



Rally Directions

The official Organ of the Classic Rally Club Inc.

April 2015



In this issue: Michael Olsson took this great photo of Mathew Nolan & Lui MacLennan finishing the Wollondilly 300. Read all about this event . We have another Rally Legends feature. This time the subject is Barry Ferguson. Also Jeff West tells about his upcoming adventure with Hendo in the Trans America Challenge. Speaking of Westie, do you think you know what he looked like in 1955? Find out inside.

Upcoming events:
(Full details inside)

* **Saturday 30th May - Sunday 31st May 2015.** The Barry Ferguson Classic. This year's event starts in Cootamundra, finishes in Temora and features 1960's era maps and more than the usual amount of gravel roads for the Masters and Apprentice categories. The Tour and Social categories have only a small amount of good gravel.

* **Sunday 21st June 2015.** Tour d' Course. A one dayer on the NSW South Coast and Southern Highlands this is always a fun event shared with our Alfa friends. All the usual CRC navigation categories plus a great lunch.

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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

Hello again. Boy this President's job of writing the foreword and presidential news sure does come around quickly each month – here we are in April!

One of my favourite movies, not that I watch a lot, has the phrase, "...if you build it they will come", yes *Field of Dreams*. We'll alter that quote to "if you get the right people they will come". Our March meeting attendance certainly expanded our numbers, and for almost an hour and a half you could hear a pin drop whilst Colin Bond spoke at length of his rally endeavours.



Yes after much publicising that we would have a renowned rally/race driving legend address our club, not to mention enjoy a meal, a pre-meeting chat, and to stay back and sign numerous posters, pictures, books etc., we finally pulled it off. Many thanks must go to Peter and Sharyn McAlpine for their involvement in securing Colin's free attendance plus picking him up and taking him home. The feedback from everyone I've spoken to has been extremely positive and all enjoyed the night's presentation.

Having Colin come along and talk has ticked off another from the list I made of things to achieve and implement for the Classic Rally Club. I know we sometimes live in the past, but these were the days of rallying we all remember and like to reminisce and hear about. So if you can suggest or persuade any other notable guest speak or please have a word with me and we'll endeavour to bring you more speakers.

There is a rumour at this stage that multiple Australian Rally Driving Legend, and another Hall of Famer, Bob Watson from Melbourne, will be at the Barry Ferguson Classic Rally in May, along with a few other surprise guests who will be willing to have a chat to us all, so get your entries in for Dave Johnson and Tim McGrath's BFC.

On the rally scene, Ross Warner and I contested the Wollondilly 300 Rally conducted by Mike Batten and Peter Reed. We thoroughly enjoyed the one day event. My Mini was very suitable for all the roads around Penrith, Wollondilly and Southern Highlands, and it never missed a beat.

Mike found some excellent roads, some never used before. We found most of the realignments and managed a second place after a challenging day in the office, and some great map reading by Ross to keep us on track. Some say it may have been a bit long and tough, but everyone has different opinions of rallies they fancy, and this was one that Ross and I thoroughly enjoyed; good instructions, great roads and excellent organisation. My thanks to all involved; Mike, Peter, all their helpers and officials. Thanks for volunteering your time and effort.

Speaking of effort to set a rally, Ross Warner has been extremely busy and keen (hope he stays that way). We will have done our first recce of the rally route for this year's Alpine Classic Rally held on 24th/25th October before you read this column. This year's event will be a bit different from past Alpines, no overnight in Orange but a sleepover in Hill End, that's Gold!

John

Presidential Notes.

F.F.F.F - May 1st 2015. Everyone back to Harry's at Liverpool. The pizzas good, and there are heaters for those who feel the cold. Come on out, club plate cars eligible and most welcome, have a feed, have a chat, have a donut on Robbie. We will return to this venue for June as well. See you all there!

AUSTRALIAN RALLY HALL OF FAME DINNER. If you are considering attending the Australian Rally Hall of Fame Gala Dinner, it will be held on the night of Thursday 14th May, with World Champion Juha Kankkunen as guest speaker. Then stick around for Round 2 of the Australian Rally Championship in Canberra on 15th/17th May – go online to book.

WEDDING NEWS. Wendy and I were fortunate enough to receive an invite to attend the wedding of some truly remarkable and wonderful people belonging to our club, Dave and Natalie Johnson, who were married in a lovely outdoor setting near their home in the Southern Highlands. Their intimate wedding was attended by a few "car nuts" (as someone put it), but mostly by each of their families, their children and grandchildren, with a few close friends. The Classic Rally Club wish them good fortune and blessings.



Stop Press: In last month's copy of the mag I mentioned Ian Packard, through his business Classic Bolts and Nuts, is sponsoring awards aimed at encouraging crews to compete in classic rallying events which feature more dirt roads than our usual events. This year these events are the T.C.C. President's Trophy Trial and the Barry Ferguson Classic.

A pointscore will apply to both these events and trophies will be presented to 1st place Masters Driver and 1st place Masters Navigator. There will be also be perpetual trophies awarded for these winners.

John Cooper

COMPETITION SECRETARY REPORT FOR APRIL

Hi everyone. I trust you all had a good Easter break without too many extra calories or double demerit points! Our last event, The Wollondilly 300, was well supported with a total entry of 38 teams. I am sure Mike Batten, for whom this was his first attempt at organising a rally, was delighted with the turn-out. Most encouraging was the marked increase in Apprentice category entrants. Well done to those who may have been new to this category, with its very different type of instructions and navigation. I can assure you that it gets easier with the more events you enter! There should be reports on this event elsewhere in the magazine. Before the next CRC event the Thornleigh Car Club are running a 2 day rally on the 2nd/3rd May. I believe that entries may now be closed but if you are keen you could try contacting Arthur Evans on 0412 734 160 to possibly secure a spot. Note that this event is NOT part of the CRC Championship.

BARRY FERGUSON CLASSIC - SAT 30th/ SUN 31st MAY. As noted last month plans are well advanced and the Supp Regs and Entry Form can be downloaded from the Club website. This event offers a great opportunity to move away from our more traditional stomping ground of the Southern Highlands and I am sure that Dave Johnson and his motley crew will have found some excellent driving roads 'out west'. If intending to participate please get your entries in as soon as possible.

AROCA TOUR D'COURSE - SUNDAY 21st JUNE. The entry for this annual rally will be limited to 60 teams and since it is always well supported by the ALFA fraternity you should consider getting your entry in early to avoid disappointment. I have been advised that although still some 8 weeks away the organisers have already received a number of entries and since this is part of the CRC pointscore Championship those wishing to add to their haul should get in quickly.

CLARENCE CLASSIC - SAT 25th/ SUN 26th JULY. Having recently spoken to the event Director, Ian Gibbs, he has advised that the first day's route will be a little shorter than previous years owing to the rally now being run in the winter, with the resultant shorter daylight hours. The Sunday division will finish at the Mountain View Hillclimb venue and interested parties will be encouraged to try their hand at hill-climbing. This part of the day will not have any bearing on the final event results. You should find further details in the magazine. Note that although there are still 2 events before this, early entries are being offered a reduction in their entry fee! Can't be bad.

MG SPRING CLASSIC - SAT 12th/ SUN 13th SEPTEMBER, ALPINE CLASSIC - SAT 24th/ SUN 25th OCTOBER.

Work is progressing on these later events by the committed rally Directors and further details will be available shortly. You should however ensure that you keep the dates free to be able to enjoy the labours of the Directors and their teams. And please keep in mind that if you find that you are unable to enter any particular event your services would be appreciated by the organisers on the day to help with Official duties. It is well known that Directors just can't get enough Passage Controls on events to ensure that competitors are kept busy!

Happy head-scratching - Tony Norman Competition Secretary.

The Wollondilly 300 - John Henderson

This was the first CRC event set by the Mike Batten/Peter Reed team and so it was an unknown quantity. They really tested us out thoroughly. It's hard to think they can ever set another event on those roads - there can't be any tricks or realignments left out there.

It was the first CRC event I've driven on with Jeff West in the silly seat. It was also an event with Z boards. Now I've explained my perfectly rational pathological hatred of these to any rally director who will listen. They ignore me and keep using them. Part, but I'm sure only a small part, of my dislike of Z boards might be related to the fact that I don't always find them. Fortunately Jeff was up to the task.

At the start, rude people mocked us because we were doing the event in a reasonably modern vehicle. Rubbish, of course. Any other event I've done in a modern vehicle has been a disaster because the comfort lulls me into a false sense of security. But Jeff didn't let comfortable leather armchairs and air conditioning distract him from the job at hand. Looking at the results, the vehicle age really didn't matter: in Masters, the youngest vehicle was first, the oldest was second and it was pretty scattered after that. We assembled for the start at the Regatta Centre near Penrith with crowds of fit young bodies in wet suits. None of those were doing the Wollondilly 300.



We were competently briefed by Dave Johnson, picked up our instructions, gasped at maps at the rate of one map per 40kms and then we were on our way. Perhaps the number of maps threw some people, but Mike used them kindly. There were only ever 2 maps per section and no cross references between maps.

The first Division told us to use the full length of Old Bathurst Rd. This took us up the escarpment, off the map and back down again, through a Maher-manned passage control at the top. Somehow our measurements were a little off and we missed the control. The only good thing I can say about that is that it shows you can win an event without talking to Gary! After that we had to use Glenmore Parkway, a tricky length of road through the 'burbs. It included a VRC that seemed to be in a shopping centre carpark. Any crews who went around it the wrong way visited Tony Norman's control and were rewarded accordingly.

The next section took us onto an old inch to the mile map - so we were on the lookout for modern realignments. Sure enough two of them appeared on the way. We hoped there were only two... A bit of confusing mucking around in towns took some time to get through and we finally arrived at the next major control. Mike used unmanned majors at the end of most sections. This caused no problems, but we did miss our rewarding lolly hits.

The next section kept us on inch maps and took us in a big loop through The Oaks twice, with yet another Z board to finish south of The Oaks. Lunch was in sight: just one section to go.

We headed generally south, skirting Picton, picking up yet another Z board to end up at Thirlmere Public School for lunch. An excellent lunch, by the way. At this point, Mike made the difficult call that the event was perhaps a little long. He cancelled one of the afternoon sections and added an hour to the allowed time. These decisions are always difficult, but judging from the succession of tired faces, it was definitely the correct one.

At lunch we found that we'd missed Gary's control so approached the afternoon without the pressure of having done well in the morning. We were confident that other Z boards and VRCs had probably escaped our attention as well.

The cancelled section was going to be the first after lunch and it started with a collection of mapped tulips. The official manning the out control said they were pretty difficult, so we weren't sad to miss them. We had to find our own way to the start of the next section, at a point on the old highway on a Craigie's map, somewhere near Yanderra. We made it.

A Z board in Aylmerton and the consequent redirections forced us to do a clockwise loop to get back to close to where we had just left. From there we picked our way down to the end-of-section just north of Robertson. We didn't know how long or difficult the final section was, so no time to stop for one of the famous pies.

We now left Craigie's maps for the run to the finish on a NRMA map. We were in very familiar rally territory around Fitzroy Falls and Exeter and on to the Sutton Forest pub for the finish. There was a confusing moment when we saw we would need to go through the third via point on the shortest route between the first and second. We made the - correct as it turned out - decision that Mike had set a trap here, based on Supp Regs saying you couldn't visit a via point before it had been so named. Interesting discussion point. We found another Z board or two and followed that with a cleansing ale at the pub. Then drove home to Bathurst via Goulburn, successfully avoiding the local kangaroo population.

It was a pretty intense event that demanded full concentration. The instructions were meticulously accurate, and once we cleared the towns and villages, the roads were just great. I regard it as an excellent event. It kept the navigators challenged all the time and close observation of the maps and roads was rewarded. Well done Jeff: I'm glad I was driving. And well done Mike, Peter and their team. I look forward to next year's event.

John Henderson and Jeff West

Wollondilly 300 made us work! A perspective of the Tour by Alan Cummine

'Wollondilly 300'. The name alone seemed like a throwback to some of the memorable rally names of the 1960s and 70s – Blayney 300, Goulburn 600, KLG Trial, Rally of the Hills – in which I competed with some occasional success in the navigator's seat. And behold ... fellow competitors of that era were in charge of this CRC event! Just the memories and connections made me want to enter, as well as to support Mike and Peter in their first go, with Dave lending a guiding hand.

Of course I knew full well that the Wollondilly 300 could be nothing like those iconic rallies ... always at night; mostly gravel rural shire roads and forests; farms with gates; impossible section times; and remote with no 'traffic'. By contrast, the Wollondilly 300 was starting in the City of Penrith, running south along the bottom of the Blue Mountains escarpment and Sydney's water catchments, and finishing in the Southern Highlands.

This is territory that forty years ago was sparsely populated south-western Sydney farmland where one could easily set a car rally that was not only testing but rewarding to drive. It is now quite heavily populated with hobby farms, rural and residential subdivisions and expanding once-rural villages. And a lot of 80 km/h and 60 km/h signs!

What a challenge for ANY rally director, let alone a couple of 'novices', to strike a good balance between tough but fair navigation and the spirited driving pleasure we all seek.

Editor Bob said he didn't want 'an epic blow-by-blow article', just what Sylvia and I thought of the event. So here I go with my random but considered impressions.

Our performance

As usual, Sylvia and I entered our trusty Peugeot 504TI in the Tour – our chosen category for some years, because we have been able to do so few events.

Overall, we enjoyed the day a lot, and drove back to the farm feeling relaxed and quite pleased with ourselves, thinking we may even have 'cleansheeted'. Needless to say, we got our come-uppance when we saw the results, having lost enough points to just manage third. But when I questioned Mike about them, he generously took the trouble to explain (thank you, Mike!), and we recognised our silly mistakes. And they were



inexcusable! How could two writing/spelling consultants write down 'vetinary' instead of 'veterinary'?? And how could a former maths coach reverse the conversion factor for 'Camden 8'? As Effie used to say: "How embarrassment!"!

But it was the directors' intention to keep the Tour competitors on the ball throughout, and we agree with that approach. Syl and I both prefer having tough Tour questions (with adequate warning in the regulations) to separate the field and get a clear Tour winner, rather than creating some arbitrary gamble about how close the driver can stop near a line or a witch's hat at the final control.

The map reading

Sylvia has often considered giving Apprentice a try, but has baulked at some of the more esoteric map plotting and its potential impact on our enjoyment of the rally. But she has often wanted some more practice using maps.

We have both welcomed the map reading sections in the first two one-day CRC events this year, and we thought the level of difficulty of these exercises was pitched just about right. We found them instructive in understanding the Rally Code and map hierarchies, and in the skills of finding points on a map, using the key and the scale, looking VERY closely at the map when it needed forensic inspection to identify what a road junction might look like in reality, and converting all that from map to road. If other events can give us more practice at that sort of map reading and road matching, we may just make a move up to Apprentices or Masters.

The long morning

Sadly, when we finally got to the "enjoyable roads, lots of twisty sections and great scenery" promised in the promotional flyer, we probably didn't enjoy them as much as we could have. We had by then become somewhat over-run on suburban streets and 60—80 km/hr zones, and were, for the first time ever, starting to worry about running out of time, despite knowing we were on the correct route.

This added to our disappointment at not being able to spend more than a fleeting moment appreciating the Directors' gift of the spectacular Warragamba Dam lookout; neither of us had ever seen it, despite my having grown up in Sydney during the dam's construction.

On reflection, perhaps that 'out-and-back' loop should have been dropped, rather than the first section after lunch. But I realise Mike couldn't have known that until it was too late to have done so, anyway.

The shortened afternoon ... and lunch

The redirection after lunch that became necessary to stay within time for the day could have been more clearly expressed. I understand we were one of several crews that returned to the lunchtime out-control to ask Peter what the redirection actually meant! And I notice that three crews at lunch either withdrew then or shortly after the afternoon division began.

Speaking of lunch, both Syl and I reckon that it was the best we've experienced on any CRC event in our nine years of competing. What a terrific spread, professionally prepared and served by volunteers. And we told the ladies all that before we left. Well chosen, team!

Despite the snafu with the redirection, the rest of the afternoon all fell into place as the Directors intended after the new start point at Tony Norman's passage control, so we had a good run through to the final control at the very acceptable Sutton Forest Hotel.

CRC rallies in closely settled areas

As a general comment, I believe that CRC rally directors (or is it the CRC committee?) need to think seriously about the minimum length of one-day rallies if competitors are to travel much of the distance in closely settled areas with suburban speed limits.

Although the total distance of the morning division in the Wollondilly 300 was fairly standard, competitors travelled an inordinate amount of that distance at suburban speeds, and had a very heavy load of questions to answer over that distance. That made for a disproportionately long morning division, relative to the distance travelled.

I'm not necessarily suggesting that such events not use these newly urbanised areas. (There are some good navigation opportunities with old maps and realignments.) But until hell freezes over and any NSW Government stops property developers covering the richest intensive horticultural region in NSW with oversized houses, Sydney-based rallies will be forced further afield to find the navigational/driving balance that is the hallmark of CRC rallies.

Instead I would like to suggest that rallies designed to use these areas should be shorter, to compensate for the distance travelled at a much slower speed. Total distance of about 250 km would probably do it.

Congratulations

Not only did the new directors set a good rally against the odds, they also followed up with prompt, well-presented results and explanations, and a questionnaire to get feedback for problems and future improvement. Such diligence and commitment deserves CRC members' strong support and encouragement. They certainly have the support of this crew. Congratulations!

Alan Cummine

2015 Wollondilly 300 – An Organiser's Perspective

by Mike Batten and Peter Reed.



The inaugural running of the Wollondilly 300 on Sunday 29th March saw crews following roads from the Penrith Whitewater Rafting Cafe, with lunch at the Thirlmere Public School to the finish at the Sutton Forest Hotel. We are glad crews enjoyed the variety of roads heading south through the Wollondilly Shire. The Final Results are included in this copy of the magazine.

Mike and Peter met in 1969 as members of the University Car Club. Back then club rallies involved fairly simple plotting with the challenge being the often difficult job of following the "Mapped Roads".

Old alignments, hard to find overgrown tracks and even a VRC Board inside a wrecked car body needed to be found if you were not going to lose points. Whilst this style is not the main focus of the Classic Rally Club it is gradually becoming more popular. The “Back to the 60s, Barry Ferguson Classic” has paved the way with Dave Johnson running the event five times since 2010. By the way he is the one to blame if you don’t like “Z” Boards. Personally we like them as they test the navigator, who needs to follow mapped roads even if not many other motorists have done so over the last 30 years.

Due to the success and ever growing acceptance of Dave’s BFC we had the confidence to try the concept close to Sydney, using some of the old 1950/60 Army Survey maps. It is amazing how many roads have changed since then, which is something that may occasionally get an organiser excited.

Congratulations to the podium place getters:		Points
Masters:	1. Jeff West and John Henderson	25
	2. Ross Warner and John Cooper	95
	3. Pam and Alan Watson	168
Apprentices:	1. Valerie and Peter Jakrot	325
	2. Xanthea Boardman and Doug Barbour	335
	3. Brenda and Steven Cox	350
Tour:	1. Jennifer and Shane Navin	18
	2. Karen and Greg Yates	21
	3. Sylvia Gleeson and Alan Cummine	30

We are grateful to Tim McGrath the official Clerk of Course, Lui McLennan the Secretary and Dave Johnson the Assistant Road Director for supporting us. The high quality and easy to read maps were produced by my good mate Dennis Reeve. A big thanks to the officials: Ron Copper, David Batten, Sue Reed, Gary and Wendy Maher, Tony Norman, Tony Dirickx, Starr and Rob Mifsud, Catherine and Roz Batten, George Petrovsky and Glen and Joyce Innes.

Before the event we had valuable advice from experienced organisers about not making the instructions too difficult. We now recognise we should have made it a lot easier for all categories, especially the Apprentices who all lost over 300 points. However it shouldn’t have felt too bad at the time as there were only a handful of questions to check their distance and they would not have known they had missed something. Hopefully all crews should have learnt a lot and be well prepared for the BFC in May.

The Tour had some relatively easy map reading exercises as well as the usual route charting. Their day was made more difficult by the penalties on questions. We took a leaf out of Ian Gibbs and Jim Richardson’s books by not giving a full 11 point penalty for a minor error. We used penalties of 3 points for a misspelt answer and 1 point for incorrect case or spacing (e.g. MCLAREN or Mc laren for McLaren). This helped split the crews so we didn’t have to buy 20 trophies when everyone clean sheeted.

Some of the tricks and tests are listed below, as well as how many of the ten (10) Masters crews did each one correctly. Interestingly there is no 10/10 score:

- Blaxland, needed to measure accurately from the edge of the map, 8
interestingly this was Jeff West’s only loss of points (due to local knowledge)
- Glenmore Park, should use shortest route through Other Points between Vias 6
- Glenmore Park, needed to follow the mapped road, e.g. TR in 200 m then TJ 2
- Mulgoa, shortest mapped road to a Z Board 4
- Mulgoa, old alignment to a Z Board 9
- East of Mulgoa, old alignment on The Northern Road 4
- Warragamba, plot an UM road which was the Shortest Mapped Route (SMR) 4
- Silverdale, old alignment on Silverdale Road 7
- The Oaks, Big Hill Road. False board, needed to enter TJ from the base of “T” 7
- Glenmore, Burragorang Road, old alignment 4
- Brownlow Hill, false Z Board, measure 1.6 mi not 1.6 km from a GR 7
- Theresa Park, old alignment to a Z Board 5
- The Oaks, measure 400 m to a TJ (not 600 m to an unmapped TJ) 3

- Barkers Lodge, old alignment to a Z Board 3
 - Picton, mapped TR onto Thirlmere Way 8
 - Lakesland, old alignment behind pumping station 3
- Crews were getting better and making less mistakes in an easier Division 2:
- Colo Vale, mapped road to a Z Board 9
 - Robertson, mapped road to a Z Board 9
 - Burrawang, direction of entry to a Via 9
 - Burrawang/Wildes Meadow, interpretation of Reg 7.2.1 (refer below) 5
 - Exeter, mapped road to a Z Board 9
 - Sutton Forest, had to use more than 1 km of unsealed Other road 7
 - Sutton Forest, SMR to a Z Board 5

The Burrawang/Wildes Meadow test was to challenge the crews' understanding of the following regulations:
Supp Regs 7.2.1 - NRC 1.24 is modified to add – any Via may be visited again without being specified again, but only after visiting it first as specified in the Route Instructions.

National Rally Code (NRC) 1.24 SHORTEST MAPPED ROUTE: (i) Shortest mapped route point to point: that route which derives from travelling the shortest mapped route between each successive specified location of a section in turn in the order listed in route instructions without using any portion of the section in opposing directions and with no single location so specified to be visited more than once.

The test was that the shortest way to Via 2 was to travel through Via 3. We believe that the SMR complying with the NCR was not to travel through Via 3 before Via 2. This was queried by a leading navigator in the club and the jury is still out, luckily it did not affect any results. Interestingly, in our opinion, the new Touring Code has been written so that this trick is no longer relevant.

Marked up maps with the correct route have been emailed to crews and will be on display at the next club meeting.

We enjoyed the challenge of organising and running a one day event. It is amazing how much work is required and hats off to those who run two day events.

Some thoughts for next year:

- We would like to run the 2016 Wollondilly 300
- It will be easier for all categories. However note that the ace Masters, Jeff West with Hendo very nearly clean sheeted.
- It will be shorter. We aim at getting approval to run a 270 km event not the 300 km required by the CRC to be eligible for the point score. We believe 270 km on the outskirts of Sydney is comparable to 350 km around Cootamundra.

A big thank you to the 36 crews who showed confidence in competing in an event being run by novice organisers.

Mike Batten and Peter Reed. 16th April 2015

A few photos of the Wollondilly 300





2015 Wollondilly 300

Final Results

29th March 2015

Masters

	Name	Navigator	Car	Model	Colour	Year	Div 1			Div 2			Total Points	Place	
							VRC etc	Quest -ions	Radar	Total Div 1	VRC etc	Quest -ions			Radar
7	John Henderson	Jeff West	Mercedes	ML63	Silver	2008	25	0	0	25	0	0	0	25	1
6	John Cooper	Ross Warner	Morris	Mini	Red/black	1962	85	0	10	95	0	0	0	95	2
3	Alan Watson	Pam Watson	Toyota	Celica	Red	1984	140	0	0	140	25	0	3	168	3
4	Tony South	Ted Norman	Ford	Escort	Red	1970	190	0	0	190	0	0	2	192	4
1	Garth Taylor	Adrian Kinslor	Jaguar	X-Type	Maroon	2002	240	0	0	240	25	0	0	265	5
9	Winton Brocklebank	Graham Thompson	Toyota	Celica	Red	1980	210	33	0	243	45	11	6	305	6
5	Gerry Both	Carol Both	Alfa	Veloce	Blue	1973	230	22	0	252	85	0	0	337	7
10	Michael Olson	Harriet Jordan	Jaguar	XJ6	Maroon	1985	245	33	0	278	60	0	10	348	8
2	Matthew Nolan	Lui MacLennan	Morris	Mini	White	1969	285	0	0	285	80	0	4	369	9
8	Paul O'Neill	Arthur Evans	Datsun	Stanza	Yellow	1981	230	33	0	263	145	11	0	419	10

Apprentices

	Name	Navigator	Car	Model	Colour	Year	Div 1			Div 2			Total Points	Place		
							VRC etc	Quest -ions	Radar	Total Div 1	VRC etc	Quest -ions			Radar	Total Div 2
11	Peter Jakrot	Valerie Jakrot	Porsche	944	Beige	1986	285	0	0	285	40	0	0	40	325	1
22	Doug Barbour	Xanthea Boardman	Porsche	911	Green	1976	250	0	2	252	80	0	3	335	2	
16	Steven Cox	Brenda Cox	Nissan	300ZX	Red	1990	350	0	0	350	0	0	0	350	3	
19	Jonathan Mansell	Glenn Evans	Toyota	Seca	White	1988	310	0	0	310	60	0	0	370	4	
23	Ross James	Mal Sinfield	Saab	99EMS	Blue	1972	300	0	0	300	225	0	3	528	5	
14	Michael Birks	Lachlan Grave	BMW	323	Black	1985	400	0	8	408	120	0	3	531	6	
18	Tony Kanak	Patrick Townshend	Volvo	142S	Green	1972	410	33	2	445	105	0	0	550	8	
20	Kevin Payne	Thomas Payne	Alfa	1600	Blue	1973	395	33	0	428	100	22	0	550	9	
13	Collin Segelov	Simon Robinson	Triumph	Stag	Green	1977	480	11	0	491	65	0	0	556	7	
12	Tanya Arthur	Dominic Votano	Alfa	Sudsprint	Grey	1983									DNS	
17	Richard Banks	Christine Jeffery	Mercedes	250SL	White	1967									DNS	
21	Joyce Lawrence	Sue Genner	Porsche	911 Cab	Cream	1985									DNS	

2015 Wollondilly 300

Final Results

29th March 2015

Tour	Name	Navigator	Car	Model	Colour	Year	Div 1			Div 2			Total Points	Place		
							VRC etc	Quest -ions	Radar	Total Div 1	VRC etc	Quest -ions			Radar	Total Div 2
26	Shane Navin	Jennifer Navin	Porsche	944	Silver	1989	0	14	0	14	0	4	0	4	18	1
33	Greg Yates	Karen Yates	Mercedes	190E	Black	1985	2	15	0	17	4	0	0	4	21	2
32	Alan Cummine	Sylvia Gleeson	Peugeot	504	White	1973	2	25	0	27	2	1	0	3	30	3
34	John Young	Helen Young	Datsun	260Z	Silver	1973	0	35	0	35	0	3	0	3	38	4
37	Jos Kroon	Peter Robinson	Porsche	911	Grey	2007	2	16	0	18	2	22	0	24	42	5
29	Jim Baird	Ryan Baird	Mazda	MX7	White	1984	2	6	0	8	45	22	0	67	75	6
30	Brian Doyle	Paulina Doyle	Mercedes	190E	Black	1986	62	24	0	86	2	3	1	6	92	7
31	Heather Worth	Glenda Lawrence	Volvo	121	Blue	1966	22	135	9	166	2	36	0	38	204	8
15	Anthony Quist	Alan Ongley	Mitsubishi	Galant	Red	1973	50	157	0	207	27	22	0	49	256	9
35	Ian Packard	Brian Madigan	Peugeot	504	Bronze	1978	0	70	0	70					DNF	DNF
36	Steve Friend	Maureen Friend	Mercedes	220S	Grey	1961	2	19	0	21					DNF	DNF
27	Neville Howard	Marlene Taylor	Triumph	TR7	Orange	1980	22	116	0	138					DNF	DNF
28	Ramon Shushtarian	Amir Shushtarian	BMW	635	Brown	1977									DNF	DNF

Social	Name	Navigator	Car	Model	Colour	Year
38	Steve Brumby	Heather Brumby	Alfa	Alfetta	Red	1997
39	Steve Annabel	Jayne Annabel	Jaguar	XJ	Blue	1984
40	Jaqui Townshend	Ken Wybrow	Peugeot		Silver	2013
42	Craig Walsh	Sean Walsh	Porsche	993C4S	Purple	1997

The-2nd Trans America challenge 2015 by Jeff West

Last year John Henderson and I did the Sydney to London rally in a Volvo 144 and having thoroughly enjoyed it, I looked around for something else. Trawling through the internet I found

<http://www.endurorally.com/pages/the-2nd-trans-america-challenge-2015>. Further investigation revealed that Gerry Crown and Matt Bryson had competed in the first and had come a very commendable 2nd outright. We hope to pick Matt's brain before we go. While this event is a regularity not special stage rally it's a serious challenge just the same. Think 22 days of the CRC's Alpine Classic average speed section!

So, from Halifax Nova Scotia on the far east coast of mainland North America to San Francisco on the west coast. I'm not much of a tourist just for tourism's sake but having never been to that part of the world before I thought the rally would be a good excuse to go over there, sightsee but sightsee with a purpose. I put it to John and he jumped at it.



On the Sydney to London event we had taken the ultra reliable Volvo but when we investigated the costs of freighting the car over to the USA and back the pennies were starting to add up. Bringing the car back was OK but apparently not many people send cars to America and that was the costly part. Now John has always hankered after a Chevrolet Corvette so here now was an excuse to get one. With a roll of her eyes he got approval and so now he is the proud owner of a USA residing LHD 1973 Chevrolet Corvette 4 speed manual 350ci (that's the "small" motor).

Because the event is a regularity not a special stage rally the depth of preparation does not have to be the same. Having said that, we'll travel about 500kms a day using a lot of unsealed back roads so a reasonable amount of reliability preparation is needed. John has had some preparation done but he and I are flying over a month before to finish off the preparation. As the car is garaged on the western side of the USA we also have to drive it across to the start at Halifax.

As he did with the Sydney to London John will do updates to our Facebook page. As the Facebook page is a public page, you don't need to be registered on Facebook to read the page. To read the dramas so far in just purchasing the car and then to follow us on our journey google "John and Jeff do Trans Am 2015".

We leave Australia on 5th May; the rally starts on 7th June and finishes on 28th June.

Jeff West

PS Soon as I get back I'm heading to Qld fossicking, the joys of retirement!!

RALLY LEGENDS

Over the past few months I have provided some background and history on some of our club's Rally Legends and Australian Hall of Fame recipients. Over the next couple of pages with the kind permission and acknowledgement of Hall of Famer and club member Jeff Whitton, reproduced from February 2005 edition of *RallySport Magazine*, we bring you a story about Barry Ferguson, written by John Bryson.

John Cooper

Editor's note; I apologise if the following article is a little disjointed and difficult to read. I couldn't easily fit an article printed in 2005 into the format I use for our mag.

Bob Morey

PROFILE: BARRY FERGUSON

After the 1964 Ampol Trial I was working for the Volkswagen people in NSW, moving cars from storage at Lidcombe to the sales outlet at Fivedock. I soon realised that any VW Beetle that could race from Lidcombe to Fivedock in under seven minutes was a "good one" - not that we delivery drivers EVER told the new owners how good their purchase was!

Consequently in 1966, when asked to navigate for Barry Ferguson, I "knew all about Beetles" - or so I thought. All through the 1960s the King of New South Wales rallying was Barry Ferguson, and Beetles with BJJF-555 registration were the cars to try and catch.

This was the period when rally cars were basically standard and events were generally 480 or 800 kilometres long with the majority of each event being competitive. Timing then was to the forward minute and stars like Barry Ferguson could often be up to ten minutes ahead of the second placed car.

So, it was quite an honour when I was asked to take the left hand seat and embark on my first event with BJJF. There was no fuss, he idled the car up to the start of the competitive and waited. I was given the control card while watching the second hand sweep up to "GO".

One split second after wave-off I knew that I didn't know anything about VWs at all. The speedo swept up to 120 klicks - and stayed there. The motor was at a constant full noise while Barry waved the gearstick in the direction of whatever gear was needed. Regrettably on that occasion I made the odd navigating error - mainly because I couldn't accept the fact that Ferguson was so quick.

Ferguson can drive, and navigate anything, anywhere. He is also quite a racing driver.

Armstrong's 500 mile race at Bathurst in 1963 for stock standard cars (the forerunner of the Bathurst 1000) had an unforgettable

class battle, the dice for the class lead lasting the whole race. Barry and ARDC President Bill Ford fought the Don Holland/Lindsay Little Mini right to the wire and Barry won with a last corner pass that brought the nation to its feet in admiration.

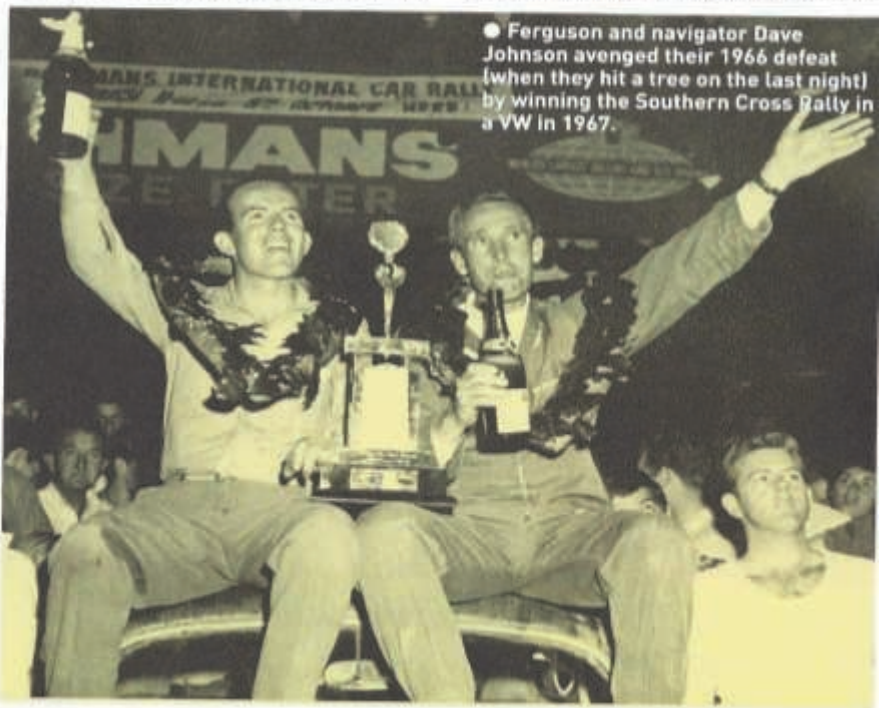
The Mini was quicker down Conrod Straight so Barry had to make sure he slipstreamed every lap. Amazingly, the Beetle could out corner and out brake the Mini so he had to wait for the last lap to come out of the 'tow' and use this ability.

Public feedback on this VW - Mini dice was so great that it helped Channel Seven (the telecasters on the day) decide to cover the

event the following year and from then on

Actually the most incredible statistic of a career which commenced in 1956, and is still going, is that Barry Ferguson has only retired on five occasions - three times because of mechanical failure and two because of driver over-exuberance. Like most of the rally world in the sixties, he prepared his own vehicles until becoming a "works" driver.

Barry John Ferguson was born in Goulburn NSW on August 7, 1938. His father ran the local swimming pool and young Ferguson was educated at Goulburn High School where he did well and went on to become



● Ferguson and navigator Dave Johnson avenged their 1966 defeat (when they hit a tree on the last night) by winning the Southern Cross Rally in a VW in 1967.

34 - February 2005 **RS**

an industrial chemist with Australian Iron and Steel in Wollongong.

The best part of this job at Wollongong was the drive home from work. He would hit the start of Macquarie Pass about midnight and press on as hard as his Fiat 1100 would go, with the driver's window open.

It had to be open to hear the glorious sound of the Fiat motor as he wrung the living daylights out of the machine up the mountain and through the many cuttings and hairpins. He has always loved motoring and exploring any machine's limits.

Being an enthusiast it was logical for him to join the Goulburn Automobile Club in 1954 where he started to learn the craft of driving in trials and rallies and of long distance driving on outback tracks. In those days rally cars were standard, roads primitive and the target times ALMOST impossible to make.

Along the way were many gates as public roads threaded through private property and Barry's early events saw him as the gate opener in a crew which consisted of three.

This was not an un-important job as critical seconds could be gained by an active and clever gate opener and closer. Ferguson went along with Bruce Parlett who owned a Citroen Light 15 which gave the future champion his first competitive run and respect for the Marque.

After becoming a legendary gate-opener, Barry moved into Stan Orton's Peugeot 203 as navigator and then teamed with Bob Murray (VW) and John Sendall (Peugeot 403). Like most new to motor sport, Ferguson drove in club events and learnt the



● Somewhere in the Flinders Ranges, Ferguson punts the big Monaro towards the finish of the 1968 London - Sydney Marathon.

lore of rallying from the left hand seat, but it was not long before he realised that he could hunt a VW1200 along as quickly, or better, than most of his peers.

Opportunity knocked in 1962 when he became an Arnotts Biscuits country representative, based in Goulburn, and was responsible for most of the southern mountains and western slopes areas. What a job - station wagon supplied, fuel paid for and many interesting back roads to learn!

Winter was the best time for practising when snow or ice would close the roads to most motorists. But Barry was the exception. The station wagon stayed home, out came his trusty personal VW and he did his

regular calls because it was important that country people got their Arnotts biscuits! To this day Barry relishes the skills he learned to move swiftly on greasy, icy roads and with the satisfaction of being completely in control of a car at the limit.

At this time the Goulburn Automobile Club was a tower of motoring strength and the club had all the southern mountains as their playground. It should be remembered that shire roads were used for trials and rallies and after dark it was rare to see another motorist.

During the early sixties, rally organisers, such as the Australian Sporting Car Club's Evan Green and Bob Selby-Wood, realised



● Another Southern Cross win occurred in 1970, this time Ferguson was at the wheel of a GTR Torana.

the purpose of rallying was to reward the driver while testing the performance and reliability of the car. Barry was a strong supporter of this theory.

His efforts with a stock standard VW were rewarded by assistance from the Australian VW importers, LNC (Larke, Neave and Carter) through the company's executive Bruce Fraser. Germany didn't seem interested in vehicle modification so Fraser and Ferguson cobbled up a Beetle with a 1500cc VW industrial motor that was used in compressors, fire-fighting pumps and Pioneer concrete mixers!

Many events were dominated by this standard-looking Beetle for the next couple of years. The car's legendary traction and the ability for torsion bars to soak up punishment were now joined with starting performance - for the time.

In 1966 Barry was promoted by Arnotts to Field Sales Manager for Newcastle and northern NSW. Luckily, this posting took in the future Total Oil Southern Cross Rally territory.

Development of the Beetle continued, including conversion from 6 volt electrics to 12 volt by Newcastle friend and auto electrician, Ron Thompson. Ron also introduced him to air-craft landing lights which became the auxiliary driving light benchmark of the era.

As elementary as it may seem now, relative to the day, Barry introduced bigger engines, 12 volt electrics and disc brakes to VW in

Australia even before the factory did. He lifted the standards for rally car lighting and worked with event directors to develop "drivers" events and tighten competition.

1969 saw Ferguson marry Newcastle school teacher Mary Pollard and subse-



● Ever-adaptable, size was no problem to Ferguson. Here his Monaro heads to fourth place (with Roger Bonhomme) in the 1969 'Cross.

quently three sons were born - two of whom are into cars ("spending money"), the other into landscaping ("making money") as he puts it.

By the time Barry moved onto the Holden Dealer Team under Harry Firth in 1969, the Volkswagen was on steroids, featuring Mai-co disc brakes, a limited slip differential and an awesome 1600cc power plant developed by VW dealers, Worralls of Toorak, Victoria. This car continued the VW domination and went on to win the 1967 Southern Cross

Rally against a full works Cooper 'S' team from BMC in England.

It would take too long to summarise the long list of titles and event wins that Barry and his navigators (Tony Denham, Dave Johnson, John Hall, Lindsay Adcock, Garry Connelly and, on one occasion, a young Colin Bond) have achieved, but over a dozen years he won every major event in NSW except the two excellent rallies run from Quirindi. He was third in the first, and then second in the second one and was out for a win in the next one, but it did not eventuate.

After running the Holden Dealer Team's formidable 350 Monaro, and then a Torana XU1 with which he achieved a 71 'Cross win, an offer came to try the Southern Cross Rally in a Galant, which led to his career with Mitsubishi.

Ferguson had always had the respect of Doug Stewart (CAMS NSW president for ten years and CAMS National President for three years). Ferguson repaid Stewart's faith in him with a third outright in the Southern Cross Rally which followed on from the secure second placings in 1973, '75 and '76.

With second place in sight in 1974, a computer chip failed with just 20 kilometres to go.

As a personal aside, one of my most memorable moments was driving into Port Macquarie and the last control of 1973 'Cross with our four Mitsubishi Lancers in line abreast, Andrew Cowan, Barry Ferguson, Doug Chivas and Joginder Singh the drivers.

Barry was on my left and he said, waving across to the eight men in four cars, "What a team". Indeed, it was.

In those days team tactics were never discussed but it was

always obvious that the lead driver would "go for the doctor" and the back up drivers would press on "safely fast" so there would be a competitive car available if the star team got into trouble. It was bad luck for Barry that Andrew Cowan and I were the "star" team and we didn't get into trouble! Even so 'safely fast' was pretty quick in any Southern Cross Rally.

There were a number of factory drivers that Barry rallied against (and beat) including Rauno Aalton, Shekar Mehta, Roger Clark, Joginder Singh, Harry Kallstrom, Paddy Hopkirk, Timo Makinen, Hannu Mikkola and so on, and so any Australian driver who finished in the top ten against these drivers was a world-class rally ace.

Passion and the sheer love of motor sport is the driving force behind Barry Ferguson.

"It's no good if you don't enjoy the competition," he told me. "You have to do your best, enjoy the event and if someone is better, then good luck to him." Team work has always been important to him, from his job as navigator in the early years to the driver of today, and Barry is a real team player.

In the 1968 London to Sydney Marathon, Barry crewed a Monaro with Dave Johnson and Doug Chivas but the brakes weren't up to the Barry's speed and they finished 11th. The Citroen he shared with Doug Stewart and Jim Reddix in the 1977 Marathon did



● In good company: Ferguson competed in the 1968 London-Sydney Marathon with (L to R) Dave Liddle, Doug Chivas, David McKay, George Reynolds and Doug Whiteford.

a little better with ninth placing.

I have known Barry from the early years. Seeing his performances, he seems to have enjoyed every event he ever went in, regardless of type. Trials, rallies, races, Australian Safaris, London to Sydney Marathons and Rallycross have all been Barry's forte.

I asked him about his most enjoyable or memorable events and the list was incredible. Highlights that stood out were the life-long friends he has made in the sport, competing in six decades of motor sport, winning eight State Championships, taking two Southern Cross rally wins (in '67, '70), the two Marathons, plus being second in two Round Australias - in '64 and '79 and, most recently, the re-run of the 1953 Redex Trial.

Yes, motor sport is a continuing factor in Barry Ferguson's life and he competes for the sheer pleasure of doing so. He likes historic type rallies where the machinery is more realistic for the average driver to own and prepare. Car preparation still takes up a lot of his time as his two sons, Peter and Stuart, are currently driving rally cars



in NSW.

Events such as a Graham Wallis' Peugeot Redex Re-Run have maintained his interest in long distance events, and let him keep his hand in while providing ample partying time and moments for wine appreciation.

● Recent events have included the 2003 Round Australia re-run in which he drove another VW. Here Ferguson poses with (L to R) John Bryson, George Reynolds, Gerry Crown and Bob Watson.

We all know that rallying has a unique character in that people from any walk of life can compete fiercely against each other, yet, at the drop of a hat, help each other. Rallying is a sport, and the aim of the game is to win, if you can. And, if you can't, then the aim is to still have a damn good time. "I hope to be having this sort of a good time for many years to come," Barry adds.



George Sheppard, Colin Bond, Max Stahl, Dave Johnson, Harry Firth, Barry Ferguson and Peter Brock

TELL US WHO AND WIN!

Celebration time, but who are they? If you can correctly identify the famous faces in the picture, you could win a copy of the re-released DVD "Competition Rally Driving with Geoff Portman". We'll give you a hint - the guy in the middle with the light jacket is Dave Johnson and on his left is Barry Ferguson. The others? Well, we want you to tell us.

Send your entries to 'Photo Competition', RallySport Magazine, PO Box 784, Wangaratta, 3676. Write your answer on the back of an envelope and send it to us before Monday January 31. Winners will be announced in our next issue.

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P76 ON THE ROAD TO MANDALAY - "GONE IN 61 SECONDS" - Steve Maher

In 2010 Gerry Crown and Matt Bryson conquered the Peking to Paris Motor Challenge in a 1964 EH Holden. An event Gerry had tried to win on two previous occasions, in 1997 with rally legend John Bryson in the same EH Holden finishing 5th and in 2007 with John's son Matt in a 1940 Buick Straight Eight finishing 29th after breaking the diff in half. Gerry and John also took part in the 2002 Trial to the Nile Rally in the EH. After the 2010 Peking to Paris it was decided to retire the old EH and build something faster and stronger, enter the Leyland P76. John Bryson knew the attributes of the P76 well and convinced Gerry that this is the way to go. The ultimate goal was the 2013 Peking to Paris.

Matt Bryson took charge of the build and the first event for the three of them was the 2012 Trans America Challenge, essentially a shakedown event for the Peking to Paris the following year. The result was an equal second place just 38 seconds behind the winning Jaguar. The P76 ran faultlessly and with a little fine tuning would be ready for the Peking to Paris. Twelve months later Gerry, Matt and the P76 were despatched to China and 33 days later Gerry and Matt took out their second Peking to Paris victory.

Time passed and the decision was made to do the 2016 Peking to Paris again in the P76 but new rules were set out for the event restricting some modifications to the cars, primarily the banning of fuel injection and remote canister shock absorbers. The P76 was rejigged with the new rules in mind and the 2015 Road To Mandalay Rally was chosen as the event for the shakedown run. This was seen to be a good test as a number of the other competitors in the event were also entered for the 2016 Peking to Paris including the Peter and Zoe Lovett Porsche 911 that chased Gerry and Matt across Asia and Europe two years before.

The Road To Mandalay Rally was different to the Trans America and Peking to Paris. The Trans America was all Regularity Trial and the Peking to Paris is basically all special stage. The Road To Mandalay was to be a combination of both with the common thread being the navigation across hundreds of kilometres every day.



The rally departed from the world famous Raffles Hotel in Singapore on the morning of Sunday February 1. Sixty Six classic and vintage rally cars ranging from a 1907 Itala 40 to Ford Mustangs, Datsun 240Zs and Porsche 911s including 1 Leyland P76, #66.

No sooner had the field crossed the border into Malaysia than the first Time Trial took place. Although this time trial was only short at around 8km, it was very tight and twisty with a high degree of navigation to get the correct route through a plantation, coupled with this it was very slippery and the big P76 was quite a handful. Gerry and Matt were up to the task though and managed to win the special stage by 4 seconds to the Peter and Zoe Lovett Porsche 911 and the Grant Tromans and Simon Russell Datsun 240Z. This was to set the tone for the whole rally as these three crews were consistently in the top group trading fastest times. The first five days of time trials was designated as The Malaysian Cup and although the 240Z was the fastest over two of the four time trials, the P76 was fastest overall and led the rally at the first rest day in Georgetown, Malaysia. Many cars were already experiencing problems including the 1970 Chevrolet Chevelle which required a clutch change. The only problem with the P76 was the exhaust flange bolts had come loose and blew the gasket. Matt dropped the sump guard, replaced the gaskets, nuts and bolts, everything else was OK. Gerry Crown was the fastest driver to this point and he was also the oldest at 82. You've got to respect those octogenarians.



On day 7 the rally crossed the border from Malaysia to Thailand but before leaving Malaysia there was one more time trial which Gerry and Matt won by 11 seconds to the Tromans 240Z and Lovett Porsche. The quote of the day came from Phillip Lunnon, who drives a 1938 Jaguar SS 100 #11, he asked Matt after seeing the P76s time "is that a car or a time machine?" The run through Thailand took the rally past some of the worst hit areas from the 2004 Boxing Day Tsunami.

It was on day 8 that the regularity tests started. Up to this point Gerry and Matt in the P76 were on top but with a good result in the regularity tests the Lovett Porsche moved past the Tromans 240Z. Day 9 was another rest day in the tsunami ravaged town of Khao Lak and a wander through the car park told many stories of woe. The Greenhalgh/Slowe 1939 Alvis had taken a tooth off the crown wheel in their diff and weren't expected to get much further. The Heather and Jo Worth 1968 Volvo Amazon had their throttle jam wide open resulting in a dropped valve, holed piston and damaged head. The pushrod was removed and car continued on three cylinders. The Malaysian crew of the Jamalullails holed a piston in their Jaguar XK150. Gerry and Matt used the time to rest as the P76 was fine and there was still a long way to go.

Day 12 after leaving Hellfire Pass and into a couple of regularity tests was where Gerry and Matt made their one and only slip up. From Matt "Today wasn't our best day in terms of competition, but it was bound to happen somewhere.

We made a navigational mistake on the first regularity and lost a minute. The organisers put in a deliberate bit of trickery and we just misjudged it. I am told only 10 cars got the turn. A shame the Porsche was one of them." It was at this point the 46 second lead that Gerry and Matt had built up disappeared and became an 11 second deficit to the now leading Lovett Porsche with the Tromans 240Z just 46 seconds behind the P76. It was day 15 that the P76 struck its only other problem. While waiting for the start of one of the time trials the o-ring on the oil filter let go depositing engine oil all over the engine bay and the road. Thankfully there was no fire and due to the generosity of fellow Aussie Rob Garnsworthy, who was competing in the #68 Ford Mustang, Matt was able to quickly borrow a Z9 oil filter, swap them and refill the oil before starting.

Day 16 was another rest day and the last before heading into Myanmar (Burma). This again was a good opportunity to check over or "spanner" the car. No problems to report, just a lot of oil everywhere. Matts only complaint at this point was that there was too much regularity and not enough time trials as more time trials would have given them the opportunity to apply more pressure to the leading Porsche. Day 19 was designated as a rest day as crews and officials navigated their way through the processes of exiting Thailand and entering Myanmar. Myanmar has been effectively closed to most foreigners for around 60 years with only some Chinese being let in for cultural events, so this was quite a big deal and testament to the work put in by Phillip Young and the team at the Endurance Rally Association.



Gerry, Matt and the P76 were now only 2 seconds behind the Lovett Porsche and time was running out. Every time trial they took huge chunks of time off the Porsche only to lose some of it in the regularities. Peter and Zoe Lovett are accomplished regularity runners.



As the last days wound down with only three regularity tests over days 22, 23 and 24 the pressure was on between the Lovett's and Gerry and Matt. The Tromans 240Z was close but not close enough to pounce unless the Porsche or P76 fouled up. Neither did. On Day 22 all top three lost only 2 seconds. No one was giving an inch. Day 23 saw the 240Z best and drop 5 seconds, Gerry and Matt dropped 7 seconds and the Lovett Porsche dropped 10 so now Gerry, Matt and the P76 were back in front by 1 second and only one day, one regularity test to go. Day 24 saw the finish in the ancient Capital City of the old Burma, the city of Bagan but all eyes were now on the last regularity as the result here would determine the winner. Two of the top three cars did best dropping just 2 seconds. Unfortunately Gerry and Matt weren't one of them, they dropped 4 seconds leaving them 1 second behind the Lovett Porsche for second place. 4 countries, 24 days, 7,600 kms and only 1 second separated the top two cars. It just doesn't get any closer.

Peter and Zoe Lovett deserved the win. They were very quick winning two of the ten time trials but they were excellent in the regularity tests. Gerry and Matt can take heart from the fact they won The Malaysian Cup and were clearly the fastest special stage car there, winning four out of the ten time trials. In hind sight that one 60 second navigation mistake on day 12 cost them the rally.

Despite that deficit they clawed their way back to be in a position to challenge for the lead by the end of the rally. A truly magnificent effort. The Grant Tromans/Simon Russell 240Z was a serious threat throughout the event. They also won four of the 10 time trials but lost out in regularity. You can read Gerry and Matt's blog from the rally at <http://mandalayroadp76.blogspot.com.au/>

The final results were:

- 1st #64 Peter and Zoe Lovett 1965 Porsche 911
1h 11m 20s
- 2nd #66 Gerry Crown and Matt Bryson 1974
Leyland P76 1h 11m 21s
- 3rd #62 Grant Tromans and Simon Russell 1973
Datsun 240Z 1h 13m 04s
- 4th #56 Ludovic Bois and Julia Colman 1969 Volvo
Amazon 1h 18m 24s
- 5th #52 Paul and Sandra Merryweather 1967
Mercedes Benz 300SE 1h 18m 44s

The Vintageant Category was dominated by three late 1930s Chevrolet Fangio Coupes. The US crew of Bill Shields and Scott Herbstman won by 45 seconds to Phil Garratt and Kieron Brown who in turn finished nearly 5 minutes in front of the Daniel Day/Ronald Doyle entry.

What Gerry and Matt brought away from this rally was the knowledge that the change in regulations for the 2016 Peking to Paris hasn't hurt the P76 too much. A bigger carburettor and some fine tuning to the shocks are all that's required. Australian Rally Hall of Fame inductee John Bryson has always said the Leyland P76 is the best long distance rally car he has ever seen. A second place in the 2012 Trans America, a win in the 2013 Peking to Paris and another second in the 2015 Road to Mandalay, some 40 years after the great result in the 1974 UDT World Cup Rally all go to reinforce John Bryson's statement. Gerry and Matt themselves obviously did a brilliant job. Matt prepares the car and navigates; Gerry at 82 was the oldest driver in the rally and clearly showed his class as a rally driver. One wonders what history would show if Gerry had pursued a career in rally driving instead of his business interests a half a century ago. Congratulations to Gerry Crown, Matt Bryson and the Leyland P76. You are all "Anything but average".

Steve Maher

“Back to the 60s Trial” #6

A TASTE OF THE GOLDEN ERA

THE BARRY FERGUSON CLASSIC 2015

ANNUALLY SINCE 2010

Sat 30st May – Sun 31st May, 2015

It will be running out of Cootamundra with an overnight stop in Griffith, finishing in Temora, early afternoon on Sunday and covering approx 700 kms of good touring roads.

The Trial and Apprentices, will use bitumen and reasonable gravel and dirt rural roads as in earlier years.

The Tour will use bitumen roads with a very small amount of very good gravel roads. Similar to most 2 day events

Barry will be giving his usual reminiscences during dinner.

Maps for the Trial (the Masters and Apprentices) will be authentic maps from the 60s and the Guide for Navigators will help you use them to get you around the course.

The Supplementary Regulations for this club points Event will shortly be available on the Classic Rally Club website.

Competitors will need to make their own arrangements for accommodation for the event, with many planning to book the Friday night at Cootamundra as well as the necessary Saturday night at Griffith.

Headquarters on Friday night will be at The Heritage Motel, Cootamundra.

Headquarters and Dinner on the Saturday night will be at the Bagtown Inn Motel. Blumer Ave, Griffith. Ph: 6962 7166

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/ or 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
Mob 0417 211 848





Clarence Classic

Saturday July 25th will be a full day of navigating through and around the Clarence Valley in NSW.

By popular demand, Sunday 26th will be a half day navigational trial followed by the option of a khanacross up the Mountainview Hillclimb track. Competitors only need a minimum of a 2NS licence, fire extinguisher and helmet to compete in the khanacross.

Early bird entry discounts apply:

Deduct \$20 from rally entry and \$20 from accommodation if entering before June 1st.

See Supp. Regs for details available on the Classic Rally Club website.

OR Phone Ian on 0410507674

Watch trailer at <https://vimeo.com/118564434>



2015



Recently there have been a few questions raised to the CMC regarding the possibility of the CMC supporting an application to the NSW Roads & Maritime Service to change our Historic Conditional Registration Scheme (HCRS) to a logbook system of 45 or 90 days "free use" per year.

This would be similar to what they have had in Victoria since 2011 and in South Australia for over ten years.

The facts are:-

- 1) In 2011 the CMC called all club delegates to a meeting where the idea of changing to the 45/90 day system was debated and voted upon. The meeting had the highest attendance ever recorded at a CMC meeting. The delegates present voted on behalf of their clubs (by over 90%) to stay with the current system we have in NSW. That is for club runs and invited events plus short trips to service stations etc. and special trips for repairs and the like when Primary Club permission is granted. We understand that at a similar time the CHMC or NSW "Bush Council" held a similar vote and received the same results.
- 2) Given that the vast majority want to stay with the current NSW scheme and that no group of member clubs has asked for a special meeting to carry out another vote, we are duty bound to continue to support the present system. We would call for, and hold, a meeting if enough member clubs ask for it. But at present, we have only a few individuals seeking information on why NSW stays with the old system.
- 3) The Australian Confederation of Motor Clubs (ACMC) made an application to NSW Roads & Maritime Service for a conditional registration scheme to cover modified vehicles such as Street Machines. That application was put forward in March 2013 and did ask for a similar 45/90 day system to Victoria. There is a similar move in Victoria and they should have their Modified Conditional Registration in place this year. To our knowledge, the NSW application is being opposed within the NSW Government due to concerns regarding the inordinate growth of vehicles and clubs on the Victorian scheme since 2011. Figures supplied to us by Victoria indicate that the number of vehicles has grown from 10,000 to over 50,000 in that period. And the number of clubs has grown by a similar proportion. It does not take much arithmetic to work out that 40,000 vehicles saving a few hundred dollars on rego would cost the state coffers a huge amount; probably 12 to 15 million dollars p.a..
- 4) Many of the new clubs registering with the authorities in Victoria do not seem to pay much regard to the Historic component of the scheme in that state. All sorts of vehicles are now seen with Historic plates on them and they seem to be doing things which have very little connection to club activities. Long trips in campervans and 4WDs for example, is an aspect which the scheme's architects did not envisage when they drafted the rules, we think. This indicates a certain attitude of "let's get this cheap rego" in many cases and is damaging the credibility of the vehicle enthusiast club movement. Changes may well be in the offing to correct these usage anomalies in Victoria. Those changes could impact the true enthusiast's enjoyment of his or her vehicle.
- 5) There is also the important consideration of insurance. All vehicles under the NSW Roads and Maritime Service Conditional Registration Scheme attract very competitive comprehensive and compulsory third party insurance fees, primarily due to the fact that this is limited to genuine enthusiast vehicles controlled by responsible clubs. Any change to the way in which the vehicles are used would definitely see these insurance concessions reviewed.

What may seem to be an attractive proposition to those few club members who want to use their vehicles for anything other than the prescribed HCRS conditions, could ultimately see an overall denigration for the normal club member and possibly the abandonment of the scheme as we know it.

Terry Thompson OAM,

President, Council of Motor Clubs.

Classic Rally Club Championship 2015

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Highway 31 Revisited	Wollondilly 300	Bary Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
	1 day	1 day	2 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor									
Peter Reed	20	16						36	1
Alan Watson	17	18						35	2
John Cooper	15	19						34	3
Gerry Both	18	14						32	4
Michael Olsson	19m	13						32	4
Garth Taylor	13	16m						29	6
Gary Maher	14	8						22	7
John Henderson		20m						20	8
Tony South		17						17	9
Darren Taylor	16							16	10
Winton Brocklebank		15						15	11
Robert Panetta	13							13	12
John Young	12							12	13
Matthew Nolan		12						12	13
Bob Morey	11							11	15

Masters Navigators

Mike Batten	20	16						36	1
Pam Watson	17	18						35	2
Ross Warner	15	19						34	3
Carol Both	18	14						32	4
Harriet Jordan	19m	13						32	4
Lui MacLennan	16	12						28	6
Wendy Maher	14	8						22	7
Jeff West		20m						20	8
Ted Norman		17						17	9
Adrian Kinslor		16m						16	10
Graham Thompson		15						15	11
Michael Cox	13							13	12
Helen Young	12							12	13

Apprentices Drivers

Peter Jakrot	15	15						30	1
Steve Cox	12m	13m						25	2
Tony Kanak	10	9						19	3
Doug Barbour	3	14						17	4
Ross James	6m	11						17	4
Chris McDonald	14m							14	6
Kevin Payne	5	8						13	7
Collin Segelov	3	7						10	8
Mike Birks		10						10	8
Joyce Lawrence	9							9	10
Martin Leaver	8m							8	11
Donna Wilkinson	7m							7	12
Heather Worth		3						3	13

Apprentices Navigators

Valerie Jakrot	15	15						30	1
Brenda Cox	12m	13m						25	2
Glenn Evans	13	12						25	2
Xanthea Boardman	3	14						17	4
Roger Wood	14m							14	5
Tony Norman	11	3						14	5
Thomas Payne	5	8						13	7
Renai Warner	11							11	8
Lachlan Grave		10						10	9
Simon Robinson	3	7						10	9
Sue Jenner	9							9	11
Scott Wilkinson	7m							7	12
Ken Davies	6m							6	13

Classic Rally Club Championship 2015

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Highway 31 Revisited	Wollondilly 300	Barry Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
	1 day	1 day	2 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor									
Shane Navin	10	10						20	1
Alan Cummine	7	8						15	2
Greg Yates	4	9						13	3
Tim McGrath	6	6						12	4
Jon Dickson	9							9	5
Jonathon Mansell	1	7						8	6
Jim Baird	2	5						7	7
John Young		7						7	7
Dave Johnson		6						6	9
Jos Kroon		6m						6	9
Jeremy Braithwaite	5m							5	11
Brian Doyle		4						4	12
Anthony Quist		2-						2	13
Ian Packard	1	1						2	13
Neville Howard	1	1						2	13
Ramin Shoushtarian	1	1						2	13
Peter Atkinson	1							1	17
Steve Friend		1						1	17

Tour Navigators

Jennifer Navin	10	10						20	1
Sylvia Gleeson	7	8						15	2
Karen Yates	4	9						13	3
Jocelyn Vettoretti	8m							8	4
Helen Young		7						7	5
Ryan Baird	2	5						7	5
Peter Robinson		6m						6	7
Julie Braithwaite	5m							5	8
Paulina Doyle		4						4	9
Amir Shustarian	1	1						2	10
Brian Madigan	1	1						2	10
Marlene Taylor	1	1						2	10
Ron Cooper	2							2	10
Maureen Friend		1						1	14
Sarah Priestly	1							1	14



Which one is Westie?

This photo is of the 1965 RAAF Apprentice intake of 15 year olds. Go to the back page to see which of these strapping lads is our own Jeff West.

20/04/2015

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 - normansez@optusnet.com.au or 0402 759 811
6/03/15	F.F.F.F.	Bulli Beach via Royal National Park	
	CRC magazine deadline:	N.B. a week earlier than normal, the editor is going on holiday.	
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.	Harry's Café de Wheels - Liverpool	
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 David Johnson
5/06/15	F.F.F.F.	Harry's Café de Wheels - Liverpool	
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. Start at Bulli Tops, finish at Sutton forest.	Tony Wise tmwise@bigpond.net.au 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. Grafton area, Northern NSW. Ian Gibbs 0410 507 674
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**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 www.italianconnection.com.au

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	www.wac.nsw.edu.au/wheels
17/05/15	National Motoring Heritage Day		www.councilofmotorclubs.org.au/

More Wollondilly 300 plotting.



Which one is Westie - The front row, far right.

Contributors to this edition: Mike Batten, Gerrard Brown, Matt Bryson, John Cooper, Alan Cummine, John Henderson, Steve Maher, Jonathan Mansell, Tony Norman, Michael Olsson, Peter Reed, and Jeff West.
Thank you all.