



Rally Directions

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

June 2014



In this issue: All the CRC news from Targa Tasmania. An Amigo tells us what he thought of the Barry Ferguson Classic plus some thoughts on the clean bits of the event! Read all about Lui, Kaye & Trudi crossing Oz as they 'manned' controls on the Sydney to London Marathon.

Upcoming events:
(Full details inside)

- * **CRC Lunch Run August 3rd 2014.** A relaxed Sunday morning drive on back roads south of Sydney finishing with lunch in Mittagong.
- * **M.G. Classic 13th & 14th September 2014.** A two day Touring Assembly in the Hunter Valley on great roads with Social, Tour, Apprentice & Masters Instructions.

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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.



Well, I must start out by saying if you missed this year's Barry Ferguson Classic you really missed out on a great event. Dave and Tim really outdid themselves this year. The weather was perhaps a bit of a downer, particularly in a car without a heater, or functional demister (thank goodness I packed my uggies), however notwithstanding the weather, the roads were great, the navigation challenging and the camaraderie was up to the usual high CRC standard. Thank you and congratulations to Dave, Tim and all of your team.

We did receive what I would consider to be a complement from one of the Victorian entrants who had made the long trip up to Cootamundra to compete in the event. He commented to the effect that he appreciated how welcome we had made him and his fellow Victorians feel. That is one of the nice things about the CRC, everyone is welcome. Inclusive not exclusive.

Also I would like to mention how well Mike Batten and Peter Reed have been doing. Mike has done an excellent job of switching seats. Well done Mike.

Make sure you have your entries in for the AROCA - Tour d'Course on 29th. The Alfa Club will have us invading the Southern Highlands again this year and I'm sure that they will be providing us with another special event with that little bit extra (lunch). I'll be driving for this event (that is what crappy navigators do, they swap seats and drive). Renai is going to tell me where to go, literally. I'm once again looking forward to being in a father daughter crew.

I didn't make it to the June First Friday Free Fling I got a better offer from a beautiful girl, My granddaughter Ivy. Sorry but she wins every time. We tried another venue again this month, just to mix it up a bit. I hope it turned out O.K. 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 bit more.

A really big congratulations to Hendo and Westie for completing the Sydney to London Classic Marathon. I must say that Hendo's recount of the event at our last meeting was fascinating – *"we drove the car to London and then we came back ..."* or something to that effect. We eventually managed to get a bit more out of him and it sounds like they really had the time of their lives. Well done guys.

Next event on our Championship Calendar is the MG Classic on 13 – 14 September. You have plenty of time to get your entry in early for a change!

You may notice that we have a considerable gap in our competition calendar and Jane & Bob Morey have come to the rescue with a lunch run. Check out the flyer in this issue for details.

In respect to our recent dialogue with Shannons insurance, we have had confirmation that they do not intend to provide cover for vehicles used in TRE's (such as the Alpine Classic) however they will cover cars that are participating in TA's (the vast majority of our events). It will be interesting to see what NRMA Classic have to say when they come to address our June meeting. It would be good to have a resolution well prior to the Alpine in October.

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

Enough raving Ross.

COMPETITION SECRETARY REPORT FOR JUNE

With the running of the Barry Ferguson Classic a few weeks ago we are now half way through this year's competitive event calendar. A big thank you to all of those members who helped Dave Johnson with the BFC and congratulations to those entrants who survived the rain and mud on Saturday afternoon and made it onto the podium come the finish on Sunday. I anticipate that the full results will be found elsewhere in the magazine together with some event reports from the successful crews. I trust that all of the cars used on this rally have now been thoroughly hosed down and are in tip-top condition for our next event.

TOUR D'COURSE - SUNDAY 29TH JUNE

I believe the Entry List for this rally, organised by AROCA, will be closed by the time you receive your magazine so I can only wish all participants a safe and enjoyable drive somewhere in the Southern Highlands.

SOCIAL LUNCH RUN - SUNDAY 3RD AUGUST

As confirmed by the event title, this will be a non-competition event. The Moreys have offered to organise this event as a replacement for the Driver Training Day, which has been deferred for this year. Full details will be found elsewhere but it should be noted that it will be run under a CAMS Social Permit and therefore CAMS licences will not be required for any participants. Bring your family and/or friends and enjoy a relaxed fun day.

MG SPRING RALLY - 13TH/14TH SEPTEMBER

Although entries for this Rally do not officially open until the 23rd June I understand that some keen participants already have their names down. A Flyer, Supp Regs and Entry Form can be found on the CRC website and I am sure that Jim Richo, Doug Barbour and Xanthia Boardman will be anticipating a flood of entries. Early entry is important since it allows the organisers sufficient time to arrange accommodation, meals etc especially on a 2 day event.

ALPINE CLASSIC and PAS DE DEUX (I would love to hear Tony Abbott pronounce the latter!)

These two events are in the planning stage at present. (*Entries are open for the Alpine, details and an entry form are in this copy of the mag. & available on the CRC web site, Ed.*) More details will be available at a future date. You must however keep the weekend of the 18th/19th October clear for the CRC's premier rally - THE ALPINE CLASSIC.

I hope to be able to confirm the date of the PAS DE DEUX in the July copy of Rally Directions.

On a final more personal note, due to family reasons, I will not be available to help run or compete in any further events in 2014. I will continue to provide updates for the magazine and attend monthly CRC meetings in order to stay in touch with the Club and its terrific members. Enjoy the 2nd half of the season.

TONY NORMAN COMPETITION SECRETARY

2014 Barry Ferguson Classic in a Porsche 928 – Leonard Zech & Glenn Evans

I've now owned three 928s. Some would say I should have learnt my lesson by now and moved onto a 911. *Au contraire* sports fans, I'm a dedicated one-eyed supporter of this marque's model.

I won't bore you with the engineering details or prowess of the Porsche 928, suffice to say it's a more than capable world class grand tourer. Also as my daily drive, an absolute pleasure to tarmac rally with.

There are always items to fix on any thirty year old plus classic car and in that regard, the 928 is no different. With a recent 200,000 kilometre service, a niggling idle issue sorted, intermittent wiper relay

replaced, a new (second hand) rear vision mirror, oh and finally, a new (second hand) rear luggage cover, the '82 was as ready as she could be to take on the BFC.



We left for Cootamundra early Friday afternoon to avoid the usual Sydney traffic grind, always a good idea. Entering Binalong we zigged instead of zagged and to our good fortune, discovered Gerald and Kate Lee's Red 260Z Datsun parked opposite a glass blower's residence. Invited in for coffee and a chat we spent a lovely half hour admiring the "Art Glass" of Peter Minson.

We continued west onto 'Coota' directly into the blinding low setting sun. I had to stop to admire the wonderful scenery displayed before us and to take yet more shots of my gorgeous 928 in this stunning 'magic hour' light.

Arrival; we ticked all the boxes at Coota, scrutineering, registration and greeting fellow club members. Dinner Friday night at the White Ibis was magnificent. Great company, warmth and good food.

Saturday morning at the Cootamundra Public School. A hive of activity, people and rally cars arriving, with the sweet smell of cooked bacon wafting through the cold morning air. The drivers briefing is always a great way to start the weekend's events. Amongst the serious business, laughter abounds and this sets the tone.



Some delays had us all nervously shuffling our feet while Dave, mobile phone surgically attached to his ear, was taking in the latest updates and changes to the rally route from Tim McGrath. At the 'M' board eager navigators were swarming like busy bees at a single flower, that was Barry Ferguson himself. Route instructions were distributed.

From a 'Tour'-ist point of view, as always, Tim and his crew had picked out the best roads for our route, into the unknown. The combination of breathtaking views, cambered curves and long straights (in no particular order) are some of the main reasons we all enjoy our time out of 'Town'. And into the real back-blocks of our Australia, I never take it for granted and we are all blessed to be living here.

As usual, the 928 is undaunted by the road conditions. We travel in warmth and comfort to each specified instruction. As we crested yet another rise in the road, in the distance below us, a control point awaits. I double-clutch back down through the gears emphasising each change for effect as we approach. Dave Johnson greets us with a knowing smile and hand to the lips in a kissing motion; mission accomplished! Diagonally across the road a number of Masters competitors are parked. As we depart over another crest, I rev out the capable little four point five litre V8 through the gears, leaving behind nothing but the sound of my exhaust note reverberating through the valley like a passing storm. Life's tough, ain't it?

With the light fading and weather deteriorating, a minor typo in the final stage had us briefly confused. Quickly sorting out that minor mystery we continued on to a safe completion of the day's rallying.



Dinner and John Cooper's fine MC'ing introduced Alan Walker's generous and timely presentation of model VWs to Barry and Dave. It was a lovely and appropriate gesture, well done.

Barry continued the tradition of giving us all another insight into his rallying days. Always fascinating and a pleasure to listen too.

Sunday morning, wet, cloudy and miserable. We spotted Steve Brumby's GTV outside the only cafe open, at that ridiculous hour. Large flat whites all round! Ah, that's better!

We trod carefully on the wet roads. The wide street tyres not altogether happy providing the kinds of grip required on those quality but damp gravel roads. We're always anxious when there's a lack of VRCs to be found and that was certainly the case for this last part of the rally. Best described as uneventful, we arrived safely into Binalong.

As always, the Barry Ferguson Classic is well named. It's a credit to Dave Johnson and his fine team of volunteers that go the extra yards to provide us with such a fabulous event and a great weekend of entertainment.

From Glenn and myself, our hearty congratulations to first place fellow Tour competitors; Jim Baird & Lachlan Baird, Jeremy Braithwaite & Julie Braithwaite and Greg Yates & Ian Packard.

My fine navigator, Glenn Evans and I have been running a support mailing list for Porsche 928 enthusiasts since the late nineties. I also run a website www.landsharkoz.com providing information, articles, links to and technical tips. If you are interested, there are many good articles available to read, about the Porsche 928.

Len Zech

A Mexican view of the 2014 Barry Ferguson Classic with Steuart Snooks

For some time now, Dave Johnson had been trying to get a number of Mexican crews (ie: south of the border) from the Historic Rally Association (HRA) to get along to NSW's version of "Back to the 60's" style of navigation.

This year, four Victorian crews ventured north of the border for the 700km event, based out of Cootamundra. As well as the opportunity to visit new terrain, enjoy a 'long distance' event and see how competitive we could be, there was the added attraction for this year that the event was upgraded from a Touring Assembly to a Touring Road Event (TRE) with timed (rather than untimed) sections. The Victorians drove up on the Friday, a straight-forward run along the Hume Highway for over 500km to Coolac, just north of Gundagai, where we turned off towards Cootamundra arriving in time for scrutiny and an informal dinner with healthy numbers.

The top 6 cars in the start order were all podium placers in previous versions of the event and the Mexicans were allocated as follows. The highly experienced pairing of John Rawson and Dave Smith in a Datsun Stanza were at #7, Peter Parry and Brian Knights in a 1983 model Nissan Skyline were at #8, Ian Gilhome and Martin Forbes in a trusty Datsun 1600 were at #13, and Mike Ward and Steuart Snooks (pairing up for the first time ever) were last of the Trial crews in a 1976 Toyota Corolla coupe at #16.

Division A started at 9am in Cootamundra with 4 navigational sections (of 42, 53, 48 and 35kms) then a short 2km transport into Temora for lunch at the Rural Museum. Navigators received their instructions just 10 minutes before starting and these included five 1:250k maps (enlarged to 1:100k scale) plus a 1:50k map covering the Temora township, all on easy-to-handle A4 size pages.

The first section, and the Temora town map, had the via points pre-plotted on the map but thereafter the remaining 44 vias for the day had to be plotted 'on the run'. In Victoria, we have been supplied with maps having all via points pre-plotted onto the map for some years now, so it was a real challenge to cope with this extra workload. We are also acquainted with having plotting time prior to the start, so having to plot via these points 'on the run' added a further complication.

The event also used a different concept of route choice than Victorian crews are used to in that the route between via points is specified as 'Shortest Mapped Route'. To the southerners, this would mean following each and every bend in the mapped road religiously and expecting redirection boards wherever this differed from what was found 'on the ground'. However, this event allowed 'free choice of roads' between via points (using the shortest route possible, as shown by the map) so there was no need to worry about realignments, except within 1.5 km of a via point.

Another difference for Victorians is that this event specified unmapped roads by identifying an unmapped road junction and any roads from that junction are thereafter regarded as mapped.



In Victoria we would expect to be given the start or finish location of a single unmapped road and its length. The tricky bit was to remember that this only applied for the current division.

After that, the roads are deemed as unmapped again and cannot be used. This caught out a number of crews (from both sides of the border).

On top of this, we Victorians only expect to find information boards (VRCs) at the via point itself (within 50 metres of either the entry or exit direction) or at any point along a specified length of unmapped road. But for this event, information boards could be located at any point along the correct route and not only at specified vias. In fact, we found very few boards located exactly at via points as we would normally expect. The challenge with this concept is that the crew (and especially the navigator) never get any rest as there could be a board at any point along the route. We also found it frustrating to reach a via point but not be rewarded with an information board.

And finally, dummy boards along the incorrect route are almost never used, so whenever we see a board we're usually glad to write down the information but this event had us second guessing on more than a few occasions.

Now, none of this is by any means a complaint but does outline some of the challenges we 'Mexicans' had to overcome in understanding how things are done 'north of the border'.

One of the new ideas tried this year was taken from the Old BP Rally and Ross Runnall's penchant for drop off route charts. At appropriate locations on the BP, Ross will provide a route chart that drops crews off in a completely unmapped area and then specifies the distance (both as the crow flies and on the road) and the direction to the next via or control, leaving crews to use logic and their compass to 'feel' their way towards the destination. Usually these are quite short distance, usually less than 10kms.

For the BFC, finding such areas of unmapped roads was impossible, so Dave Johnson simply blanked out an area on the supplied map and provided the specified road distance and entry direction to the vias, leaving crews to 'grope their way in the dark' to find their way to the via points. In practice, this was not as difficult as it might initially seem but it was by no means 'easy'.

So, how did the Mexicans go?

Mike Ward/Steuart Snooks finished 3rd outright after (unknowingly) holding a commanding lead

after Day 1. In fact, they would have won the event outright by about 20 minutes except for some severe radar penalties (on 4 occasions, totalling 58 mins). Oh, that's another thing done differently from Victoria. The only event that uses radar is the BP Rally. In that event, crews are notified at a section or division end if they have been penalized and this allows them to be more diligent for the rest of the event. Crews rarely get caught a second time. Radar use is a great way to educate crews and control excessive speeding when running timed events on open roads. However, its effectiveness is probably compromised if crews are not made aware of their indiscretions.

John Rawson/Dave Smith confessed that they struggled to come to grips with the NSW way of doing things. Even so, they were running 3rd after Day 1, not missing much but taking considerable time to find everything. They slipped to 5th by the end of the event as the leading NSW crews hit their straps on Sunday.



Ian Gilholme/Martin Forbes racked up a cricket score in points loss but would have greatly enjoyed the superb countryside that was in lush green hues after excellent autumn rains.

Peter Parry/Brian Knights were unfortunate to lose a wheel early on Day 1 and spent rest of the day effecting repairs in order to rejoin on the Sunday. Unfortunately, this meant they did all their learning on Sunday when everyone else was already 'up to speed' on the navigational demands of the event. So thanks to Dave Johnson and his team for an excellent event. I'm sure we can look forward to an even larger contingent from 'south of the border' for next year's Barry Ferguson Classic, when we will be hoping to take advantage of what was learnt this year and see if we can pinch the winning trophy for Victoria.

The Mexican Amigos

THE BARRY FERGUSON CLASSIC - TRIAL OF 2014 by Dave Johnson

Well we certainly had our share of drama up front in the BFC this year with the roadworks blocking the exit to the first control at Stockinbingal and the route instructions needing to be changed even before the first car had started.

Section 1 saw the cars do a bit of a loop out of Cootamundra encountering their first Z board on the edge of town and then a 'nice' little dirt lane, where the farmer had told me to expect 1" of rain on the day before. Almost every crew missed the Z board near the Via at the Reservoir where the bitumen veered left about 20 degrees leaving a track heading on the correct bearing continuing off on the right. Pam Watson was the only car to get that board. I did have a 'come on in VRC' about 70 metres up the bitumen to catch your eye if you weren't attentive to the bearings of the road so close to the via. (I did warn you about a good compass.)

The roadworks meant that another little exercise at Stockinbingal didn't happen as well.

Section 3 was the map with the gap in the middle and this was quite well handled by half of the cars. Getting to Gidginbung seemed to be the big problem for most of the others where you had to work out that you needed to travel further south that you would seem to have to do to make up the distance to the via.

I didn't hear many comment about the accuracy of the old NRMA maps so I guessed you thought they were ok. Might think about using them again.!!!

Not much action in **Section 4** apart from 5 cars not reading the map approaching Temora where the Goldfield Highway now doesn't cross the railway to get into town as shown on the old maps.

I hope you all enjoyed the lunch at the Temora Rural Museum. It was a good weekend to be there as the air shows on the alternate weekends increases the traffic flow around town quite a bit.

Section 6 out to Pucawan South was fairly uneventful. The rain of some days ago had its effect on two loops that you were going to have off the Burley Griffin Way that needed to be scrapped.

Section 7 hadn't been planned as the spectacle that it ended up as. Yes Burley Griffin Way had been built right across the middle of the Aria Park map which took a bit of getting used to.

As I said in the 'Advice to Navigators' you do need to learn to be able to plot and drive 'bearings and distances'. That way you can keep track of the big diversions like the B.G. Way west of Temora.

By now the rain was upon us and it made a couple of the dirt roads west of Aria Park very slippery, especially for the couple of cars that were only using road tyres. Sorry to those crews and congratulations for getting through there. Good driving. Keeping it on the island is one of the most important elements of finishing events.



At the Aria Park control we had 6 cars go across the railway crossing and straight into the control as was required for the Tour and the Apprentices instead of turning left as they needed to do. When you cross the boundaries of the control at the end of the section you are in you are deemed to have completed the section. The time penalties for those 6 cars at control 7 are all "earlies" and the next section has started for them so all the time penalties for those 6 in the next section (section 8) are "lates". Big penalties for a lapse of concentration.

Now the penalties could have been bigger here if I had in any way foreseen this situation by instructing the officials to mark off the VRCs recorded on the road cards when the car gets to the control. This is the normal practice but we were reintroducing an old practice of holding cars in control so that the crews could regroup their papers and brains, and as we don't run many timed events anyway there was enough on their plates to worry about. This meant that these cars could continue through section 7 and pick up the other VRCs. My fault entirely and we will be much wiser by hindsight in the future.



I thought that I may have recovered from this mishap as I did a timed Passage Control about 1 km past the control which cars came into instead of the WD (on the road to the left after the rail crossing). This meant that I could see from the time sheets whether they got to me before or after the Control from which I could identify that the following VRCs were correctly done in which section. However 2 of the offenders didn't get to me at the timed passage and it would have been unjust if I couldn't make the penalties across the board.

Section 8 back to Temora was basically uneventful apart from the time losses above. I know that a few competitors and this Director are wiser from the experience.

Section 9 took us from Temora across to Springdale to Cootamundra. A VRC board (PT) in martins/ Fergusons Rd just SW of Springdale went missing after the set-up car went through and a resident in the loop NW of Springdale was a tad upset as he had just regraded the dirt road past his gate the day before the rain started. Thanks to those who didn't push through and make it worse.

There was some difference of views on SMR to Cootamundra. I don't know how this was overlooked. I have no excuses. Better checking in the future.

Section 10 was abandoned as the weather and lateness of cars would disrupt the evening too much.

Dinner was a great affair. We had close to 100 people there as we used the function to thank the six or so officials who Ken Smith organised from the local area (not a car club really but enthusiasts)

Officially guys," Thank You" very much from the CRC. Another reminder of the camaraderie and spirit that was there in the 60s.

We also welcomed 3 of our old friends from that era who live in the general area. Barbara and Tim Beveridge from Harden and Norm Bolitho from Cowra. Barbara drove the winning Ladies crew for Volvo in the Repco Trial of 1979 and Barry and I reminisced with her on the way she 'danced with the car' to the embarrassment of my driver, the MD at the time of Volvo Australia.

Sunday

Section 11. Another hole in the map just out of Cootamundra, but not a problem now for those that gave it a try.

At Wombat I had taken you through on a route chart to get you through too many unmapped roads to work on and then took the chart a little further to try and mislead you to the next via. It had some effect as a few went the wrong way although there were a couple of opinions as to SMR there.

Section 12 was a different matter and one of my "sections of special navigational significance".

The first spot was at Demondrille, Via HO where I identified an UMRJ, which was just S of the Railway line and the Instructions directed entry from the SSW. This was actually along the mapped road but 5 cars were so used to UMRJ being entered along the UMRD they did so and picked up the '**comfy VRC**' on the wrong road.

We then moved across to the Aurville a suburb just NE of Harden. We went around the block a couple of times and only 3 cars worked it out completely with another 2 solving the big challenge but making a bit of a mess after that.

See the 2 maps of Aurville. The first is the official map as issued, with the Vias marked and the second is the modern map with directional arrows and numbers indicating when you used the roads again.

We came in from the N to HB, an UMRJ and get a VRC. Then we needed to go to an UM offset XR 400metres E of HH, which had been identified as an UMRJ.

I started here to quote the advice to navigators on the subject of scales but it got too longwinded. Suffice to say that some plotted the 400 metres very wrong. It was actually between the two roads after going S from HB.

It had to be identified to legalise all the roads from the intersection which on your selected exit heading towards HH from the E as per the instructions you encountered a Z board.



The instructions for this board turned out to require you to enter HH from the S instead. So you have a decision here. All the roads are legally mapped from this RJ.

Can't go W as we will enter HH from WD and can't go back E as it's against the traffic. Going S is the obvious as we have to get around to the southside of HH.

After about 0.4 kms we return to the main road and TR. Abt 0.1 kms later we find a very inviting bitumen road to the west that looks like it is going quite a way and in the direction needed to get to the S of HH. Alas if you took this it isn't mapped.

Another 0.2 and the mapped Jellambi Road heads off to the left. SO right to the bottom of the hill to the 4 way RJ (which are all mapped), passing 2 more unmapped roads to the right, but both also not allowed to be used. THR heading N up the mapped road to HH.

Not far up here were 2 VRCs in a row, (double demerits in special sections) and then up to HH from the correct direction and on turning right you encounter a '**comfy VRC**' and then a TR and out to the main road and again all the way round the bends to the bottom of the hill to TL onto Gloaming Rd to enter HL from the S.

Do a TR and then TL into Erin Road to go Nth then W to get to HB again. As it was originally identified as a UMRJ you now use the UMRD. I had a VRC just before the main road but all except one car did realise this wasn't HB and found the other VRC abt 100 metres further on approaching HB. TL and back onto the main road and down to Jellambi Rd and straight into the control.



Section 13. This was really intended as a pleasant drive to the finish but the weather on the roads and a local farmer who has the unfenced public road through his paddock put a dampener on the section and caused the need to neutralise the balance of that section as some cars were blocked for coming through.

Very unfortunate and a situation that we are not comfy about, as we do try and keep good relations with the property owners, councils and police. In ordinary weather we believe that there may have been no problems.

The section from there had an extra issue when a shorter SMR was pointed out to the Director and I shall revert to my previous statement. "Strict attention will be placed on the issue next year."

The results are there to see and congratulations to all for finishing the event and to the driver come navigator in Mike Batten especially for the top finish.

I have taken on board the point that it may have been a deterrent to further speeding violations if the penalties for Divns A + B had been available on the Saturday evening.

The same point is made about the results as we were only able to score Divn A that evening. We had certainly planned to have the results available for the event to date at that time.

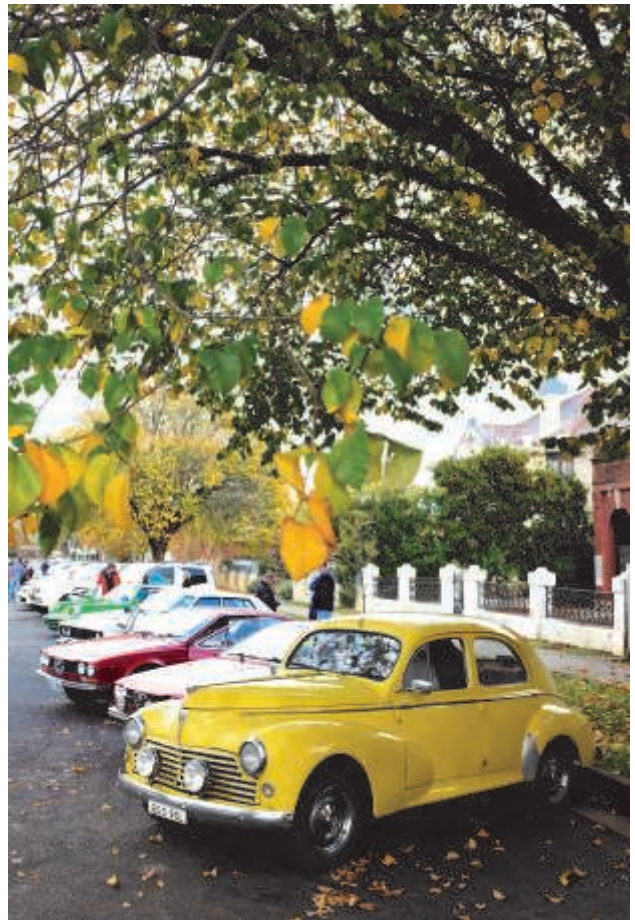


We will certainly be in need of more staff in future years if we elect to continue to grow the event further.

Thank you to all the officials. Particularly trusty Clerk of Course Tim McGrath and the Stewards Jocelyn Vetoretti and Glen Innes as well as the team, Barry Ferguson and Dennis Reeve, Ron Cooper, Tony Norman, Christine Bethwaite, Joyce Innes, John and Helen Young and the team from Cootamundra.

Dave Johnson. Director

More Barry Ferguson Classic photos



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2014 Barry Ferguson Classic Apprentice and Tour results

Car No.	Driver	Apprentice Category	Div A				Div B				Div B-Evening				Day 1		Div C		Final Total	Final Position		
			Quest	VRCs	Radars	Total A	Quest	VRCs	WD	Radars	Total B	Quest	VRCs	Total B-E	Total Day 1	Pos.	Quest	VRCs			Total C	
22	Doug Barbour	Xanthea Boardman				0				0					0			0		0	1	
25	Tanya Arthur	Dominic Votano				0				0					0			15		15	15	2
23	Chris Hallam	Phillip Stead			3	3	15			15					0			0		0	18	3
24	Peter Jakrot	Valerie Jakrot				0				0					0			30		30	30	4
20	Bruce Smith	Jennie Smith	15	25	7	47				0					15	25	40	15		15	102	5
21	Teresa Morey	Bob Morey				0				3	3	3	3	3	90	125	215	218		0	218	6
26	Ross James	Ken Davies	75	100	2	177	60								60	75	135	372	7	90	462	7
Tour Category																						
28	Jim Baird	Lachlan Baird				0				0					0			0		0	0	1
31	Jeremy Braithwaite	Julie Braithwaite				0				0					0			0		0	0	1
36	Greg Yates	Ian Packard				0				0					0			0		0	0	1
37	Len Zech	Glenn Evans				0				0					0			0		0	0	1
29	Robert Clare	Sue Clare				0				0					0			15		15	15	7
32	Gerald Lee	Cate Lee	15			15				0					0			0		0	15	7
34	Tony Wise	Peter Evans				0				0					0			15		15	15	7
35	Jim Richardson	Bev Richardson				0				0					0			0		0	30	8
27	Steve Brumby	Grace Brumby				0				25					0			25		25	40	9
33	Brian Doyle	Paulina Doyle	45		11	56									0			0		45	101	10
38	Geoff Boyd	Alan Cummine	15	25		40	15			15					15			25		30	110	11
30	Bryan Allart	Beryl Allart	45		12	57	15			25	9	49	15		15			15		60	181	12

2014 Barry Ferguson Classic Trial Results

CAR No.	DRIVER	NAVIGATOR	DIVN			TOTALS	PLACE
			A	B	C		
2	Peter Reed	Mike Batten	35	157	65	257	1
1	John Cooper	Ross Warner	33	219	24	276	2
16	Mike Ward	Steuart Snooks	65	85	145	295	3
6	Robert Panetta	John Henderson	50	222	32	304	4
7	John Rawson	Dave Smith	59	177	80	316	5
4	Matthew Thompson	Graham Thompson	103	228	35	366	6
3	Peter Thomson	Lui MacIannan	61	188	133	382	7
12	Lauren Walker	Alan Walker	184	206	93	483	8
9	Paul O'Neill	Arthur Evans	138	247	205	590	9
10	Laurie Mason	Ted Norman	115	267	232	614	10
11	Alan Watson	Pam Watson	174	158	300	632	11
14	Gerry Both	Carol Both	115	411	159	685	12
15	Ron Spelman	Graham Bresnahan	202	363	263	828	13
13	Ian Gilholme	Martin Forbes	221	671	274	1166	14
8	Peter Parry	Brian Knights	X	X	217	BIG	15
5	Roger Moore	Winton Brocklebank	68	182	TOUR	NA	DNF

Targa 2014 – Our best fun Targa ever with Dianne & Wayne Gerlach

After various mechanical difficulties and an excursion into the Tasmanian wilderness in previous years, Targa Tasmania 2014 proved to be our best run yet in the yellow '74 Porsche 911 car #523. We drive it with the large Classic Rally Club motif on the right side, and enter in the Classic Florio competition. This means that we run Days 1,2,3, then have day 4 off, before the gruelling Day 5 into Hobart. Classic Florio is restricted to early and late classic cars (none of the modern stuff) and is designed so that the number of competitive kilometres is the same as Targa Tasmania was prior to 2011 when the course was lengthened. It's meant to give classic cars a rest and check up if they wish, while more modern turbo AWD and other machinery does the long Day 4.

Day 0 - The event begins with a couple of short prologue stages to settle the technicals and seed the competition. It's on the Tuesday, and appropriately designated Day 0 because it seems to be a very long day for only 10km at speed. However, the short town stage at Georgetown is a real blast with it's tight streets, big crowd of spectators and the building excitement of the commencement of the event next day. Actually, the best thing about Day 0 is the Classic Rally Club pizza dinner that Lui organises the evening before for CRC competitors and officials.

Day 1 – Eight stages out to the NW of Launceston, with the final run of the day being the 26km Mt Roland stage. Early on it became clear that the rebuilt engine and drive train on the Porsche had made it a much quicker car. Our times were better than previous years and the team was on song. We finished the day in 3rd position in Targa Florio, behind a monster Falcon GT and a very quick Porsche 944. The Falcon GT had caught and passed us on one stage and, while we kept up with him in some twisty stuff, I was in awe of his power as he pulled away from us on a long uphill section. Phil Walters, a friend of our club who many would remember from Forest Rally days in Victoria, has often said to me that to go fast you need “lots of fuel plus lots of air, squash it hard, then a bloody big spark”. Well, the Falcon GT certainly did it that way. But, for us a technical problem reared it's ugly head at the end of the day. Heading back to Launceston we found that we had a fuel leak. Getting it up on a hoist it was our service guy, Jim Kelly, who found the problem.



A crack in the fuel return line spigot at the fuel tank. Using two part epoxy metal-weld he fixed it, teaching a work experience kid at the garage along the way. Well done to Jim, he certainly kept us in the event (CRC members will remember Jim and Jill as our start control officials at last year's Alpine Classic).

Day 2 – The long run out to the east of Launceston. Eight more stages, with the very fast downhill Rossarden stage to start the day, and the classic 16km Sideling stage prior to a quick Longford town stage to finish. Again, the car performed like a dream, and navigator Dianne called every corner perfectly. Got back into Launceston to find that we were still 3rd in Targa Florio but that we had built a good buffer over the 4th placed Morgan V8 with whom we have competed for a number of years.

However, another technical problem had eventuated. Finishing the last three stages we had smoke coming out of the 40 year old headlight switch. There was no choice but to do a repair since it is a requirement to run the speed stages with headlights switched on. So, I spent an hour upside down with my head in the fusebox that evening, rewiring so that the low beam headlights ran from the uncooked parking light setting on the light switch. The electrics had similar fuse ratings for the low beams and the parking lights so I figured that the parker setting on the switch could handle the current of the low beams. Aaahh, the joys of an aging classic car, and at least you can play with the wires on them. At 7pm a lights check – All good.

Day 3 – A long day from Launceston up around Burnie, then south to Strahan. Some iconic stages with the 38km Cethana stage reputed to be the best Targa stage in the world, and the classic Hellyer Gorge run, finishing the day with the twisty 33km downhill Rinadeena stage down into Strahan.

Again, a great day with the Porsche on song. Roads were damp, sometimes wet, and morning stages were classified Intermediate i.e. sort of wet but sort of not wet, and be very careful in shadows and forests cos they will be wetter than open areas = tricky. We were surprised at the end of the day to find that we had moved to 2nd in Florio as the leading Falcon GT had crashed out on the Cethana stage.

However, the day wasn't without drama for some of us as we found with the last stage of the day. We were passed near the end of the final stage into Strahan by a red Alfa 2000 gtv who was fly...iiiiing! A couple of km further on we were second car on the scene as he had wrapped himself sideways around a tree. We stopped to check that first car on scene was taking control and getting safety triangles on the road, then going to the aid of the team still inside the crashed car. Our job was then to notify officials of the accident at the nearest SOS point, which was by that point the end control of the stage. So, it was back into our car and drive to the end control. Dianne was not on pace notes, she was trying to phone race control as we drove the last 4km, but no signal out there in the wild west coast. Turns out that the safety cage in the red Alfa did its job, but the navigator did get a helicopter ride to hospital.

Day 4 – Rest day. Spent the morning doing a mechanical check and rotating tyres. Then a bit of time with a fellow Florio competitor who had his team replacing the engine in his Fiat. It was a rainy day and there was a lot of attrition amongst competition cars who had gone out for Day 4 competition. Friends David and Adam Kaplan in a pointy end Subaru WRX sti said that on the first stage they drove through one 1km stretch where there were six cars off in the wet. CRC member Geoff Bott struck tailshaft attachment issues at 200kph on the third stage that day. This was a shame as he had been going pretty well in his Nissan GTR. To quote him exactly : “My nuts fell off, and my shaft went all floppy”!

Day 5 – Woke at 4am to the sound of steady rain. Thought to myself “take it easy to Hobart, this is no place for heroes in the wet”. Also did a further reality check, and reminded myself that I don't do hero very well anyway. So, plan to just drive trophy time in the wet and surrender second place if the rally gods deem it so. Then, on the starting grid of the first stage heading back 33km up out of Strahan

I saw that our nemesis, the grey Morgan, was starting immediately behind us. So, to hell with the sensible 4am theory, it was “let's give it a go in the wet. If he catches us he can have 2nd place in Hobart”. As we went through the finish line of the stage with the windscreen wipers on high speed I looked back in my rear vision for some time, and realized that the Morgan was nowhere to be seen. We had extended the gap nearly a minute further on him. After that, it was quick and sensible to the end, and we got to Hobart just fine. Not that there weren't a few slippery moments on the 58km Mt Arrowsmith stage in the rain.

Hobart – So, we found ourselves with a 2nd place in Targa Florio. The red Porsche 944 was 1st, deservedly so as he was certainly quicker, and everyone knows that Porsches are bulletproof so he was always going to get to Hobart ahead of us. The big champagne spray on the podium saw us drenched. Dianne had to wash the sparkling wine out of her hair before a fancy dinner with service team Jim and Jill, and our champagne-soaked race suits were packed in plastic bags to be smelly unwrapped for washing when we returned to Sydney.



Smiles and happiness - The car performed really well. The rebuilt engine and drivetrain have transformed it. Navigator Dianne had commented on Day 2 that "it is the best this car has ever felt in Targa". In fact, she had also been a major part of our success by calling every corner clearly, accurately and perfectly timed. Jim 'n Jill, our service crew, kept the car topped up with 98 RON and technical fixes as needed. Me, I felt pretty good, but realize that I am no longer better than the car, the car is now better than me.

On Day two I thought that my driving had significantly improved. It happened after my second recovery from a significant sideways moment when I thought to myself "Sh--, you're driving well, in previous years you would have lost control". It was service guru Jim who brought me back to earth with a thud by reminding me that it wasn't my driving that recovered the car, but rather the new limited slip differential in the drive train. Damn, for a few hours I thought it was me !

Wayne Gerlach

Team Navin's Targa Tasmania 2014

'Rondo' is a piece of music with a principle theme which recurs or is repeated as a refrain. Excellence is repeated.

Targa Tasmania, the largest tarmac road rally in the world, was repeated for the twenty third time in May and was the hardest of the rallies so far in the Targa Tassie history. ..and it was excellent.



Team Navin in the Rondo Sponsored Porsche 944 Turbo, competing in their first Targa Tassie, was driving their second Targa with the agenda of 'unfinished business', having Failed to Proceed in Targa High Country 2013. We were not a big team, only three, and we didn't have huge sponsorships behind us. But what we lacked in this area we made up for in enthusiasm and passion.

There are thirteen categories in the Targa and Shane and Ashley were competing in the Regularity Division. Unlike regular competition vehicles, Regularity vehicles don't need to be fitted with a roll cage but driver and co driver must wear a helmet and meet most other competition requirements.

Shane and Ashley, in car 107, also looked the part in the full race suit. All cars are fitted with RallySafe that relays speeds back to the control centre and penalties are applied to those going outside specific rules. It is a true test of the driver, navigator and car. Regularity gives the driver a chance to compete against more experienced drivers and teams but it is more about camaraderie amongst competitors and having fun.

There are two categories of support crews. 'Full on' and 'not so full on'. I fell into the second category. I drove the support car to lunch stops when required; preferably being at the stops before car 107 arrived. That didn't always happen and luckily it wasn't catastrophic. You understand that this support crew was driving her own Targa Tassie and really enjoying it!

My Targa took me on the winding roads that were travelled by car 107 and I took some corners fast also but I saw more than they did... Tasmania has some of the most spectacular country side in Australia. So picturesque at this time of the year with the autumn leaves of red, gold bronze and yellow not only adorning the trees in blazes of colour but also carpeting the roads. At times I was driving through curtains of golden leaves, though villages of old stone churches, equally as old cemeteries and quaint cottages. All very English. All very beautiful. And then there was Ross an iconic Tasmanian Midland town famous for its bridge, wool centre and bakery that makes world renowned vanilla slices to die for. There were emerald green fields dotted with sheep and cattle. All definitely worth a stop for photos and a browse through the shops.

So my Targa took the long way around and consequently I may not have been where I was supposed to be at EXACTLY the right time but this support crew needed to support herself as well as the Team! I carried oil, tools, tyres and of course the trolley jack and stands, but my essential job was to 'go get em' if the car broke down. I won't even go to the place of a full on accident... The last stages into Strahan on Day 3 were bad.

For Shane and Ashley it was an early start Day 4. It was still dark and it was raining with mist and cloud hanging low. The roads wet and greasy with the new rain and leaf litter. Remember my previous stage through the midlands with all those glorious autumn leaves and trees? As I watched cars roll past I was trying not to think of the previous night as I drove the last few winding kilometres into Strahan and seeing a car off in the bushes with one of the crews on the side of the road surrounded by officials and not looking too good. The road wasn't as wet and slick then and now as I'm looking out the window conditions were far worse. .

The toll of each day could be seen on the trays of the tow trucks each night and as the cars started dribbling into park ferme each night. The analysis of repairs needed to be made went well into the night and sometimes, right through the night. It was not a question of just getting the car back into the race but having the resolve and determination to get to the finish in Hobart... I was constantly amazed at how the support crews would work like navies through the night to repair cars for the next day's race.

The dedication and sheer determination of these crews was amazing and had to be applauded. Of the 180 cars in the field, 140 finished the Targa crossing the finishing line at Wrest Point Casino, Hobart but 50 of the finishers were walking wounded having had a visit to the shrubbery or a mechanical malady at some point including the outright winner who just made it over the line in a cloud of smoke. They covered 2000 kilometres on their lap of Tasmania with 950 kilometres of racing over 40 closed stages. Of the cars that crossed the finish line 60 of the crews stepped onto the podium. The crew of car 107, Porsche 944, was not one of those but we were winners. Unfinished business was finished with both crew and car safely across the finish line with marriage still intact and a big smile on all our faces.

It was six intense days of car racing. 6am starts some mornings meant a 5 am wakeup call with the support crew up and doing what I had to do. All full on adrenaline pumping action. We'll be back again next year 2015 to do it all again...apparently.

PS. On the ferry home I bumped into the injured crew member I saw just before Strahan who was nursing a broken ankle but thankfully was looking much better.

Considering the number of cars I saw that had an incident, the fact that this was the only injury from the whole event was a testament to the safety requirements each car and crew must meet.

Jen Navin, Support Crew Car 107. Porsche 944 Turbo.

A few more Targa Tas. photos courtesy of Coal Mullet & www.perfectprints.com.au



TARGA TASMANIA AS SEEN THROUGH DIFFERENT EYES by Jocelyn Vettoretti.

What does that word “Targa” conjure up in your mind? Great roads, fast cars, a challenge for the driver, navigator and service crew. And that is exactly what Targa Tasmania is to all the eager competitors, many of whom unfortunately get that well known red mist in front of their eyes. For the competitor, Targa starts off as a rush of adrenalin after careful planning/expensive decisions and for only a few, a podium finish. It is always an honour to receive the finishers’ medallion, but for some it has been a very long six days getting there.

On the other side, are those officials, mostly volunteer, who, for the love of the sport, are willing and eager to give their time and without whom Targa Tasmania would not be able to run. Fortunately there are a number of motor sport enthusiasts willing to officiate on an event such as Targa Tas. and to enjoy experiencing it from the other side. Whether as a CRO, service crew, timing set up, control official or in the pick up bus, we all enjoy the involvement with Targa.

For my part, I have experienced many facets of Targa – as competitor for three years, in results for a couple of years, helping out as service, CRO for more years than I care to remember and for the last two years, a member of the Mulletts’ shuttle bus crew. From here you get a very different view of Targa – picking up expectant drivers in the early morning and hoping that you will not see them on the side of a stage later in the day.

The first shuttle bus in Launceston runs at 5.30 am when the early starters are picked up and delivered to the Silverdome for the start of the day. Once the last car has been flagged away two buses follow the field, stopping to give assistance and pickup any crews who have had the misfortune to stop in a stage – whether from an accident or mechanical failure. It is especially sad when it is Day 1, Stage 1, and a car is so badly damaged that it is not able to continue. All the effort and expense that has gone into the preparation over the last few months written off in a couple of minutes.

When a bus arrives at an incident, it is up to the crew to decide whether they want to be taken out of the stage or wait for the tow truck to pick up their vehicle.

Most crews like to wait for the towie and make sure they know where the car is going to be taken to. For some it is a case of organising their service crew to be available and carry out required repairs, for others it is having the car put on a trailer and taken home.

There are usually two buses on duty each day, leap frogging through the stages depending on what they find. A clean stage is always appreciated and an opportunity to make up time, before heading on to the next one. Depending on the number of crews collected, one bus can head back to base with their passengers, leaving the second bus to continue through the final stages.

Then there is the “up” side of driving a shuttle/pick up bus. You get to be first through the stage when the final competitor has started, often even before the police and of course as it is a closed road there are no speed restrictions. The Toyota Commuter buses used are not built for speed and I have a very clear picture of our bus stopping half way through a stage to assist a competitor with the smoke screen from the brakes almost hiding the bus from the road. It will be the one and only time that Graham has shown a police car how well a 12-seater bus can corner!

After our loops round Launceston it is time to move on as the rally heads over to the west coast of the Island. The luggage truck is loaded and two of the Mullet crew have the job of driving it through to Strahan. As the night in Strahan is also the finish of Porsche Club involvement, their luggage is loaded next day and driven through to Devonport.



After a day playing in the rain on the West Coast, for some reason it is usually wet on that side of Tassie, it is an all out race for Hobart and I don't just mean the competitors.

The climb out of Queenstown always seems to be very slow and by now the road is full of service vehicles, tow trucks and various officials all trying to get to Hobart as soon as possible. However as a pick up bus, we are required to get to the stage in the shortest possible time, so drive past the long queue waiting to be allowed into the stage as soon as it is open. The longest stage of the event, Arrowsmith, now unwinds and even if not competing you can still get a good feel of the roads.

And finally, the big finale; arrival into Hobart and the finish of the event. Excitement is high and congratulations are passed between the finishers.



Now at the end of Targa, all the crews can relax for the first time and enjoy the chance to catch up with their friends and relive their "special" moments. Tall tales will also be told at the final dinner held at Jupiter's Casino a couple of nights later with many drivers already thinking about the next year.

Jocelyn Vettoretti

Taking the new Technical Regs for Targa Tasmania to extremes.

New Technical Regs for Targa Tasmania 2015 have just been released. CRC member & Team Mullet Leader Coal Mullet asked the following questions of the organisers.

"What would be the minimum weight for a High Ace bus? As our vehicles have been lightened by taking out 2 of the seats to make it a 12 seater, would we have to put this extra weight back into it or could the esky, ice & beer be considered enough to make up for this.

The weight allowance for drivers and navigators is a distinct disadvantage to us as we can carry up to 12 drivers and navigators this could be 900kgs or so, so I would ask for a dispensation on this.

Would our vehicles be in the Modern Class or Showroom Class?

*Could we fit twin turbo systems on our vehicles and if so would this change our Class? The buses wouldn't be any more competitive but "s**t" they'd be much more fun to drive. Oh and we may need a dispensation on the number of tyres we use if we do this, we'd probably trash a few back tyres.*



Europcar may need to sponsor us by following us around with a ute full of tyres.

Could you reply quickly in regards to these matters please? As you can imagine with a 3 vehicle team we will need as much time as possible to prepare for next year's event.

Please contact me if you have any questions.

See Ya, Coal Mullet"



CRC members who were at 2014 Targa Tasmania	
Shane & Ashley Navin	Car 107 11th out of 16 starters in Regularity in their '86 Porsche 944
Geoff Bott & Ashley Humphrey	Car 838 13th out of 20 starters in Early Modern in their '95 Nissan Skyline GT_R R33
Wayne & Dianne Gerlach	Car 523 2nd out of 6 starters in Classic Florio in their '74 Porsche 911
Mark Hammond & Gordon Lennox	Car 626 3rd out of 24 starters in Late Classic Handicap in their '80 Jaguar XJS
David Gilliver & Nigel Shellshear	Car 627 5th out of 24 starters in Late Classic Handicap in their '79 Ferrari 308 GTB
Brian Foster	DNF in Early Modern
Robert Gambino	DNF in Late Classic
Carol Both, Karen Lennox, Lui MacLennan Coal & Hot Dog Mullet, Jocelyn Vettoretti & Graham O'Connor	Officials

The Officials' Story of the 2014 Sydney to London Marathon



For HRA (Vic) member Kaye Kilsby and CRC (NSW) member Lui MacLennan, this story probably started around 12 months ago. When the word went around that the Sydney to London Marathon Rally was going ahead in 2014, there was precious little chance that we could enter but the option to officiate was the next best thing! Contact was made with the UK organisers and our names were passed on to the Aussie co-ordinators. Hmmm, their enthusiasm for our involvement wasn't exactly wild but at least it was a start. Time to be patient and wait.....

Now Patience is neither Kaye's nor Lui's middle name. After a bit of detective work, we discovered that Phil Bernadou was co-ordinating the eastern sector and Ivar Stanelis was covering the west. At the end of an officiating weekend at the Bega Valley Rally over the June long weekend, Phil sounded us out regarding the possibility of working on the 2014 Classic Outback Trial – a coup in itself, as positions on that event are highly prized and if he wanted us for COT, maybe he would consider SLM as well? So we kept chipping away and Lui also made contact with Ivar, who amongst other exalted rally positions, had been Clerk of Course on Classic Adelaide when Lui was CROing there. It's never a case of what you know but who you know and the more people that know you, the better!

Finally on 25 October, we got the news that we'd been waiting for – we were working all the way from Sydney to Perth – yeeha! Kaye had two crews from the HRA entering – Pete Riseborough with Gerry Bashford (Commodore V8) and Hilary Evans with Doug Fernie (Datsun 1600). Lui had her brother John Henderson with Jeff West (Volvo 144) from the CRC.

So we would both be keeping a close eye on 'our boys' for the Australian section. Matt DeVaus and Simon Brown were servicing for Hilary and Doug and Peter (Thomo) Thomson and Gerald Lee for Hendo and Westie.

Whilst both officiating on the Victorian Alpine Rally in November, it was a good opportunity to start some serious planning. It was clear we needed a 4WD and the cost of hiring was crippling but at the Presentation Dinner, and several glasses of red wine later, Dave Johnson (an Alpine entry with Bob Watson) had offered his '89 Pajero. Dave had bought it after seeing it perform on the Red Centre to Gold Coast Trial in 2008, when it didn't miss a beat. Dare I say that one of its most challenging roles in recent times has been to act as a mobile platform for Dave to trim the huge cypress hedges on his NSW Southern Highlands property!

With the festive season out of the way, it was now time to start making some serious lists. Our plan was to camp all the way, not just for financial reasons but there would be some isolated stages where we'd have to be there pretty early to set up and camping overnight near the start would be the only practical solution. By early February, we'd received draft running schedules from both the eastern and western sector organisers detailing most of the stages on which we'd be working. We also had Google Earth maps of all the actual stages as far as Renmark. Time for some very complex logistical gymnastics!

Kaye decided to go up to Sydney for a rather long weekend with Lui and part of that time was spent calling in on Dave's place to check out the Pajero – it definitely passed muster! One bonus was finding out we now had VHF and UHF radios – they would come in handy for communications with our fellow officials when setting up the stages, as we suspected there would be a lot of areas with no mobile phone coverage. Two spare wheels and driving lights clinched the deal. We stayed the night with Dave and Nat and after a great night with a slight excess of wine, headed to Canberra for a couple of cultural exhibitions the next morning and then drove up to Bathurst for the 12 Hour race on the Sunday. After a serious hit of motorsport, it was back to Sydney to start working on those lists.

Twenty four hours later and it was all falling into place – a magnificent spread-sheet (now affectionately known as the spread-blanket due to its size and with hopes that it might keep us warm at night!) had been produced outlining where we would be camping each night, distances and travel time between sleep, stage and next sleep, sunset and sunrise times, arrival times of first and last car and a myriad other details. Bush camps, campgrounds and one night of relative luxe in a cabin were organised and we were ready to roll! More lists were made for camping gear, meals and rally control work supplies. With equipment being begged, borrowed or to be bought, we were pretty well sorted – time to bring it on!

In the meantime, the crews were finalising the preparation of their cars when ‘disaster’ struck! A fortnight before the event was due to kick off, the organisers announced that the European leg had been cancelled, due to the fact that they were unable to obtain (read ‘not prepared to pay for’) an aircraft for the airlift from Perth to Ankara, Turkey. Not happy Jan! After much pressure from competitors and an additional financial contribution, the Big One was re-instated.

With the event starting on Saturday April 12, Lui collected the mighty Pajero Turbo (dubbed the Turdo) from Dave the previous weekend, fitting a new CD player in a brief window of opportunity and Kaye flew up to Sydney on the Monday to start the final preparations. A couple of new tyres and a general mechanical going over was organised while the team started the countdown. Last minute shopping was done, meals were cooked and frozen and the nails were done – and yes, that was an important part of the schedule! At last the truck was packed, The Navman and Hummingbird (thanks Justin) fitted and we had a final pub meal together with Rise, Hendo, Westie, Gerald and Thomo on the Thursday night and it was time to hit the road.

We were heading for a camp ground in Parkes on Friday night and had a slow, wet trip across the Blue Mountains. An annoying splodge of mud at the bottom of the windscreen turned out to be oil from a split in the hydraulic line for the turbo gauge which a quick crimp and cable tie sorted soon enough!

We had a brief rendezvous by the side of the road with Steve Hollowood (2iC to Phil Bernadou) in Orange, with the rain showing no sign of easing but by the time we reached Parkes, the sun was shining

and we pitched our tent with relative ease in daylight. This would prove to be the last time for quite a while that we would enjoy this luxury! We had by this time called into a motel to collect our gear for the days ahead, so we now had boards and star posts to add to our collection of handy things in the back and half of Team Charlie was ready to roll. The other half of the team, Chris and Tom Jones, were travelling down from QLD and would arrive too late for us to catch up with them that evening. TCLadies and TCGents were born! Moroccan lamb and rice for dinner went down a treat but a flat airbed overnight caused an emergency trip to Kmart early the next morning! We met up with the ‘gents’ soon after and at that stage, determined that our UHF radio didn’t quite work – so much for that bonus! After introductions by the side of the road, we made our way to a mid-point of SS3, Back Yamma, our first stage of the event and one that was set in a state forest. As would become the custom for most of the event, our job entailed setting the stage ie putting out all the boards throughout the stage, usually manning the Time In and Start controls and then breaking the stage down.



After we’d done the set up, including dragging large fallen trees off the course (thanks Turdo) and getting ourselves bogged (and unbogged), we met some of the Redshirts, senior officials of the event, including the delightful Clerk of Course, Keith Ashley. Originally planned as a 52 km stage, a section was cut due to boggy conditions but everything ran relatively smoothly for us. Not so for many of the competitors who became lost, especially after the sun went down! When all had been accounted for, we were finally able to start breaking down the stage and to our horror, were soon lost in the dark forest ourselves.

Rick Hartmann and Dave Smith (fellow officials) came to the rescue and we eventually had the Back Yamma forest back to its normal state. A 125 km drive then followed to a free camping ground in Condobolin recommended by Gerald, Gum Bend Lake, which from memory, we reached at about 10:30 pm after having been too lazy and too tired to refuel. We put the tent up in the dark and our culinary standards dropped to a tuna sandwich for dinner.

Up reasonably early, for although we had only a 50 km drive to the start of Emu Chase, our next stage between Condobolin and Nymagee, we were due there at 8:00 am. We combined to set the stage with Chris and Tom and by leapfrogging each other, had it done in good time. It was a brilliant stage on a private property and it seemed that no sooner had the first car started, that we were flagging the sweep vehicle on its way. At this point we found out that the nearest fuel was at Cobar and we would be skating on thin ice to get there. We broke down the stage and TCG kindly followed us in case of 'fuel shortage'! We limped into Cobar and with a certain element of relief, refuelled and celebrated with an ice cream. There was no time to waste, other than to wave at some of our competitor pals, as we had to travel 560 kms from the stage end to our next camp at Warrawong on the Darling (thanks again to Gerald) near Wilcannia and it would be well after dark when we got there. Driving into the setting sun was something we would become familiar with as we headed west but was also something we would never come to enjoy. Kaye was now on driving duty and Lui was wildlife spotting. We'd learned by now that goats were reasonably smart and would move away from the road as we approached. As night rapidly fell, the roos came out in force. We had a couple of close shaves and then suddenly, the father of all skippies was right in front of us and despite Lui shouting and Kaye simultaneously hitting the slammers in a microsecond, we were destined to collide. A cursory inspection showed the bull bar smashed into the bonnet, both spotlights gone, UHF aerial non-existent and the LH headlight and blinker smashed. Fortunately, the roo's death was instant. We followed TCG slowly towards Wilcannia, benefiting from their headlights and set up camp in a somewhat subdued mood.

The show, however, had to go on, so after a great Team Charlie meal (finally cracked a bottle of wine) a good nights sleep and the best shower in the biggest and cleanest ablution block in the world, we headed into Wilcannia for fuel and got a recommendation for McLaughlin Engineering in Broken Hill (a short 200 kms west) to get the Pajero functional again. The double zero car was not due at our next stage, Avondale near Broken Hill, till 13:45, so for once we had a small window where we had the opportunity to get the repairs done. To cut a long story short, the wonderful Hamish and a couple of his fellow workers put in about four hours work and we were good to go. The bull bar was back where it should be, new spots, functional headlight and OK, no blinker, but at least we got to our stage on time! TCG were relieved at the stop point to see competitors' road cards with our signatures on them. It was a 57 km stage and it was well and truly dark by the time we finished clearing the stage. A couple of crews had got bogged but most made it to the finish with smiles on their faces. We drove into Broken Hill for the night and for some reason we'd booked a cabin – with its own bathroom – luxury! This of course was too good not to share, so we had a few of our fellow officials over for dinner and lots of wine – a great night!

We had about 225 kms to drive to the start of SS13, Belmore, which was on a private property between Broken Hill and Renmark. By now we had got to know most of the competitors and many of the Redshirts and were starting to feel part of a big, happy, mobile family. Chatting to everyone at the start became part of the routine and we met some pretty amazing people.



One who stood out was Cliff Mainwaring, who amongst other roles, is Assistant Clerk of Course for the UK round of the WRC! He was absolutely charming and always ready to pitch in when needed. It was here that Kaye stood at the side of the road with her bags, ready to hop in the back of one of the Regularity crew's cars. They had jokingly offered us a ride to London the day before and the looks on their faces were priceless when they saw her! We drove the stage, as always, to collect all the boards and it had a series of sand hills that were absolutely mind blowing – the Pajero was incapable of 'getting air' but we still had fun! So we're now at the end of Day 4 and time to farewell the eastern sector of the Australian leg. That meant it was also time to wave goodbye to the great team of officials that Phil and Steve had put together for this leg (many of whom we'll meet up with again on COT in August). A dinner at an Italian joint in Renmark was an appropriate wind up to a fantastic few days. Thanks Phil for taking care of the drinks bill. ---The level of organisation, detailed paperwork and schedules could not be faulted. We'll miss you all!



But it's time for another adventure – the western leg starts after our camp in Renmark and a lunar eclipse that night was thrown in for good luck! Our first stage was Border Track, under the command of Graham Wallis, which ran down the Victorian/South Australian border, south of the Murray. It was only about 30 kms to the start and we didn't have to be there till 7:00 am, so it was what would become known as a civilised start to the day – and it was Lui's birthday! Kaye decorated her control table with balloons and banners and there were lots of birthday hugs and kisses going around – certainly a birthday to be remembered! That night we had arranged to stay with Peter and Merrie Goers in Tanunda, old CRC members and great pals of Thomo's.

He and Gerald were also bunking down there and after servicing the Volvo in Pete's amazing shed, Westie and Hendo also joined the party for dinner. With Pete growing a few grapes that he sells to St Halletts and Merrie working at the cellar door, you can well imagine that it was a memorable night! The next day, your two trusty officials in their personalised pink vests had fortunately been given a day off and we made our leisurely way to the campground at Wilpena Pound in the Flinders Ranges.

We had plenty of time to explore a few of the roads in the Flinders and envied the crews driving SS23 Moralana – it was magic! We were working on SS22 Bunyeroo, another great stage but with a bit of rough stuff over the creek crossings. David McKenzie, one of the Redshirts, started the day off in fine style by playing his bagpipes – not what you generally expect to hear in outback South Oz! By this time we had all mastered the great Australian salute – and some of the European competitors had even bought hats with fly veils. If they didn't make you look like a total fool, we may have bought them too! It was then a short 630 km drive to our overnight stop at Ceduna. By now we had settled into a good routine with a reasonably defined demarcation of duties. We shared the driving right down the middle, Lui did fuel and tyres, Kaye mastered the windscreen, Lui inflated the airbeds (with a second one now replaced!) and usually locked the hubs, Kaye kept the financials under control and was in charge of lighting at night. Oil and coolant checks were Kaye's job except she couldn't reach to put the dipstick back! Packing the tent and packing Trudi – as she had now become – was very much a joint effort, with the layout being finessed as we went. It was all working really well and we were now feeling like seasoned 4WDers. In Ceduna, we had great plans of lashing out on some local seafood at the pub but much to our horror, it was in darkness. Apparently "*A hotel licensee has an obligation to trade between 11 am and 8 pm Monday to Saturday, (except Good Friday and Christmas Day)*" – Who in their right mind would close a pub at a seaside destination on Good Friday in the middle of the school holidays??? We were disappointed, to say the least – well, until we found a damned good pizza, preceded by local oysters and washed down with a glass of vino...

We'd been given another day off and drove around 500 kms to Eucla the next day, stopping on the way to check out the amazing sea cliffs at Head of Bight

and also to refuel at our most expensive stop of the trip - \$2.07 per litre – ouch! Crossing the border into WA, we had to remove all the caked on mud from Trudi's bottom with a small paint scraper generously supplied by the quarantine officials.



We had time to walk down to the Old Telegraph Station at Eucla and drove out to check the location of our start control the next day at SS27 Old Coach Road. We were missing the information that we'd become used to on the eastern sector and communications with the western sector organisers wasn't of the same standard. It was great to see the crews coming into control at the end of the day as the sun went down. We slept in our clothes that night, as we had to be up at 3:00 am to get to our stage by 3:45 – not our favourite time of day! It was good to catch up with Trevor and Ros Fisher, who Lui had worked with on Targa Adelaide the previous year. They were very competent officials and had a great dog as well! It was still pitch black when we got to our position but there was plenty of time to collect some firewood, get the fire going and cook up some jaffles. The sunrise was stunning over the Nullarbor and for once, we got to see the cars in action – even got a wave and a toot from a few of them. This was always going to be our horror day, as we ended up driving 1020 kms as well as working the stage. However, it was better than expected as we shared the driving, ate on the go and stopped

only for fuel and the occasional Kodak moment.

We were heading for Goongarrie Station, about 100 kms north of Kalgoorlie and as usual we would get there well after dark. The next day we were to run TS29 Goongarrie and had been kept largely in the dark as to layout, local officials, maps etc. Originally, we were also meant to be setting the stage the day before it ran – a clear impossibility! We were hugely relieved to be put in contact with the wonderful Keith Earle, who not only set the stage for us but also organised most of the officials and their placement. We met up with him by the side of the road just north of Kal as the sun was setting and were 100% confident that anything he did would be perfect. The stage had been shortened by about 40 kms the previous day (it had originally been intended to be the longest of the event at 105 kms) and Keith had put tape on the highway, indicating where the new start was located – he was just a legend! We drove on to where we were staying and made contact with another couple of officials who we knew were also staying on the station. We were in the old homestead, which had broken bunks, no power (ie no lights), live mice and not a lot of ambience – it did however have an outside flushing dunny!! Lui had assumed they were both Irish by the accent over the phone but it turned out one was Welsh and one Scottish – trust me, they were the strangest accents I've heard! The Welsh guy, Garry, had known the aforementioned Cliff Mainwaring in the Welsh rally scene and we were thrilled to be able to place them where they could have a good catch up. So, Goongarrie was to be our last stage of the Sydney to London – more hugs from the competitors before the stage started, a farewell to our fellow officials and then a brisk 730 km drive into Perth, where we were staying in luxury with friends of Kaye's.



Big beds, long showers and soft towels never felt so good! We were wined and dined in style that night and then joined the competitors, service crews and Redshirts at a 'Farewell Australia' function the next night. Everyone was definitely there to have a good time and the drinks were flowing. When the CoC pulled Kaye aside, enquiring if we had our passports with us and offering us flights to Turkey and the opportunity to go all the way to London, we were sorely tempted! Sadly we both had commitments with Targa Tasmania lined up and we could only dream – if only!!

It was then time to turn around and make our way home in a somewhat more leisurely manner – but that's another story.....

So, some final thoughts on the experience:

- Great company all the way.
- Fabulous Trudi who never missed a beat – and Lui is now her proud owner!
- Wonderful competitors, without exception.
- Terrific service crews – some of those guys put in incredible hours and out of all of them, we only came across one d___ head!
- Damned hard working and competent officials who never complained at the schedules that were thrown at them.
- An amazing continent to cross – and as one of the Pommy Redshirts said – when does this place ever stop??

Would we do it again? Absolutely.....bring it on!

Lui MacLennan and Kaye Kilsby

A final look at the Sydney to London Marathon in Oz.



Are We There Yet?



CRC Lunch Run

Sunday August 3rd 2014



Enjoy a fun old style Sunday Drive, with a CRC flavour, for lunch in the country.

All roads are sealed and total distance is approx. 110 kms.

Start at Campbelltown at 9.30 am, have a coffee/comfort stop in Tahmoor then continue to Mittagong for a buffet lunch at Highlands Golf Club at 1 pm.

Our category type route chart instructions will be supplied. Alternatively you can use a GPS.

If you would like to try some simple navigation from Tahmoor, easy Apprentice instructions to the finish will be available. Assistance to plot these will be available.

The event will be run on a Social Permit, C.A.M.S. Licenses are not necessary.

No scrutineering is required.

Temporary CRC membership will apply for anyone who is not a member of a C.A.M.S. club.

Entry fees, which include the cost of lunch, are \$30.00 per adult and \$15.00 for those between 5 & 12 yrs of age.

Further information and an entry form is in this magazine and will be available on the CRC web site - www.classicrallyclub.com.au

Contact Jane Morey at rjmorey@ozemail.com.au or 0423 385 404 with any queries.



2014 MG CLASSIC

SAT 13 & SUN 14 SEPTEMBER

Join the MG Car Club (Sydney) and friends from other CAMS Clubs for a weekend in the beautiful Upper Hunter area. The Event will commence at Mooney Mooney on Saturday, overnight in Muswellbrook and finish in the area of Cessnock on Sunday early afternoon. Enjoy approximately 700 kms of GREAT classic car roads for an untimed Touring Assembly with 4 levels of participation.

- Tour – a fun run that is route charted to enable entrants to successfully complete the Event. No CAMS Licence required. Plus a tour with some map reading for those who want a challenge.
- Masters & Apprentice categories to please the experienced crews.

For an entry fee of \$439 per crew of 2 (additional crew \$175) you get: Rally pack and maps, breakfast, lunch, dinner and accommodation on Saturday plus breakfast and lunch on Sunday with a chance to enjoy great new roads, varied scenery and a first-hand view of the changing vista as the horse breeders and coalminers alter our landscape.

Entries open on 23rd June 2014 and are limited to 50 starters. Entry forms along with Supplementary Regulations available on www.classicrallyclub.co.au

You may register your interest and have details forwarded to you by contacting:

Jim Richardson
5 George Muir Close
Baulkham Hills 2153
02 96390638
0418 644 284
jimandbev@bigpond.com

Xanthea Boardman
PO Box 1566
Rozelle 2039
xanth@iprimus.com.au

If you only get to run one rally per year this one is for you!

16/06/2014

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
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.O.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	Social Run with lunch in Mittagong	Jane Morey rjmorey@ozemail.com.au 0423 385 404
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	2 Day T.A. in Hunter Valley	Jim Richardson 0418 644 284 Xanthea Boardman xanth@iprimus.com.au
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.	2 Day T.R.E. in Central West NSW	Lui MacLennan 0418 645 623 alpineclassic@hotmail.com
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.

19/07/14	20/07/14 Jaguar Rally	T.B.C.	
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The Start



The End

Contributors to this edition: Glenn Evans, Wayne Gerlach, David Johnson, Tim Jones - www.perfectprints.com.au Lui MacLennan, Tim McGrath, Coal Mullet, Jen Navin, Tony Norman, Jim Richardson, Steart Snooks, Jocelyn Vettoretti, Ross Warner, Len Zech
Thank you all.