



# Rally Directions

The official Organ of the Classic Rally Club Inc.

May 2015



*In this issue:* Shane & Ash Navin and the Porsche 944 Turbo are all shown above working hard on Targa Tas 2015. See more great Targa Tas '15 photos from Jarrod Leonard of Angryman Photography inside. Also read about being support crew on this event. Carol Both tells about the recent CRC Lunch Run.

*Upcoming events:*  
(Full details inside)

- \* **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.
- \* **Saturday 25th July - Sunday 26th July.** To be run in the beautiful Clarence Valley around Grafton, this event follows the usual CRC Touring Assembly format. Sunday will include rallying in the morning with an optional motorkhana up the Mountainview Hillclimb track in the afternoon.

## 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

Welcome to the May edition of Rally Directions. I am writing this not long after the April mag hit the stands as I will be away on leave when the deadline is due, so by the time you're reading this Wendy and I have been away overseas had a great holiday (assumed) and now back at work for a hectic time for me leading up to the 30<sup>th</sup> June.

Back in April we certainly had some rain, more than we have had for some time, which forced the cancellation of some events, especially the *Thornleigh Club Night Owl Rally* which I was looking forward to doing, with Mike Batten navigating for me as Ross had been sent to the naughty corner for his effort in getting Tony Norman the wrong way again... when will we learn that if you see Tony in a control run the other way! Hopefully the Night Owl can get rescheduled for later in the year.

I for one am really looking forward to Dave and Tim's *Barry Ferguson Classic* which is shaping up to be another great event, both rallying, competition and socially.

Our last Friday Night Fling (FFF) was poorly attended, however a great chat and feed was had by those who did attend. I certainly enjoy my Friday night drive, eating out and catching up with all the gossip.

Well this month I am struggling to find things to write about. I will see you at the *Barry Ferguson Classic* sporting my new sun tan!

**MONTHLY MEETINGS:** Don't forget to come out and enjoy our monthly meetings. Why not get there early, around 6:30-7:00pm, enjoy a great meal and drink from the bar, catch up with everyone then sit back and enjoy our club meeting which gets underway at 8:00pm. The meetings are very informative and enjoyable. We try not to make it too formal or boring and you don't have to second anything or move a motion. Hopefully we'll have some more special guest speakers just like our previous one Colin Bond. The meeting is held the fourth Tuesday of every month at Denistone Bowling Club (59 Chatham Road, West Ryde). I hope to see you there.

**FFF:** The Friday Night Fling will be staying at Liverpool for the next few months (June and July) where we can sit down with heaters in the pizza parlour or buy a pie at Harry's Café de Wheels. It's a good night out, club plate eligible, large variety of food and plenty of other car enthusiasts.

**POSITION VACANT:** I'm looking for someone to take over the regalia from me. If you are interested or know someone that may be please let us know. Or if you have any suggestions on regalia or how the club can run this please send me an email.



John Cooper

## COMPETITION SECRETARY REPORT FOR MAY.

With no recent events to report on, now may be a good time to outline the changes resulting from the introduction of the new Classic Rally Club Touring Code. This will be the primary document that defines the general Rules and Regulations that will apply to CRC, and possibly other Clubs, Touring Assembly type rallies. It is highly recommended that all members who participate in CRC events download a copy of the Code from the Club website at [http://www.classicrallyclub.com.au/rallying\\_code.htm](http://www.classicrallyclub.com.au/rallying_code.htm) and spend some time reading and absorbing its contents. It should be noted that at present it does not totally replace CAMS NRC's but it is hoped that this may happen down the track. Supplementary Regulations will still be issued to cover the specific details relevant to individual events. The issuing of Supp. Regs. will also allow Event Directors to vary, amend or add requirements unique to individual events in order to maintain a level of variety in events and hopefully avoid them becoming too familiar. It is suggested that you have a copy of the Code with you during events because certain information - standard Abbreviations for example - may not be repeated in the Supp.Regs. or Route Instructions. The Barry Ferguson Classic is the first CRC event to use the new Code and the AROCA Tour d'Course will also be using it as the basis for their event in June. Better get reading!! And now to up-coming events.

**BARRY FERGUSON CLASSIC.** Too late now to get entries in for this event. I look forward to reading reports from competitors in next months mag.

**AROCA TOUR D'COURSE - SUNDAY 21ST JUNE.** I have not spoken recently to the Organisers but am sure they will be getting lots of entries in the mailbox - mine included. Although not a CRC run event it is part of our Championship and if you are keen to pick up some more points I suggest you get your entry in pronto.

**CLARENCE CLASSIC - SAT 25TH/SUN 26TH JULY.** At the time of writing I have noticed that the Entry Form and Supp.Regs for this event are not yet on our website. Ian Gibbs is happy to e-mail these to interested members and can be contacted on [itgibbs@bigpond.com](mailto:itgibbs@bigpond.com) He has asked me to advise competitors that you will be enjoying some roads that you will almost certainly not have previously encountered. Sounds like fun.

**MG SPRING CLASSIC - SAT 12TH/SUN 13TH SEPTEMBER & ALPINE CLASSIC - SAT 24TH/SUN 25TH OCTOBER.** These events are still some way off but I know that both are well advanced in terms of route planning etc and I hope to gather further details in time for my JUNE REPORT.

That's it for now folks - Happy rallying. **TONY NORMAN.**

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## Secretary's Stuff May 2015

Hello Everyone,

As a driver in these times, I have been prompted to write a little about what I'll term UNINTENDED CONSEQUENCES. In the past I have talked about the proliferation of signs and their associated steel poles, and other items I've termed roadside furniture- which is often a distraction, unhelpful or even dangerous.

Especially, it now seems, that excessive signage has made it illegal to park in many city locations, unless a sign says you can. Reliance on the existing laws and regulations that cover parking and everything else about motoring, appears to have been put into the back seat by the sign erection wizards.



Now have a look at this photo- recently taken not too far from where the CRC meets every month. Can you spot the problem with simultaneous compliance with these two signs which are so close together? The pavement is barely one lane wide between the signs too.

This is an example of unintended consequences. This situation occurs where perhaps too much regulation and rule making takes place without a sanity check as to what the objective actually might be, or whether it has a flaw, or doesn't make sense. Regulation for its own sake is not a

valid objective, and nor is planting ever more galvanised steel poles in the ground.

The story of this example of stupid signage started much earlier- when the powers that be decided that the former No Standing and No Parking signs were too complex, and to prevent would-be use of kerb space by motorists looking for, heaven forbid, parking they would now use a sign with a circled P with a line through it, and the red No Stopping sign.

However it seems that the folks who decide where yet another steel pole and sign gets planted in the ground don't seem to understand what the appropriate usage of this message might be. It should not be necessary to plant No Stopping signs adjacent to street corners, pedestrian crossings and Traffic Lights, but increasingly these locations get signed up. Parking or Standing, in the previous definitions too close to a whole range of defined items was and is an offence. You know, with fines etc.

For revenue though, the No Stopping sign is a gift to Councils and their camera equipped rangers. If the wheels aren't turning then they can snap the event and send you a fine. No need to talk to you, or write out a fine on the spot. So much unpleasantness avoided they think.

This too is likely another example of unintended consequences. Now some people may think this ever expanding sea of regulation is OK, or inevitable. I hope not, and official stupidity exaggerated by the unintended consequences of never-ending new and amended rules by governments and bureaucrats causes about half of the population to despair, based on discussions that I hear.

Yes, it seems to me from my own discussions, in the circles I operate in, that about half of the population thinks rules are invariably good, and more of them would aid perfection and happiness in our lives. The other half of the population seems to resent increasing regulation that treats the citizens as problematic children by the imposition of ever more complex, comprehensive and intrusive rules and laws, until we reach bureaucratic nirvana.

The fact that it has become very, very challenging to comply with 100% of all rules/laws/regulations in modern society might stress some people, but others are managing their stress levels by going down the slope of selective compliance. This means that personal judgements are being made about when to comply, and when to...perhaps not fully comply.

I suspect this guesstimate of a 50/50% for and against split in this view about regulation means that a political fix from the top isn't possible. The issue is "too hot", perhaps akin to gun control in the USA. The politicians can't really touch it. Too many bureaucrats also vote, and they won't vote against their career tasks, and so much of this is regulatory activity is welded to terms that can't be argued against, such as "safety".

It has been an interesting ride in our now maturing post-industrial economy and society. Originally laws were used to protect one individual from another, as per the common law origins of much of our legal heritage from our status as a British colony. More recently, especially from the era of the Industrial Revolution, taxation and commercial law came into vogue to protect money and people who have it or want it. Plenty of law was written too, to remove government from the rule of law!

Then around 1970 the environment became a super corporation in terms of law, with so many voices speaking on it's behalf. Fair enough, later Safety became a legal hot potato, with justification, and more recently abstract injuries are receiving a lot of attention, and subjects such as risk. It is increasingly illegal to take risks, even if there was no actual problem outcome. Credentials for being able to perform many tasks have also created an industry. Look at the Irish back packing girls directing traffic with stop/go signs. These traffic controllers have of course a certificate that was paid for, which attests to their training. Pity so many of these qualified persons often seem visually glued to their smart phones when I see them on duty.

Credentials make all of the difference though, after all, the drivers on the road are all licenced, except for those who aren't.....

Too many books describing behavioural characteristics of society, written as science fiction perhaps only 25 years ago, are coming true! It is no wonder that driving on the open road with a pleasant journey and destination experience expected, courtesy of a retreat to the past in your classic vehicle time and motion machine, seems to be a very useful escape from the full on 2015 modern life experience. I don't miss the lack of blue tooth connectivity in our old cars, I prefer to leave the office behind.

Meanwhile, back to the photo of the two signs- what do you think? Yes I know it is appropriate to still stop, but the law loves detail, simple laws and no arguments: The 1<sup>st</sup> sign is more important? The 2<sup>nd</sup> sign supersedes the 1<sup>st</sup> one? The bigger sign should be followed? Or is the redder sign more important?

By the way before these new signs and associated new concrete obstacles were put in the roadway, there was a Give-Way sign at this location for years and years.

Tony Kanak

## Insurance

In the past I have been unable to find an insurance company that would insure my cars while they were being driven in our Touring Assemblies and Touring Road Events, that is our normal navigational rallies.

I have now found a company that will insure my cars during these events, as well as normal everyday use, under a comprehensive policy with realistic premiums. The company is Famous Insurance Agency and the excerpt from their policy below details the cover for our events.

**We extend cover to include Touring Assembly and Touring Road Events but excluding;**

- Any special test including speed tests or closed road tests
- Any skill test such as motorkhana, khanacross, auto-test, average speed
- Any race or speed test on or off public roads

I have been told that the average speed sections of an event such as the Alpine will be covered even though average speed tests are excluded above. Even if our average speed tests are excluded they are a very small section of the overall event. The only qualification Famous make is that the event is run on open public roads and that all normal road rules apply.

My cars are on full registration. Famous will offer insurance on cars with conditional rego. My contact at Famous is Sam Harris at [info@famousinsurance.com.au](mailto:info@famousinsurance.com.au) or 1300 32 66 87.

Bob Morey

## Classic Rally Club LUNCH RUN - CAROL BOTH

What a fantabulous day. The overnight rain left the air clear, cool and sunny as we assembled at Mooney Mooney to drive to Kurrajong. After a quick drivers briefing telling us about the choices we had with the route – one with all sealed roads and the other with some unsealed sections, and that there was plenty of time for a cup of coffee on the way, about 20 cars set off.

We chose the route with the unsealed sections and drove some great roads including one or two we never knew were out there. How many of you know where Bicentenary Rd is? It doesn't go anywhere in particular but has spectacular scenery and quite a few hairpin bends. (perfect for those who like to do four wheel drifts) By the time we reached St Albans it was coffee time at the lovely old pub. Down through Colo and along Blaxland Ridge Rd, always a nice drive, and into Kurrajong.



Chris and Deborah Hallam's place is an old coaching inn with buildings dating back to 1814. Some parts are of sandstone and some of slab construction with later editions in weatherboard. They very generously let us wander through the house admiring the period furniture and the restoration work they have done over the years with a heritage architect to guide them.

On one side of the house there is a creek and the bellbirds were in the trees belling away all afternoon. A huge camellia tree, not a bush but a tree, dominated the front yard. The lunch was buffet style and we ate at tables set up in the (now) garage which is a slab sided building with VERY low beams. The quality of the catering was excellent and no one went hungry.

Cameron Hallam (son) and his mate, who is doing the Shitbox rally with him, attended to the washing up which meant none of us had to feel guilty about not helping. Their car for the rally was on display - a very old VW golf. (the lunch run was in part a fundraiser for the Rally with all proceeds going to cancer research) We hope they manage to finish.

A very big thanks to Greg and Karen Yates for the great roads, Chris and Deb for allowing us into their home and the weather gods. Those of you who missed out - you really missed out on a wonderful day.

It was a day when Robert Browning's poem was very appropriate. "God's in his heaven. All's right with the world".

Carol Both

## CAR 838 in Targa Tasmania 2015 - Geoff Bott



Before I begin my story, I must thank all of the volunteer officials who make events like Targa Tasmania possible. That includes CRC members such as Carol Both, Lui McLennan, Jocelyn Vettoretti and many others who make up the vast number that are required to run such a massive event over a week with over 200 competitors across an entire state.

Eagerly anticipated by all, with some competitors doing a reconnoitre weeks in advance, the Targa Tasmania requires considerable planning, a reliable car and a stalwart crew in order to finish. Thanks to Facebook we were able to recruit Andrew Curnow of South Australia as a service crew while my navigator Alistair Humphrey flew in from Christchurch New Zealand with me of course coming from New South Wales. This meant that our entry came in from all points of the compass to Tasmania. Fortunately the ferry crossing was calm on the Friday night and we arrived in Launceston at midday for scrutineering in the Silverdome where we found we were one of the first cars for scrutiny. This meant we were given a very thorough going over especially as the chief scrutineer obviously had a pack of learners in tow in order to teach them the trade. This resulted in a very tiresome examination of every detail, unlike some previous scrutineering where the most basic check was performed. In particular we were required to completely seal the rear bulkhead on the basis that we were potentially exposed to danger from fuel ingress. This seems to have been a pet point and at least half a dozen cars were forced to ensure that this was completed before being allowed to pass scrutineering. This was a very tiresome project to complete at short notice as we had to remove a seat in order to be able to get into the rear of the car as being a coupe, Arnold had no easy access through the roll cage. Anyway we were able to resolve this after a couple of hours. I was very impressed by the physical dexterity of 'Humph' my 6'3" navigator who managed to weasel his way into the narrow space. On release, Humph stated that it was like returning to the womb!

I also had a chat to several other competitors who were very cheesed off by the process of the day. I later discovered that competitors arriving on Sunday had a very cursory inspection. It had something to do with the numbers turning up at the last minute I expect. Whatever, we now have a very well sealed rear bulkhead!

On Sunday we attended the crew briefing. My impression of the briefing was that this was considered a very tiresome procedure and the speakers gabbled off the requirements as soon as possible so that the welcome party could begin. Subsequent events proved that my impressions were correct.



There was a major change to the event not mentioned in the crew briefing. This consisted of changing the first three stages to a virtual crawl with a penalty for exceeding the time set. There was a brief note in the instructions to this effect, however, in my view it should have been emphasised and gone over in some detail to ensure that all competitors clearly understood this change.



**Leg one.** On Monday morning we set off from the Launceston country club with all of the start line hoopla to complete the above three stages plus Georgetown. In the past the early stages had a low speed average set so as to settle crews in and if you proceeded at a higher speed you simply cleaned the stage. If you did not read the details and assumed, like us, that it was going to be the same as previous events you were sadly mistaken. Having proceeded through the stages at full tilt we then discovered that we were going to be subject to a five-minute penalty on each stage, completely blowing the times out of

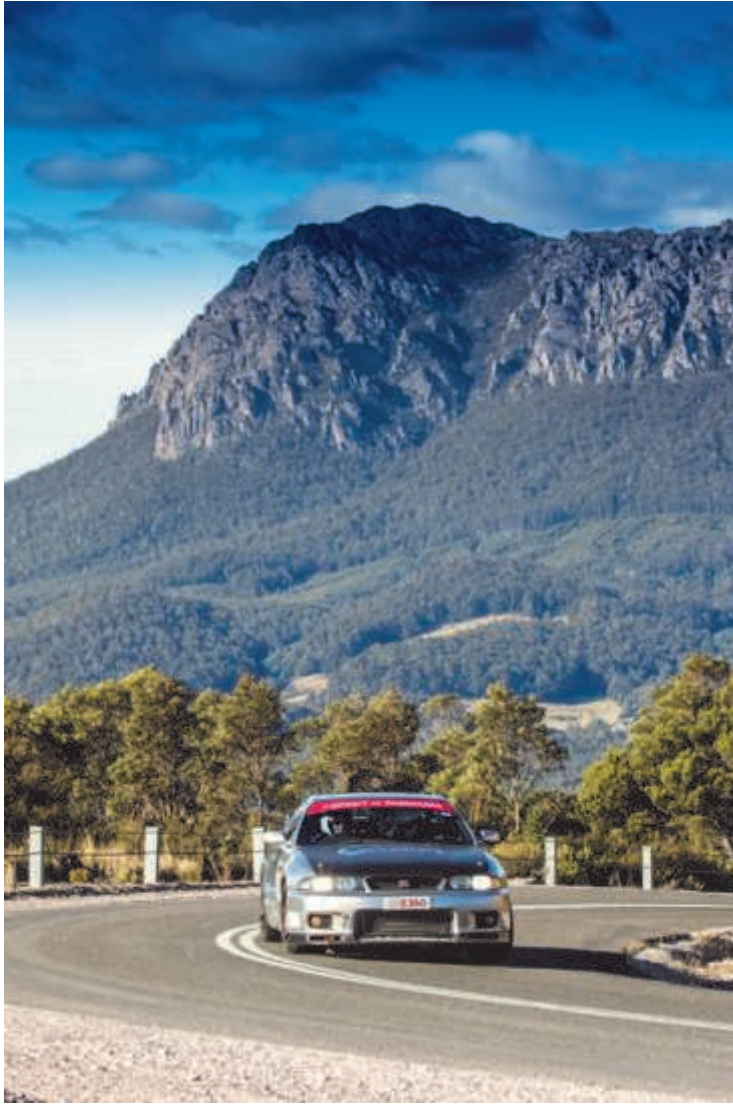
the water, putting us well behind. Georgetown was a stage that was now determined to be a “superstage” whatever that might mean, and meant that you proceeded through as fast as possible which is of course what were all there for.

In due course we discovered that some 69 cars had committed the same error as us with the three early stages. Now I am prepared to admit that we were wallies for not reading the instructions carefully enough but it would seem that with the numbers who had committed the same crime that something was lacking on the part of the organisers in getting the message across. In this case I refer to the crew briefing when none of this was mentioned. Suffice to say that this situation developed into a public relations disaster for the organisers with many competitors up in arms over the whole arrangement. The competitive relations officers were saddled with all the complaints that were eventually referred to the organisers for a major decision to be made on the subject. Net result was that on Wednesday morning we all were given a note to the effect that the penalties were scrapped due to technical reasons.

In the meantime we simply got on with it. The Georgetown times set on leg one meant that your entry was seeded in the start order with the slowest cars out first. Following my earlier dramas with curbs I took it fairly easy in “Arnold”, our Nissan Skyline GTR, on the basis that you couldn't win the event at Georgetown but you could certainly lose it. This placed us roughly midfield which is pretty well where we stayed for the event and suited me fine as we were not impeded by slower cars nor baulked any fast cars.

**Leg two** of the route sent us through eight stages towards Devonport and back to Launceston. This included a number of famous stages such as High Plains, Moriarty, Merseylea and Mt Roland. These stages give us a considerable variety ranging from very mountainous terrain to flat farmlands with many bridges and tight bends to negotiate at speed. I was now discovering that Arnold was rather a different proposition to drive as I had uprated the rear brakes from two pot Brembos to four pot calipers with larger rotors via a kit from AP Racing. This meant that I was braking far too early and then accelerating into the corners, a habit that I found very hard to break having driven far too many rear wheel cars with dodgy brakes in the past and relying on engine braking to slow the car down as well as the brakes.

Arnold is a thirsty beast. And it was now that our service crew came into play supplying fuel en route. Andrew Curnow from South Australia had come to join us and was lugging jerry cans of fuel around in my Falcon backup car. When driving on the touring stages, Arnold consumed fuel at a rate of about 16 L per hundred kilometres. However, when at full tilt with maximum boost on stage the fuel consumption of 98 octane rockets to about 70 L per hundred kilometres. Some of my friends running E85 tell me that with their turbo cars they are chewing through it at a rate of 1 L per kilometre! In Tasmania the supply of 98 octane is very limited. You can rely on BP stations to have it but supply is very spasmodic with other brands. Consequently the rally route is littered with service crews with jerry cans of fuel every few kilometres.



You get so used to this that it becomes automatic to turn down the roads with service crews on it. This led to a minor indiscretion on my part on the Merseylea stage when Humph called a 90° left and I started to go 90° right! The reason for this was a van parked to the right and I wasn't listening properly and the autopilot kicked in so I thought it was part of the route. Fortunately I didn't completely turn in, we braked heavily and I managed to turn left instead but it must have looked very dodgy to the guy in the van. Humph was chortling about this for the rest of the day, however pride comes before a fall and he had nothing to boast about later in the event when he went off notes a couple of times thus equalising the score. (Going off notes means you lose your place in the pace notes, abandoning the driver to his fate.) Mt Roland was the most exciting part of the day with a 26 km stage. This is where one of the most spectacular photos was taken on the event with this massive peak behind the car.

On returning to the Silverdome at the end of the day, we simply drove in and parked Arnold as we had absolutely nothing to do, unlike some who were now desperately working on their cars outside of the Silverdome to get them back into the event.

Very fortunately this was something we enjoyed at the end of every day for the rest of the event. Arnold was to perform flawlessly until the finish. At the beginning of the morning we reported in, checked the fluids, nothing had to be topped up so we just got in and drove for the day. To say that this was gratifying is to entirely understate the case!

Our friends Mark Balcombe and Brian Foster were then lying second in early modern category that we were competing in, and looking good. In a virtually identical GTR to ours were father and son team Larry & Liam Howarth, placed fourth. The Howarths had won last year and were hoping to do well in 2015 but were being realistic about their chances of blowing off several faster cars in the category. The scoresheet now saw us lying 15<sup>th</sup> in class – about mid field, which is about where I expected as I was driving fairly conservatively in order to finish and get a Targa Plate.

**Leg three** on Wednesday took us on a loop to the east coast with a lunch break at St Helens. These were the only stages that we had reconnoitred with the brief time we had before starting the event. This included the notorious Sideling and Elephant Pass stages where many competitors had come to grief in the past, particularly when it was wet. Sadly the Foster/Balcombe RX-7 broke its gearbox input shaft on the Moorina stage and retired for the rest of the day. Similarly the very fast BMW M3 of the Kaplan Bros failed on the Ledgerwood stage with a broken strut. This elevated the Howarths to second position in the early modern category. We maintained our position midfield after completing the town stage in Longford. Having previously had a very unpleasant experience with a curb, I took it rather easy through the streets stage where there was such a low average speed set that we cleaned it along with everybody else. Then it was on to the Silverdome for parc ferme and our last night in Launceston.

**Leg four** on Thursday saw the route take us to Strahan via Mole Creek, the famous Cethana stage, Gunns Plains, and others. Unfortunately the Mole Creek stage was sabotaged with oil deliberately poured all over one corner. Fortunately this was spotted very early in the piece by the survey car. The stage was downgraded to a touring stage and we were waved through with no time recorded. I was later advised that with a similar instance in the past, some locals are taken such a dim view of the perpetrator that he was beaten up and spent a week in hospital. Rough justice indeed!



The Balcombe/Foster RX-7 was now going again with a second-hand gearbox but unfortunately blew a manifold gasket. The class leader was Hendy in a very rapid R34 Skyline. Just for the sake of it we popped in a new set of front disc pads and changed one tyre in case it rained on the last day or two. Strahan was remarkably warm for a change and we pigged out on fish and chips with the Howarths, swapping stories of the day's events. This was a bit more successful than last year's experience when we were battling a queue to get some hoist space at the local servo to fix a minor problem. Also in 2014 it had been wet and 38 cars had gone off the road on the same stages we had traversed before arriving at Strahan. The difference was of course this year it was dry and subsequently hardly anybody had come off the road. This was to change.....

**Leg five** was the biggest day in terms of stage lengths as we proceeded towards Hobart. The very first stage From Strahan to Queenstown was over 30 km and almost directly into the rising sun with damp corners. I did not enjoy this at all and backed right off. By contrast the next stage which was the 99 bends out of Queenstown was the most enjoyable of the event for me. Immediately after this was the monster stage of 55 km at Mt Arrowsmith. Andrew refuelled us before we started, then we were off after waiting in a very lengthy queue to start. This is a relatively uneventful stage although it is very long and not particularly taxing, however it almost inevitably catches some out. Today was no exception. The first 10 km or so were covered in gravel and this was the first time I'd experienced rear brake lock-up with the new set up on the rear of Arnold. It was quite controllable and then we were treated to fog followed by wet shady corners in the last third of the stage. Midway through we came around a sharp left hander to find a couple of crews waving us down immediately. There followed a sharp off camber right-hander where we found a Porsche and a Nissan GTR upside down in a ditch. We made it through safely but three more cars joined the others in the ditch before the stage finished. After this we still needed more fuel only to find that the miserable little service station at Derwent Bridge had only 95 octane. Being desperate we splashed in 20 L of 95 to get us through the next couple of stages until we could refuel at New Norfolk. Tarraleah and Ellendale were taken at a reasonable pace but not at full boost as I was concerned about detonation. Filling up at New Norfolk meant that we were able to resume full pace again for the Grasstree Hill stage before motoring gently into Hobart. We were shepherded into a large warehouse called Mac 2 on the wharf not far from Constitution Dock where all the cars were parked up for the night and TargaFest.



That night some 6500 members of the general public crowded into the warehouse to check out the cars. We turned up to see what all the fuss was about and noted that although the crew of the car could get in for nothing, service crews and spouses were charged \$10. Bit petty I thought. However I can tell you the fish and chips available in the area were outstanding.

**Leg six** on Saturday morning was the last half day of competitive events. The route went south of Hobart, an area that the Targa Tasmania had not taken for a number of years. These stages are pretty good but

involve a fair bit of touring to get to them. They were for the most part very enjoyable for most, but I did feel very sorry for the two cars crashed only about a kilometre from the finish! We were then headed back to Mac 2 for the finish, passing through the blowup plastic arch with a couple of rented blondes with spray on tans presenting us with a finishers medallion. It then finished very abruptly with no official area to park in the dock area unless you were leaving your car in the warehouse overnight. However we compensated ourselves by getting stuck into more fish and chips with oysters and calamari at Mures.

That night we all celebrated at the presentation dinner at the Hobart Casino, Sandy Bay. We shared a table with fellow CRC members Shane, Jen & Ashley Navin. We had not seen them for the entire event as they were competing in the TSD category so we had plenty of stories to swap. This was a gala occasion and was attended by the Premier of Tasmania who told us how wonderful the event was, contributing some \$8 million to the local economy directly, along with the flow on. He maintained that the government would be supporting the event in the foreseeable future



(for as long as his government lasted I suppose) but this was a very good sign for the future of the event. Probably the most remarkable thing about Targa Tasmania 2015 was that it was completely dry throughout the event and nobody landed in hospital. In fact there has only been two completely dry Targa Tasmanias and I have competed in both of them. We finished 15<sup>th</sup> in class and 64<sup>th</sup> outright, collecting a Targa Plate for finishing inside the minimum time frames for every stage. 142 cars started, 25 were DNF but there were quite a few who staggered across the finish line after missing quite a few stages due to breakdown or minor incursions into the scenery. Our friends Larry & Liam Howarth won the Early Modern category for the second year in a row in their R33 Skyline, a brother car to Arnold.

Of course on Sunday there was a rush for the ferry. A very easy crossing meant that we all arrived in Melbourne without incident ready for the long slog up the Hume Highway back to Sydney or wherever. Roll on Targa High Country in November.

Geoff Bott

TALES OF TARGA TASMANIA 2015 FROM THE SUPPORT CREW OF CAR 167,  
PORSCHE 944 TURBO by Jen Navin.



**Saturday 25.04.2015 Anzac Day, Launceston, Tasmania.** Targa Tasmania officially commences in 48 hours, here in Launceston at the Launceston Country Club, when 228 cars will be flagged away for the start of the Greatest Tarmac Rally in Australia. We have been in Tasmania for 48 hours, having arrived on Thursday morning.

This morning at the ANZAC dawn service at the Launceston Cenotaph, Shane and I are each wearing a hand knitted poppy with a sprig of rosemary in remembrance of those men who fought for us, not just the ANZACS but all men and women of the armed forces and in particular Shane's Dad, Walter from

RAAF 30 Squadron in New Guinea and my Mum, Heather who served as a nurse in Darwin, both in WWII. Then the early morning silence is broken by a rumble as a dozen or so motor bikes come up the road. The Vietnam Vets had arrived on their Harley Davidsons.

The crowd was huge, parking tight, and the feelings and emotions sober and respectful. In the predawn light the cenotaph was a softly glowing red obelisk. As the dawn approached the trees and the crowd of people became more dominant. The service began, hymns were sung and tributes made. We couldn't see the Catafalque party, only hearing the orders and visualising the manoeuvres as directed. The last post was sounded and was also heralded by the uniquely Australian kookaburras singing in the trees on cue. This was the ANZAC dawn service marking the 100<sup>th</sup> anniversary of the landing of our troops on the shores of Gallipoli to the day, in the pre dawn, in Launceston, Tasmania. We do remember them..... Lest We Forget.

This year Team Navin, Shane, Ash and me, car 167, Porsche 944 turbo, was entered in the new division, the Sports Trophy. This gave the crew a little more challenge in the driving, max 130kph and navigation skills using pace notes. They had stepped up a notch and their goals were also up a notch; to cross the finishing line at Hobart on day six, car, body and marriages intact and to come in the top 10 of their division which comprised 14 entrants.

Day one was successful. I didn't get lost and made it to Georgetown for the street stage. The boys had a ball.

Day two was a little more challenging with running repairs needing to be made that night to the fuel relay of the car; a white hand towel branded with a large grey handprint was testament to the hard work that Ashley had put in to fix it.

But after the strain, stress and struggle of the previous day and night, Day three saw car 167 on the road with high hopes that it would finish the day's stages out to Tasmania's East Coast and back. It did, and that night fresh ocean trout bought by the support crew at St Helens, the lunch stop, was duly devoured.

Day four and the epic Launceston to Strahan stretch was undertaken by the support crew with the aim to make Strahan using the most direct route possible and without getting stopped at the road blocks. This entailed considerable planning the night before to ensure that last year's support crew's gaffe was not repeated (I went an extra 250kms via Ross by mistake – damn sat nav). So the route was clearly mapped out for me leaving early the next morning thus enabling enough time to play with it if I slip-upped which I did...I took a wrong turn and ended up at a road closure ; the Cethana stage. At least the policeman was very helpful this time giving me clear directions to the right road. As I was talking to him Shane and Ashley drove by to commence the stage! Oh well... I turned around, corrected my course and arrived at Strahan well before the designated time congratulating myself as I pulled into the BP for fuel. Went shopping and waited for the Crew to arrive. They had had a great day and were running 10<sup>th</sup> in class. The spares I carted around were put to good use and the boys got the car ready for tomorrow while I secured a table at the pub.



Day five brought another epic drive from Strahan to Hobart where I again needed to leave early, well before sunrise, 5.00am to be precise, if I was going to beat those road closures again. This year I didn't have time to admire the beautiful autumn trees, the green paddocks with the sheep and cattle grazing in them or the old historic buildings. No vanilla slice at Derwent Bridge this time, no shopping, no toilet stop. I drove those Targa stages taking those corners well and thoroughly enjoying it all. This year the weather was fine, no rain to slick the roads. When I saw the moonscape of

Queenstown in the distance and took the turning to Hobart I relaxed. I was well on my way and looking forward to the Salamanca Inn in Hobart. However, behind me on the gruelling Mt Arrowsmith stage four cars crashed on the same corner of the 51.37 km stage, only one stage of the 1835 km tarmac rally that had been running since Monday. None of the crews were injured. The cars? That's another story.

The crew of car 167 Porsche 944 turbo were second on the scene at the crash site which initially involved one car. Nobody likes to see a car in a ditch on its roof. The boys told me it was a \$375K Porsche Turbo S. Your first thoughts are for the safety of the crew. Thankfully no one was hurt. The next thought is for the rest of the cars in the rally warning them of the danger ahead. There are stringent safety protocols and procedures that need to be followed by all crews and these were followed precisely by the boys. It is reassuring to know that what is written in black and white, spoken of comprehensively and practised confidently does work faultlessly when needed. The boys told me the RallySafe worked perfectly advising them of a hazard on course. What is unclear is that after the boys and the Medical Intervention Team left the scene how three further cars from the following group crashed into the original accident.....I'll let the experts work that one out.

Day six was heralded by a beautiful sunrise over Hobart. It was spectacular with intense pinks streaking to rose and blue clouds. The hills and skyline of Hobart hazy in the dawn light sparkled with the lights of the previous night. The weather this year has been kind to the Targa crews with far fewer casualties than last year's wet weather delivered. The last day of Targa was shorter comprising four stages to the south of the city before the cars crossed the finishing line at Macquarie 2 Terminal at Hobart's waterfront. The stages covered Oyster Cove, Woodbridge, Cygnet and Longley. You felt a slight relaxation in the mood and presence of the crews. This was the last day, with the last 4 stages comprising 48 kms of competitive racing and we were nearly over the finishing line. But a cautious approach was needed as accidents could and did still happen.

. . Car 167 Porsche, 944 turbo crossed the finishing line crew and car all safe and the boys moved up to 8<sup>th</sup> in class..... Mission accomplished for this year's Targa Tasmania 2015. So what did the Support Crew of car 167 do on the last day of Targa? The Salamanca Markets were on so I went shopping...of course!

Jen Navin – Car 167 - Support Crew Extraordinaire.

## TARGA TASMANIA 2015 - The Officials Perspective from Carol Both.



Another Targa Tassie over. The weather gods were in a very good mood and we were blessed with lovely sunny weather all week.

Our CRC members who were competing managed to avoid any major incidents. Shane and Ashley Navin had car problems early on but got over those and continued on to the finish. Geoff Bott also finished and was quietly content with his progress every time I saw him.

Lui was in Results keeping reasonably civilised hours and Jos Vetoretti and Laurie Cunningham/Coal Mullet were driving the recovery buses. I did see them the day before the fun started. There was no CRC dinner in Launceston this year. It was a bit like herding cats to get everyone organised so Lui gave up on it.

Gordon Lennox had a recurrence of what Karen calls his “farmers back”, and was unable to continue. It was a surprise to see the big Jag that he co-drives turn up with a small Asian man in his seat claiming his name was Gordon.

It is an achievement to make it to the end of Targa where you are only allowed two spare tyres and there are only so many spare parts that you can take on a “just in case “ basis. Run over six days the course is about 2,000 kms.

There were the usual offs with five cars spinning out on one corner of Arrowsmith alone, and numerous others throughout the week . The Aston Martin crashed on our stage and opted for the slope into a gully as opposed to the three solid trees on the side of the road. Fortunately there were no injuries and cars can be repaired or replaced.



Despite the sometimes early starts there is always a lot of fun to be had as an official on Targa. When you spend the week with the same people year after year the work is easy and everyone pitches in to get it done. A sense of humour is a necessary requirement plus a basic level of physical fitness. There is also the opportunity to get up close and personal with the cars and we try to maintain good relations with the crews. The Nerada tea car, (a little Austin A30), gave us boxes of tea bags as they do every year.

A lot of amusement is derived from indignant locals. This year it was a little winery owned by a little man with a huge white moustache who complained about the road closure. He didn't get much joy from “The Boss” who is six feet tall and built like a brick outhouse. One stage was cancelled because of oil on the road that had been deliberately and liberally dropped there overnight. One of the biggest challenges is to

make the grumpy crews smile. It all adds to the entertainment.

Fresh coffee, when we can get it, is always welcome and coffee orders are radioed through to the Safety Manager who, surprisingly, doesn't like coffee but is willing to collect ours for us

Sometimes there is a bit of time to do some sightseeing and the locals enjoy showing us the hidden delights of Tasmania. (this is the Vale of Belvoir near Cradle Mtn)

Of course we're never going to get anything really decent as hire cars. This year we had a Renault Koleus.

Front wheel drive, a non existent high beam and no decent boot space. The back seat space was pretty small especially if you have a long legged driver. To change the odometer you needed to press the end of the wiper stick, and of course no torque but at least it had sports mode which helped with the hills.



Next year is the 25<sup>th</sup> anniversary of Targa Tasmania and it promises to be a big one so why don't some of you consider playing tourist and go down for a look at Targa and Tasmania which has a lot to offer ( Tassie also needs the money).

Carol Both

More Targa '15 photos from Angryman Photography & MRC Photography







## 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.

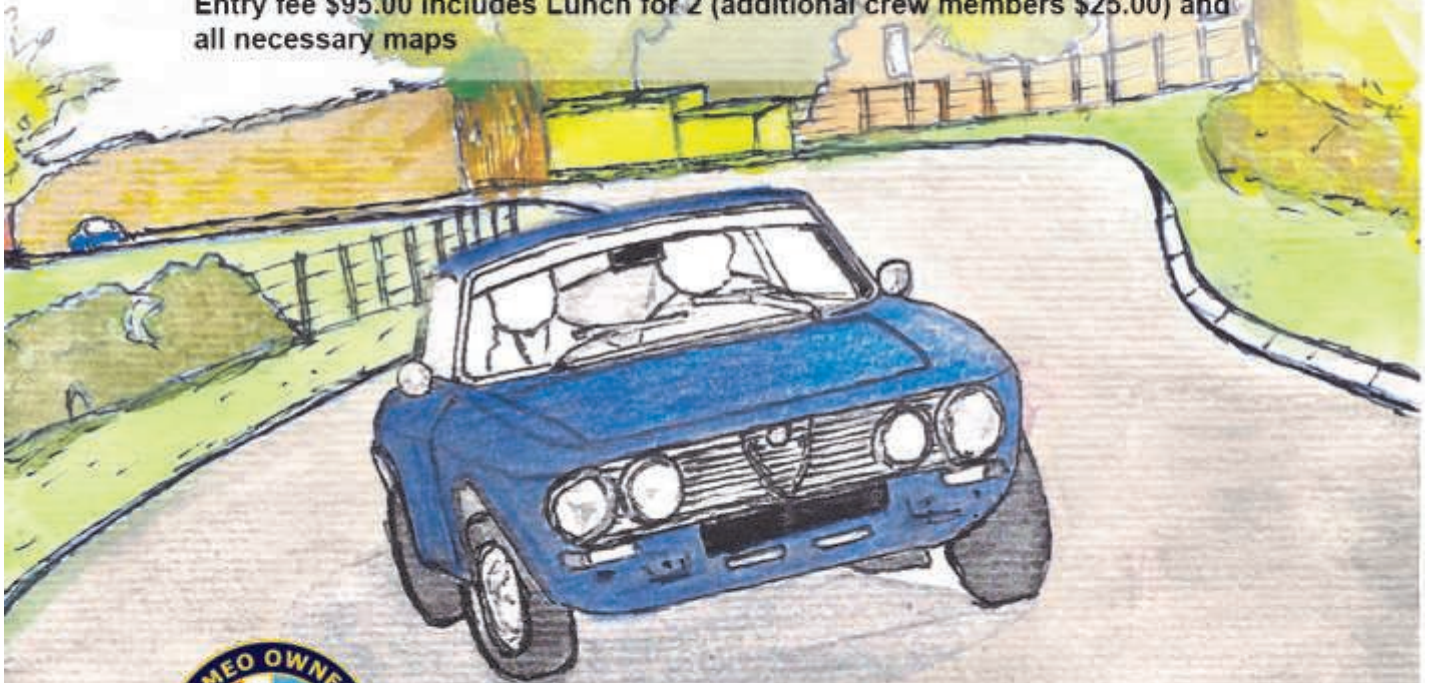
The start and sign-on will be at the Southern Gateway Centre on the Princes Highway just north of Bulli Pass.

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





# Clarence Classic

Saturday July 25<sup>th</sup> 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.

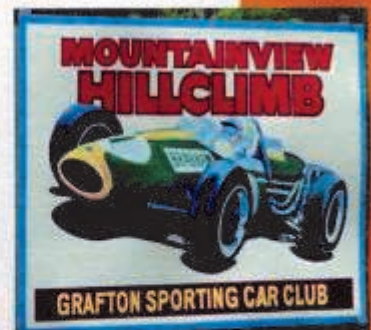
Early bird entry discounts apply:

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

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



**2015 MG CLASSIC**  
**SAT 12 & SUN 13 SEPTEMBER**



Join the MG Car Club (Sydney) and friends from other CAMS Clubs for a weekend in the beautiful Upper Hunter area. The Event will commence at Motto Farm Motel Heatherbrae with a buffet breakfast, great touring roads and lunch on Saturday. Overnight at Motto Farm motel and finishing in the area of Cessnock on Sunday early afternoon. Enjoy approximately 700 kms of GREAT classic car roads for an untimed Touring Assembly with 4 levels of participation:-

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

For an entry fee of \$449 per crew of 2 (additional crew \$175) you get:-

Rally pack and maps, breakfast, lunch, dinner and accommodation on Saturday plus breakfast and lunch on Sunday. All this with a chance to enjoy great new roads, varied scenery and a firsthand view of the changing vista as the wineries, farmers and coalminers alter our landscape.

On Friday night accommodation available Motto Farm Motel phone 4987 1211. Advise them you are with the MG rally and only need room only as breakfast on Saturday is included in rally.

Entries open on 23<sup>rd</sup> June 2015 and are limited to 50 starters so please register your interest and have details forwarded to you by contacting either Jim or Xanthea as early as possible to assist the Director's planning.

Supplementary Regulations are available on [www.classicrallyclub.co.au](http://www.classicrallyclub.co.au)

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Xanthea Boardman

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Rozelle 2039

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**This is your chance to experience some great touring roads and a fun weekend  
with other classic car people.**

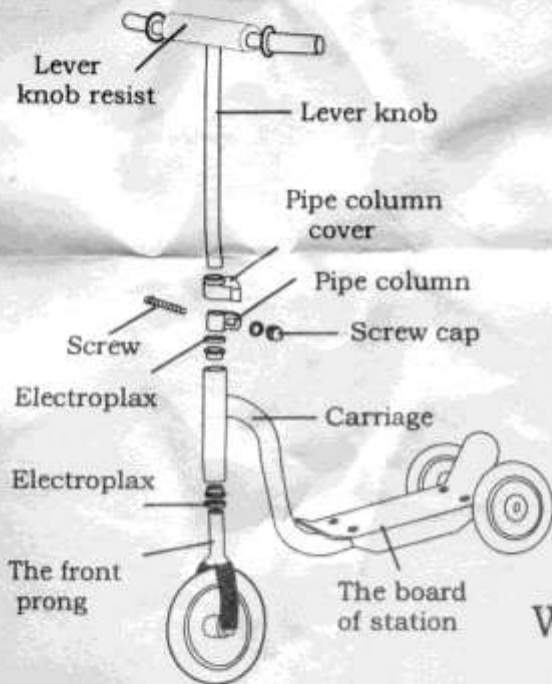
Lost in Translation; proving the saying 'read the instruction manual' is not always a good idea!

## Unseal or loading the pad car of children covering document

### Instruction

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1. take out the pad car from the box.
2. make the front prong to inset the pipe of head and put on the chord.
3. inset the lever knob to the pipe of head and adjust it, until it fitted for the need height.
4. the lever knob must be inseted in the pipe column, in order to ensure safety.



### Take notice

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- \* the pad car was gone ahead the three wheels, only play for one child and not outstrip for 40kg.
- \* It is not fit to ride on street or road, only ride in safety group.
- \* It was not ride at night, and must observe the traffic or normal stipulation, and rightly mode. Be careful when we ride it on the group of wet or slip.

Warning: not only the kind of pad car is not fit for the children under 4 years, but also tutelage and instruction of the adult.

### Quality of products

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No guaranty these:

1. the disstria and derogate from the misadventures.
2. normal frazzle.
3. wrong assemble or adjustment.
4. because trick mode, for example racing car, race, misuse, neglect or build up anybody powered device.

## Michelin Classic & Vintage Tyres Reborn

Stuckey Tyre Service has just been appointed Distributor for the highly popular Michelin Vintage car tyre range in Australia.

Michelin Australia Managing Director, Cedric Binoit said the move was prompted by increasing demand for the product in Australia. "Michelin is pleased to be able to offer this highly popular range again to our Australian customers," said Mr Binoit.

"Through Stuckey Tyre Service we are providing easier access and improved service to vintage car owners looking to fit Michelin tyres to their prized vehicles. Not only will they be able to keep the original look and feel of their vehicle, they will also benefit from improved safety and performance."

Michelin offers a range of tyres for classic cars which will fit a number of vehicles made between the 30s and the end of the 70s. Iconic patterns such as X-Stop, XAS, XWX and TRX form the basis for the updated range. In addition, Stuckey Tyre Service will also be supplying Michelin's Competition Classic range which includes XAS FF, TB15 and TB5 patterns.

Jeff Hastie, Sales Manager for Stuckey Tyre Service, said "This is an exciting project for us. Our first shipment is due early May, and we should be able to satisfy most customers immediately with fresh stock, at more competitive price."

"No longer will car enthusiasts be forced to purchase tyres overseas; our aim is to supply and expertly fit the latest production tyres at internationally competitive prices".

For more information about the Michelin Vintage tyre range, please contact Jeff Hastie at Stuckey Tyre Service on 03 93865331



[www.michelinclassic.com](http://www.michelinclassic.com)



[www.stuckey.com.au](http://www.stuckey.com.au)

16/05/2015

**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.	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 <a href="mailto:tmwise@bigpond.net.au">tmwise@bigpond.net.au</a> 0417 211 848
3/07/15	F.F.F.F.	Harry's Café de Wheels - Liverpool	
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.
11/09/15	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: Angryman Photography, Carol Both, John Cooper, Tony Kanak, MRC Photography, Jen Navin & Tony Norman. Thank you all.