



# Rally Directions

The official Organ of the Classic Rally Club Inc.

March 2015



*In this issue:* Michael St. John Cox let Garth Taylor drive him in his Jaguar XJ-SC on the Highway 31 Revisited Rally and Len Zech took this great photo. Find out all about the event inside. Read all about our latest inductees into the Rally Hall of Fame, also learn what John Doe thinks is the future of turbocharging.

*Upcoming events:* (Full details inside)

- \* **Sunday 29th March 2015.** Wollondilly 300. A new event on our calendar from Mike Batten and his crew. Start in Penrith, finish at Sutton Forest. Masters, Apprentice, Tour and Social Run categories with no unsealed roads for Tour and Social Run and less than 2.0 km of good dirt for the rest of the field.
- \* **Sunday 19th April 2015.** Goldfinders Inn Lunch Run. A 170km drive from Mooney Mooney to Kurrajong for lunch at historic Goldfinders Inn. Fully route charted with CAMS licences not required this will be a relaxed run over some great roads. All proceeds will go to support the Cancer Council of NSW.

## Classic Rally Club Officers and Contacts 2015

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Classic Rally Club Meetings are held on the 4th Tuesday of each month, January to November from 7.30pm at Denistone Sports Club, 59 Chatham Road, West Ryde

The opinions and advice provided in this newsletter do not necessarily represent those of the Classic Rally Club Inc. and its officers. No responsibility will be accepted for the opinions, advice and directions contained in this newsletter. Readers should rely on their own enquiries and make their own decisions.

## John's Jabber

Hi everyone, March is already here and we have had our first rally for the year and the second one is coming up very soon. Ross and I contested the Highway 31 Revisited Rally at Masters level on Saturday 28<sup>th</sup> February, set and run by Tony Norman. Starting and finishish at Mittagong, it travelled some magnificent roads in the Southern Highlands and Goulburn area. Due to a few carburettor problems with my Mini I decided to venture out in my 1965 XP Falcon, the family car back in its day, usually meant for just cruising around in, and I was a little worried about pushing it around in a rally. I was quite surprised at how good it went and handled, how comfortable it was and how Ross and I sedately travelled the rally route, sometimes *not* the rally route as well.

At the time of writing this I haven't seen any results as yet and I know Tony has a lot on his plate personally so we will need to be patient to see how bad we went.

Speaking of Tony, what a huge effort! It is not hard to see the amount of work Tony puts into his events, and the organisation and time he takes to put on a rally on for us all. A big personal thank you to Tony, sure there were a few people disagreeing with some of his instructions or interpretations, but Ross and I had a great time. Ross certainly worked his butt off and in the end agreed with all of his tricks that got him bamboozled at the time. We still managed our Magnum ice-cream at the petrol stop even if we were on the complete wrong end of Goulburn Township.

Don't forget the next rally is the Wollondilly 300. Ross reckons we should call it the Wollondilly 500 as he thinks this is how many Ks we will be doing to get it right.

This will be Mike Batten's first rally as a director for us, but don't forget Mike's history, he has many runs on the board as a navigator and driver in the early days, a State Champion and he's always at the pointy end when competing these days as a nav. I'm sure he'll put on a great event which should be fair and challenging. Get your entries in early and show some support for his rally. Ross and I are looking forward to it and hopefully the Mini will be out there on the road again.



Now, to be surrounded by greatness, no not Ross Warner or even Robbie Panetta, I am talking about Colin Bond, who will be at this month's meeting to socialise, have a meal and give us a talking to, in the nicest way.

Continuing with greatness, the official announcement for the appointments to the CAMS RALLY HALL OF FAME are now out and we have two of our club's Rally Legends, Dave Johnson and John Bryson inducted this year, plus one of our long time club members, Jeff Whitton, has also been inducted. Great news, full coverage is elsewhere in the mag.

John

## Presidential Notes.

**THE ROAD TO MANDALAY RALLY:** Bummer! Don't you just hate it when you enter a rally on the other side of the world, start in Singapore and rally for 24 days through Malaysia and Thailand, Burma and Rangoon and lead most of the way including the second last day by 1 second, only to be knocked over by a Porsche 911 by 1 second – can't get any closer than that!

So anyway, congratulations to Gerry Crown and Matt Bryson and their Leyland P76 on such a great effort. I am assuming we will get a more detailed article from Steve Maher on this rally and we will also rope Gerry and Matt in for a talk at one of our meetings very soon, to fill us in on all the stories they must have to share.

**CLARENCE CLASSIC VIDEO:** There's a great video of 2014 Clarence Classic Rally by Wendy Gibbs on Facebook or you can check it out on your computer at <http://vimeo.com/120920565>. Don't forget to enter this years Clarence Classic!



## Presidential Notes (cont.)

**MARCH MEETING; GUEST SPEAKER - COLIN BOND:** Colin Bond has kindly agreed to come along to our March meeting, persuaded by Peter and Sharon McAlpine, to give a casual talk about his rally career. Colin was inducted into the 2014 Rally Hall of Fame, as well as the V8 Supercar Hall of Fame in 2002. He was trained as a motor mechanic. His motor sport career began with hillclimbing, which saw him win three successive NSW Hillclimb titles in 1965, 1966 and 1967 driving a supercharged Lynx-Peugeot. In 1964 Colin ran in the Ampol Round Australia Trial in a VW and did state level rallies in an Isuzu Bellet as a navigator and driver.

In 1967 Bond joined the Mitsubishi rally team managed by Doug Stewart and drove a Colt 1000F Fastback to a class victory and fourth place overall in the 1967 Southern Cross Rally. This was followed in 1968 by a third outright in the Southern Cross driving a Colt 1100F. This foray into rallying with Mitsubishi was the forerunner of the formation of Ralliart, the competition arm of Mitsubishi that went on to win numerous World Championship titles and Paris-Dakar events.

Colin's track racing career began at Warwick Farm racing a bug eye Sprite in 1962. In 1969 at age 27 he came to the notice of Harry Firth, who selected him to partner Tony Roberts in one of three Holden Dealer Team entered Holden Monaro GTS350s in the 1969 Hardie-Ferodo 500 at Bathurst. Bond and Roberts, both accomplished rally drivers, won the race.

Bond was a brilliantly versatile driver, also achieving success in the Australian Rally Championship, winning the title in 1971, 1972 and 1974 driving a Holden Torana. He could well have won a 4<sup>th</sup> title in 1978, but for having to miss the first round due to a racing commitment.

Colin won the Southern Cross Rally in 1971. He also won the South Pacific Touring Car Series in 1971, and won the 1975 Australian Touring Car Championship in a Holden Torana.

From 1977 to 1980 Colin Bond ran the Ford Australia works rally team, with Greg Carr and Bond driving the very competitive BDA Escorts. The highlight for the Ford team was Greg Carr winning the 1978 Australian Rally Championship. Bond also used top overseas stars including Bjorn Waldegaard and Ari Vatanen in Ford's attempts to win the Southern Cross Rally.

Colin Bond is one of a rare group of Australian drivers who have demonstrated remarkable versatility in winning at the highest level in both track racing and rallying. We welcome Colin to the Classic Rally Club's March meeting and thank him for his time to address our members.

**INTERCLUB RALLY CHALLENGE:** The Barry Ferguson Classic Rally will be run on 30th / 30st May, conducted by Dave Johnson and Tim McGrath. Dave looks after the 60s style navigation and Tim the tour section on all bitumen roads which has proved popular in previous years. For the diehard navigators and drivers, Dave's events are always a great test of map reading, finding the old and the correct roads from the older maps and a bit of unsealed roads thrown in for good measure.

Now not to be outdone by our own club's event, The Barry Ferguson Classic, Thornleigh Car Club are conducting a similar format rally, called The Thornleigh President's Trial, run by Arthur Evans (ex Night Owl Rally) on the weekend of the 2nd and 3rd of May, a few weeks before our event.

To encourage a few more inter-club competitors to enter and run in both these similar events and with only The Barry Ferguson in the CRC championship scoring, we will be presenting an award trophy donated by Ian Packard for a combined scoring system yet to be determined at this early stage.

So give some good consideration to entering both these great events, and go after that sheep station, or just enjoy the rallies like most us.

John Cooper

## COMPETITION SECRETARY REPORT FOR MARCH

Our first competition event is now history, with the Route Instructions, especially for Apprentice category, probably consigned to the rubbish bin if not previously discarded from the car window! Time is too short to prepare a full 'Directors Cut' report for this edition of the magazine so that will be provided for April. I would like however to make the following comments.

### **HIGHWAY 31 REVISITED - SAT 28TH FEBRUARY.**

Firstly I would like to thank the following officials who provided such strong and time-consuming support on the day of the event: Tim McGrath, Ron Cooper, Glen and Joyce Innes, Collin Segelov, Simon Robinson, Doug Barbour, Xanthea Boardman and Wayne Gerlach.

Second on my list are the staff and volunteers from Wollondilly Public School who provided an excellent lunch for many weary crews after a long morning on the road. A great venue for our mid-event stop. And finally to all the entrants who participated. An entry of 38 teams was tremendous and such support makes the effort of organising the event so much more rewarding.

Once again however I think that my Apprentice Instructions did not have sufficient extra clues to help navigate the route. The more experienced teams in this category seemed to manage quite well while newcomers obviously struggled. Finding the correct balance is difficult. Too easy and regular crews will not have much of a challenge but too hard may discourage beginners from ever trying again! To those in the latter group, please don't be too discouraged. Rally navigation is a dark and frustrating art but as you enter more events the skills needed will improve and the joy of completing an event, maybe with a podium spot, will make the effort all the more satisfying.

For the record, Results are as follows:

**MASTERS:** 1st place - Mike Batten and Peter Reed

2nd place - Michael Olsson and Harriet Jordan

3rd place - Jerry and Carol Both

**APPRENTICES:** 1st place - Peter and Valerie Jakrot

2nd place - Chris McDonald and Roger Wood

3rd place - Rob Panetta and Glenn Evans

**TOUR:** 1st place - Shane and Jennifer Navin

2nd place - Jon Dickson and Ivor Davies

3rd place - Steve Blair and Jocelyn Vettoretti

Congratulations one and all.

Our upcoming Events are as follows:

**WOLLONDILLY 300 - SUNDAY 29TH MARCH.** Event Director Mike Batten's first event as director (since 1973) and primary organiser. All club members are asked to give their full support to Mike and Peter Reed, to ensure the success of the rally and to help make the event a permanent feature on our yearly Calendar. Mike has asked if anyone not competing would volunteer to act as an official on the event. If you can help out Mike can be contacted on 02 46 809 269 or 0400 174 579

Note that entries close on **FRIDAY 20TH MARCH** so you need to act promptly and get your entry form in.

**LUNCH RUN - SUNDAY 19TH APRIL.** Greg and Karen Yates are organising a social/lunch run on the above date. Look for details elsewhere in the magazine. It is non-competitive, if there is such a thing in the CRC calendar, so no requirement for CAMS licences, scrutineering etc. I am sure Greg and Karen will have us on some interesting roads.

**BARRY FERGUSON CLASSIC - SAT 30TH/SUN 31ST MAY.** I understand that organisation of this regular yearly event is progressing well. The start will once again be in Cootamundra and you will almost certainly be driving on roads less used! The Tour category, I believe, will not include any unsealed roads while Apprentice and Masters will experience some good

quality gravel roads but hopefully no gravel rash!

### **AROCA TOUR D'COURSE - SUNDAY 21ST JUNE.**

Please look for full details elsewhere in the magazine. Like previous years, part of the joy of this event is the selection of the lunch venue. Come along just for the food!!

### **CLARENCE CLASSIC - SAT 25TH/SUN 26TH JULY.**

This 2 day event will kick-off the second half of our year and will be the first of 3 x 2 day rallies currently planned. More details will be available in the near future.

### **MG SPRING CLASSIC - SAT 12TH/SUN 13 SEPTEMBER.**

### **ALPINE CLASSIC - SAT 24TH/ SUN 25TH OCTOBER.**

Please ensure that you put all these dates in your I-phone, or in your diary (whats that!! ) so that you can organise your holidays, bar-b-ques etc around the above events.

**Happy rallying - TONY NORMAN COMPETITION**

## Highway 31 - A View From The Back Of The Pack with Peter and Valerie Jakrot

Having attended the Training Day Tony Norman put on in February it was pleasing to see that the number of entries in Apprentice in this event had swelled to 10, with two teams from the training day taking the step up, namely Donna and Scott Wilkinson in the white Porsche Boxster, and Kevin and Tom Payne (a father and son team) in the light blue Alfa Junior. We now also know that Glenn Evans has taken brave pills to not only move up to navigate in Apprentice, but somehow managed to get the former Masters Driver Champion Robbie Panetta to do the steering!

Anyway Saturday morning was glorious and when we arrived at the RSL car park, there was an empty spot next to another cream coloured Porsche, which we just had to park next to. Instructions were handed out and although Wayne Gerlach was cracking the whip to get us out asap, we took off in our own good time (as we do), with Bob Dylan's 'Highway 61' blaring. It didn't take us long to get lost, heading up a dirt road, with other cars (including a Lancia!) going every which way.



We realised much later, that this was covered in one of the lessons on the training day! The via was a TJ, which of course must be entered by the base of the T – doh!

Heading into a passage control, just after Mittagong, we worried whether we should be there or not. Doug and Xanthea assured us we were ok and plied us with quality chocolates (yes!!!) to provide much needed energy for further navigation.

Towards the end of the first division, we tried to drive the 'two bridges' and must have criss-crossed all of Southern Goulburn (with not another car in



sight) to find them but to no avail.

After a cup of tea by the roadside, we gave up and continued on the trail, surprisingly finding the answers to the questions. We headed for lunch and having covered an extra 50-odd kilometres, arrived within time, but late enough that they were beginning to pack up.

At lunch we caught up with Bob Morey and Renai Warner, Scott and Donna, and after a quick bite we all set off on the afternoon division.

A minor hiccup occurred when we must have passed Coopers Lane 3 times before realising it was the answer to the question we were looking for! At one stage it looked like a rally convention there, with Lui giving all and sundry the benefit of her wisdom. We started to feel like Goulburn was a bit of a Bermuda triangle but managed to find our way both times. We headed for M4, this time going past the monastery, as on a previous rally we missed it altogether as we had to cut-and-run. Having driven more than 50 kilometres over the distance (mostly close to Goulburn looking for the 'arena'), to our surprise, made it home with about 15 minutes to spare.

We parked the car and longing for a cold drink, went inside the RSL to be met by a number of competitors leaving. We were informed that Tour had finished around 3:30 and they were now ready to head home. Well, we sat down and kept an eye out the window on the Control, looking for people we knew to arrive. Not long after, we were joined by Kevin and Tom, who shared their joys and tribulations of doing Apprentice for the very first time.

Then Joyce Lawrence and Sue Genner (in the other beige Porsche) joined us and although not novices, they too had 'fun'. We kept looking out for Scott and Donna as we were getting a bit worried, but no need, as they too turned up. The stories told were intriguing but as you know, 'what happens on a rally, stays on a rally'. We look forward to seeing more of the new Apprentice recruits, and also Scott and Donna's new-old car!

Many of the names listed in Apprentice class are not familiar to us so apologies to any other novice Apprentice teams out there not getting a mention.

Thank you Tony Norman for setting a great rally, we'll just put some bleachers out in the sun and have it on Highway 31!!

Peter & Valerie Jakrot

## HIGHWAY 31 REVISITED by Jen Navin

What a way to start a year of Classic Car Rallying. The Highway 31 Revisited Rally in the beautiful Southern Highlands with autumn only days away and the trees already changing their colours and bushes laden heavily with berries. And we were doing a Tony Norman rally, an added bonus! The drive down to the Mittagong RSL, the starting point, was glorious with the sun coming up and the sky streaked with pastel tinted clouds. A New Year bringing with it new faces, a new President and changes. So before I got into the navigator's seat to revisit Highway 31 I revisited the goss and the changes at the Classic Car Rally Club.

The Len and Glenn crew of the Porsche 928 (the fast one...) was no more. Len had made the move to being photographer, always good to see when you are travelling on a dirt road to nowhere and Glenn was now the navigator for Robbie in the red Alfa (the fast one...). Glenn was doing his first Apprentice rally and was secretly very excited by the challenge! I could tell as I spoke with him at breakfast; a really good meal it was too. That wasn't new as the breakfasts there are always good.

Doug and Xanthea were having a rest from competing and were taking on the job of Control Officials manning a passage control. This is a very important task as for the navigator, it is reassuring to see that big red 'P' board. It means you are on the right road, you get a great little stamp on your road card, a word or two of encouragement which can diffuse a tense moment between you and the driver and you get ...lollies!!! Doug and Xanthea in their usual state of excellence have upped the standard of the sugar fix and even offered to pilfer an apple of two from a nearby friendly apple tree when I asked if they had an apple; knowing of Xanthea's penchant for healthy options.

This year Shane and I had decided on yet another change to the line of attack in trying to master the Tour section. Translated we wanted to place! This meant a change and a revisit of our methodology.



We decided to retire the Black Porsche 928GT and use the Silver Porsche 944 Turbo (the fast one...); Shane driving and me navigating. This is Shane's Targa car and over the past few years he has been slowly transforming it both inside and out so it really does handle the road well. The downside with the very stiff suspension is that it is somewhat uncomfortable for the passenger even with the full race seats. The up side is (well I hope it will be for me anyway) that because it is pre 1986 we will attract some cumulative points. All points will be gratefully received by this navigator! And we made an agreement that we would take our time and really nut out the questions. This was a Tony Norman rally and he likes throwing you a curved ball so this tactic was especially important for this rally.

The Briefing done, a few changes there I noticed. We had to sign an attendance sheet and the new 'Q' board was introduced. We would see this on our rally somewhere and we had to be, well...quiet until we passed the 'anti- Q' board and then we could make noise.



So off we went armed with the beautifully printed directions and the hand drawn directions into the lunch spot. These only come with a Tony Norman rally. Following the directions, answering questions and looking for VCRs we were soon revisiting the streets of Moss Vale and the memories of a previous rally where the 928GT broke down in a little country lane. We were attempting our first Apprentice run and were hopelessly lost. Along came Doug and Xanthea in their lime green Targa Porsche 1978. They were also attempting their first Apprentice Rally and equally lost looking for a map trace that you did NOT have to attempt ( We all learnt a valuable Tony Norman lesson – just because you are given a trace does not mean you have to find/attempt it!). Doug brought out the tow rope and towed us back into Moss Vale. It was the rally that was cancelled due to inclement weather. It was the rally when we learnt that hot exhausts and dry grass don't mix 'cause we nearly started a fire under the car as it spluttered to the side of the dirt road. It was the rally where we were amazed that the NRMA had a service man who knew all about the mechanics of a Porsche 928 and with a 'flick of a switch' so to speak we were on our way home and I think it was the last Apprentice Rally we attempted that year.

As the morning passed we started to get into Tony's head and appreciate what he was doing with the Tour Division. He had upped the level of complexity in the directions and the questions and with adding a section of navigation Tony had taken on board the many requests from fellow members that there be an incremental increase in the challenge of the Tour; a bridge from the Tour category to the Apprentice category. The questions were tricky, testing your interpretation and ensuring that you took the time to interpret the right answer, hoping that it was right. As with the tips for the questions, the directions for the mapping were equally as clear but we did get dizzy doing multiple loops of Red Hills Rd and Wollombi Rd and I was dammed if I could find them on the issued map. We got into lunch not as early as we have in the past, probably a little wearier than before but happier with the morning's run. That was a change.

A great lunch as always, eaten, directions signed for and initial planning done we were off for the afternoon stage of the rally. Nice little song lyrics by Bob Dylan headed the route instructions... what does Tony want? And where is that 'Q' board?

More mapping... at least it was within the first 40 kms so I will still be pretty much awake. Hang on a minute there's a little bit of maths here and some counting of 'advisory speed signs'. Well at least that doesn't involve the number of animals on the sign as in The Alpine ... is a human really an animal????? But we did have to count the number of horses at the entrance to property 1012. Two or three? What is judged as the entrance to a property? The entrance gates or the drive way entrance? We sat and we pondered. We pondered and we sat and then decided our answer – the actual entrance to the property is the actual gates with 2 horses and the third horse on the miniature horse float letterbox is part of the driveway leading to the entrance. So our answer was 2 horses at the actual entrance. We crossed our fingers and hoped. Turns out we were getting too smart by half 'cause we were wrong.

By the end of the day we were going through beautiful Berrima needing the name of a restaurant and all I could see was the Berrima Gaol and the road side stalls selling fresh fruit. Shane wouldn't stop; he was looking for that 'Q' board. What happened to that 'Q' board? We found it in all its glory in a built up area in Moss Vale. So we duly followed the directions, driving very quietly, actually we'd been doing that all day, until we reached the Passage Control. The 'anti- Q' board was just metres beyond. We handed in the route card for the stamp, took our sugar fix and once we passed the 'anti- Q' board made lots of noise. We used our horn...briefly. And those Bob Dylan music lyrics? They held the answer to the last question.

We drove into M4, again later than we had in the past, tired and gasping for a drink other than water. That hadn't changed. Tony was sitting at the M4 control looking awkward. We congratulated him on a great day and a great rally and it was. He was pleased and so he should be. In this rally Tony took it on board and revisited past comments made by members of the Club about the need to bridge the seemingly huge and overwhelming gap (to us) between the Tour and Apprentice Divisions. The Highway 31 Revisited Rally gave us and other Tourers a chance to experience a taste of Apprentice Rallying with the reassurance that we wouldn't get as frustrated, as lost or as angry and that we would still be talking to each other when we stumbled to the bar for that drink.



Having it on a Saturday was good because we had Sunday to recuperate and we weren't battling the Sunday traffic on the way home. And for Tony to put all the hard yards in as Event Director when he is going through a tough time personally illustrates the dedication and commitment he has to the Classic Rally Club. So thank you Tony and all the others on the team that day for a really good rally and a good time.

Jen and Shane Navin. Silver Porsche 944



## Highway 31 Revisited – **A Driver's perspective from Peter Reed.**

In getting ready for a Tony Norman rally, all competitors need to be as mentally prepared as possible for all the challenges in store.

This year we attended Tony's training rally in February with a view to get a few tips from the "Master" on how to run our rally – the Wollondilly 300 Rally on the 29<sup>th</sup> March. We did not do the rally but both separately did the Masters as a "desk top" rally. This event included tricks with mileage numbers – so we were forewarned!

On the Friday I drove to Mike's place to stay the night so we were ready to head to Mittagong early on the Saturday. We arrived quite early but still found Tony already there with his table set up ready for customers.

I started doing CRC events with Mike at the 2013



Alpine Classic but had not yet done an event in the Southern Highlands because I missed last year's AROCA rally due to a wedding. Because of this I was not familiar with all the back roads between Mittagong and Goulburn.

Once we got underway Mike seemed to have things under control although I did take a while to find the Windmill to answer a question, as I was looking for a large one not a letter box.

The next challenge came up very soon – the map trace. We had a lot of trouble finding it – we had one 20 minute stop with no joy so continued on and it was only at the second stop further on that it fell into place. The distance marker and the fact that the start of the trace included some of the route up to the previous Via made it very hard for us to find. Initially, with map traces, the thought is that you have to travel the full map trace but Mike saw that it was just to be used to determine the next Via point – so we did not make the same mistake we made in last year's MG Classic! Despite all the time spent on the map trace we still seemed to get to lunch in good time so were able to enjoy the spread put on at the Wollondilly Primary school.

We grabbed the second Division's instructions as soon as they were available and started working on them with the knowledge that wasting time could mean we would miss Tony's cut-off time of 5:30pm at the finish. Mike has been a big supporter of enforcing the cut-off so it would be poetic justice if we ran foul of this! While Mike was working on the route I went back to the Datsun to get something but in shutting the back door the very loud air-horns went off. Luckily John Cooper was at hand and peace and quiet returned. He had reached in and pressed the horn button which must have jammed when I closed the door!

We soon started on Division 2 with a loop through Goulburn, including a petrol stop, then looped out west before re-joining the highway back to Goulburn. Tony's "track deemed a road" looked like the route to use though Mike was still thinking it could be a Tony Norman red herring. The next question about the stadium starting with "V" did not come up at the right distance so we back tracked – I had a feeling it was at the big showground which it was.

At the start of the Divisions, Mike had put red crosses for OOB through all route markers so when we saw a passage control on the wrong road we knew not to drive in. We have driven into many when we should not have in the past, the fact that it was very close to the corner seem to say “come in sucker”.

Next a line drawn to find a RJ at 125° from 150°00' was the next serious challenge. Initially Mike could not find the 150° as he had taped the maps together. I was able to help by suggesting it could be hiding under the join – which it was. Mike then started plotting. I was now feeling relaxed and comfortable as we had not fallen for the passage control trick – a very dangerous feeling to have in a Tony Norman rally. At that stage we were travelling in front of the Olsson/Jordan Red MX5 then later behind them – I felt they were a crew who knew what they were doing!

Mike then asked me to stop as the intersections on the 125° line were not working out – he was trying to use an intersection north of the Highway and another near Bundanoon. But the distances were all wrong. Mike then realised he had used the map edge not a North South Gridline! He replotted and found the intersection was actually on Route 31. 3° can make a big difference.

Our route then took us to Exeter where we stopped for some plotting. I pointed out that there was a 1435mm railway south of Exeter, so we didn't have to go via Moss Vale where the route was blocked by OOBs. We then found a road distance “7” heading back to Route 31. Unfortunately this was wrong so after a 20km detour and another stop Mike then finally found the little blue “numeral 7”.

To our relief the next question came up at the right distance in Berrima then the unmapped herringbone in Bowral seemed to fit into place so we headed off to Mittagong. Just before we got to the control Mike remembered the question about the number of times we travelled on Highway 31. Luckily we had made accurate notes of each time we used it, finishing with the correct answer of 5 times. It was about 5:15pm when we drove into the main control – only 15 minutes to spare!

Thanks Tony for a great event – very challenging and enjoyable. Great roads – many I had never driven on before. Thanks also to all the officials and helpers who made this such a special event.

Mike and I are now looking forward to going over to the “dark side” and actually running a rally.

I hope you will all join us on the 29<sup>th</sup> March for the Wollondilly 300.

Best Wishes, Peter Reed with Mike Batten

### Highway 31 Revisited photos.









**2015 HIGHWAY 31 REVISITED APPRENTICE & MASTERS CATEGORIES RESULTS**

Competitors	Category	Division 1 (morning)										Division 2 (afternoon)										Total points lost	Position in category
		Points lost per occurrence										Points lost per occurrence											
		Late into Major Control	Missed Passage Control or through O.B.	WD into Passage Control	VRC out of sequence	Missed VRC	Missed or Wrong question	Late into Major Control	Missed Passage Control or through O.B.	WD into Passage Control	VRC out of sequence	Missed VRC	Missed or Wrong question										
Jakrot - Jakrot	Apprentice	60	35	25	15	12	11	60	35	25	15	12	11	60	35	25	15	12	11	23	1		
McDonald - Wood	Apprentice					12										25				49	2		
Panetta - Evans	Apprentice															25				60	3		
Cox - Cox	Apprentice					12	11									25				138	4		
Morey - Warner	Apprentice					24										25				150	5		
Kanak - Townshend	Apprentice					48	66									25				186	6		
Lawrence - Genner	Apprentice					24	11									25				210	7		
Leaver - Inglis	Apprentice		35			84	99									25				278	8		
Wilkinson - Wilkinson	Apprentice		70			72	77	60								25				466	9		
James - Davies	Apprentice		35			48	99									25				484	10		
Payne - Payne	Apprentice		70			96	132									25				609	11		
Walsh - Walsh	Apprentice																						
Batten - Reed	Masters																			0	1		
Olsson - Jordan	Masters																		22	22	2		
Both - Both	Masters																	24	11	35	3		
Watson - Watson	Masters																	12	33	45	4		
Taylor - MacLennan	Masters															25			12	11	48	5*	
Cooper - Warner	Masters															25			12	11	48	6*	
Maher - Maher	Masters															25			36	22	83	7	
Cox - Taylor	Masters		70			24	77												22	193	8		
Young - Young	Masters		70			36	44									25			72	77	359	9	

\* Ties were decided on the basis of Furthest Cleanest

2015 HIGHWAY 31 REVISITED TOUR CATEGORY RESULTS																		
Division 1 (morning)																		
Car no.	Competitors	Category	Points lost per occurrence							Points lost per occurrence							Total points lost	Position in category
			Late into Major Control	Missed Passage Control or through O.O.B.	WD into Passage Control	VRC out of sequence	Missed VRC	Missed or Wrong question	Late into Major Control	Missed Passage Control or through O.O.B.	WD into Passage Control	VRC out of sequence	Missed VRC	Missed or Wrong question				
7	Navin - Navin	Tour	60	35	25	15	12	11	60	35	25	15	12	11	11	11	11	1*
1	Dickson - Davies	Tour													11	11	11	2*
2	Blair - Vettoretti	Tour						11									11	3*
17	Cummine - Greeson	Tour											12				12	4
9	Hempsall - Hemsall	Tour													22	22	22	5
8	Braithwaite-Braithwaite	Tour						11							22	33	33	6
3	Yates - Yates	Tour											24		11	35	35	7
16	Malgo - Hemsall	Tour													44	44	44	8
13	Baird - Baird	Tour					12	11					12	11	11	46	46	9
4	Shoustarian - Shoustarian	Tour						22							33	55	55	10
6	Packard - Madigan	Tour													55	67	67	11
10	Atkinson - Priestly	Tour					12						12	22	22	81	81	12
15	Dhondy - Dhondy	Tour		35				22							33	90	90	13
5	Howard - Howard	Tour		35			12	11					12	33	33	103	103	14
12	Mansell	Tour		35			12	22					24	22	22	115	115	15
14	Gunter - Gunter	Tour		35			12	66					12	11	11	136	136	16

\* Ties were decided on the basis of Furthest Cleanest

## RALLY LEGENDS - John Cooper

Last month the magazine featured an article on John Bryson who was made a Classic Rally Club Rally Legend. A lot of that material was used in John's submission for his nomination to the Rally Hall of Fame. This month we give you the submission that I presented to the Rally Hall of Fame for Dave Johnson's nomination.

*It is with pleasure that I hereby nominate David Johnson for inclusion into the Australian Rally Hall of Fame.*

*A lot of rallying prestige goes to the rally car drivers but without taking anything away from them, **without a good navigator the driver doesn't usually get good results. Hence, David Johnson, who has sat along side no less than five existing Australian Rally Hall of Famers, providing good results for them, including Barry Ferguson, Jack Murray, Bob Watson, Ken Tubman and Doug Stewart, as well as numerous Australian Club, State and International drivers, including Andrew Cowan who is in the International Rally Hall of Fame.***

*In his early days and youth David had and still has a great interest and passion for maps and map reading. He was a surveyor by profession for over 30 years and is still a current member of the Australian Map Circle. Rallying in the early days was all about map reading, working out the rally instructions, finding the best and shortest possible route and keeping the driver and car heading in the right direction and on time, achieving good results for the driver and working together as a team resulting from good navigation.*

***He had been instrumental in the 1950's participating in the Car Trials as a competitor, in the formation of car clubs, organisation of trials and regulation strategy and administration formation, and in founding car trial/rally events. He has achieved numerous factory manufacture and work rides including Volkswagen, Peugeot, Holden, Mitsubishi and British Leyland and competed at State, National and International level, with outstanding results and against some of the world's best at the time.***

### ANNEXURE "A"

#### Australian Rally Hall of Fame Nomination – David Johnson

David Johnson ("Dave") started in club car trials in 1955, mainly in Peugeot 203's and 403's, navigating with the likes of Ron Green, Jack Murray and even Ken Tubman; both renowned drivers winning Redex Trials in 1953 and 1954. David competed with Jack Murray in the 1958 Ampol Round Australia Rally in the Grey "Spook", a Fiat 1100, where they finished 33<sup>rd</sup>.

David had and still has a leadership quality and drive for the correct administrative procedure and formality which drove him to start up the Mosman Sporting Car Club in the early 1960s, which soon merged with the Vaucluse Car Club; two of many that had started up in the fever that followed the Redex-Ampol trials. As with most of these clubs they were the feeder clubs to the Australian Sporting Car Club which at the time was the State's pre-eminent Trials Club.

In 1958 David became Chairman of the initial NSW State Rally Panel (initially Trials and Advisory were in the title) and he served on the board of management until approximately 1972. He was instrumental in getting the State Championship going in 1960. By 1962 the trials/rally movement had gathered momentum in New South Wales and Victoria, and had resulted in major changes to the way rallies were organised. Guidelines were laid down for supervision of routes, instructions and timing, Police and Municipal authorities were to be involved, all of which David was a contributing participant.

After campaigning for its creation David served on the initial National Rally Committee (circa 1970) for two to three years and it was there that the Rally Codes of New South Wales and Victoria were merged to become the first National Rally Code; this was before closed road events and some of the clauses written by David still form part of the Code today.

Some of the early trials David navigated: in July 1960 achieved a 3<sup>rd</sup> place with Jack Murray in the Antill Shield Trial; the 1961 Castrol 500 Open Reliability Trial in the Lanock Motors VW Beetle with Kevin Houley;



the 1963 Thornleigh 500 Trial, car number 2 for York Motors with Ron Green in a Peugeot; the 1964 Hardibestos Five Star 500 Mile Trial in May, run by the Simca Car Club navigating for Ron Green in a Peugeot 404 getting 3<sup>rd</sup> place; the 1965 Goulburn 600 with Jack Murray again in a Peugeot 404 and in the BP Rally, Jack and Dave were 1<sup>st</sup> in Class, where it was reported that at a 4am fuel and meal break, "Gelignite Jack" lit double bumper crackers which he dropped behind a radio reporter taping an interview with a driver and it was replayed on air by the local radio station. With all this Dave had to keep Jack on the correct route mapping the instructions. In 1964 he won the NSW State Rally Championship Navigator, competing with various drivers and with numerous consistent second placings providing him with the highest point score. The 1964 Ampol Trial was conducted with historical importance with five works teams entered. The Peugeot Works Teams by Continental and General Distributors saw Ron Green and David Johnson finish 18<sup>th</sup>, Bob Holden and Monty Love 36<sup>th</sup> and Jack (Gelignite) Murray and Roy Denny 40<sup>th</sup>, all in Peugeot 404's.

In July 1966 The BP Rally was conducted by the Light Car Club of Australia and Jack Murray was now driving a Nissan Skyline with Dave coming 13<sup>th</sup> outright and 3<sup>rd</sup> in Class. Dave alternated his competing with officials and administration duties and didn't contest the NSW Trials Championship.

He was the official scorer for the Rothmans Southern Mountain Rally organised by ASCC, directed by Bob Selby-Wood (who he worked closely with on numerous occasions) and it was reported that the scoring system that committee man Dave Johnson used surpassed the BP Rally scoring system so that his results in full, including sectional times, were available as soon as 90 minutes after the finish; all of this at a time before computers and calculators where scores were all handwritten.

He teamed up with his life-long friend Barry Ferguson in 1967 to compete for Volkswagen Australia in the blue VW Beetle in which they won the Southern Cross Rally that year. The two also came 2<sup>nd</sup> in the Goulburn Travelodge 600 driving for VW Australia and achieved a 4<sup>th</sup> place in the Total Rally in the VW 1600. In early 1968 they won the second round of the Australian Rally Championship "The Snowy Mountains Rally" run by the Australian Sporting Car Club with sponsorship from Rothmans in car number 16 the Lanock Motors VW. Their combined contacts with Castrol gave them the opportunity to be part of the General Motors Holden/Sydney Daily Telegraph team in the first London to Sydney Marathon Rally in 1968. They were part of a three car team in Holden Monaros, fitted with 350 cubic inch American V8 engines and Turboglide automatic transmissions. Their car driven by Barry and Doug Chivas with David as the Navigator placed 12<sup>th</sup> outright.

In the late 1960s he organised, directed and ran the Sun-Castrol Safety Drive in New South Wales for the Sun Newspaper (which he did for three to four years), with the help of many local car clubs. This format was developed by him in New South Wales and was soon implemented in other States. This event with the support and coverage by the Sun Newspaper helped bring hundreds of new members to the sport and gave these clubs involved terrific local identity and promotion.

David was engaged by British Leyland (BLMC) in 1969 to navigate in the Southern Cross Rally for Scot Andrew Cowan, winner of the previous year's London to Sydney Marathon, in Tony Fall's EX Marathon Works Austin 1800. They won.

In 1970 his talent was recognised by Harry Firth which saw him team up with Barry Ferguson again, driving in a Works Holden Torana XU1 in which they won both the Southern Cross Rally and the NSW State Rally Championship together, which gave Dave three Southern Cross outright wins; they finished 4<sup>th</sup> in the Australian Rally Championship the following year in 1971. David was a member of the factory works team contributing to the HDT Australia Manufacturer's Championship victories in 1970 and 1971.

Also in 1971 David once again teamed up with Andrew Cowan and British Leyland to contest the Heatway International Rally in New Zealand in a works Mini Cooper S. They were fastest and won thirteen stages, more than anyone else. With spare time before the event they devised a simple system of noting the corners and road conditions that they recorded and used, possibly a forerunner to today's pace notes; but due to their service crew carrying out necessary mechanical repairs to the engine outside of parc ferme they were disqualified as per the rules, and not officially classed as having finished the event.

David was asked to move to the Mitsubishi factory team following H.D.T. in 1972 and in that year were runners up in the Australian Rally Championship behind Colin Bond and George Shephard; navigating with Doug Stewart in a Mitsubishi Galant 1600. They finished second in the 1972 Alpine Rally in November. The Mitsubishi Galant crew of Doug Stewart and Dave Johnson were leading at the fourth last control in the rugged 800 mile event when they got lost in the Merriang Plantation, near Myrtleford, and dropped 24 minutes, more than they should have in the maze, first was HDT Frank Kilfoyle with George Shephard navigating in a Torana XU1.

David continued on for a few more years with Mitsubishi and Doug Stewart until the mid 1970s, when at this stage by his own admission he was off the pace with the speed and lack of mapping, and so took a break for a few years before being brought back into the Volvo Australia Dealer Team by their Managing Director Harry Jensen, to run in the 1978 Southern Cross and put together and manage the 1979 Repco Round Australia rally team; in which he and Harry competed in a Volvo 242GT. Not long after this David fully retired from rally and motorsport to concentrate on family and business opportunities.

In 2006 David returned and reunited with Barry Ferguson for the Ampol Re-run and rekindled his passion for the sport and involved himself with the Classic Rally Club in New South Wales, which has now seen him once again become fully involved with the sport he loves.

He competed with Barry Ferguson in the 2008 Red Centre to Gold Coast long distance event with a 17<sup>th</sup> outright placing, and competed with Bob Watson in the 2009 and 2013 Victoria HRA Alpine Rallies at age 82. The crew's combined age of car, driver and navigator was 200 years and they finished 39<sup>th</sup> out of 75 entries.

Since joining the Classic Rally Club Dave has developed, directed and run a two day navigational rally, mainly on gravel roads, using old 60's maps and navigational techniques, naming the event after his mate "The Barry Ferguson Classic Rally". This event has been conducted annually over the past 5 years; gaining popularity with both New South Wales and interstate competitors.

David is still contributing as an official, teaming up with Bob Watson to run Special Stages for over a week at a time on the past few Classic Outback Trials. David holds the current Officials Register position with our club, encouraging new officials to the sport and helping them with accreditation with CAMS. David is always trying to encourage expansion of the officials and competitors in the navigation base of rallies and plays a very active role in the education and mentoring of today's participants in Classic and Historic Motor Sport Rallying.

David recently navigated for me on a weekend overnight dirt rally and it was a privilege to have him pass on his rallying knowledge and an honour as a past navigator and now driver to be complimented by him on my driving ability and to be considered by him as a close friend.

I have no hesitation in recommending David Johnson for nomination and hopefully acceptance into the Australian Rally Hall of Fame, as recognition that he most certainly has made an enormous and outstanding contribution to the sport in New South Wales and Australia, including his competitive performance and results, his event organisation, promotion, fostering and administration.

## **MANNING MOTORS**



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## RALLY HALL OF FAME – John Cooper



It gives me great pleasure to announce that three of our fold have been inducted into the 2015 RALLY HALL OF FAME:

DAVE JOHNSON, NSW  
JOHN BRYSON, NSW  
JEFF WHITTON, VIC

These three along with several others have been honoured with this life time achievement and contribution to rallying and car trials. Our club was also privileged to have Barry Ferguson inducted last year, who is also a great supporter of the CRC\*

\*Dinner Event; At the time of having to get our magazine articles in to our Editor, the official press release announcement was delayed and as I was going to use their material we will have to hold all the details over to the next edition.

However, if you were considering heading down to Canberra for the Hall of Fame Gala Dinner to be part of the presentations, it will be on Thursday evening 14<sup>th</sup> May, with World Champion Juha Kankkunen as the guest presenter. Tickets are \$160.00 and include canapés, three course meal, drinks (beer, wine and soft drink). Go online to Australian Rally Hall of Fame to book your tickets <http://www.trybooking.com/Booking/BookingEventSummary.aspx?eid=120856>

### **The future of Turbocharging - perhaps not so bleak for the drivers amongst us? By John Doe**

I've not written in a while but I can safely say that in between drinks, I have experienced, both as a passenger and driver, some of the most highly rated vehicles currently on offer from Porsche, Ferrari, Audi, Mercedes Benz AMG and BMW M. They were a mixture of naturally aspirated and force fed engines but all were autos.

My own automotive ownership has been entirely manual transmission and all but my partner's car, turbocharged.

Automotive excellence is, in my book, an atmospheric engine matched with a sweet shifting manual transmission. The future is bleak for both. For any enthusiast they will sigh with tears at the invasive nature of the turbocharged engine and automatic gearbox.

As manufacturers chase fuel efficiency and reduction of emissions as per legislative requirements, automatic gearboxes (both dual clutch and the ever impressive ZF 8 speed used by so many manufacturers) are returning better fuel figures than their manual counterparts, when there is one to compare.

Experiencing Porsche's PDK, Ferrari's Getrag dual clutch and AMGs MCT, I am not so worried about the loss of a manual, especially in vehicles with 300kw or more. I cannot say the same for the demise of the atmospheric engine...until today.



The following is a list of toys I've been lucky enough to play with:

**Turbo List;** Porsche Panamera Turbo S Ferrari California Turbo, Audi RS6, Mercedes Benz AMG E 63 S BMW M3, BMW M5 30 Jahre Anniversary Edition.

**Atmospheric List;** Porsche 911 4S Targa, Ferrari 458 Speciale, Ferrari F12, Ferrari FF

I have a reasonable feel for implementation of forced induction. Today I experienced a car that 99% of the population, enthusiasts included, would not be able to pick was forced. That car was the 2015 Ferrari California Turbo, 412kw and 755 nm (only available in 7th gear). Torque is limited depending on selected gear, the V8 3.9L ceiling being 7500 rpm. Maximum power and torque is delivered 7500 and 4750 rpm respectively. Unlike a traditional turbocharged car, the torque curve is 45 degrees and not flat, as you would expect.



In general terms, when the right pedal is introduced to the carpet, a turbocharged car spools the turbo, which in turn provides massive whumps of torque thrusting the occupants into their seat as the vehicle gathers pace. Some cars I've driven do this eloquently, others brutishly and uncomfortably as they attempt to separate your kidneys from their tenuous grip on the bladder. Surprisingly and sadly for one marque, considering their history, the latter is almost exclusively the domain of the new BMW M5/3. The others such as the AMG E63 S, with its 430 kw, 800 nm 5.5 bi turbo engine, places the power down with finesse and grace, but still lacks that last little bit of drivability where you squeeze the throttle another 2 mm and you're provided with 10 kw and 100 nm of torque and not 10 kw and 10 nm of torque in the case of the atmo engine.

The California Turbo's 3.9L V8 twin scroll turbocharged power plant throws out all that you know and have experienced with forced induction. Ferrari has some sensational ECU trickery going on to mask the usual lack of drivability and give it an almost indistinguishable feel when compared to a genuine atmo power plant.

The Ferrari's modern take on the use of compressed charge is nothing like the traditional sense of maximizing power/torque at any rev range which results in a massive thump in the pants at the expense of drivability. The California Turbo does none of this 'maximum explosion' but rather the ECU takes a number of inputs and variably adds or removes positive boost to give the driver an absolute crisp throttle response, mimicking a much larger capacity atmo V8 engine - just not as thirsty. There was many a time the engine was seeing zero boost but propelling itself as a small V8 would. Magic.

An example: third gear up a steep gradient, significant throttle application (30%) and the boost gauge flickers to 2.9 psi before returning to zero, all while the Cali T gathers pace up the incline. Not the sudden urge that you get from the turbo spooling up and supplying air. No. The turbocharger isn't solely linked to throttle position, exhaust gas build up and 'shove as much into the combustion chambers' that it can. It has been cleverly programmed to deliver compressed air in a manner that the driver does not get any massive bagful of torque. Ergo a crisp ultra responsive throttle with zero lag and sensational drivability.

The other impressive characteristic that isn't lost is engine braking. Normally lifting off the throttle in a turbocharged car does little to retard the forward propulsion and you often find yourself tapping the brake to help wash off a bit of speed before a sweeping bend. The California Turbo has none of that. A little off the throttle gives a good deal of engine braking, the kind that you wish for when you want that feeling of settling the car a bit before the bend.

If other manufacturers can follow Ferrari's lead, then the future of turbocharging for the 'drivers' amongst us is perhaps not so bleak after all.

# 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

# Goldfinders Inn Lunch Run

19th April 2015



**Where:** The destination of the Run will be the historic "Goldfinders Inn", at Kurrajong, owned by CRC members Chris & Deborah Hallam. The original building dates from 1809 while the stone inn was built in 1851. Members will have the opportunity to inspect inside both the 1809 cottage and the 1851 inn. Chris has recently published a book on the history of the property and will explain its significance. CRC member Pam Watson has identified the camellias in the garden as historically important.

Meeting location for the run is the car park at the boat ramp at Mooney Mooney (visible on your left after a northbound crossing of the M1/F3 bridge over the Hawkesbury). Exit the motorway immediately after the bridge and turn left at the roundabout. Follow Peats Ferry Road to the car park.

Choice of 170km scenic route with some unsealed roads or a slightly shorter route with all sealed roads. Fully route-charted "Tour" style instructions.

**When:** Meeting time from 8:30am. Briefing at 8:45am. Cars away at 9am.

**How much:** Buffet lunch price: \$35 per person (\$15 per child 5 to 12 years). BYO drinks.

All proceeds will be going to the Cancer Council NSW, as part of Cameron Hallam's fundraising for the 2015 Shitbox Rally ([www.shitboxrally.com.au](http://www.shitboxrally.com.au)).

The event will be run on a CAMS Social Permit. CAMS licences not required. Scrutineering of cars not required. Temporary CRC membership included for those who are not a member of CRC or other CAMS club.

Please complete entry form available from [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au) and included in Club magazine.



## International Connection Trophy



**17<sup>th</sup> to 19<sup>th</sup> May 2015**

The Italian Connection Trophy is in its eight year. It has been a fantastic eight years of fun and challenges. We are most grateful to the CRC who have always supported us, indeed it has fielded a number of winners.

For those who don't know the Italian Connection Trophy (ICT), a three day touring road event starting in Albury and finishing in the Yarra Valley, will be conducted 17 to 19 May. ICT will be conducted under the auspices of the Confederation of Australian Motor Sport (CAMS), with Muscular Dystrophy New South Wales as its charity partner.

This year while we will begin the rally in Albury for the third year running, we are changing the end of the ICT and we will be finishing in the fabulous Yarra Valley where the Victory Dinner will be held. So apart from some old favorites in the high country this year there will be new roads and new challenges and extraordinary scenery, not to mention some fine wine. We will cover almost 1000 kilometres, with emphasis on driving the mainly great driving tarmac roads that are available in North East Victoria, with its own special panorama, and sharing company with people of like soul at the evening dinners.

Course instructions will be issued for each day and these will outline that day's itinerary, how to find your way around, and the list of questions based on the observations.

Motorkhanas and Khanacross will be conducted. These are simple fun tests with their own awards.

### Thursday

Participants will gather in Albury on Thursday 16 May, and after scrutiny of vehicles and documentation enjoy the traditional Welcome Function and Reunion Dinner.

### Friday

This day we will do a loop from and back to Albury taking drives along the lower Kiewa and Mitta Mitta Rivers and around the eastern shores of Lake Hume. This drive will see us visit Yackandandah, Mitta Mitta, Granya and Bellbridge, with lunch taken at the Mitta Mitta pub.

### Saturday

We'll take in a motorkhana and khanacross at the Logic Complex near Barnawartha, and then through Beechworth to lunch at the Club Savoy in Myrtleford, before moving on through Whitfield to our overnight stop at Mansfield.

### Sunday

This takes in a drive around the Lake Eildon National Park to Eildon and Alexandria townships and through the southern reaches of the Strathbogie Ranges to Yea, then onto the finish in the Yarra Valley, where we will hold the gala presentation night.

We are looking for new competitors. Robert Gunn will be at the April CRC Meeting to talk to you more about the ICT but feel free to call him on 0438 848 048. Remember guest Marques are welcome so anyone can join.

If you want to register to join the event just go to the website [www.italianconnection.com.au](http://www.italianconnection.com.au) and click on the registration link to retrieve the form.

One final thing the winner of the ICT apart from a fine trophy will also win a 15 minute flight aboard a real Jet fighter.

## Tour d' Course Sunday, 21st June 2015



Join the Alfa Romeo Owners' Club in conjunction with the Classic Rally Club on the annual TOUR d' COURSE.

Travel through beautiful countryside covering approximately 300km of some of the best roads in the Southern Highlands.

You can choose from 4 levels of navigation:

- **Masters:** challenging navigation. (CAMS Licence required)
- **Apprentices:** as for Masters but with additional help (CAMS Licence required)
- **Tour Competitive:** simple route charted instructions with competition points awarded (CAMS licence required)
- **Tour Social:** as for Tour Competitive with NO competition points awarded (CAMS licence NOT required)

The TOUR d' COURSE is known for the fine food and this year will be no exception. By popular demand lunch will again be at the Southern Highlands Winery. Finish will be at the Sutton Forest Pub.

The start and sign-on will be at the Southern Gateway Centre on the Princes Highway just north of Bulli Pass.

Good coffee and light breakfast if required from 7.30 first car away at 9.00am. Entry Form and Supplementary Regulations are available from:

[www.alfaclubnsw.org.au/](http://www.alfaclubnsw.org.au/) or [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)

Entry fee \$95.00 includes Lunch for 2 (additional crew members \$25.00) and all necessary maps



NEW SOUTH WALES

Enquiries Tony Wise  
[tmwise@bigpond.net.au](mailto:tmwise@bigpond.net.au)  
Mob 0417 211 848





9/03/2015

**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
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 C.C.	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.	Start at Mooney Mooney. Lunch is at Kurrajong	Greg Yates re Lunch Run. Chris Hallam re Lunch.
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.D.C.A. Tour d' Course C.C.	1 Day T.A. Start at Bulli Tops, finish at Sutton forest.	Tony Wise <a href="mailto:tmwise@bigpond.net.au">tmwise@bigpond.net.au</a> 0417 211 848
3/07/15	F.F.F.F.	Details T.B.A.	
25/07/15	26/07/15	Clarence Classic C.C.	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		
24/10/15	25/10/15	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		
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.	

Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)

**Other Events:** The CRC has received an invitation to these events so cars with conditional registration (Club Plates) can be driven to and used in them.

2/05/2015	3/05/2015	Thornleigh President's Trial (ex Night Owl)	Details T.B.A.
16/05/2015	17/05/2015	Campbelltown Steam & Machinery Museum Oil, Steam & Kerosene Family Fun Day 9.00am to 3.30pm	86 Menangle Road, Menangle Park.
17/05/2015	19/05/15	International Connection Trophy	Starts in Albury, finish in Yarra Valley Robert Gunn 0438 848 048 <a href="http://www.italianconnection.com.au">www.italianconnection.com.au</a>

**Events of Interest:** The CRC has not received an invitation to these events so cars with conditional registration (Club Plates) cannot be driven to or used in them.

9/05/15	Wheels at Wollondilly	Wollondilly Anglican College, 3000 Remembrance Drive, Tahmor	<a href="http://www.wac.nsw.edu.au/wheels">www.wac.nsw.edu.au/wheels</a>
17/05/15	National Motoring Heritage Day		<a href="http://www.councilofmotorclubs.org.au/">www.councilofmotorclubs.org.au/</a>





Contributors to this edition: Mike Batten, John Cooper, John Doe, Steve Friend, Robert Gunn, Valerie & Peter Jakrot, Jen Navin, Tony Norman, Peter Reed, Tony Wise, Ben Yates, Greg Yates, Len Zech, Thank you all.