



# Rally Directions

The official Organ of the Classic Rally Club Inc.

January 2015



This great photo of Geoff Bott's Nissan Skyline was taken by Tim Jones during Targa Tasmania 2014. Tragically Tim was killed in a light plane crash while photographing yachts in the Sydney to Hobart race.

*In this issue:* 'John's Jabber' from our new Pres. The C.R.C. Christmas party. A week with Hendo, and Craig Walsh. Wendy & Gary's Bathurst Affair. Adrian Walmsley recalls a Riley, or two.

*Upcoming events:*  
(Full details inside)

- \* **Saturday 7th February 2015. Half Day, Pre-season Training Run.** Warm up for the year's CRC events, try a different category, maybe even try Classic Rallying for the first time or just catch up with your CRC mates. Whatever your choice this is the ideal opportunity. Starts & finishes in West Pennant Hills.
- \* **Saturday 28th February 2015. Highway 31 Revisited.** Our first Championship event of the year is a one dayer starting and finishing in Mittagong. Enjoy all the usual features of a CRC rally as you explore the old Hume Highway.

## Classic Rally Club Officers and Contacts 2015

<b>Position: Name</b>	<b>email</b>	<b>Phone (please make calls before 9.00pm)</b>
President: John Cooper	crc.pres@classicrallyclub.com.au	0414 246 157
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	0419 233 494
Treasurer: Tim McGrath	crc.treas@classicrallyclub.com.au	0419 587 887
Membership: Glenn Evans	crc.mem@classicrallyclub.com.au	0414 453 663
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
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
<b>C.A.M.S. Scrutineers</b>	<b>email/location</b>	<b>Phone (please make calls before 9.00pm)</b>
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
<b>R.M.S. Inspectors for Club Plate vehicles</b>	<b>email</b>	<b>Phone (please make calls before 9.00pm)</b>
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
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.

## John's Jabber

Welcome to my first "John's Jabber". After taking on the President's position of the CRC this is my first report for 2015. No More "Ross's Rave", I hope you like the new title.

It took a little thought and consideration before I put my hand up for this position but I am truly honoured and pleased that I have, and hope that it will be another contribution I can make to this club that I am so passionate about; great people, great events, great cars. Hopefully we'll have at least another 20 years keeping this club on the road to success.

I would firstly like to thank Ross Warner for his 3 years in the office as President, for all his efforts, input, commitment and leadership. I certainly am not as quick witted as Ross or have his witty comebacks or good looks but I will endeavour to keep the fun in the CRC that Ross's humour has given us, and look forward to his heckles from the floor. I consider myself truly fortunate to call Ross a very close friend and to have the benefit of his outstanding ability as a navigator, in all forms of rallying. To have Ross sit alongside me in the cars, compete at the highest level available to us, and have so much enjoyment, fun and sometimes success to boot is excellent.



I must also thank all the 2014 outgoing committee, organisers, rally directors, clerks of course, officials and workers etc. who provided us with another great year of classic rallying. Also I thank, and welcome all the 2015 committee members that will be assisting me from now on. I look forward to working with you all. I believe one needs to be surrounded by the best possible people available for the smooth running of a club or business. I believe I have achieved this and I will have a greater, valued, circle of excellent individuals that I will list as my "Brains Trust", calling on their experience and knowledge to help me in certain areas as I feel the need.

There is a lot going on behind the scenes with our Club at the moment. More than I thought, with administration type stuff being formulated. Such as our new CRC Touring Assembly Rally Code and issues regarding Club Plates and Registration. This Club is incorporated and has legal responsibilities therefore some of our decisions need to be made in a business-like manner for the benefit and safeguarding of our members, financial assets and responsibilities, and I appreciate that you as CRC members have entrusted me with this job.

My ear is always open for sensible, constructive discussion and criticism and new ideas are always welcome. My idea is to spread the workload and I will be looking for new helpers and organisers along the way, so don't sit back doing nothing, ask what you can do to help.

I hope everyone enjoyed their Christmas and I wish everyone a Happy New Year. Thank you for your support and I will catch you along the rally road.

John



## Presidential Notes

**Club Membership:** Your annual club membership is now due, and existing members by now should have received their membership renewal. Please don't delay in returning your form and payment to our new Membership Officer, Glenn Evans, who will be very busy processing the renewals and getting your new membership cards back out to you. Glenn's contact details are;

Glenn Evans: Phone 0414 453 663.

Postal address; C.R.C .The Membership Secretary

PO Box 112

COOGEE, NSW 2034

email; [crc.mem@classicrallyclub.com.au](mailto:crc.mem@classicrallyclub.com.au)

As for membership numbers, we seem to get a few membership 'non-returns', or 'forget to returns' so we need to boost our numbers back up to where we were a few years back. Our events hopefully cater for a very large cross section of motoring enthusiasts. Our rallies provide a social drive in Tour Category with more challenging map reading and navigation in Apprentice and Masters. We also have social outings for people with a common interest in cars and all other forms of motorsport, and are a very friendly, fun loving group of people. So if you know of anyone that who is a past member and you can encourage them to re-join and come back into the fold, please do so, or maybe you could introduce new members to join up. This would certainly be of benefit to the Classic Rally Club.

Don't forget , if you have Club Registered plated cars with the CRC and you haven't renewed your membership, then your vehicle is UNREGISTERED!



We now have a co-ordinator for our Club's Facebook activities, Greg Yates. Greg will be overseeing our **Facebook Group** and our **Facebook Page**.

Our **Facebook Group** is; Classic Rally Club Inc - Sydney Australia. This is a closed group, open to people with an interest in Classic Rallying. The administrators of the Group are Greg, Lui MacLennan and Bob Morey. Anyone who is a Facebook user can apply to one of the administrators and ask to be a member of the Group. If approved this gives them full access to the Group which means they can post comments & photos etc on the group page. If any one is unsure on how to participate on the Club's group page Greg is happy to help them.

The CRC Facebook group is very informative and now boasts around 154 members and is growing. Our group is non-political and a great way to get up-to-date information out to our club members about our events, communicate between members and post photos and comments about our rallies. We also post selected other rally information, if it is appropriate.

Our **Facebook Page** was set up last year at the time of our 20th Anniversary as a source of information about the Club. At this stage the page has not been widely used to promote the Club. Anyone can view this page.

**FFFF 2015:** "First Friday Free Fling" was created a few years ago by Ross Warner to get our members and their friends out on a Friday night for a "CCC" (Chow, Chatter and Catch-up), but mainly to have a listed event that we could drive and use our club plated cars other than on rallies.

So come along for a casual night out, anytime from 7:00pm onwards, whether you're in a club rego car or your daily modern drive, it'll be good to catch up.

**FEBRUARY 6<sup>th</sup>:** Liverpool / Harry's Café de Wheels – Orange Grove Road, Back to Liverpool, large choice of food, park at Harry's, the Pizza next door is great.

**MARCH 6<sup>th</sup> :** Bulli / Another great run from Loftus through the Royal National Park to Bulli Beach, meet up with all our Southern South Coasters, get the run in while we still have Daylight Saving.

**APRIL 3<sup>rd</sup> :** GOOD FRIDAY – No FFFF booked.

**MAY 1<sup>st</sup> :** TBA – either North or West; open for suggestions.

John Cooper

## COMPETITION SECRETARY REPORT FOR JANUARY 2015

Welcome to 2015. I hope that all members had a good break and are looking forward to our events over the next 10 months. We have now locked-in, at least as of writing this column, our rallies for 2015. We currently anticipate 4 x 2 day rallies and 3 x 1 day rallies, with AROCA and the MGCC responsible for organising 2 of these.

The 2015 CRC Event Calendar elsewhere in the magazine covers all of these events plus other Club activities. Details of the early events are as follows:

**SAT 7TH FEBRUARY - TRAINING RUN.** See further details on the event flyer in the magazine. This will be a good chance to clear the cobwebs out of your car - and possibly your brains - prior to the 1st Competition Event 3 weeks later.

**SAT 28TH FEBRUARY - HIGHWAY 31 REVISITED.** As per above a flyer is also in the mag together with a loose copy of the Entry Form. Note that the closing date for entries is the **24TH FEB** - the date of that month's Club meeting. If entering, early posting or emailing your entry would be much appreciated!

**SUN 29TH MARCH - WOLLONDILLY 300.** A new event on our Calendar being organised by long time member Mike Batten. Thanks Mike for putting your hand up and boosting the number of Rally Directors in the CRC. Details and an Entry Forms are in this edition of the magazine, please put the date in your diary.

**SUN 19TH APRIL - LUNCH RUN.** Not one of our formal rallies but a chance to get out and enjoy a

stress free drive. Greg and Karen Yates will be the primary organisers and as of writing I understand that they are looking to head north of Sydney to a suitable lunch venue. More details to follow but again please make a note of the date.

**SAT 30/SUN 31 MAY - BARRY FERGUSON CLASSIC.**

This 2 day event, organised by Dave Johnson and his team, will be run as a Touring Assembly this year. Masters and Apprentices route may have more than the typical amount of un-sealed roads but Tour will be predominantly on sealed roads with only minor sections of good gravel roads. The event will use Cootamundra as its base, as per 2014, so expect to be travelling on roads not usually encountered on our regular other events.

**SUN 21ST JUNE - AROCA TOUR D'COURSE.** The date for this year's event is a little earlier than usual but I am sure however that it will be just as enjoyable as previous years and that the organisers will find a suitably attractive lunch venue to match their high culinary standards!

Details of our events in the 2nd half of the year will be included in later editions of Rally Directions.

We anticipate a full and entertaining year of events and hope that members will support the Club and its Rally Directors to make the time and effort put in by these people worthwhile. And I personally agree with that last paragraph!!

Hope to catch up with everyone through the year.

TONY NORMAN - COMPETITION SECRETARY.

Contact Mobile No: 0402 759 811 - not after 9pm.

## THE RULES FOR OUR TOURING ASSEMBLIES ARE CHANGING.

By Lui MacLennan and Dave Johnson.

The National Rally Code which has been the basic rules for our Touring Assemblies (TAs) forever is being superseded. The NRC had a lot of rules for closed forest rallies that we never had a need for, wasn't terribly user friendly for even the experienced crews and certainly not for those entering the sport and needed to be upgraded.

The Classic Rally Club modified some of the rules (as they were allowed to) for every event that the club ran. So when we created the new Touring Code (which will be considered and eventually adopted by CAMS) the Club incorporated some extra alterations adding a lot of the modifications that we always made in our Supplementary Regulations, which now won't be needed there.

So we have the CRC Touring Code which the CRC has adopted as a provisional document for the current year, after which we will review it and consider what changes, if any need to be made. These will be our rules for our TAs after March for the rest of 2015.

You will find the complete Code on the Club website. You will find it a far easier Code to read than the NRC as it has mostly stuff that relates to TAs. You will notice we said 'mostly' as there are a couple of rules that we were unsure whether they should be retained or not. We decided to err on the side of safety.

You are urged to read the Code. When you do you will find a few departures from what was in the NRC that we have changed to bring it up to date with current practice. Most of these are in a list on the website.

When will these changes take effect? There is no change to the first couple of events this year as their Supp Regs are already done. The Barry Ferguson Classic will be the first of our events to use the CRC Provisional Touring Code in the rules for the event but with the NRC still referred to as well in the Supplementary Regulations.

It will be up to the other clubs that run TAs in NSW whether they use the CRC TC in this interim period. This practice will continue until the Touring Code gains some recognition within CAMS. The process to get it adopted has commenced but a time frame for that to occur cannot be predicted.

Dave & Lui

### Haulin' the Hawkesbury and the CRC Christmas Party..... by Jane Morey

The weather was fantastic for the final CRC event of the year (especially for those of us with airconditioned cars). At the briefing in McGraths Hill we were warned that there were lots of questions and they were not kidding. Bob and I were kept on our toes the whole time.



The Awards presentation included tankards for the 2014 Championship winners, rapidly melting chocolate Santas for the morning's event placings and a metal case Halda, which will be awarded each year to a club member who has tried at some part of an event but failed.



It was great for us to drive through familiar territory, having lived in the Hawkesbury for 20 years while our girls grew up. Our route took us over the Hawkesbury River twice, on two different ferries, before we arrived for lunch and the Awards ceremony at Mike and Chris Birks property in Oakville. Lunch was great, especially those prawns.

Carol Both won the award for almost losing the entire Tour field on last year's Tour d' Course. I hope that Carol and Gerry are reinforcing their car so the Halda can be installed safely.

Jane

## 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*



Photos from Haulin' the Hawkesbury and the CRC Christmas Party.



## More on the Riley RMC - Adrian Walmsley sent some reminiscences to Tony Kanak

Hi Tony

I was delighted to read your article on the Riley RMC in the latest Rally Directions. I owned one of these (close to French racing blue) in very good shape in the 1960s. I had previously owned a 2 ½ litre sedan (ivory and black) which was outstanding – the power after my 1938 Morris 12 roadster was amazing.

I then saw the RMC for sale on Victoria Road at Drummoyne in a small car yard and bought it for 375 pounds. I thought it was 1947 model, but I won't argue with you about the years of manufacture. It was reputed to be a "Special Equipment" model such as Riley ran at Le Mans where it came 12<sup>th</sup>, if I recall. It was timed at 115mph which was considerably more than the sedan would do - as you say 100mph - this was still pretty heady stuff for a lad of 18 or so.

I was spending some time with Cyril Nicholls then who had Salmsons and a short wheel base Lancia Lambda. This was also 2 ½ litres but handled much better than the Riley and he was always quicker than me up Amaroo hillclimb. He did low 30s and I was a second or two slower. That was as good as I did there until I bought my Bulant Clubman.

This car initially had all Standard 10 mechanicals before Frank Cuttall Ford Cosworthed it with an FJ screamer of a motor. The car then won the clubman championship around 1970 beating all the Loti etc. The Bulant did 27s up that hill and I well recall beating an E-Type that was new and a very exotic beast in those days.

Sadly, in the Riley, I ran up the rear of a Dodge Phoenix one day in the wet on Parramatta Road near Taverner's Hill and wrecked the wooden frame where the little running boards attached into the rear wings. As an almost starving artiled clerk I could not afford to re-do the woodwork then a panel beating client offered to do it for me. I accepted happily but he and the car then disappeared!

The front bench seat of the Riley was very wide and would take 4 teenagers if one sat to the right of the driver who could then still steer very well and was handy to the gear lever!

The boot lid also came off to reveal a boot shaped like a dicky seat and I could fit another 3 or so in there. Much fun was had and not a little debauchery.

The Riley Pathfinder had the same motor as the RMC but had a lot of BMC (or Nuffield) stuff underneath, to the extent I think it might have been the same as one of the big Wolseleys or similar. The Rileys have a very nice right hand gearchange, just like the Mark VI Bentley I had, but while the Bentley's lever was a solid hunk of chromed steel of rectangular cross section, the Riley had a short and sporty gear lever. Very unusual for that time. The cars were, predictably enough, rather frowned on by the Riley boys at the time as not being terribly "proper".

I was active in the Riley club at that time and used to navigate for Kel Merz in his 1934 Riley Gamecock and we did very well in the night time rallies of that era. Very English. The Gamecock is now owned by Wayne Merton and is with Bob Winley in his Amaroo workshop having various things done. Kel always had a lot of trouble with the magneto and when I last saw him a couple of years ago, he said we would have won many of those events if the car had not broken down fairly regularly.

You may recall this car had the famous Riley Nine motor of 1100cc capacity with the twin block mounted cams that were in all Rileys after the Redwing sidevalve, up until the complete Nuffield destruction of the marque when they became badge engineered variations of Morris and Austin in the same manner as Wolseley and MG small sedans of that time. In any event, the twin cam motors punched above their weight and the cars went very well. It was a bit like comparing a Fiat 100 or 1500 of the time with the equivalent BMC or Holden stuff.

You would be lucky to get a good Roadster these days for \$30,000. There are 2 for sale on the Continent at present with the one dealer. They are priced at E89,900 and E98,900, and are dark red and red respectively and alleged to be in top nick.

I continue to enjoy your ramblings, if I might be so bold as to describe them thus.

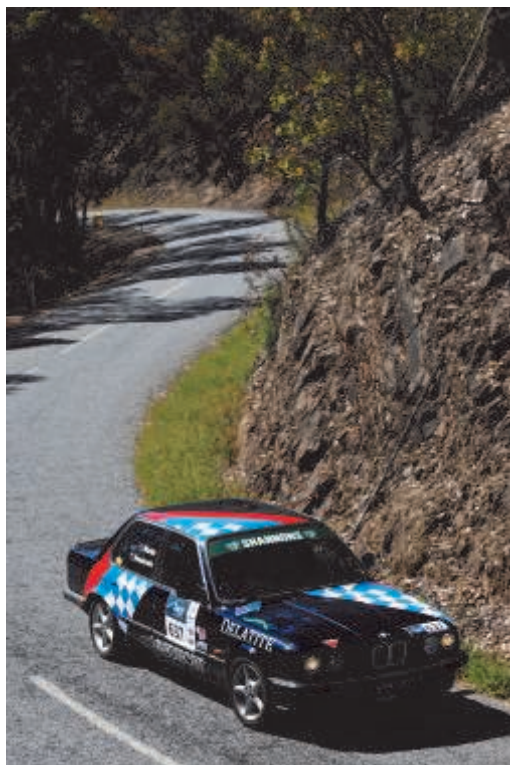
Cheers, Adrian



## A Week with Hendo. My 2014 Targa High Country by Craig Walsh

Many Rally Directions readers will be aware that I have been driving in tarmac rallies for a few years now. Many will also know that Gordon Lennox and I started on this journey together back in 2004 and we have done quite a few events as a team (8 in all), including Classic Adelaide and Targa Tasmania twice each.

Gordon had a great offer a couple of years ago to join a competitive team (which we weren't) and, unfortunately, I lost him as my regular navigator. So now Gordon is off having lots of fun in a very fast Jaguar XJS, and achieved 3<sup>rd</sup> in Late Classic Handicap in the 2014 Targa Tasmania. We remain great friends and hopefully will compete together again sometime in the future.



Having had a 2 year break from tarmac rallies whilst a new engine was designed and built for the BMW (don't ask why it took so long – it just did), it was time to get back into tarmac rallies. The question was *“who would be silly enough to navigate for me and put their life into my hands?”*. As it turns out, John Henderson was that person willing to give it a go, notwithstanding that he had never even been in a car with me, and certainly had not experienced me driving at speed.



So, fresh back from the Sydney to London Marathon, John committed to an entry in the 2014 Targa High Country as navigator, and our team was formed. Hence the title for this article.

It takes a bit of organising. Apart from getting the car prepared and tested (arguably the most important consideration), there's accommodation to find and book, entry forms to complete (which are quite extensive in terms of the specification of the car), pace notes to order, fuel service to arrange and logistics to actually get us and the car to Mt Buller and back. All the pre-planning went without a hitch, although my preference is to not be so “just in time” for the car preparations. Come 6am Tuesday, 4<sup>th</sup> November, I was parked outside John's house in Killara in my VW Transporter. John's trailer was hitched up behind me complete with BMW E30 loaded up for the day-long trip to Mt. Buller where a few days of fun awaited us.



It was an event-free trip to Mt Buller (that speeding fine never arrived, John – perhaps he thought he was seeing things when a VW Transporter complete with loaded car trailer sailed past at 120+kph). We made it to the Mountain late afternoon, found our apartment, unhitched the trailer and parked the BMW and the Transporter before heading off to find a drink and dinner, neither of which we found!

Seems that we were amongst the first to arrive at Mt Buller and there was nowhere to eat or drink, so back down to Mansfield we went, about 45 minutes away!

Now I am often accused of over-organising things, and this was possibly another example. My argument is that, with the extension of the event by 6 stages (1 day) and John's first attempt at calling pace notes, it made sense to arrive early and spend a couple of days doing recce. Seems that I was the only entrant who thought that would be a good idea! As time would tell, it was a great idea!

Wednesday was to be our BIG recce day. We headed off early and drove to the furthest stages, being the new Day 1. It was a great opportunity to bed in the processes between us and all went well that first day as we sorted out how we would work together and communicate for 3 days of tarmac rallying. We managed to cover the entire 3 day event in a single day and then headed to our "sponsor", Delatite Wines, for dinner. It was a great night with David and Catherine Ritchie, the owners of Delatite. They fed and watered (well, wined) us, engaged in some great conversation and then sent us on our way with their best wishes.



Thursday was Documentation and Scrutineering for us. I booked the first slot on Thursday morning to give us time to continue our recce. It almost went without a hitch. The car was all good, but the balaclava that John had worn from Sydney to London simply didn't cut the mustard! As it turns out, despite passing scrutineering for the SLM, it was not FIA approved and he was forced to buy a new one at the exorbitant "scrutineering day" prices from Barry Smith Motorsport who, fortunately, was in attendance. No amount of arguing was going to convince the scrutineers that his balaclava was ok. As many of us have learnt the hard way – don't argue with a scrutineer! They are always right, even when they are not! On this occasion they probably were right, we worked out later.



So, after a surprisingly quick scrutineering, we were back in the Transporter and back out to recce Day 1 (the new stages) for a second time. We had to be back on the Mountain mid-afternoon for the first-timers' and then the competitors' briefings, so we managed to fill in the day quite well. We had time in Mansfield for a cider or two over lunch plus a visit to the Delatite Cellar Door for John to stock up on wine, in support of our sponsor. Jess certainly looked after us there. I enjoy supporting Delatite by carrying their signage, and I have been a wine club member at Delatite for 20+ years now. Delatite has been a sponsor of the event for the past 3 or 4 years, so you have to give back a bit to encourage the local businesses to support the event. Without local support, these events would not happen.

Friday dawned fine and clear and just a little chilly, but not too much. Did a final tyre pressure check and off we went at our designated report time, anxious to get started and have some fun.





Day 1 was 6 stages, 4 of them being new stages, heading towards Euroa where we stopped for a lunch break in the main street (which was closed for us). Not sure why they don't learn, but we could have stayed there for an hour and a half rather than the 30 minutes they gave us as we then spent most of an hour on the side of the road waiting to re-start after lunch. The 4 new stages were, in my opinion, a bit "average" given the road surface conditions. They were quite bumpy in places and some of the surface was not great. Fortunately, given our extra time in recce, we annotated our pace notes with the areas of chopped up road to make sure we did not venture into pot-holes and onto loose surfaces.

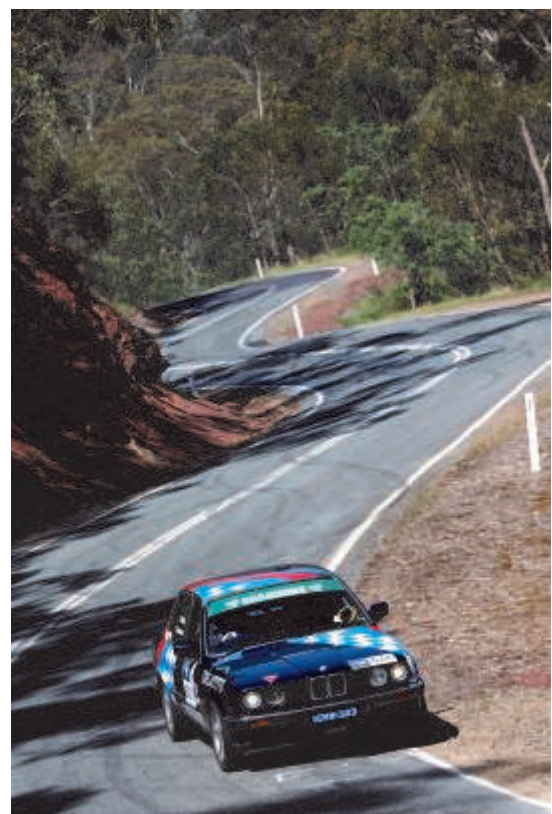


The end of Day 1 was the first of 2 runs up Mt Buller, arguable one of the best hill climbs in the country. Now this was previously a stage that I loved and hated. The old engine struggled up the Mountain as it was lacking in power and that run is all about getting the power down.

The new engine has about double the hp at the wheels and heaps of torque, so we had an absolute blast up Mt Buller. I was a little cautious as it was only the end of Day 1, and there's no point throwing it away on Day 1. Mark Balcombe, with Brian Foster navigating, was less cautious and managed to turn his RX7 around on the run up the Mountain. He decided to try full boost for the first time with his new engine to see how it went! Fortunately he stayed on the black stuff, but I suspect that they were looking for a Laundromat on Friday evening.

Day 2 was familiar territory for me, with a run up to the north of Mansfield. Like all 3 days, it started with a run down the Mountain, starting about halfway down where it flattens out. Unlike Day 1, the base time was more challenging on Day 2, so we went a bit harder.

The Mt Buller stages, morning and afternoon, were manned (womaned?) by a couple of CRCers, Karen Lennox and Carol Both. Nice to see familiar faces at the controls and great that they put in the effort to be there and support the event. These events would not happen without the volunteers. It will surprise no one to hear that Lui MacLennan was another volunteer at Targa High Country. She was doing Results, and became a great source of information on how we were tracking throughout the event.





The end of Day 2 was the Targafest in Mansfield. Some (including me) would say that it's a pain in the backside, but it's part of the deal with Mansfield and allows the locals to see the cars close up. For the first time this year, the Mansfield street stage was competitive. In past years it has been a demonstration run just to please the locals. I must say, I really don't like the look of kerbs and don't relish the prospect of hitting one and ending our event. We didn't and we did enjoy the street stage and the quite civilized dinner that followed. David Ritchie's dinner venue recommendation was pretty good; it helps to have some local knowledge.

It was 9pm by the time we made it back up the Mountain, so we cleaned up and off to bed, ready for the last day of this great event.

The weather was kind to us again on Day 3. A quick check of tyre pressures and fluid levels and we were off again for the start of another great day. Same drill as the previous 2 days with a run down Mt Buller, but then we headed to the south west of Mansfield to a couple of very long fast stages. One of the stages is about 30km and it is not unusual to hit 200+kph. We probably came close to that, but the speed is the last thing you are looking at when travelling at those speeds, so we will never know where we topped out. We do know that we almost hit 200kph at the flying finish on one stage on Day 2, as John was looking at the RallySafe as we crossed the FF. We had a good Day 3. John took to pace notes "like a duck to water" and was well settled in to the routine.

The last stage of the event is another run up Mt Buller. What a fantastic stage that is. Given it is the last stage of the event, caution is thrown to the wind and we had a cracker of a run up the Mountain. The stage starts very fast, with us seeing 160+kph not long after the start. It starts to get a bit twisty but remains fairly fast with lots of 4<sup>th</sup> gear sweepers before it tightens up.

Lots of wheel spin coming out of the slower corners up towards the top. We almost caught the car in front, an all girl team in a Mitsubishi EVO. Have to be pleased with that. Shaved 15 seconds off the Friday afternoon run and did it in 11 minutes, 37 seconds.

Sunday night was a bit of a letdown as we came off our high. We had a pub dinner on the Mountain then headed back to the apartment to catch up on work and other stuff that we had neglected for the best part of a week.

Relaxed start on Monday morning (I slept in after a late night catching up on work) and we hitched up and left the Mountain. A great week and 3 days of fun that is hard to beat.

Now I hear you asking "so what was it like spending a week with Hendo?". The answer is that it was one of the most enjoyable weeks I have had for some time! Targa High Country is one of the best tarmac rallies on the agenda. It offers lots of competitive kilometres and being based in one place (Mt Buller village) really makes it easy. Sharing it with John was most enjoyable. The car didn't miss a beat and I enjoyed every minute of it.



We'll be back in 2015. If I'm really lucky, I'll talk John into Targa Tasmania for April / May 2015 as well!! Fingers crossed that it does not clash too badly with his next event in the USA and he can find his way to do it with me.

Now there were a few other CRCers at the 2014 Targa High Country and with some mixed results: Gordon Lennox had a lousy event with car troubles and a DNF.

Brian Foster came 7<sup>th</sup> (of 26) in Early Modern. Geoff and John Bott went well for a while but had clutch troubles towards the end, although they finished.

Ian Allison and Lindsay Cox had a great event in their Fiat 124, finishing 10<sup>th</sup> (of 34) in Late Classic Handicap and 23<sup>rd</sup> (of 47) in Classic Outright. Shane Navin ran in Sports Trophy (max speed capped at 130kph) in his Porsche 944 and came 4<sup>th</sup> (of 8).

Now as for us, we managed 8<sup>th</sup> in Late Classic Handicap (of 34) and 12<sup>th</sup> in Classic Outright (of 47). That's the best result I have had and I put it down to a great new engine and a team that worked well together. John did exceptionally well for a first time navigator on pace notes, I think. I'm looking forward to the next event with him.



Thanks to our better halves for tolerating us and special thanks from me to John for sharing the experience with me and, of course, to Wardsport, Henshaws and Peninsular Engine Builders for a well prepared car and a fantastic new engine.

Essential acknowledgements also include Perfect Prints for the event photos that I have reproduced (with permission) in this article.\*

Bring on 2015 Targa High Country (and Targa Tasmania, if I can talk him into it!!).

**Craig Walsh Car 637, 1985 BMW E30**

\* *Perfect Prints was owned and operated by Tim Jones. Sadly Tim lost his life in a light plane crash while photographing yachts in the Sydney to Hobart race. Tim was highly regarded as a photographer and friend by the Tarmac Rally Community, including many C.R.C. members.*

*Bob Morey*

## OUR BATHURST AFFAIR By Wendy & Gary Maher

It's Sunday 2<sup>nd</sup> November and we (Gary & Wendy) have accepted an invitation to be Stewards at Mt Panorama for a 'Muscle Car' Super Sprint. This event was part of an eight day run which started in Adelaide. There were 52 cars in the run, all raising funds for the Leukaemia Foundation of South Australia. The cars left Adelaide on Friday 31<sup>st</sup> October for the run. Their itinerary was:

Day 1: Adelaide to Hay

Day 2: Hay to Bathurst where they stayed at Ridges Hotel on Conrod Straight

Day 3: Super Sprint Day at Mt Panorama which was run under a CAMS NSW Permit with B.L.C.C. coming to the fore and organising the event and supplying all officials.

Day 4: Bathurst to Benalla

Day 5: Winton Circuit for a Super Sprint

Day 6: Winton to Mt Gambier

Day 7: Mt Gambier Hill Climb

Day 8: Mt Gambier to Adelaide.

There were some interesting vehicles competing – all of which are road registered – no vehicles were towed, though a back-up vehicle accompanied the group. Predictably there were lots of various models of Falcon G.T.s, Monaros, Toranas and Commodores – some in 'replica' livery. Surprisingly there was only one Mustang (1965 Fastback) and also a Sunbeam Tiger, Valiant E49 Charger plus an immaculate A.P.5, 2 Ford Capris, a Mini Cooper S and a 2013 SLS Mercedes Gullwing.

The Super Sprint began at the gates of the Bathurst Light Car Club rooms, headed down Conrod Straight, through the Caltex Chase and around Murrays Corner to the timing marker, opposite the grandstand. They ran 2 cars at a time. A 1969 E.H. Holden was F.T.D. on 51.19 seconds. The Gullwing was 2<sup>nd</sup> – 51.20 seconds (& wasn't he p...d off) and the Charger E49 was 3<sup>rd</sup> with 51.29 seconds. Gary's favourite, the 1600cc Capri, was 38<sup>th</sup> with 68.30 seconds.

The day started with a demonstration of 4 laps by Alan Moffatt driving one of the entrant's cars. This drive was auctioned with drivers making fairly large bids – culminating in \$4,700 for the honour of having Alan Moffatt drive your car, with car owner in the passenger seat, for the 4 laps. All for a good cause! By the morning, this group had raised \$480,000 for the foundation – with more to come!



The whole run was very well organised. The Super Sprint ran like clockwork so it was an easy task for us – everyone behaved - which wasn't surprising as this was only day 3 of the run and they still had another 1,900 kilometres to travel and two events still to run. The day was very dry and sunny – around 18° BUT with a strong wind chill factor bringing the temperature down to 7°. We left home at North Richmond at midday on Saturday where it was 37°. By the time we arrived at Lithgow, having driven through heavy rain and strong winds, the temperature had dropped to 17° in one hour!

By the weekend of the Super Sprint we had been to Bathurst for the three weekends running (as well as the one where we officiated at the BLCC Forest Rally in late September). Saturday 18<sup>th</sup> October we were there to 'man' the motorkhana event at the lunch break for the Alpine Rally at the Cullen Bullen Dirt Circuit. The following weekend saw us checking the CRC Pas de Deux rally up through the Bathurst / O'Connell area AND 2 weeks later we were there again for the actual running of the Pas de Deux! Thank goodness North Richmond is closer to Bathurst than where we used to live.

### A Cautionary Tale

One day a 12-year old boy was walking down the street when a car pulled up beside him and the window was wound down.

"I'll give you a bag of lollies if you get in the car", said the male driver.

"No way, get st\*\*\*\*ed", replied the boy.

How about a bag of lollies and \$10?" asked the driver?

"No way", replied the irritated youngster.

"What about a bag of lollies and FIFTY dollars"? quizzed the driver, still rolling slowly to keep up with the walking boy.

"No, I'm not getting in the car!" answered the boy.

"OK, I know what you want - I'll give you \$100 and a bag of lollies", the driver offered.

"NO," screamed the boy.

"What will it take to get you into the car"? asked the driver with a long sigh.

The boy replied: "Listen Dad, you bought the Skoda - you live with it !!!!!!!!!!!!!!!

### Somewhere in Ireland!







## ***Pre-Season Training Run - Saturday 7th February 2015***

- This event will be run under a C.A.M.S. Social Permit and will be non-competitive.  
**NO C.A.M.S Licence - NO Scrutineering and NO ENTRY FEE**
- You just contact the Event Secretary by telephone, by the 3rd February, to confirm your entry and the navigation category you wish to enter. Instructions will be available for Tour, Apprentice and Masters categories.
- The Event is designed as a warm up for the C.R.C.'s 2015 competition rallies and will be directed primarily at new members who want to see what our events are all about. Another aim of the Event is to encourage regular entrants to have a try at a higher level of navigation in a relaxed, non-competitive environment.
- The Event will **NOT** be conducted as a 'Navigation School' type of event but assistance will be available at the start to help entrants if required.
- All entrants must be a member of a C.A.M.S. affiliated car Club for public liability insurance purposes.
- Instructions will be issued approximately 30 minutes prior to the departure of the first car.
- For Apprentice & Masters categories there will be a mapped herringbone and mapped tulips diagrams. If unfamiliar with these types of instructions entrants should seek advice from an experienced navigator prior to the Event.

### ***Event Details:***

**START.** Mt Wilberforce Lookout Reserve, Castle Hill Road, West Pennant Hills.

**TIMES.** Registration from 12.15pm. Briefing and issue of instructions 1.15pm.  
First car away 2.00pm.

**DURATION.** The expected duration of the Event is 2-1/2 to 3 hours.

**DISTANCE.** Approx. 110kms. No dirt roads, but there will be some narrow, winding roads.

**FINISH.** Same location as the Start.

- There will be light refreshments - nibbles etc., at the conclusion of the Event.
- At the conclusion of the event Road Cards will be checked to see how entrants went and to advise on how and where they may have gone wrong.

For further details, and to confirm attendance, please contact the **Event Secretary** as follows:

**TONY NORMAN - Mobile 0402 759 811 or Home 9804 1439.**



President: Bill Magoffin  
31A Yeramba Street  
Turrumurra NSW 2074  
Phone (02) 9440 3824  
Email bmagoffin@optusnet.com.au

## *Wakefield Park Track Day Monday 9<sup>th</sup> February 2015*

It's on again by popular demand! The Veloce Racing Association Incorporated ("VRA") extends an invitation to yourselves and your fellow enthusiasts who you may care to invite to a track day at Wakefield Park on Monday 9<sup>th</sup> of February 2015. Spread the word and all enthusiasts are welcome.

If you are attending the track day you will need to download the confirmation sheet from the VRA Yahoo Group and post it with your cheque to Bill Magoffin at the address above.

**Preferably entry can also be made by EFT** to the VRA Bank Account with your name in the reference field. If you are a VRA member (that is a member of the website) you will pay **\$190** per head for the track. If you are a non-VRA member (friend or associate) you will pay **\$200** per head for the track provided your payment is received by **3<sup>rd</sup> of February**. Unfortunately if you pay on the day it will be \$210.

Bank details are:

Account Name: [Veloce Racing Association](#)

BSB: 012 055

Account number: [252147076](#)

The track hire must be paid in full prior to the 9<sup>th</sup> of February so please send your money now so our cheque does not bounce!

The format for the Track Day will be along the following lines:

8.00 am: Gates open. Sign on at the office and collect your arm band.

9.00 am: Drivers briefing at the Control Tower

9.15 am: Track opens

4.00 pm: Track closes

Each **driver** will be required to have a current cams licence L2S or higher or a current Wakefield Park AASA licence. If you don't have either, you may purchase a current Wakefield Park licence at the office on the day at a cost of approximately \$50 inclusive of GST. You will have to purchase your own lunch at the canteen or bring your own. Passengers may be taken onto the circuit but must have signed a waiver at the Circuit Office.

The signing on procedure at the office can be streamlined if you have your paperwork completed and signed and your licence(s) available for verification by the Wakefield Park staff. You will be required to have completed the **Wakefield Park waiver** prior to collecting your "arm band".

# Highway 31 Revisited



*Saturday 28th February 2015.*

- \* A One Dayer, this is the first event in the 2015 C.R.C. Championship.
- \* The Start is at Mittagong R.S.L. Club and the route will travel parts of Highway 31, and the surrounding countryside, that you probably forgot existed!
- \* Lunch will be at Goulburn with the Finish back at the Mittagong R.S.L.
- \* The Event will feature the usual competitive navigation categories; Masters, Apprentices and Tour.
- \* The Event will also have a C.A.M.S. Social Licence to allow entrants to participate in a non-competitive category.
- \* Entrants must be members of a C.A.M.S. affiliated Car Club.
- \* The Entry Fee is \$100.
- \* The Supplementary Regulations and the Entry Form are on the Classic Rally Club web site. An Entry Form is in this copy of the magazine.

Tony Norman - Event Director



# Wollondilly 300

"Back to the 60s"

Sunday 29<sup>th</sup> March 2015



- A One day event covering close to 300 km
- A round of the 2015 C.R.C. Championship
- Start - Penrith Whitewater Stadium Cafe, McCarthys Lane, Cranebrook NSW 2749  
Breakfast, coffee and tea are available
- Lunch – a secret location in the Wollondilly Shire. Good quality food supplied
- Finish – Sutton Forest Hotel
- The categories will be:
  - Masters
  - Apprentices
  - Tour
  - Social Run – a non-competitive category with no CAMS licence required
- Masters and Apprentices:
  - Navigation is a mixture of that used in the usual CRC events as well as the style of the Barry Ferguson Classic. Accurate map reading will be rewarded
  - Quality and easy to read maps supplied
  - The plotting will be relatively straight forward - no cryptic challenges, no working out a route to cross 17 bridges and no map traces
  - Not many questions with no tricks
- Tour and Social Run:
  - Route Charting and around 60 km of simple map reading
  - Social Run can elect to have no map reading
  - Fair yet challenging questions and no counting a large number of signs
  - A special detour for a rest break at a spectacular lookout
- A minimum of unsealed roads at the time of survey:
  - Enjoyable roads, lots of twisty sections and great scenery
  - Masters & Apprentices – less than 2 km of smooth unsealed roads
  - **Tour & Social Run – NO UNSEALED ROADS**
- Entry fee \$90
- Enquiries to:
  - Mike Batten – 02 46 809 269 or 0400 174 579
  - Peter Reed – 0418 802 972



19/01/2015

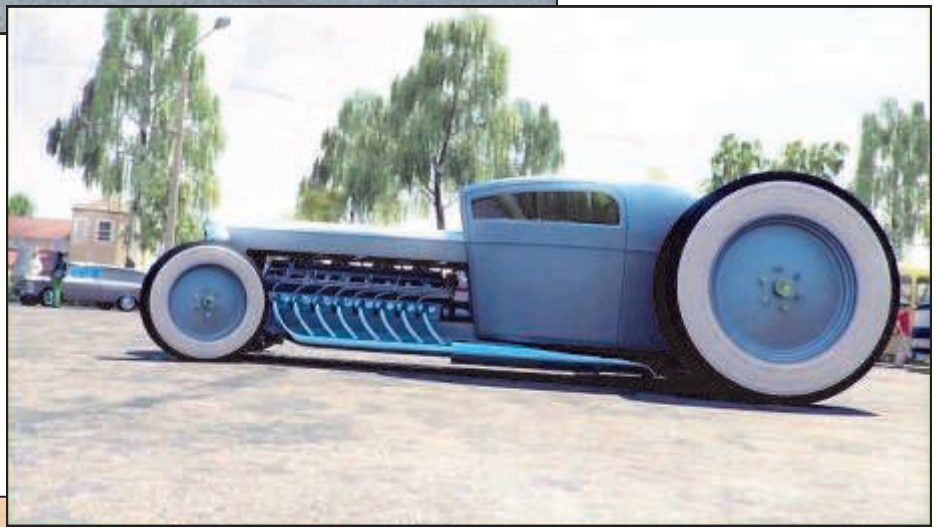
**2015 CRC Events Calendar.**

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde.

Date	Event - CC indicates CRC championship event	Note	Contact
27/01/15	CRC Meeting		
6/02/15	F.F.F.F.	Harry's Café de Wheels - Liverpool	
7/02/15	Half Day Training Run. Run on a social permit with Masters & Apprentice Instructions. For those who want to try Classic Rallying or experience the next level of navigation.	Mt. Wilberforce Lookout Reserve, Castle Hill Road. Registration- 12.15pm	Tony Norman - <a href="mailto:normansoz@optusnet.com.au">normansoz@optusnet.com.au</a> or 0402 759 811
13/02/15	CRC magazine deadline		
24/02/15	CRC Meeting		
28/02/15	Highway 31 Revisited C.C.	1 Day T.A. Mittagong to Goulburn & back. Usual 3 categories.	Tony Norman - <a href="mailto:normansoz@optusnet.com.au">normansoz@optusnet.com.au</a> or 0402 759 811
6/03/15	F.F.F.F.	Bulli Beach via Royal National Park	
	CRC magazine deadline.	<b>N.B. a week earlier than normal, the editor is going on holiday.</b>	
24/03/15	CRC Meeting		
29/03/15	Wollondilly 300	1 day T.A. - Start in Penrith finish at Sutton Forest	Mike Batten – 02 46 809 269 or 0400 174 579 Peter Reed – 0418 802 972
3/04/15	F.F.F.F.	Details T.B.A.	
19/04/15	Lunch/Social Run in conjunction with Thornleigh Car Club	T.B.A.	Greg and Karen Yates are co-ordinating this event.
17/04/15	CRC magazine deadline		
28/04/15	CRC Meeting		
1/05/15	F.F.F.F.	Details T.B.A.	
15/05/15	CRC magazine deadline		
26/05/15	CRC Meeting		
30/05/15	31/05/15	Barry Ferguson Classic C.C.	2 day T.A. SW NSW
5/06/15	F.F.F.F.	Details T.B.A.	
12/06/15	CRC magazine deadline		
23/06/15	CRC Meeting		
21/06/15	A.R.O.C.A. Tour d' Course C.C.	1 Day T.A. T.B.C.	
3/07/15	F.F.F.F.	Details T.B.A.	
25/07/14	26/07/14	Clarence Classic	2 Day T.A. Northern NSW.
17/07/15	CRC magazine deadline		
28/07/15	CRC Meeting		
7/08/15	F.F.F.F.	Details T.B.A.	
14/08/15	CRC magazine deadline		
25/08/15	CRC Meeting		
4/09/15	F.F.F.F.	Details T.B.A.	
12/09/15	13/09/15	MG Spring Rally CC	2 Day T.A. in Hunter Valley T.B.C.
18/09/15	CRC magazine deadline		
22/09/15	CRC Meeting		
2/10/15	F.F.F.F.	Details T.B.A.	
16/10/15	CRC magazine deadline		
24/10/14	25/10/14	Alpine Classic C.C.	2 Day T.R.E. in Central West NSW
6/11/15	F.F.F.F.	Details T.B.A.	
13/11/15	CRC magazine deadline		
mid November	Pas de Deux C.C.	T.B.C.	Volunteers to run this event required.
24/11/15	CRC Meeting - AGM		
4/12/15	F.F.F.F.	Details T.B.A.	
mid December	Club Christmas Party	T.B.C.	
<b>Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from <a href="http://www.classicrallyclub.com.au">www.classicrallyclub.com.au</a></b>			
<b>Other Events;</b> The CRC has received an invitation to these events so cars with conditional registration (Club Plates) can be driven to and used in them.			
22/02/2015	2nd Annual Hughes Charity Car Show	Kids with Cancer Foundation Australia	<a href="http://www.hughescarshow.com.au">www.hughescarshow.com.au</a>
<b>Events of Interest;</b> 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.			
16/02/15	Giant Hawkesbury Swap Meet, Hawkesbury Showground, Clarendon		<a href="http://www.vvcaa.com.au/swapmeet.htm">www.vvcaa.com.au/swapmeet.htm</a> <a href="mailto:enquiries@vvcaa.com.au">enquiries@vvcaa.com.au</a> or 0410 447 927
17/05/15	National Motoring Heritage Day		<a href="http://www.councilofmotorclubs.org.au/">www.councilofmotorclubs.org.au/</a>



## WHY???



Contributors to this edition: Jim Baird, Mike Batten, Steve Brumby, John Cooper, Heather Dux, Dave Johnson, Tony Kanak, Lui MacLennan, Wendy & Gary Maher, Jane Morey, Tony Norman, Robbie Panetta, Adrian Walmsley, Craig Walsh and Greg Yates. Thank you all.