



Rally Directions

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

July 2014



In this issue: The photo above shows the scene at lunch on the Tour d' Course with John Cooper's Mustang & Ian Packard's Peugeot on the front row. Read all about the event inside. Also Ted Norman recounts his adventures riding to Uluru. We have updated Club Championship scores plus more.

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.

Classic Rally Club Officers and Contacts 2014

Position: Name	email	Phone (please make calls before 9.00pm)
President: Ross Warner	crc.pres@classicrallyclub.com.au	(02) 9772 2860 or 0409 810 553
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	0419 233 494
Treasurer: Tim McGrath	crc.treas@classicrallyclub.com.au	0419 587 887
Membership: Lindsay Trevitt	crc.mem@classicrallyclub.com.au	0414 482 648
Newsletter Editor: Bob Morey	crc.editor@classicrallyclub.com.au	(02) 6292 9661 or 0402 479 661
Competition Secretary: Tony Norman	crc.comp@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Championship Pointscorer: Jeff West	crc.scorer@classicrallyclub.com.au	(02) 6331 5342 or 0427 263 757
Regalia & Club Historian: John Cooper	crc.regalia@classicrallyclub.com.au	(02) 4731 6933 or 0414 246 157
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	(02) 4261 3018 or 0417 285 138
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	02 9420 4304 or 0418 275 308
Officials Registrar: Dave Johnson	crc.cm3@classicrallyclub.com.au	02 4887 7803 and 0428 299 443
Committee	email	Phone (please make calls before 9.00pm)
John Henderson	crc.cm1@classicrallyclub.com.au	(02) 9499 8141 or 0408 118 427
Garth Taylor	crc.cm2@classicrallyclub.com.au	(02) 4784 3301 or 0418 207 306
Dave Johnson	crc.cm3@classicrallyclub.com.au	(02) 4887 7803 or 0428 299 443
Tony Norman	crc.cm4@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Peter McAlpine	crc.cm5@classicrallyclub.com.au	0407 330 075
C.A.M.S. Scrutineers	email/location	Phone (please make calls before 9.00pm)
Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Paterson (Silver)	Blaxland	(02) 4739 0577 (H) or 0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Danny Castro	dcastro@bigpond.net.au	(02) 9688 2318 or 0419 981 063
Peter Thomson		(02) 9419 5774



Classic Rally Club Inc.,
The Secretary,
P.O. Box. 2044,
North Parramatta,
N.S.W. 1750

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



Are we there yet? Are we there yet?

Well, we are more than half way there. Where? The end of the year. We are more than half way through 2014. Gone fast hasn't it.

We only have 3 more competition events left this year, incorporating 5 days of rallying in total. The point score is up to date (Thanks Jeff) and should be in this issue for your information. If you are trying to do well in the championship, now would be a good time to up your game and get serious.

Now as far as past events are concerned, the recent Tour d'Course would have to be one of the more agreeable ones. Well run, challenging (All but one Masters crews received a WD!) and above all fun. The AROCA was able to arrange perfect weather (apart from the cold and the wind) and a fantastic lunch. I hope that there will be a couple of reports in this issue for your reading pleasure. Congratulations and thanks to the Carol and her team for another rewarding day of rallying. It wouldn't be the same if I didn't say "It's not a car, it's a bloody ALFA".

Renai really enjoyed navigating the Tour d'Course as part of our father/daughter crew. I noticed that we were not the only F/D combination and I thought to myself how fantastic it was that we could participate in a sport together in this way.

I can't think of too many other sports where this would be possible. Obviously, when you think about it this extends to father/son, husband/wife (or should that be wife/husband crews), and in at least one instance a grandfather/father/grandson crew. This to me is truly remarkable and a testament to the warm encouraging environment that the CRC promotes. Thanks everyone. (I have to stop this thread now because I'm tearing up....)

Oh, and by the way, there is no truth in the rumour that John Cooper has dropped me as his navigator. John and I have initiated a cunning plan. He is driving for a few alternative navigators to spy on all their tricks. Oops! I probably shouldn't have told you that....

I would like to thank Dominic for inviting us to spend the most recent FFFF at his top secret rally headquarters (6/175 Briens Rd, Northmead NSW 2152). It was a great night and Dom was a very generous host (again). In addition, Dom let me have a little drive in his beautiful TA MG which I really enjoyed (even if it is much bigger than an Austin 7).

Things to do:

1. Book in for the 3rd August lunch run, and then
 2. Enter the MG Classic on 13 – 14 September.
- You'll regret it if you miss either of these.

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

Enough raving Ross.

Competition Secretary's Report

I was unable to compete in the AROCA Tour d'Course at the end of June but from reports received it seems to have been a truly well supported event.

Congratulations to the organisers and volunteers and to the successful crews. I am sure you will find further reports and official results elsewhere in the magazine.

ARE WE THERE YET - Lunch Run on SUNDAY 3 AUGUST. The Morey clan are organising the above day out and you are encouraged to come along for

an interesting drive and lunch at the Highlands Golf Club in Mittagong. Note that this event is non-competitive and will be run under a CAMS Social Permit.

MG SPRING CLASSIC - SAT 13/SUN 14 SEPTEMBER.

I have not spoken recently to the organisers of this rally but hope that our members are getting their entries in. This is the first event that Doug Barbour and Xanthia Boardman are involved in from the organisational side so a good turn-out will certainly be very pleasing.

ALPINE CLASSIC - SAT 18/SUN 19 OCTOBER.

I understand that the route planning stage is now complete and I am sure there will be the usual challenges to test the navigational skills of all the crews in Masters and Apprentice categories. Tour entrants can just have fun! Look for further details elsewhere in the magazine.

PAS DE DEUX - SAT 15 NOVEMBER. This rally, the final competition event of the year, will be run in the Blue Mountains area and beyond with a finish in Lithgow. Still early days but keep a lookout for further information and entry forms etc over the coming weeks.

OTHER MATTERS. There has been much discussion, both in the magazine and at Club meetings, regarding the validity of car insurance for vehicles being driven in our events. Our rallies are all run under CAMS Permits and are referred to as either Touring Assemblies (T.A.) or Touring Road Events (T.R.E.).

In both of these categories the event is held on open public roads and competitors are subject to all statutory road rules. The major difference between the 2 classifications is that a T.R.E. involves timing

to the nearest minute on stages between Controls whereas a T.A. does not. No stage time can be set that would require entrants to exceed posted speed limits for the route to be driven. Advice from various Insurance companies has been quite contradictory at times and it is therefore suggested that all Competitors (car owners) check with their particular Insurer to establish whether cover is provided when competing in either T.A. or T.R.E. events. It may be necessary to describe the nature of our events since the term 'rally' is usually thought to involve high speed driving on closed roads.

My current understanding is that NRMA Classic Insurance will cover both event formats i.e. T.A. and T.R.E. and that Shannons will only cover T.A. events and not T.R.E.s. As advised above it is the responsibility of competitors to make their own enquires regarding this matter. The Classic Rally Club has no responsibility in checking that cars entered in any of the Club organised events are suitably insured.

And with those thoughts in mind I will sign off.

TONY NORMAN - COMPETITION SECRETARY.

The end of an era looms in Car Club magazine distribution... Tony Kanak

Hello readers, the CRC Inc Executive Committee has been grappling with how to reduce some avoidable costs.

As long-time readers know this magazine you are holding now has come a long way since being a folded A4 black and white photocopy, with a light cardboard cover. That was twenty years ago.

Some car club members can no doubt recall club news pages etc. produced on Roneo or Gestetner machines. Ahh, those were the days... Or was it getting high on the solvent fumes in the ink?

ANYWAY, in those earlier times the means of production for car club news on paper wasn't too expensive, and there was no internet!

TODAY, our members expect a high quality club magazine and we do our best with colour printing and quality paper. However this has a significant per copy cost. Now, the history is that we give and receive magazines with quite a few other car clubs. We know we get very little feedback from this exchange, and not usually too much information of

interest to us. Major issues of common interest generally receive an airing at the Council of Motor Clubs of which the CRC is a member club.

SO THE PUNCHLINE, if you are reading this copy of Rally Directions as a member of another club on this magazine's exchange list, then in the future you will need to catch up on Rally Directions and other CRC news from our website. This is because we want to put the funds saved on printing and postage to other purposes. We are on the receiving end of the same idea from other clubs, so we are not breaking new ground here!

If catching up with CRC news on the website is truly a problem for your car club - then let us know, and we'll keep you posted... (GROAN), but it is 2014 now and most people are internet savvy by now, even in car clubs for older models....

Thank you for your understanding, we look forward to a continuing positive relationship with kindred car clubs.

Tony Kanak, Secretary

Touring on the Tour d' Course 2014 with Steve Brumby

Racing Tour is, of course the literal translation of the event name so I am not entirely sure why Apprentices or Masters is even offered as an option on this prestigious event and with 53 entrants in the Tour category it is clear that perhaps they weren't required? Just an amazing roll up and a credit to the Alfa Romeo Owners Club, celebrating their 40th Birthday in July, who obviously put such great effort into ensuring an excellent event.

Our day started particularly early as a result of threatening emails received into the inbox late in the week prior to the event. With the entry list revealed it was clear why Alan and Lauren needed us to be a little more than punctual for a change. There was a hell of a lot of checking and stamping to be done. The weather guy informed me that unlike last year's T d'C this one was to be clear and sunny and perhaps a little windy but I can live with that.

And so we struck out across the southern suburbs toward the escarpment. There was the customary pause, this time at Macca's Engadine to ensure the navigator was happy and contented prior to kick-off and then into the sardine can that was the Southern Gateway parking lot we arrived. After taking up enough space for a small bus (perhaps I could have been more considerate in hindsight) we got out of the car. And it hit. "A little windy"!!!



Our Web Master Harriet, above, would agree.

Diving back in we grabbed every article of clothing we could find and even considered wrapping ourselves in the floor mats. Sufficiently guarded against the icy Antarctic blast of the wind we struck out on the journey toward the warmth and safety of the Tourist centre stopping only twice during the trek: once to re-harness one of the sled dogs and

the second time to admire Robbie Panetta's Junior Zagato! Once inside we were issued our precious rally number by a pretty young lady and told to stand in the queue. It was about then that the onset of heat exhaustion started to kick in. Having shed half our clothing we soon found a happy medium and settled in for a chat and a driver's brief.

Then we drove around for a bit.

Lunch at the Southern Highlands Winery is always pretty spectacular and this was no exception. Again the Alfa Club had outdone themselves and it really goes to show how a well organised and well fed rally crowd will keep coming back.

Us diehards just come back anyway but it's good to have some other people to talk to as well isn't it. Again the wind was howling so the "giving your seat up so some poor unfortunate Masters or Apprentice team can eat as well" was a bit hard to take but I used the time to suit up again and go outside to take some pics.



It really was an impressive sight to see all those cars lined up out on the grass, all makes and models, and all different shapes and sizes. A very photogenic lot so well worth braving the cold for. I also managed to duck up stairs and purchase some of the winery's offerings. I can vouch for their Pinot Noir from previous years but this year I thought I'd grab some Shiraz, and while I am not hopeful (let's face it – Mittagong isn't Tanunda or Pokolbin) I'll be interested to see how that goes.

And then we drove around a bit more.

Well that's hardly a fair description of the driving, both morning and afternoon is it? The roads were glorious in their different ways from narrow winding tracks to sweeping grand ribbons, all different and all wonderful.

Even the dirt was some of the best dirt I've seen! I can't really say where I was at any given point but I always find it amazing that such great, uncluttered roads can even be found to traverse.

Apart from getting stuck behind a slow moving tourist on the way up Macquarie Pass (as you always do!) it was a great drive. And then we got to Penrose. I don't think that sleepy little village would ever have had so many cars jammed into it before. It was bedlam there for a while until one man stepped forward and took control. Well done to Len Zech for finding a solution to what was a pretty obvious problem. While I had some fun exploring the fire trails of Penrose State Forest with the Baird boys, Len (and Glenn Evans) took a much calmer approach by seeking answers via the telephone and directed the field onward towards Wingello where further traffic chaos ensued. Upon reaching the rail-road intersection at Wingello my trusty navigator saw it for what it was; the correct intersection, which led us to realise the answer to the question that we sought would in fact be on the other side of the tracks and it was there that the Wingello Rural Fire Service was revealed.

With all questions collected and boards surmounted we headed for the pub and a refreshing ale. The Inn at Sutton Forest is a great place to finish. Always warm and friendly and with the added banter such as "How many boards did you get?" and "What the hell is a Subaru Vortex?" it draws you in.



And so with the sun setting on another chapter of great rallying it is essential that we thank Jerry and Carol Both, Lauren and Alan Walker, Tony Wise and all of the officials out on the course, with a special guest appearance from Dave Johnson even. With such a huge field to wrangle it was a great effort that is going to be hard to top in 2015.

Steve Brumby

The 2014 Tour d' Course from both sides of the fence.

by Alan & Lauren Walker

Firstly let me thank all of those that made the Tour d'Course the event that it was. Without all of the work put in by officials, volunteers, and the participation of all of our entrants, the event just wouldn't be the same.

This will be a tale from both sides of the fence as the title suggests. Lauren and I put together all of the administration side for the Tour d'Course.

This involves collecting of entry forms, collating, data entry, and registration on the morning ... all the fun stuff. We were absolutely amazed and extremely happy with the support we had for this year's event. With a field of 69 cars starting the event, the hardest part at our end was ensuring that the venue for our sit down lunch could cater for 150!



For us this event starts at least 5 - 6 weeks beforehand when we receive the first entry in the mail. This is unlike other events we compete in, where there is a much shorter build up. The Alpine is the only exception with the scrutineering performed the previous week. This approach seems to work, as Lauren and I have had the pleasure to not only compete, but manage to win the Masters category in the Tour d'Course two years running now. I can only suggest that all CRCer's get involved, as the appreciation and satisfaction you get from helping out with such an event is quite rewarding.

Sunday 29th July arrives and the alarm clock breaks the silence, 4:30am on the clock is not the most endearing sight but time to get up none the less. On the road before 5am, and this morning we had the company of Phil Stead, as he lives nearby. Well before dawn we pass the airport with the south coast in our sights, Heathcote and Waterfall being the only little parts of suburbia left before the dim light of dawn broke through the tree lines of the Royal National Park. Not long after this a familiar gold Porsche rumbles pasts and we convoy the rest of the way to the start.



A cold crisp morning greeted us all and the weather, although cold and windy was nice and clear with a quick view of the ships offshore before we head in for a much needed morning coffee.

This year we requested each entrant learn their respective car number. This was to ensure registration went as smoothly and quickly as possible. It was a great help on the morning and hopefully easier on the competitor's side too. With the last couple of teams arriving and checked in, the briefing got under way. Tony again ran through all the do's and don'ts but most importantly reminded everyone the main prize for today - Lunch!



With the amount of tour cars entered (50 odd) the officials found the logical and best option was to get them on the road and away to allow the Masters and Apprentice teams their time to plot before heading off. We're glad it was decided to have teams leave this way as the extra time plotting was needed. Personally I have a preference to use the 250,000 maps over all others - as I am most comfortable with them, and this day didn't seem to be an exception. Carol had us counting water crossings, gas pipe lines, spotting mines and all the usual marks on these maps. The Wollongong map is nearly smothered with information making it all the more difficult to spot items needed. The maps used did have their issues, and I'll cover that a little more later.

Once on the road the day flowed quite well, a wonderful mix of fairly open touring road and back ways to pop around busy areas such as Albion Park. Checking and double checking our direction and counting crossings we arrived at the first passage control, to see what only can be explained as relief on Carol's face as we happened to be the first Masters crew to arrive there and not score a WD. This boost of confidence pushed us on further. The route led up Macquarie Pass counting 25kph speed advisory signs. With sunlight flickering through the thick tree lined road, travelling behind some slower traffic made this a little easier until we arrived at an old favourite - Tourist Road (used on many a rally in the area). Then we had a rather long tour of a loop up to the back of Bowral and back to Robertson, which spread the field, with only the odd sighting of other competitors here and there. From Robertson the trail lead south this time, down around the dam at Myra Vale - the windswept water showing white caps in the distance. Avoca was next and then into Moss Vale from the south.

This section on the map looked quite simple and not that long but time crept away as we followed the route closely. With our tummies grumbling and the Winery within a few km's, the timing was right to get in out of the wind and cold for a nice warm meal. The car park looked fantastic with all of the cars lined up to greet us. This was one of the benefits of being one of the last in. Lunch was great, a good mix of pasta, salad and a beef goulash and rice.



With a warm meal in our stomachs, the afternoon division looked promising. Instructions in hand, it was time to see where we were off to next. We took time to plot, as most of the 70 strong field disappeared into the distance. With a route plotted, we were again within the last handful to get on the road. This section was to make us proceed in a loop around to the south of Moss Vale and head across the Illawarra Hwy and up to the Hume Hwy where we could only use a short portion.

Exiting the Hume we travelled through Berrima, which was busy as usual on a Sunday afternoon. Just north of Berrima we spotted some more cars, this time coming from the north east. It was the Brumby's followed by Alan and Sylvia in their white 504 - both coming out behind us. Either the comforting warmth of lunch or simple brain fade made us take the next right toward Bowral, awaiting the next question only to find that no answer presented itself oops wrong road! The other two cars passed us proceeding onto the next section, they were actually at least 15 kms in front of us. So with a quick u turn and then driving back a few kms we were where we should have been. The herringbone to the north-west of the Hume sent us on a loop, and in hindsight looking for a board (ET) which had already flown home in the wind. Then it was back to where we had corrected our mistake earlier, and on to traverse Bowral for the last time that day.

The sun heading towards the horizon made shadows long on the map, and telling Lauren we were less than 7kms from the finish location, but still had a long 40 kms loop to go didn't help. Railway crossings and a keen eye helped us pass through Exeter, Penrose and Wingello, and an out of bounds made sure we only used a minimal amount of Hume. A long section of road running parallel to the Hume was needed and knowing

there must be a board or a passage made the 6 km stretch one of the longest in the rally. Mere metres where this road ended in a junction with the Hume, sat a car with Dave and Natalie inside. With a smile, a laugh, a stamp on the road card, and a promise to catch up at the end, we left the control for the last 10kms. Around the back of the twin servos we decided there was no time to stop for fuel as 5 pm was looming. The last dimly lit section of Illawarra Hwy lead us to the end.

Out of the cold night air and inside to drop off the road card and thank all for another great day. The usual banter and debriefing of the day's happenings occurred over a drink. Some areas of discussion were quality of the map, no board up on the loop (ET) and counting of creek crossings blending with power lines, amongst others.

Being part of the team that helped ensure this event can run, gives us a perspective and insight into some of these problems. We received a number of compliments along with some really useful feedback on certain aspects of the running of the event. All the feedback we receive is of great use to us, as we use it to make next year's event even better. Even with the early start for most, the start venue, route, lunch and afternoon section were liked by all. With a field of some 70 cars little things such as teams knowing their number for registration, really made the day run smoothly.

Issues with the supplied maps have been taken note of, and it will be certain that next year there won't be the same issues with quality again. Little things like the size of font on question sheets aren't overlooked either in determining where we can make the Tour d'Course better for all involved.

Your feedback helps us learn where we are going to improve again for next year, and in doing so we'll be creating a list of items that will be amended for that event.

Overall we're all very happy with the fantastic response, we had with nearly 70 cars entered and as always look forward to seeing you all at the next event and again next year for the Tour d'Course.

Alan Walker

Tour d'Course 2014 Master & Apprentice Results

MASTERS		DIVISION 1				DIVISION 2				EVENT TOTALS	
CAR #	CREW NAME	VRC	QSTN	PSG	TOTAL	VRC	QSTN	PSG	TOTAL	TOTAL	PLACE
8	Walker/Walker	0	0	0	0	0	0	0	0	0	1
7	Olsson/Jordan	0	0	25	25	0	0	0	0	25	2
3	Cooper/MacLennan	12	11	25	48	0	0	0	0	48	3
5	Maher/Maher	12	11	25	48	0	0	0	0	48	3
1	South/Norman	0	0	25	25	24	0	0	24	49	5
2	Morey/Morey	0	0	25	25	24	0	0	24	49	5
4	Batten/Batten	0	0	25	25	12	0	25	37	62	7
6	Manewell/Manewell	0	44	25	69	24	66	1	90	159	8

APPRENTICE		DIVISION 1				DIVISION 2				EVENT TOTALS	
CAR #	CREW NAME	VRC	QSTN	PSG	TOTAL	VRC	QSTN	PSG	TOTAL	TOTAL	PLACE
11	Birks/Grave	0	0	0	0	12	0	0	12	12	1
14	Hallam/Stead	0	0	0	0	12			12	12	1
12	Arthur/Votano	12	11	0	23	0	11	0	11	34	3
16	Jakrot/Jakrot	0	0	0	0	12		25	37	37	4
17	Warner/Warner	12	11	0	23	12		25	37	60	5
13	Barbour/Boardman	12	11	0	23	24	11	25	60	83	6
10	Smith/Smith	12	11	25	48	48	99	25	172	220	7
18	Lawrence/Genner	25	36	33	127	48	44	25	117	244	8
15	Cox/Cox	24	77	0	101						DNF

2104 Tour D'Course Tour (Competitive i.e. Championship) Results

CAR	CREW NAME	Division 1				Division 2				Totals	Place
		VRC	QSTN	PSG	TOTAL	VRC	QSTN	PSG	TOTAL		
34	Clare/Clare	0	0	0	0	0	0	0	0	0	1
35	Brumby/Brumby	0	0	0	0	0	0	0	0	0	1
46	Lee/Lee	0	0	0	0	0	0	0	0	0	1
47	Stratton/Stratton	0	0	0	0	0	0	0	0	0	1
50	Richardson	0	0	0	0	0	0	0	0	0	1
56	Friend/Friend	0	0	0	0	0	0	0	0	0	1
62	Yates/Yates	0	0	0	0	0	0	0	0	0	1
26	Shustarian/Shustarian	0	0	0	0	0	11	0	0	11	8
42	Navin/Navin	0	11	0	11	0	0	0	0	11	8
53	Baird/Baird	0	11	0	11	0	0	0	0	11	8
60	Zech/Evans	0	11	0	11	0	0	0	0	11	8
61	Cumine/Gleeson	0	11	0	11	0	0	0	0	11	8
58	Evans/Evans	0	11	0	11	0	11	0	0	22	13
41	Bransgrove	0	44	0	44	0	0	0	0	44	14
44	Packard/Madigan	0	33	0	33	0	11	0	11	44	14
40	Bransgrove	0	77	0	77	12	0	0	12	89	16
64	Allart/Allart	12	110	0	122	0	55		55	177	17

MANNING MOTORS



16 West St, Brookvale, NSW 2100

02 9939 2069

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

*Alfa race and classic rally
preparation*



Alfa Romeo
Specialist

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

2104 Tour D'Course Tour (Non-Competitive) Results										
20	Wilson/Wilson	0	22	0	22	12	11	0	23	45
21	Colarusso/Colarusso									
22	Payne/Marden									
23	Sandrin/Sandrin	0	44	0	44	0	11	0	11	55
24	Cilia/Cilia	12	88	0	100	0	11	0	11	111
25	Payne/Payne	12	22	0	34	0	0	0	0	34
27	Stark/Stark	0	33	0	33					33
28	Thomas/Thomas									
29	Dunn/Dunn	0	11	0	11	0	0	0	0	11
30	Puglisi/Ciampa	12	88	0	100					100
31	Muller/Muller	0	22	0	22	0	22	0	22	44
32	Waters/Brunning	0	11	0	11	12	11	0	23	34
33	Brieger/Brieger	0	22	0	22	0	11	0	11	33
37	Robinson/Robinson	0	22	0	22	0	11	0	11	33
39	Farrell/Dertadian	0	22	0	22	0	22	0	22	44
43	Steele/Dorle	12	66	0	78	24	55	0	79	157
45	Lee/Lee	24	33	0	57	12	11	0	23	80
48	Atkinson/Priestly	24	11	0	35	24	0	0	24	59
49	Calabria/Calabria	0	0	0	0	0	0	0	0	0
51	Kanak/Plimssoll-Kanak	0	22	0	22	0	0	0	0	22
54	Barker/Barker	36	33	0	69	0	44	25	69	138
55	Crisafulli/Crisafulli	0	22	0	22	12	22	0	34	56
57	Farrell/Farrell	0	0	0	0	0	0	0	0	0
59	Smith/Richardson	0	22	0	22	0	0	0	0	22
63	Mansell/Jones	12	0	0	12	12	11	0	23	35
65	Braithwaite	0	11	0	11	0	11	0	11	22
66	Failla/Failla									
67	Leaver/Janik	0	22	0	22	0	0	0	0	22
68	Annabel/Annabel	0	22	0	22	0	11	0	11	33
69	Vespoli/Vespoli	36	77	0	113					113
70	Mills/Mills	0	0	0	0	0	11	0	11	11
71	Maglo/Maglo	0	33	0	33	0	44	0	44	77
72	Allison/Cox	0	33	0	33	0	0	0	0	33
73	McKee/McKee	36	33	0	69	0	0	0	0	69
36	Castro/Castro	DNS								
38	Young/Young	DNS								

July's First Friday Free Fling at Dom's with Greg Yates.

Finding centrally located sites with food and drink choices and room for club members and their cars is one thing in the warmer months with daylight saving. To find somewhere that will attract members along on a winter's night is another thing again. The FFFF (First Friday Free Fling) for June saw Steve Brumby as the only CRC member with sufficient enthusiasm to venture out. President Ross in his continuous search for suitable sites presumably would not have had to think for too long when Dominic Votano offered his business premises as the location for July's FFFF.



Many of us are familiar with previous nights hosted by Dominic at one of his premises housing his vast collection of cars and the hospitality he extends to club members with food and drink generously supplied on these occasions. For July's FFFF Dom was making a similar offer, except that by moving it to his business premises we would have plenty of room for everyone attending indoors in the warmth. This didn't mean we would be without cars though, as Dom has his workshop space there. There is also plenty of parking for club members' cars so we wouldn't go without the usual heads under bonnets that accompanies the car-related discussion that takes place at these evenings.

Ross sent out an email and posts went up onto the CRC Facebook page announcing this venue. For those of you not familiar with the CRC Facebook page, you really should check it out. I'm not a big Facebook user however the Club's page is entertaining and handy for viewing photos from recent events and keeping up with what club members are up to.

Obviously the offer of a great location was all that was needed to generate considerably more enthusiasm. When I arrived a short time after the suggested 7pm start, there was already a good crowd present. Not long after, Steve and daughter Grace returned in Grace's (don't make the mistake I made of calling it Steve's) "new" Subaru with a stack of pizzas that Dom had ordered for everyone. Dom also supplied plenty of chips and the like, beer and for anyone wanting soft drinks there was his work's vending machine.

No sooner had we eaten, it was time for the tour of how everything works at Dom's work, with of course a good look at his cars in the workshop. Many even ventured outside into the cold to look at the cars in the car park. Ross drove Kim around the car park in Dom's vintage MG and then mentioned how his Austin 7 he is restoring will feel much smaller!

I took my "new" Merc 190E 2.3-16 Cosworth along for its first club outing under my ownership although some members have seen it previously, given that I purchased it from CRC member Tony South who had owned it for many years.

Even the most serious car enthusiasts eventually notice the cold so it was back inside for the warmth and more car talk. Discussions included everything from Targa Tasmania to Hillman Imps. Jim Richardson's ears were probably burning as we discussed the rotary powered Imp he ran years ago at Thornleigh Car Club speed events. Richo's ears were probably burning even more when Gary Maher joined the discussion and told stories of Richo navigating for him in forest rallies. I have previously heard Gary suggest "not letting the truth get in the way of a good story". This was obviously correct as he told stories about me from those 1970s and '80s Thornleigh Car Club rallies that I can't remember.

Time was getting on and everyone started heading for home. I'm sure I can speak for others in saying we all enjoyed the evening and, on behalf of everyone present, thank you Dominic for being an excellent host.

Greg Yates



Toilet Humour.

Some humorous responses to the current 'Plan B' road safety campaign were spotted on the toilet wall at the end of the Tour d' Course.

As well as the obvious suggestions involving mates, girlfriends and couches a brilliant idea was to order a home delivery pizza and get a ride home with the pizza delivery driver!

Ted's Ride - To Uluru & back with Ted Norman.

We left Sydney on 31st April and I was away 20 days. I did a total of 8,299km on a motorbike ride to Ayers Rock and Central Oz.

Met up in Lithgow with two CRC mates, Paul Morton and Brian Hanlon and did 441km to a first night in Condobolin. We stayed in a caravan park cabin. Next morning left early with our first bit of dirt roads heading for Cobar to get an oil leak on my bike fixed at the Suzuki dealer, so only 254km and our first night camping out in our tents. Brian Hanlon was not doing very well, having trouble eating any food, so he headed back home sick after that night at Cobar. That left Paul Morton and Ted Norman, the riders to do the ride. We went via road 378km to White Cliffs that night, intending to head via dirt roads next morning towards Alice Springs. All was good until late in the afternoon when it started to rain, then after a really cold wet ride we decided to stay at the underground motel. That was great fun and to be nice and warm and dry a bonus.

It rained all that afternoon and all night, so dirt roads closed in the morning, then we had to go back to Wilcannia, then on main roads 350km to Broken Hill next night, not raining but phucking freezing. Next night after going down into SA and up the other side of Flinders Ranges, overnight in Parachilna after road riding 517km. We headed off in the morning for Marree and were planning on going up Oodnadatta Track to get back onto dirt roads again.



But about 30km out of Marree they were doing road works. The clay and dirt road had been watered for the grader, and Paul (Crash) Morton was on a heavily loaded GS800 BMW. He did a tankslapper ending in a highsider. Came down very hard onto his chest, shoulder and helmet and was badly winded.

The grader driver and I saw it all happen, so he radioed the water tanker driver who came, and we got Paul into truck and I rode his bike to Marree to the nurse, then water truck gave me a lift back to my bike, then I rode back to Marree and nurse. She had called the Doctor in Port Augusta for advice and they sent the Royal Flying Doctor to take Paul to hospital for X-ray and check ups. That night I phoned the hospital for a report on Paul, and he had no broken bones, just massive bruising, very sore ribs and a torn muscle.



So I put Paul's bike into the cop shop garage, spent the night on the piss with all the locals who had heard about the crash in Marree, including the grader driver who came to find out how Paul was, then decided that I was about 2,200km from home so I might just as well keep going on my own.

All good, went along first part of the Oodnadatta Track then via Roxby Downs, Woomera, rode 655km to overnight camping at Coober Pedy, happened to meet again a guy called Garry Crabtree in the morning who we had talked to at the camping area in Cobar. He was heading for Ulysses AGM in Alice, so we sort of rode together, plus his brother lives in Alice, so I had a couch to sleep on. That night we camped at Kulgera, and then I went back 20km to go via 188km of dirt, to Victory Downs & Mulga Park. He went on road to meet up with me again at Curtain Springs then we both rode to Uluru to camp.

Did the Uluru sunset thing, and then Olgas in the morning, next 2 nights at Kings Creek camping in Kings Canyon area. Garry went for a 6 hour bushwalk and I did my washing and a bit of sorting of my stuff. Then another 198km dirt ride for me to Hermannsburg then 126km to Alice.

Garry went to Alice via road, stayed Sunday night at his brother's place. Garry went to AGM registration, and I went to bike shops and auto electrician to fix my headlight that had stopped working the day before, got that sorted and then I left on my own for home next morning.

Did the first part of the road to Finke, and rough roads caused my tent and wet weather gear to fall off and get ripped up in the back wheel. GPS had a bit of a moment so I ended up back on the highway to overnight at Marla.

Next day I did the Oodnadatta Track, from Marla to breakfast in Oodnadatta, lunch at William Creek, diner and overnight at Marree again. Over 600km ride, all dirt, good fun.



Then off to Birdsville via the track, that is a good ride also, 206km to Mungerannie Roadhouse for food and fuel, then 308km to Birdsville I ran out of fuel 2 km short, my back tyre was worn out and I think that caused the low mileage. I normally get 330km or more. So I got a lift to town for fuel and then went to the pub for drinks and food, camped that night and next day, lucky for me, the roadhouse had a new 17" knobby tyre for me to fit myself.

That took me about 2 hours, so late leaving town heading via Walkers Crossing 315km to Innamincka for fuel. It is a mining area so really dusty and did not want to stay, so at about 3.45pm headed for Cameron Corner, about 250km to do, went as fast as I could ride until sunset then rode the last 40km in the dark. That was scary!! But made it by about 7.30pm to a big welcome and they even cooked me a steak dinner. Had a great night with a stack of beers and a good time with a couple of other campers and the owner and wife, really nice people.



Big breakfast and off to Tibooburra for lunch and fuel, then back to White Cliffs after 445km down the dirt roads that we had missed 2 weeks before.

Met up with 4 other dirt riders from Hunter Valley at the camping area so I had a dirt ride with them to Tottenham to overnight and dinner at bowling club and a few cool drinks.

Nice guys and good to have playmates to ride with. They headed back to the Hunter Valley in the morning and I went via Trundle to catch up with an old Click Print customer mate, then off to home via Parkes and Orange, Bathurst, Lithgow, Bells Line. When I saw it was 51km to Kurrajong, I thought is that all it is!! After doing so many rides when you leave a town and it is 200+ km to the next town, sort of got used to big rides.

Great ride, lots of dirt roads and no crashes for me, fantastic time and ticked a few boxes on my bucket list, just Simpson Desert crossing and Strzelecki Track to do next time!!



Sorry to brag, BUT very proud of me.

Kind regards.

Ted (that's me with a feral mixed grill!)

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.

Tour 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

Jim Richardson
5 George Muir Close
Baulkham Hills 2153
02 96390638
0418 644 284

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

jimandbev@bigpond.com You may register your interest and have details forwarded to you by contacting:

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

Classic Rally Club Championship 2014

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Points to date	Position to date
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Penrith Pas de Deux		
Competitor	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day		
Robert Panetta	19	40	18	34					111	1
Peter Reed	15	36	19	40					110	2
Gerry Both	18	30	14	18m	12				92	3
John Cooper	8	28		38	18				92	3
Gary Maher	16	34m	10		18				78	5
Peter Thomson	13	32		28m					73	6
Tony South	16	38			16				70	7
Bob Morey	20		20		16				56	8
Alan Watson	17m		16	20					53	9
Garth Taylor		26	12						38	10
Michael Olsson			17m		19m				36	11
Lauren Walker				26m	20m				33	12
Wendy Gibbs		32							32	13
Matthew Thompson				30					30	14
Belinda Manewell			15m		13m				28	15
Ron Spelman	12m			16					28	15
John Young				24					24	17
Laurie Mason				-22					22	18
Barry Ferguson				16					16	19
Dennis Reeve				16					16	19
David Batten					14				14	21
Paul Morton	14m								14	21
David Shaw			13						13	23
Amanda Atkins	11								11	24

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Points to date	Position to date
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Penrith Pas de Deux		
Competitor	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day		
Mike Batten	15	36	19	40	14				124	1
Carol Both	18	30	14	18m	16				96	2
John Henderson	19	40		34					93	3
Ted Norman	16	38		22	16				92	4
Lui MacLennan	13	32		28m	18				91	5
Ross Warner	8	28		38					74	6
Teresa Morey	20		20		16				56	7
Pam Watson	17m		16	20					53	8
Michael Cox	14m	26	12						52	9
Alan Walker			18	26m	20m				51	10
Jeff West	16	34m							50	11
Wendy Maher	16		10		18				44	12
Harriet Jordan			17m		19m				36	13
Ian Gibbs		32							32	14
Graham Thompson				30					30	15
Brett Manewell			15m		13m				28	16
Graham Bresnahan	12m			16					28	16
Helen Young				24					24	18
Garth Taylor	14m								14	19
Ray Arthurs			13						13	20
Ian Reddoch	11								11	21
Gordon Lennox	8								8	22

Classic Rally Club Championship 2014

Apprentice Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Points to date	Position to date
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Penrith Pas de Deux		
Competitor	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day		
Doug Barbour	15	30	13	30	10				98	1
Tanya Arthur	13	24	15	28	13				93	2
Chris Hallam		16m		26	15				57	3
Mike Birks	1	30			15				46	4
Tony Wise			14	8	11				33	5
Bruce Smith		30m		22m	8m				30	6
Peter Jakrot		20m	12m	24m	12m				24	7
Brendon Burdon		22							22	8
Ross Warner			11		11				22	8
Teresa Morey				20					20	10
Vince Harlor	14								14	11
Steve Cox			10m		1m				11	12
Joyce Lawrence					9				9	13
Ian Wilson		2							2	14

Apprentice Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Points to date	Position to date
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Penrith Pas de Deux		
Competitor	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day		
Xanthea Boardman	15	30	13	30	10				98	1
Dominic Votano	13	24	15	28	13				93	2
Phil Stead			14	26	15				55	3
Lachlan Grave	1	30			15				46	4
Jennie Smith		30m		22m	8m				30	6
Valerie Jakrot		20m	12m	24m	12m				24	7
Alison Burdon		22							22	8
Renai Warner			11		11				22	8
Bob Morey		18m		20					38	5
Tony Norman			11	6					17	10
Kay Harlor	14								14	11
Brenda Cox			10m		1m				11	12
Sue Jenner					9				9	13
Guy Brand		2							2	14

Classic Rally Club Championship 2014

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Points to date	Position to date
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Pennith Pas de Deux		
Competitor	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day		
Greg Yates	2	12	6	20	10				50	1
Jim Baird	5	12m	4	20					41	2
Len Zech		16	1	20	3				40	3
Jim Richardson		20		6	10				36	4
Jeremy Braithwaite	2		3m	20	1				26	5
Gerald Lee	7			8	10				25	6
Steve Brumby	10		1	4	10				25	6
Henry Stratton	8	2	1		10				21	8
Robert Clare	1	2		8	10				21	8
Jane Morey		18m							18	10
Ross James		8	1m	8					17	11
Steve Friend			7		10m				17	11
Dave Johnson	1m			12	1				14	13
Tim McGrath			2	12					14	13
Jennifer Navin	3m	6m	10m						13	15
Don Dux	7	2	2						11	16
Ian Packard			10m		1				11	16
Jon Dickson	10								10	18
Bob Williams	4								4	19
Lindsay Trevitt		4m							4	19
Alan Cummine					3				3	21
Bryan Allart				2	1				3	21
Ramin Shoustarian					3				3	21
Ryan Baird					3m				3	21
Shane Navin					3m				3	21
Arthur Bransgrove	1m				1m				2	26
Brian Doyle				2m					2	26
Garth Bransgrove	1m				1				2	26
John Crighton		2							2	26
John Davis		2							2	26
Peter Eastham	1m		1m						2	26
Chris Mackerlich	1								1	32
Eric Young			1						1	32
Geoff Scott			1						1	32
Graham O'Connor	1m								1	32
Ian Allison					1				1	32
Kevan Peters			1						1	32
Laurie Bromley	1								1	32
Peter Cale	1m								1	32
Peter Evans					1				1	32
Peter McAlpine	1								1	32
Robert Mifsud	1								1	32

Classic Rally Club Championship 2014

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Points to date	Position to date
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Pennrith Pas de Deux		
Competitor	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day		
Cate Lee	7			8	10				25	6
Grace Brumby	10		1	4	10				25	6
Julie Stratton	8	2	1		10				21	8
Sue Clare	1	2		8	10				21	8
Ken Davies		8	1	8					17	10
Michael Friend			7		10m				17	10
Deborah Hallam		16m							16	12
Karen Yates			6		10				16	12
Shane Navin	3m	6m	10m						13	14
Heather Dux	7	2	2						11	15
Ivor Davies	10		-						10	16
Steve Maher			10m						10	16
Peter Evans				8					8	18
Ron Cooper			2	4					6	19
Natalie Evans	1m			2	1				4	20
Phillip Williams	4								4	20
Susan Trevitt		4m							4	20
Alan Cummine	1			2					3	23
Amir Shustarian					3				3	23
Beryl Allart				2	1				3	23
Jennifer Navin					3m				3	23
Sylvia Gleeson					3				3	23
Adam Bransgrove	1m				1				2	28
Colleen Davis		2							2	28
Janice Yip	1m		1m						2	28
Judy Bransgrove	1m				1m				2	28
Paulina Doyle				2m					2	28
Allana Mackertich	1								1	33
Brian Madigan					1				1	33
Cheryl Evans					1				1	33
Danny Castro	1								1	33
Denise Adams			1						1	33
Fran Bromley	1								1	33
Jenny Young			1						1	33
Jocelyn Vettoretti	1m								1	33
Karen Lennox	1								1	33
Lindsay Cox					1				1	33
Liz Kornhaber			1						1	33
Sharyn McAlpine	1								1	33
Tammy Cale	1m								1	33



That's all Folks!

Contributors to this edition: Carol Both, Steve Brumby, Giovanni Ciampi, Tony Kanak, Ted Norman, Tony Norman, John Southgate, Alan & Lauren Walker, Ross Warner, Jeff West & Greg Yates. Thank you all.