that being Club Historian. Although I’ve been around from the very start of the Classic Rally Club I don’t consider myself old enough to be speaking about history, but old enough to be a bit of a strayer and hoarder. By holding onto all the old Club information I have now put myself in this position.

The Classic Rally Club welcomed everyone on the night to celebrate the milestone of the club’s achievement of reaching 20 years. We welcomed all who were there. Many current members and many past members, their partners and family. A big welcome was given to everyone. It was great to have so many there to celebrate together.

When welcoming everyone I firstly paid our respects and remembrance to all the rally fraternity members and friends who have gone before us, and we apologised for any sorrow or heartache that may have been caused to anyone as there may have been images of them in some of our photo presentations being shown over the weekend. We remembered them for all the good times of rallying. Unfortunately we had many official messages and apologies for nonattendance, some including;

- Terry Thompson OAM, President of C.M.C.
- Andrew Papadopoulos, President of C.A.M.S. who is in a function in Melbourne.
- Tony Hudson, who was overseas.
- Rick Fletcher (Bluey) with Gavin Rea, who was coming but had a minor hospital appointment brought forward.
- Garry Phillips, who was gallivanting around Australia.
- John & Carol Vickery.
- Christine Bethwaite, who was at the Canberra Rally A.R.C.



I admire some of the older Club members who competed in rallies and car events back in the late 50's, 60's and 70's. Some of them are still active in our Club today.

Our Club is based around this style of navigation event and I was a small part of these in the 70's doing some club rallies, service crewing and officiating with the Mini Car Club. We have some great ambassadors and state champions from the early days like Dave Johnson, Barry Ferguson, John Bryson, Mike Batten, Gary Maher and Jim Richardson. Mine and our Club's congratulations must go to club member Barry Ferguson for his recent induction into C.A.M.S. Australian Rally Hall of Fame.

Our Club was conceived not long after the resurgence of rallying with the concept of the Repco Mountain Rally promoted and conducted by the Jaguar Drivers Club, back in 1991. This event was mainly the brain child of Geoff Bott who is still active within our Club today. Many members have come and gone, participated and been dormant over the years but there is still the small group of originals within our members. This Club has fostered, developed and encouraged numerous members to branch out and participate in all forms of Classic and Historic Rallying here and around the world, with many competing and also officiating in many automobile contests, various Targa events, gravel and dirt rallies, circuit relay racing, track and long distance events, putting all to the test and all flying the C.R.C. banner with pride.

Sure there are a lot of older clubs around, which a lot of us are also members of, an example is the Thornleigh Car Club. They had their 60th Anniversary recently. However the Classic Rally Club has continued with a formula that maintains friendship, stability, good leadership, good events and is a good club to be a part of, otherwise we wouldn't still be the strong and diverse Club we are today.

I then presented our current Club President Ross Warner, to also welcome everyone to the weekend and he addressed the crowd with a very humble and profound address.

I then presented a general speech on the Club admin history as follows; The Classic Rally Club has prospered on the back of good leadership, direction and management. A remarkable fact about the 20th Birthday of the Classic Rally Club, is that most of all the Club's minutes, magazines and historical documentation are relatively intact and available to the researchers. This fact alone sets the Club apart from a great many other similar organisations. It indicates a very high standard of administration since its inception and even more importantly it highlights a very stable administration by long serving officers. This was also a great help to me in collating the recorded history published in our Rally Directions Magazine. In any honorary based club, honorary officers do not serve for extended periods of time unless there is pleasure in the task and a feeling of harmony with the members, especially in the efficiency of its undertakings.

It is important that this history advise new members (and those who are yet to enjoy membership) of our great traditions, friendship and involvement in the classic rallying scene.

We should acknowledge and pay tribute to the people who have steered us through our 20 years. Of course we must start with the foundation made by Geoff Bott. He has played a consistent role with the Club, holding positions of Foundation President, Caretaker President, and had many turns at Editor and now currently is responsible for Publicity. John Vickery our first elected President, who held the position for 3 years, setting up and establishing the ground work for the C.R.C. He was followed by Brian Cooper who injected some much needed direction to revitalise the club with his reign of 8 years until his unfortunate passing. After Brian we had a further boost with Lui MacLennan as President for 6 years. Lui with renewed enthusiasm through the running of the Club Alpine Rally broadened the Club membership and raised the profile of the organisation before handing over to our current president Ross Warner who is now in his 3rd year.

Adrian Walmsely was with us on the night. Adrian was the original elected Treasurer and guardian of our finances from 1994 to 2007, 14 consecutive years. He was followed by Alan Watson for 3 years and current Treasurer Tim McGrath is now in his 4th year.



The Club's Historic Conditional Registration Scheme was commenced by Lui MacLennan at the start of 2000, with a lot of the approvals being put into place the previous year 1999. She kept us on the road for 5 years then Ron Cooper took over. Ron is now into his 10th year in the role with over 100 cars on Club rego.

We have had many others sharing the work load of administration, serving the positions of membership Secretary, Competition Secretary and Committee Persons, Point Score Administrators. These include; Mark Alchin, Tony Hudson, Ross Hockley, Garth Taylor, Robert Misfud, Michael St John Cox, John Henderson, Peter and Sharon McAlpine, Hamish Duff, Rosalyn Walsh, Ian Packard, Tony Norman and Dave Johnson.

As club plate scrutineers for 6 years we've had Danny Castro, Peter Thompson, Tim McGrath and Rob Panetta plus numerous others as rally accredited competition scrutineers.

Our Club Magazine "Rally Directions", is our communication life line to all the members. Enabling them to stay informed and read all about Club activities. Over the past 20 years we have provided some great continuous professional publications. Editors such as Paul Van Den Heydon, Geoff Bott, Tony Hudson, Margaret McDonald, Ted Norman (who thanks to his business Click Print took things to another level). 'Teditor' had 6 years in the role. After Ted we had Gerald Lee, Renai Warner, Simon and Belle Duff and now Bob Morey have all carried on producing the magazine. I have a copy of every edition from day one.

Communication was extended around 2001/2002 with the introduction of our website, thanks to Lui and Hal Corbould and now Harriet Jordan. The club has also gone hi tech with our own Facebook page, which is continuously growing in number of posts.

I have to give a special mention to everyone who has provided photos or videos for the magazines, website and YouTube, especially John Southgate who was always along the rally route somewhere recording our history. The majority of the photos shown on the night were taken by John.

All these previously mentioned officials are listed, including the year they held office, in the 20 year history edition of the Club Magazine published in March this year.

Another special mention must go to all the rally directors, officials, and volunteers who have conducted rally events, lunch runs, socials etc that have helped make the Club very diverse and enjoyable while also providing the rally competition we enjoy.

On the night I apologised if I missed anyone out from the list above, it was only obvious to some that I didn't mention the position of Club Secretary. So I then proceeded by asking Tony Kanak, who had a stunned look on his face, to the stage and continued. Did I forget to mention the position of Club Secretary, well Ron Pope handled the job from 1994 to 1996 and then Tony Kanak took over in 1997. This year makes 18 consecutive years that Tony has been our honorary Secretary, along with C.A.M.S. delegate, C.M.C.. delegate and sometimes Temora Air Show Weekend Adventures organiser. For this longevity in the position and his consistent valuable input to the Club we had Ross Warner present a small appreciation and recognition award to Tony.



As the evening progressed we invited Geoff Bott to centre stage to sit on a chair and we conducted a small Roast in his honour myself starting as follows; The Classic Rally Club owes a great deal to one man here tonight and we have Geoff Bott member # 1 on the stage for some recognition. We also asked, Garth Taylor member #8, Michael St John Cox member #9 and Adrian Walmsely to join us.

Geoff Bott, was the ideas man, as they say in the movies. He had the idea, in 1991, of conducting a 6 day Classic Car Rally that the Jaguar Drivers Club then ran for 20 years. From that Classic Rally came the idea of needing a Classic Rally Association (as Geoff called it early in 1994). This became the Classic Rally Club which is still going strong 20 years later on.



It would have to be acknowledged that it was the first Repco Mountain Rally in 1991 that lead to a resurgence of interest in classic rallying which in turn directly lead to the foundation of this Club. Geoff was the ideas man behind this rally. Without that first Mountain Rally we probably wouldn't be here today. His love and knowledge of the sport of classic cars and rallying is up there with the best.

This Club owes this man the greatest acknowledgement, thanks and appreciation. He is why we are all here today, using our classic cars and enjoying this club. He has been, the ideas man, the instigator, founder, the chairman, director, clerk of course, the sponsor, editor, the driver, navigator and the continuous holder of membership no. 1, just to name a few achievements. He has won the 6 day Jaguar Mountain Rally twice, in 1997 and 1999 with Victoria's ace navigator Mark Laidlay, who was the only one to get the realignment at Lithgow Hwy. in '97 and '99. Geoff was the ideas man who ran the Club's first Alpine Rally, then known as the Alpine Marathon Prelude, in October 1998. The Classic Rally Club took up the option of staging this classic rally which is still is the Club and New South Wales' premier classic navigational rally and the State's only timed rally today. As I have said previously, without Geoff Bott we wouldn't have had 20 years of the classic rallying, enjoyment, competition and camaraderie that we enjoy so much. He may even be responsible for having his initials GB on those white oval stickers on the back of pommy cars!

We had three other long standing and foundation members there with us on the night, and for a bit of fun we had them speak briefly about Geoff Bott. Ross Warner then presented a 20 year foundation appreciation award to Geoff Bott.

Ross proceeded to announce that the Club now had its own song, 'Rally Man', which he wrote himself. Ross then sang the song alone, as his singing voice is bad enough without me joining in. This performance, with the music of Billy Joel's Piano Man playing and the words up on the screen was probably one of the highlights of the weekend. A good laugh was had by all.



The evening continued with Saturday's "The 20" rally trophy presentation by Gary and Wendy Maher and Jeff West. There was also a cake cutting ceremony by Geoff Bott and Margaret Brown.

In my opinion the food was very good, the venue was excellent. Music, dessert, dancing, drinking and talking continued well into the night. You had to be there to appreciate it and hopefully you'll put the next one in your diary.

John Cooper

COMPETITION SECRETARY REPORT FOR MAY

THE AUTUMN CHALLENGE: I would like to start by thanking our volunteers, without whom such CRC events would not happen. They were, in no particular order, Glen and Joyce Innes, Tim McGrath, Ron Cooper, Glenn Evans, Len Zech, Don Anderson and Rob Panetta.

With reference to Glenn and Len, as long time entrants they decided that it was time to put their hands up and offer to be officials. I do not believe that this decision was in any way influenced by the fact that the Rally was run on a 'double demerit' weekend!

Next I would like to thank Janelle and her helpers at Cessnock East Public School for the excellent lunch that they provided and for the helpful and friendly way that they sustained us on the day. And also thanks to all entrants who responded to my request at the Event briefing. There was still food left for the Sweep crew and myself at 2.00pm.

Off

course I would also like to thank all competitors who took part in the event and congratulate the place getters in the various categories.

I am reliably informed that there was a music festival in Maitland on the day in question which caused some delays for some entrants. This is an inherent problem with events run on open public roads. I recall on the Alpine Classic one year we

were delayed at a level crossing as the longest coal train in NSW history trundled past. A request to the Rally Director, who shall remain nameless, for the cancellation of our late Control points was met with a brief and pertinent response - 'Get over it'. So now I just have a whinge under my breath and tell myself that it's supposed to be fun and winning isn't everything (but it beats being 2nd).

This brings me to OTHER RALLY MATTERS. Although most events are not timed, it is important to have clearly advised closing times for Major Controls. On many occasions the officials manning these controls are required to move on to other locations so they cannot wait for late arrivals. I believe a penalty for late arrival is justified, since otherwise crews who decide to 'cut and run', to avoid being late, run the risk of losing points for missing questions and VRC's.

Another issue relates to the location of VRC boards. I think that different Rally Directors might have a different approach to myself. For a VRC to be recorded I believe that you must physically travel along the section of road that the VRC is located on. If you are required to make a right-hand turn just prior to a VRC on the road directly ahead, this VRC should not be recorded, despite being visible on your left as you make the turn. To take away this 'false' VRC option from Directors would spoil our fun!

It also appears, particularly from Masters and Apprentices, that 'counting' questions are not universally liked! This needs to be reviewed within the Club, by Rally Directors, but it should be noted that the counting question in the Autumn Challenge was recorded wrongly by 6 out of 33 entrants and 4 of these were Masters who took the incorrect route.

UP-COMING EVENTS: THE BARRY FERGUSON CLASSIC. A final route check was undertaken by Tim McGrath and myself a couple of weeks ago and all is now set to go with this event.

For Apprentice and Tour categories the total extent of unsealed roads is about 15kms max. and all are perfectly suitable for standard road cars. It is probably too late to get your entry in now but a call to Dave Johnson with a 'reasonable' excuse may work! I look forward to seeing everyone on some excellent roads out west.

AROCA TOUR D'COURSE. Details for this one day event can be found elsewhere in the magazine and you can get the Entry Form and Supp Regs from the CRC website.

It's always a popular rally so get in early and avoid disappointment.

MG SPRING RALLY - ALPINE CLASSIC - PAS DE DEUX Further details will be provided closer to these Events. Keep a check in later magazines or on our Club website as documents become available and Entries are open. I believe this is already the case for the MG SPRING RALLY.

DRIVER TRAINING DAY - 2014 WAKEFIELD PARK The Committee have decided to put this Event on hold this year as a result of a limited turn-out in 2013 and a subsequent financial loss to the Club. The matter will be reviewed over the coming months with other venues to be evaluated. As an alternative this year we will have a LUNCH RUN, south of Sydney, on Sunday 3rd August. More details of this event will be available next month.

That's it folks

TONY NORMAN COMPETITION SECRETARY

AUTUMN CHALLENGE 26th April by Heather Dux, '74 Triumph Stag

We normally do not do one day rallies unless there's a very good reason. The first one we did was a Tour d'Corse, mainly because we'd been told the food was to die for. It was a disaster for us. The next one was to support Bob and Jane Morey with their Capital Capers. I'm really glad we did that one because it was the last rally before I was pole-axed. When we heard that Jenny Young might be well enough to take part in this one day Autumn Challenge, we decided we'd take part and give her as much support as we could. We also thought we would give the Stag a final hurrah before she goes on the market.



We had decided to do a straight run on Anzac Day and get to Lake Munmorah Motel in the afternoon. It's just as well we made that decision because we had to go to Brisbane for a funeral on the Wednesday, which only gave us the Thursday to finalise everything. After the ceremony, having a cuppa, I must have walked through a death sneeze. Thursday night, a colony of fire ants were tap dancing on my tonsils and I didn't think it boded well for the weekend. Sure enough, they were still at it on the Friday when I had to mention this fact to Don. Of course, I couldn't keep all this joy to myself and he began to become acquainted with the fire ants on Friday night.

It always amazes me just how much liquid we can store in our heads. On Saturday, the only day of the rally, my eyes were leaking continually, my throat was on fire and my ribs felt as if I'd been given a good wallop. One uplifting moment happened before we began - Teresa Morey and I were discussing, with Jenny, our obsession with alien apostrophes. It is refreshing to know that I am not the only one who begins to overheat at some of the ghastly mistakes made by people who should know better.

I've even thought of offering my services to anyone who would like to know when and when not to use the wretched things, but the sad fact is that most people aren't even aware there's a problem.

Our trip down to Doyalson was uneventful if a little wet. When Don pulled in to a servo for fuel near our destination, he was told there had been a mini tornado go through earlier in the day. I'm very glad we missed it.

Although we were crook, we thoroughly enjoyed the rally and felt this time, we just might have a chance at creating a precedent in the annals of Touring. It seemed to us that we had not made any mistakes, got lost or missed anything. How wrong can you be. At least it was a much better performance than at the Clarence when we had a major cock-up. I was champing at the bit to find out the results; I had visions of us getting a gong maybe for 3rd. In my dreams, but I wasn't to find that out until Tuesday morning. Tony Norman set a very interesting Tour course which kept us on our toes and also made us think sometimes beyond the square. I have always marvelled at the brains of these rally organisers; just how much knowledge and care they put into their work. After listening to Tony explain some of his thinking about the rally, I'm more in awe.



We said our farewells to Eric and Jenny on the Saturday night at the RSL. Jenny did very well and hope she has gained enough self confidence to be involved again. She is one classy lady. The rally timer had been set to go off at 5 am when we got up, had a quick breakfast and headed north. We were doing really well time-wise and were sure we'd be home by 3 pm. We went through a very heavy rain storm just after we left the motel, but the further north we travelled, the clearer the skies got.

Those rally gods are very good at throwing a spanner in the works! We would have been about 80 km east of Walcha when we began hearing these strange bumps. It was a bit difficult to decide where they were coming from so Don pulled up to make sure these was nothing caught under the car which would be making the noise. It only seemed to occur at speeds lower than 50 kmh so as long as we went faster than that, all seemed to be well.

About 10 km further on, we passed a broken down truck on the opposite side of the road and a minute or so later, along came an NRMA service vehicle.

At least we knew there was one in the area so when we got to the NRMA depot in Walcha Don rang them and we waited for the man to arrive. Don decided to lift the bonnet and have a good squiz to see if he could find the trouble. Being Don, [he doesn't like me to suggest he's a pessimist] he automatically assumed it was really bad. This time, with the motor running, I got out of the car mainly to stretch my legs. Always one for throwing in my 2 cents worth, I bent over the engine and with as much authority as I could muster, I said it was the fan causing the trouble.

No one was more surprised than I was when Don said he thought I was right. I'll have to make the most of that fluke because it is rare. There was about a half inch movement in the fan so when the mechanic arrived, after suffering a flat tyre, he agreed with the diagnosis. He felt we could travel on and that we'd make it home. We did but, by gee, it was hairy. The further we travelled, the lower speeds fell silent and the noise was happening at higher speeds. By the time we got home even at 125 kmh the noise was there.

If we stayed below 110 kmh all was quiet. We lost about an hour over all on the trip home but at least we got there. When Don lifted the bonnet, the fan was on its last legs. It has a viscous coupling, inside which is a rubber spigot. It was the spigot that was the problem; it had destroyed itself!!!

After all the drama of our trip home, I still had visions that we might have done very well in the event. At least I had two full days to wander around in a hopeful haze. Tuesday morning I got on the net and found out we had got one question wrong and had a VRC in the wrong place. We were 9th in the Tour section!

We'll have to improve soon; we could fall off our twigs at any moment and then have no more chances. We loved every minute, thanks to Tony and our rally friends. Our next venture will be the Alpine in October and by that time this wretched bug should be history.

In the meantime, we wish Prof. West and Hendo all the best for their once-in-a-lifetime trip overland to the UK. I'm not sure that the UK is yet ready for stubbies and flannies but I'm sure Jeff will charm the daylight out of the Poms. See you in October.

Heather

MISSION IMPOSSIBLE - Masters at the Autumn Challenge by Mike Batten & Peter Reed.



Tony Norman has built up a fearsome reputation since running his first event, the April Fool's Run in 2012. He has a devious mind and sets a route with instructions that challenge the Masters crews with every trick in the book.

Last year his Le Rallye Des 100 Criques saw grown men cry (CRC women are made of tougher stuff), with the winners down 127 points and the last finisher down 229 points. That adds up to a lot of mistakes on a one day untimed rally. The event was so difficult that one of the best navigators in the club threw in the towel at the lunch break. There is even a rumour that Hendo and Westie entered the Sydney to London Marathon as it would be easier and less stressful than the Autumn Challenge.

Competing at the Masters level is a real battle between the director and each crew and the Mission Impossible was to lose no points against Tony Norman. There are different schools of thought on how difficult the director should make an event. Some crews prefer a fairly easy time whilst others want more of a challenge. Our president Ross Warner gave his support for more difficult events last April when he wrote "If there was no challenge then we might as well just go out for a drive in the country". And we all know that Ross is the Boss Man, just ask Kim and Renai. Personally I feel we get more value for money when the challenge is more difficult and all teams lose at least some points.

We arrived at the Doyalson Wyee RSL Club (The Doylo) in the evening on Anzac Day for documentation. The club was very busy with a lot of patrons some who looked like they had had a very big day. Our concerns over the service were short lived as we received our well prepared and tasty meal very quickly. Saturday dawned fine and after the briefing we had our thinking caps on and were working hard immediately after the 9am start.

Now for a rundown on how a lot of the points were lost by the nine Masters crews:

- Following the Doyalson start the first challenge was a herringbone with obscure roads in Wyee. Two crews missed the correct answer getting off to a bad start.
- The next hitch was for two crews who had trouble with "2 only crossing of Morans Ck" and missed the Mandalong VRC.
- The manned passage on Wilton Rd, Awaba was missed by 3 crews each losing 35 points. They passed the State Route marker intermediate instruction closest to Via 4 not the one near Via 5 that was on the shortest route.
- Only one crew missed the VRC on a back road in Wakefield. We had to "Pass the 'FIELD' in WAKEFIELD RD on one occasion only".
- Three crews missed the VRC on the loop around Duckenfield.
- A clock reference for Via 7 then a hard to find map trace saw five crews missing the Tenambit loop VRC (once or twice).
- The trick which caught 7 crews who missed the Tyre Supplier question was to use the shortest route leaving Kurri Kurri when heading towards the Loxford XR.
- Five crews lost points on the Sawyers Gully loop and/or on Charles Rd, Neath. Many were running out of time as the Main Control in Cessnock was due to close at 1:30pm and late entry would incur a 60 point penalty.

- A manned passage on the incorrect route in Ellalong caught 3 crews each losing 25 points.
- Three crews missed the VRC, as well as not counting the 6 advisory speed signs on Sandy Creek Rd. Maybe they didn't plot an OOB 2.80km diameter correctly, it was a red herring as it didn't intersect any roads.
- Heading towards Mulbring the question was "How many MIs from Heddon Greta to Maitland". Two crews didn't convert from 10 Kms and write 6.21 MIs.
- Mulbring saw one crew write down a VRC on the wrong road.
- There was another tricky question near Mulbring, "Where does the TR take you? _e_ _ _ _ and _a_ _ _ _". Hexham and Cardiff was correct, but two crew had the answers in the wrong order losing 11 points.
- Three crews wrote down a VRC which was visible straight ahead, but on the wrong road when turning right into Crawford Road, Morisset.
- Four crews missed the VRC on Deaves Road Mandalong.
- Three crews missed the VRC in Gimberts Rd, Morisset. The instruction was to enter Via 11 "Most easterly TJ in GS. 3J".
- Four crews missed the VRC on Rutleys Road when heading back to Doyalson. They travelled the most direct route through Wyee but the OOB instruction was "do not pass within 700 metres of any Rail commuter parking".



You can see from the list above, as expected a very large amount of points were lost. The 9 Masters crews lost close to 1400 points which is an average of around 155 per crew.

In third were Panetta-Walker on 76 then in second were Reed-Batten on 60. So how did Mission Impossible go, was it another victory for Tony Norman?

No it wasn't. The impossible was achieved by two very skilled competitors. Teresa and Bob Morey won the event when they clean sheeted, that is didn't lose a single point.

Now for the bad news. We are concerned that in future Tony is going to set even more difficult events to stop anyone clean sheeting.

Many thanks to Tony for a great event and his very neat and skilfully hand written instructions.

Mike Batten and Peter Reed

MANNING MOTORS



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



This event starts in Parkes on 30th August and overnights in Condobolin, Cobar, Ivanhoe, Broken Hill (2 nights) and finishes in Renmark. This is a special stage rally with all competitive stages held in State Forests and on private properties, plus it is timed to the second. Distances should be 400 to 500 km per day with a high percentage of competitive stages.

Details at www.classicoutbacktrial.com.au

Contact Philip Bernadou pora1@bigpond.net.au or 03 9836 9911.

2014 AUTUMN CHALLENGE RESULTS

Car no.		Division 1 (morning)										Division 2 (afternoon)						Total points lost	Position in category					
		Points lost per occurrence					Points lost per occurrence					Points lost per occurrence												
		Late into Major Control	Missed Passage Control	Travelling on incorrect route	VRC out of sequence	Missed VRC	Missed or wrong question	Late into Major Control	Missed Passage Control	Travelling on incorrect route	VRC out of sequence	Missed VRC	Missed or wrong question	Late into Major Control	Missed Passage Control	Travelling on incorrect route	VRC out of sequence			Missed VRC	Missed or wrong question			
9	Navin - Navin	60	35	25	15	12	11	60	35	25	15	12	11	11	60	35	25	15	12	11	11	0	=1st	
11	Mahe - Mahe																						0	=1st
12	Packard - Mahe																						0	=1st
14	Friend - Friend																					11	4th	
13	Yates - Yates					12												15					12	5th
3	Corbett - Corbett																						15	6th
5	Baird - Baird												11										22	7th
16	Braithwaite-Braithwaite					12																	23	8th
7	Dux - Dux																						26	9th
2	Brumby - Brumby					12																	27	10th
10	James - Davies												11										33	11th
6	Peters - Adams					12							11										34	12th
15	Stratton - Stratton					12																	38	13th
1	Eastham - Yip					12							22										45	14th
4	Scott - Kornhaber												11										48	15th
8	Young - Young					12							11										79	16th
26	Votano - Arthur												11										11	1st
22	Wise - Stead												11										22	2nd
25	Barbour - Boardman												22						30				52	3rd
23	Jakrot - Jakrot											24						25	15				64	4th
24	Warner - Warner											24											106	5th
21	Cox - Cox											36						25	15	12	22		143	6th
30	Morey - Morey																						0	1st
33	Batten - Reed																						60	2nd
35	Panetta - Walker																						76	3rd
37	Olisson - Jordan																						96	4th
32	Watson - Watson																						160	5th
38	Manewell - Manewell																						189	6th
34	Both - Both																						254	7th
36	Shaw - Arthurs																						270	8th
31	Cox - Taylor																						279	9th

Service Crewing the ‘Sydney to London’ Marathon.

With Gerald Lee.

An icy cold chill went down my back. Surely Hendo didn't say what we thought he just said, The grand Sydney to London dream couldn't be coming to such a cruel end.

We were cruising into the sunset somewhere west of Coolgardie and feeling very smug. The mighty Volvo had survived everything the Australian Outback had thrown at it for the past 11 days, with just a couple of short stages tomorrow before being loaded onto the airlift to Turkey. Mission Accomplished for me and Thomo. Then that awful garbled mobile phone message from Hendo "Lost 5th gear – find us a new gearbox"! Then mobile reception dropped out.

Our first reaction Denial. "Probably Hendo getting paranoid like he did with those imaginary out-of-balance wheels he kept stopping to have a look at a few days ago". Anyway, they won't need 5th gear in Europe. Then another garbled phone call telling us that the Volvo had now lost all gears except 4th and Reverse. This was starting to sound serious.

Now a spare gearbox was about the only thing that wasn't loaded in the 2 tonnes of gear we had dragged behind the Challenger across the continent in the Hendo "Mega Trailer". We had spare rear ends, clutches, brakes, suspensions, welders, compressor and generator – enough to build a couple of Volvo's from scratch (but who in their right mind would want to do that?). But no gearbox because the rally car was fitted with a newly 'reconditioned' Toyota Supra box – and everybody knows that Supra boxes NEVER break!

Time to calmly take stock of the situation. It's 5pm on Good Friday. We're 100 kms away from the day's final control, which is still another 100kms from Perth. We need to locate a Toyota Supra W55 alloy case gearbox and someone willing to sell it to us. Then we needed to find a way to fit it before the car has to be loaded onto the plane at 3.30 tomorrow. Otherwise the dream is ended.

With Thomo driving on our desperate chase to catch-up to the crippled Volvo (amazing how fast a Volvo can go with just 4th gear) I got busy Googling on the iPad. I found a couple of gearbox places in Perth but they were closed and most unlikely they'd be open in the morning, the Saturday of the Easter long weekend. Then, noting my despondency (there is a sensitive side to the man) Thomo came up with a last-ditch suggestion. "See if there is a Toyota Car Club in Perth". Google confirmed there was such club in Perth and provided just one phone contact on their website.

I wasn't really expecting anyone to answer on this holiday weekend. At best, I hoped I might get to speak to someone who possibly might know someone who just could know someone who could help us. Instead, we really hit the jackpot when a nice Perth bloke called Clint Godde answered the phone. Yes, he had a suitable Supra gearbox we could have. AND he had a hoist AND tools we could use. I relayed the news to Hendo who managed to get a call through to Clint to negotiate the details.

Clint was waiting for us when we finally made it to his Perth workshop at 8pm and we set about the gearbox transplant. Remember, this was after driving over 900kms that day (200km with just 4th gear), including one of the longest and toughest special stages of the rally. Clint's lovely partner, Sarah, had thoughtfully brought a batch of her secret family recipe Spaghetti Bolognese to feed this tired hungry crew of strangers.

With all hands on deck (they even trusted me to do a little spanner work!) and in spite of some additional hassles with the discovery of an impending clutch issue, the Volvo was running with its new gearbox by midnight.



Immensely relieved, but totally exhausted and mighty grubby, we now faced the prospect of finding somewhere to crash for what was left of the night. Once again our new saviors Clint and Sarah had thought of everything. They had booked two rooms for us at a nearby motel and, anticipating a late finish, had already picked-up the room keys for us! Without Clint and Sarah the Sydney to London dream would have ended in WA. The generosity and enthusiasm of the classic car fraternity never ceases to amaze. This had gone from a disaster to be a very good Good Friday.

In fact, theirs wasn't the only hospitality we were grateful for on the trip. At Tanunda in the Barossa Valley, CRC members Pete and Mary Goers put Thomo, me, Lui and Kaye up for the night and cooked the whole crew a wonderful dinner (much appreciated after a daily diet of servo snacks and pub grub). Older CRC members would remember Pete and his awesome E-type in the early Mountain Rallies.

In Port Augusta, Hendo had pre-arranged the use of a hoist through the Port Augusta Vehicle Restorers Club and Ron Hewett met us at the day's finish control to take us to his workshop where we were able to do a comprehensive Halfway-across-Oz check under the Volvo. Ron and his wife even came out to the 6.00am start next morning to wave us off.

I won't attempt to do a detailed report on our travels. Frankly it's all a bit of a blur. If you want to get the whole story, check out Hendo's daily Facebook blog 'John and Jeff do Sydney London 2014'. For us it became day after day of early morning starts; up to 1000kms behind the wheel; anxious waits at the end of Special Stages; mad dashes to the next service point and the nightly ritual of servicing the poor muddy Volvo after Hendo and Westy had done their best to kill it.

The muddy conditions of the first few days led to some amusing scenes each night, with crews seeking out the local car wash to blast away the tons of gooey stuff from their cars before they could crawl under to service them. The race to find a car wash was probably more competitive than any of the day's special stages. One of the two carwashes in Broken Hill was somehow 'out of order' the next morning - not because of the mountains of mud that clogged every bay but because people couldn't fit any more money into the overfilled coin machines!

Actually we had it a lot easier than most. Because of the bullet-proof reliability of the mighty Volvo (well, until the gearbox hiccup) we were able to finish our servicing, repairs and spanner check by 8pm most nights – just in time to seek somewhere to eat before the kitchens closed. But the sound of other competitors' repairs could be heard late into the night.



The level of preparation and professionalism amongst the front-runners was truly impressive. Renowned Porsche guru, Francis Tuthill, was on hand to personally look after the Belgian and UK 911s prepared by Tuthill Porsche. Historic Rallysport UK had flown out a service crew for the British and Australian Escorts prepared by the renowned Escort specialist Mark Solloway (who just happened to also be the Event Director). The lovely Datsun 240Z from Czech Republic was supported by a crew of 3 of the most enthusiastic race mechanics you'll ever see.

The top Australian teams were certainly not overshadowed. The winning Geoff Olholm/John Doble Datsun 260Z matched the international teams in terms of professionalism and presentation with a crew that looked after them for the entire event. And the 3rd placed Datsun 260Z of Mark Pickering and Dave Boddy was supported on the Australian leg by a crew that included our own Datsun guru, Stewart Wilkins (who looks after many of our CRC members' Dattos).

It is truly amazing for an old Volvo put together in a farm shed at Bathurst by a couple of even older amateurs, to finish in the Top 10 in this company.

Other standout memories include:

- Thomo lending a hand to repair any other competitor that needed help (thankfully, the Volvo eventually managed to finish ahead of most of them)
- The magic sunset driving West across the Nullabor
- The looks on the faces of the overseas crews when they stopped at the Utes in the Paddock service point near Parkes
- Thomo chatting to a pretty Ukranian girl riding her KTM around the world
- Paying \$2.08 per litre for fuel and having to fill-up 4 times in one day.
- Our covert 2-way radio conversations (for some reason, the organisers had banned UHF radios) using the codenames 'Sven' and 'Lars' – but we couldn't never remember who was supposed to be Sven and who was Lars
- Thomo 'servicing' the Unifilter aircleaner by taking it with him into the motel shower!



But the memory that sums it all up for me is the impromptu game of Highway Cricket that became a feature of every service point while we waited for the competitors to arrive. The bat was fashioned out of a plank of wood that one of the other service crews found in a ruined homestead off the road. The ball was manufactured out of rolled up Gaffer tape. Lord knows what unsuspecting tourists and truckies must have thought when they came across a multinational bunch of idiots playing cricket in the middle of the road miles from anywhere. At the farewell dinner at Perth, the bat was autographed by all the service crews and auctioned off raising over \$1,000 for the event's charity.



Definitely a trip of a lifetime. Thomo and I would both have loved to be able to carry on all the way to London, but are mighty thankful for the chance to have been a part (albeit a small one) of what will probably be the last Sydney to London Marathon.

Gerald, or is it Lars, wait, maybe it is Sven!

ONCE UPON A TIME..... (A rant by Carol Both)

A rally club was born. The main purpose of this club was to allow members to actually drive their classic cars instead of just polishing them on a fine Sunday afternoon.

Event directors rose to the challenge and set navigational rallies out in the countryside of NSW so members of this club could enjoy driving their cars and have the company of like-minded people. If you gave your classic a bit of an Italian tune up on a back road that was up to you. Road rules were expected to be followed, and if a driver was caught by the police doing the wrong thing then they had to wear it.

A rally director did not have to hang his head in shame if someone in any category clean-sheeted. It was congratulations to that crew and the director promised himself he would make it harder next time. Now rally directors are afraid someone will clean sheet their event. Why?

Most of these rallies came under the heading of touring assemblies. (TA) However there is one event that was a touring road event. (TRE) and this is the Alpine Classic. Because this is a timed event, permits are required from the local councils and the police. Rally radar was introduced, and used, in built up areas so no-one embarrassed the club. Fair enough. Although we all know damned well that speeding occurs in this rally otherwise competitors cannot make the time. They may be able to do it if they were perfect at navigating but none of us are perfect.

There are rumours and Chinese whispers about complaints of cars speeding excessively, but very rarely has this been verified. If this is the case, then ban that driver from a rally or two. Let them go and drive on the track.

Rally radar has now taken over most rallies as the decider. We have radars in paddocks, around corners and hidden in the bushes. The police will tell you that even the best radar cannot be accurate at 1km over the speed limit. If a director cannot set a rally that results in a clear winner in any category, then they should have the grace to award an equal first. Excuse me, this is entertainment, not the Sydney to London or the Dakar. THERE ARE NO SHEEP STATIONS AT STAKE HERE!

Carol Both

HARRY FIRTH 1918 - 2014

Harry Firth, a legend of Australian motorsport has died. Harry was a leading race and rally driver through the 1950s & 1960s. He continued his involvement in motorsport as team manager for the Ford works team and the Holden Dealer Team into the 1970s.

As a driver Harry won the Bathurst 500, together with that race's predecessor the Armstrong 500, four times. He also won the Southern Cross Rally and the Australian Rally Championship. He also managed Ford's works competition program. This including winning the inaugural London to Sydney Marathon preparing a trio of Ford Falcon GTs, one of which Harry drove. The team finished 3rd, 6th and 8th, winning the team prize.



After leaving Ford in 1969 Harry became manager of the Holden Dealer Team. This period of his career saw the emergence of two stars of Australian motorsport, Colin Bond and Peter Brock. Over the next eight years the H.D.T., as it became known, won many Australian races & races. Many drivers and navigators contributed these successes. They drove a variety of Toranas and Monaros.

The accompanying photo of the early days of the H.D.T. shows Max Stahl, mid row Left to right, George Shephard, Dave Johnson, Barry Ferguson and front row L to R. Colin Bond, Harry Firth and Peter Brock.

Harry Firth's impact on Australian circuit racing & rallying in the '50s, '60s and '70s cannot be overstated. He was truly a great of our sport.

“Back to the 60s Trial” #5

CONTINUING IN THE STYLE OF PREVIOUS EVENTS

THE BARRY FERGUSON CLASSIC TRIAL 2014

Sat 31st May – Sun 1st June, 2014

The event 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/dirt rural roads.

The Apprentice and Tour categories will use bitumen roads with approx. 20 kms of good gravel roads, similar to most other CRC two day events.

The Trial now has all approvals in place to be run as a T.R.E.

There will be no average speed segments in the Trial
however controls on speed may be used.

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 pointscore event are 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 Clubhouse 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

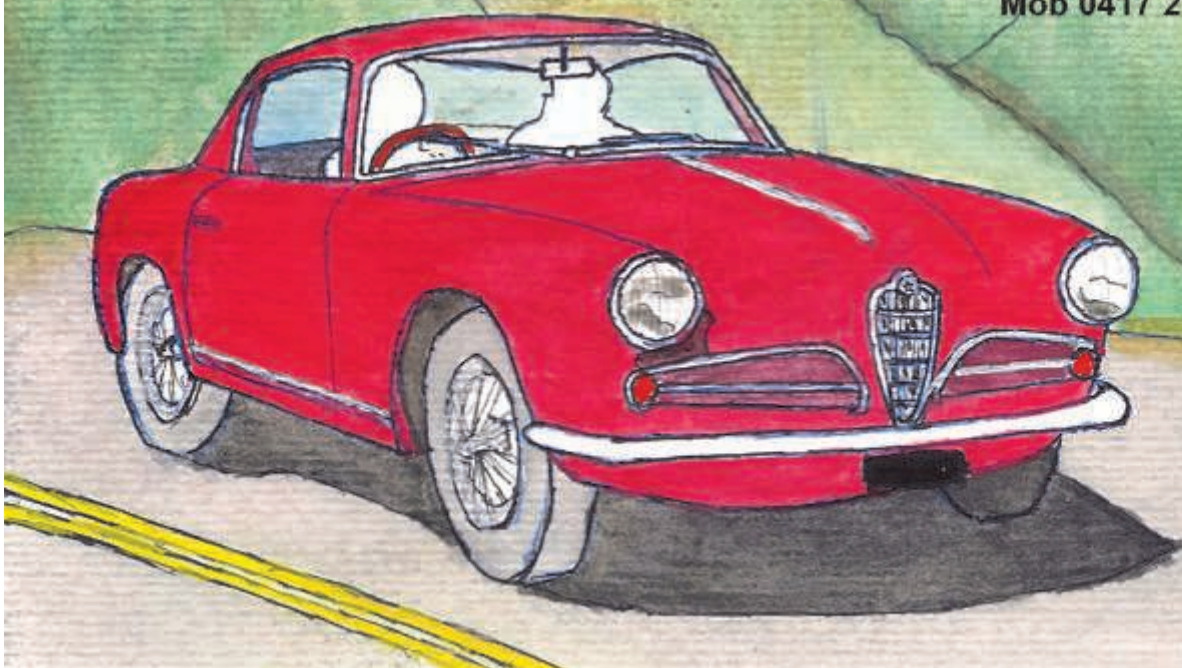
Finish will be at the Sutton Forest Pub.

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

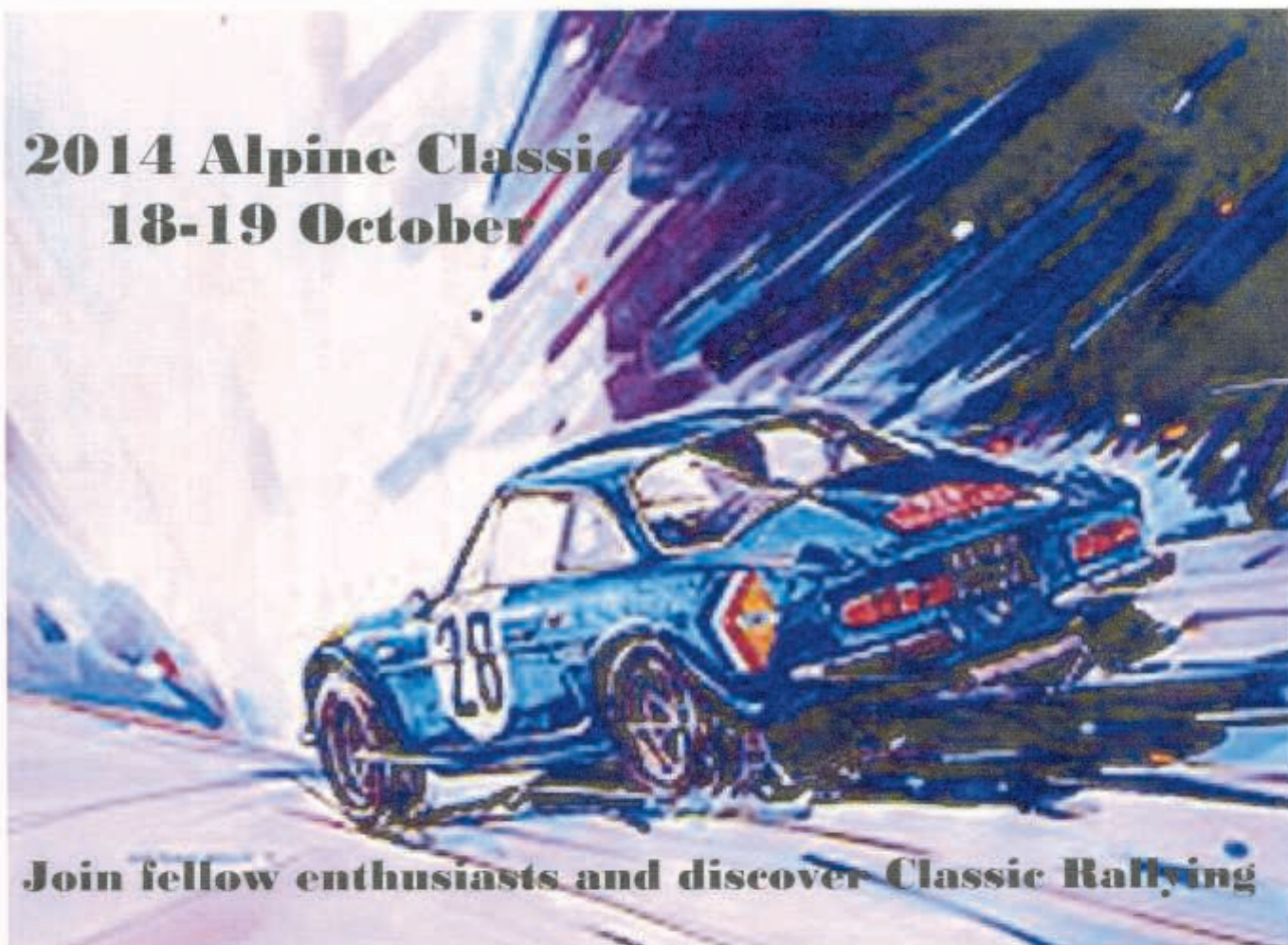
Entry Form and Supplementary Regulations are available from:
www.alfaclubnsw.org.au/ or www.classicrallyclub.com.au

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



2014 Alpine Classic 18-19 October



Join fellow enthusiasts and discover Classic Rallying

Get your classic out of the shed and join fellow motoring enthusiasts on the two-day 2014 Alpine Classic Rally. Running for the 16th year, the Alpine is the only timed navigational event in NSW and is considered the premier event on the Classic Rally Club's calendar. Set in the beautiful Central West of New South Wales, crews will have the opportunity to drive on some of the best roads this state has to offer.

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

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

The event is open to pre-1985 cars of any marque. Other cars will be considered on submission to the Clerk of Course.

Included in the cost of \$429 for a crew of two will be breakfast at the start in Lithgow, two lunches, a sumptuous evening meal in Orange, motel accommodation and breakfast. Your rally pack will contain all maps needed for the event, windscreen banner and car number, rally roamer (for new entrants), Alpine Classic caps and cloth badges. Alpine Classic long sleeved T-shirts will also be available for purchase at a cost of \$30.

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

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

Entries close on Friday 19 September 2014.

Clerk of Course	Lui MacLennan	0418 645 623	Email	alpineclassic@hotmail.com
Event Director	Wayne Gerlach	0414 556 848		

If you only enter one event a year, then the 2014 Alpine Classic is the one for you. The Classic Rally Club has made the Alpine Classic a prestigious annual event and with your support it will be even better. Be part of the event and help make it happen again in 2014!

For an entry form or more information about Classic Rallying, visit www.classicrallyclub.com.au

Wayne's Barossa Quiz results. In the last 2 issues we have featured photos from an amazing "open air resting place" for old cars in the Barossa foothills. Wayne Gerlach grew up in this area & thought it would be fun to have a quiz and see how many of the cars you could correctly name.

The results are in and the winner is **Peter Mc Carthy.** Well done Peter, we will be in touch regarding your prize. The final count was very close, with the entries of John Milne and Carol & Gerry Both a bee's whisker behind in equal second place.

Our two judges' final decisions on the identity of the various vehicles are shown on the back page.

Thanks to those who participated in the quiz. You all said you enjoyed the exercise. I didn't imagine we would have so much difficulty identifying the vehicles correctly.

Bob Morey



FOR SALE. 1976 Rover P6B 3500S

Currently has full rego to December 2014. Colour is very 70s, Turmeric (aka "baby sh*t yellow") The Car has later SD1 alloy wheels, with good tyres. An overhaul of the front brakes was recently carried out & a new battery fitted. And the air con works! This is a strong, reliable car, very suitable for rallying. (Last year it drove from Cobar to Forster with no issues). Downsizing says it must go.

Priced at just \$7,000, including spare side lights AND the kit to relocate the spare wheel to the boot lid. Complete with a spare boot lid!

The car is at Forster, N.S.W. Phone Michael St John Cox 0418 643 257
email m77cox@gmail.com for additional photos.

FOR SALE BMW 323i E21 1980

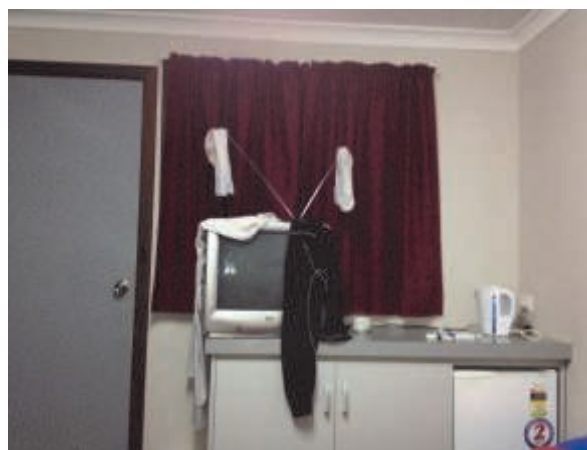
Henna red / tan interior, 5 spd manual, power steering, 4 wheel disc brakes, full Recaro interior. Terratrip 202+ fitted. Momo, Bilstein and Alpina bits. 5 Alpina wheels rims plus 5 original rims.

20,000 kms since engine rebuild. 2,000 kms since reconditioned gear box and new clutch.

Full service history with receipts since 2003. Some details from 1980 to 2003. Car looks fabulous.

Currently on Conditional Registration (club plates) registered till February 2015

Price \$6,800.00. Call Chris McDonald 0419 255 032



From the S.L.M. Whose washing is this? (Hint; there are no stubbies, he wasn't allowed to wear them!)

17/05/2014

2014 CRC Events Calendar

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde. The FFFF venue TBA

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. Ian Gibbs - itgibbs@bigpond.com 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 - normansoz@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 David Johnson 02 4887 7803 longitude@internode.on.net
	6/06/14	First Friday Free Fling	
	13/06/14	Deadline for Club Newsletter contributions	
	24/06/14	CRC Meeting	
	29/06/14	A.R.D.C.A. Tour d' Course C.C.	1 dayer NSW S'th Coast & Southern Highlands Tony Wise 0417 211 848 tmwise@bigpond.net.au
	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	
	3/08/14	Club Lunch Run	Details TBA
	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			
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
	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.



1. Jaguar MkVII



2. Ford Zephyr Mk 1



3. Morris Minor 1000



4. VW Beetle



5. Holden Special FE



6. Renault 12 TL



7. Hillman Minx Series III



8. Volvo 144



9. Ford Anglia 105E



10. Ford Thames van



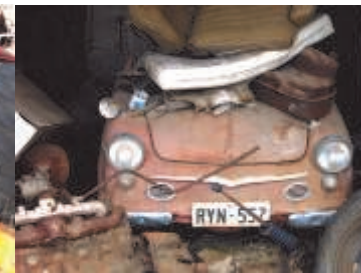
11. Renault 16 TS



12. Fiat 1500



13. Standard Vanguard



14. NSU Prinz III



15. Hillman Minx Series I Estate



16. Austin/Morris J2 van estate



17. Austin A40 (Devon)



18. Ford Cortina Mk 1



Foot note: No prizes but what are these cars. Test your knowledge on the Club's Facebook page.

Contributors to this edition: Mike Batten, Carol Both, John Cooper, Heather Dux, Rick Fletcher, Wayne Gerlach, John Henderson, Dave Johnson, Tony Kanak, Gerald Lee, Lui MacLennan, Tony Norman, Plamen Petrov, Peter Reed, Renai Warner, Ross Warner, Tony, Wise, Len Zech. Thank you all.