



Rally Directions

The official Organ of the Classic Rally Club Inc.

June 2015



In this issue: Steve Brumby's photo above shows the cars of Barry Ferguson Classic Trial category winners Michael Ward/Steuart Snooks and John Rawson/Dave Smith ready for the start. Read how other crews tackled this event and where the Rally Director meant the Trial competitors to go. Also find out about Dom and Tanya's taxi ride through the Aussie Outback.

Upcoming events:
(Full details inside)

* **Saturday 25th July - Sunday 26th July. Clarence Classic.** 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.

* **Saturday 12th September - Sunday 13th September. M.G. Classic.** Enjoy a great weekend's classic rallying in the Hunter Valley with the M.G. Car Club and other CAMS Clubs. The categories catered for are Masters, Apprentice, Tour and a non championship scoring Social category which doesn't require a CAMS licence. Start at Heatherbrae & finish near Cessnock.

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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 and welcome to the mid-year, June edition of Rally Directions, yes we are half way through the year already! One of our major events for the year has just been run, with a very successful Barry Ferguson Rally. What a great event, great organisation, great roads and rally route, great Saturday night dinner and guest speakers, and just an all-round great time. Thanks to Dave Johnson, a massive effort in the preparation along with Tim McGrath, the event seemed to be conducted in a very professional way. Also many thanks to all the extra volunteers who gave up their time to help put the show on.

The Saturday night dinner was especially enlightening with the presence of Bob Watson and Bob Riley who gave us their two bobs worth in talking about some of their past rallying highlights and achievements.

Bob Watson being another Australian Rally Hall of Fame inductee, along with Barry Ferguson, Dave Johnson and John Bryson (who unfortunately had to withdraw from the event on Saturday and couldn't be at the dinner). Bob was Australian Rally Champion, 5 x Victoria Rally Champion, is a CAMS Life Member plus numerous other accolades. Too many to mention here, his talk certainly had everyone's attention.

Bob Riley was introduced by Barry who had brought him and his wife along to help out on start and finish controls, to meet other Classic Rally Club members and enjoy the people and cars of Classic Rallying. Bob ran Ralliart Australia with Doug Stewart for more than 22 years for Mitsubishi Rallying.

It was especially pleasing to have so many entries from Victoria, and they showed us up a little with some outstanding navigation, taking out equal 1st places, congratulations! And congratulations to all the place getters and entrants in all categories.



As for my weekend, once again I had a ball, back in the Ford Escort with Ross Warner, who did remarkably well getting us into 3rd place in Masters just behind those Victorians. I would expect there will be full reports and results further on in this magazine.

It was great to see another older rally experienced navigator, Mal Sinfield, return to the good old days of map reading, driven around by Ross James. Mal and Ross did pretty good in the Apprentices Category.

See you out at the Alfa Club AROCA Tour d' Course next week.

F.F.F.F.

Well... you organise something and go away for the weekend and Friday Fling gets everyone out in their cars for a feed and a chat. I must be the reason that not many turned up last month... Anyway, good work to everyone who enjoyed Harry's location at Liverpool, eating pizza, while I enjoyed a warmer climate in sunny Queensland's Coolangatta Friday Fling with a few other CRC'ers.

This month, July's FFFF on the 3rd will be at Dominic Votano's offices at Unit 6/175 Briens Road, Northmead, with indoor heated premises, Dom's workshop, plenty of parking and Dom's shout for pizza and drinks. Maybe a donation would go down alright towards your dinner (you must let Dom know numbers for catering purposes).

August's F.F.F.F. is returning to Liverpool.

TRANS AMERICA RALLY.

Jeff West and John Henderson are currently competing in America in the Endurance Rally Association's (ERA) Trans American Rally (Google it for results) or check out the Facebook page "John and Jeff do Trans Am 2015" for a daily account of their rally plus photos. Keep up the good work guys!

John Cooper

COMPETITION SECRETARY'S REPORT FOR JUNE

Where did the last 4 weeks go! Since my last report the Barry Ferguson Classic was held on the last weekend in May. I am looking forward to seeing the results and event reports which should be found elsewhere in the magazine. The event following the BFC will probably also be done and dusted by the time you read this but too late for me to provide any details at this time.

The Clarence Classic is the next cab off the rank and I am sure that Ian and Wendy Gibbs will be looking for last minute entries before the closing date. I trust that members will get behind our North Coast Rally Director, to ensure that the time and effort put into organising this event is properly rewarded.

And so to 2016! Why now you may ask. CAMS have requested our proposed dates for next year's events, in the hope of avoiding too many clashes between the major National Rally

Series and club run events. I have started the process and have produced a VERY PROVISIONAL schedule for 2016. The dates as listed below have been forwarded to the various event Directors who organise our rallies and over the next couple of months I hope to be able to start firming up the schedule. This may be difficult since 2 of our 2015 events will still not have been run!

SUN FEBRUARY 28th - WOLLONDILLY 270 - Mike Batten

SAT APRIL 3rd - THE COMPASS RUN - Tony Norman

SAT/SUN MAY 28th and 29th - BARRY FERGUSON CLASSIC

SUN JUNE 26th - AROCA TOUR D'COURSE

SAT/SUN JULY 23rd and 24th - CLARENCE CLASSIC

SAT/SUN SEPT 10th and 11th - MGCC SPRING RALLY

SAT/SUN OCT 15th and 16th - ALPINE CLASSIC

Note that Mike Batten is keen to bring his event forward into February and I will now run my event in early April, between the Easter weekend and the start of the school holidays. There is already a potential clash between the AROCA event and the CLASSIC OUTBACK TRIAL, the latter of which will involve a number of CRC members as either competitors or officials. This is the kind of overlap that CAMS are hoping can be avoided where possible. As we all know it is guaranteed that there will be conflict between various motoring events but I will be working with the organisers in both other Clubs and the CRC to try and keep these to a minimum. Wish me luck!!

That wraps up this month's sermon - hope to catch up with members either on the Tour d'Course or at the June meeting.

TONY NORMAN - CRC COMPETITION SECRETARY

2015 Barry Ferguson Classic / Tour Division Report - Brian & Paulina Doyle

Firstly and most importantly we wish to acknowledge and congratulate the Rally Team for the huge effort required to run an event as successfully as they did.

Congratulations and thanks to the Clerk of Course / Tour Director / Scrutineer - Tim McGrath, the Course Director - Dave Johnson, Assistant Course Director - Winton Brocklebank, Safety First Checker / Event Secretary - Lui MacLennan, Assistant Secretary - Dennis Reeve, Assistant Secretary - Natalie Evans and Rally Hall of Fame members Barry Ferguson and Bob Watson. If we have left anyone out, please accept our apologies. A group as experienced and cohesive as this delivered the goods with great precision and humour.

Our car preparation for this event was quite minimal but we did get to wash it as a sop to the hopefully good nature of the Scrutineer at Cootamundra. We are close to debuting another 190E Mercedes but for this event chose to persevere with the 190E 2.3-16 (sometimes known as the Cosworth 190E) and to put up with its stiff suspension.



We cruised from Sydney to Cootamundra on Friday, and registered and completed Scrutineering on Friday p.m. Cootamundra overnight gave us an ice covered car on Saturday a.m. but the egg and bacon rolls with coffee provided by the P & F Group of Cootamundra Primary School woke us gently. The School was the nominated Rally starting point and Dave Johnson delivered his usual good natured Rally briefing.

We were dispatched to Division A by Barry Ferguson and a very welcome visitor from Victoria, Bob Watson. That we had Legends officiating speaks volumes for their continuing support for rallying at a club level. We were car 32 out of a field of 37 starters.

The Tour Director quickly slipped into us with a list of consecutively numbered questions with non-consecutive distances. Careful recording was a must and a surprise was some arithmetic associated with question #31. Division A was a solid 215.94 km start to the Rally. It ran out of Cootamundra, down to Bute, into Bethungra, across to Illabo, on to Junee Reefs then Old Junee, Marrar and lunch at Coolamon.

Division B instructions and questions included more consecutive questions and non-consecutive distances as the tour Director probed our defences. The Division distance had been ramped up to 284.27 kms leaving Coolamon and running south to Millwood, Currawarna, north to Brushwood, Ganmain South, onto Matong State Forest, Grong Grong, into Narrandera, Yanco, Leeton, Stanbridge, Whitton, then north to Griffith.

We ran at a conservative pace through most of this Division as we stuck to our plan of doing our own thing and not getting involved in any dust-ups. We eventually realised that we were going to finish in deep darkness if this ambling pace continued so we upped the ante a bit and ran in company for a while with the Lancia Beta of Simon and Mitchell Duff. This ended when we both messed up and on recovery returned to a pace closer to our original rate.

The end of Division B at Griffith was a welcome but very dark sight. The day total distance of 500.21 kms - ignoring multiple turnarounds etc - was a big hitout. We refueled in Griffith which showed a fuel consumption just on 10 litres / 100kms.

The Tour Divisions had been planned around an average speed of 75 kph. Divisions A & B included 98 instructions and 62 questions so quite a few pauses were required resulting in a much higher running pace. It resulted in an astounding instruction from navigator to driver in our car that we needed to drive much quicker! Never heard before in 50+ years and no need to be told twice - or so we thought.

Dinner on Saturday night was at Rally headquarters with capable MCs Tim, Dave, and Barry who introduced the Guest speakers Bob Watson and Bob Riley . They spoke at short notice of their experiences in various professional rally teams. The short notice came from the early demise of the Gerry Crown and John Bryson Aston Martin in Division A.

Dinner also saw the postings of the points lost in Divisions A & B. Amazingly we had clean-sheeted and were co-leaders with the Steve Blair / Jocelyn Vettoretti BMW 318i and the Harry Barker / Stephen Barker Alfa GTV 2000. As we normally joust for superiority with the sweep car, and can only recall definitely clean-sheeting a sector or division once, we were stunned to have put two back-to-back.

Day 2 and Division C saw us depart Griffith for the finish at Temora. The route was via Yenda, lots of lovely vineyards (no stopping opportunities), and some good dirt roads, a long run to the south (a good case for the reintroduction of the unrestricted speed signs - Len Zech would have been salivating at these roads), then back north to Murrumbidgee, across to Barellan with the giant tennis racket as a reminder of where Yvonne Goolagong first graced a tennis court, south to Colinton, back north to Kamarah, Ardlethan, Beckom, south to Wallerobie, back north to Tara, and east into Temora.

Division C was a solid 318 kms with 90 instructions and 31 questions. The questions again contained some trickery. The last numbered question #31 supposedly at the 318 km mark actually referred to a couple of roadside sculptures located at question #10 at the 101 km mark. If you had mistakenly trusted the Tour Director's kind nature and not read all of the questions before the 101 km distance, this may have caught you out, but here suspicion rules and not trust. However the Director had provided sneaky clues to help answer the question which required the identities of the sculptures.

The sculptures were basically painted spheres about 1 to 1.5 metres in diameter with weird appendages welded to the spheres and painted in various hues. The clue for sculpture #1 was "OEPPE" and sculpture #2 was "RS". The answer to #2 was Redback Spider but #1 was a bit harder to identify as a "One Eyed Purple People Eater". This caused us some angst as we recalled it as a one eyed flying purple people eater and the clue did not contain a letter F. (Thanks Sylvia).

But our experience with the rally school of hard knocks was to help us soon. When transferring the question distances over to the instruction sheets, we noticed a lot of instructions around the 175 km mark. We had mucked up something like this in an earlier event when our Terratrip was a little out and our addled brains could not cope with the rapid calculations required. So as our Terratrip was again slightly out, we decided to stop and reset it at 164 km so that it would still be accurate at the 175 km distances. When we saw the first sign "SP Shopping Centre" into Ardlethan we realised that it was 0.3 km short of the instructed TL distance. So we kept going and found the second and correct "SP Shopping Centre". The turn left revealed a beautiful red P Board but instant panic as there were no officials, no table, and no chairs to go with the Board. The railway was directly ahead as per instructions so in gear and off. As we neared the railway crossing, two officials appeared on our left having set up on the control to cope with the number of cars arriving WD. They waved arms and papers furiously at us. More panic— have we got it wrong and gone WD? Much swearing inside our car but to our huge relief, the officials congratulated us on being the first car to get the correct result. Talk about a rapid heart rate! Sylvia and Alan's 504 also got this one correct so we were not alone.

Thankfully we cleaned the remainder. With the last question at the 287 km mark, Paulina again issued the momentous direction to increase the pace (second time in 50 years and two days in a row) so we gave the 190E an Italian tuneup into Temora with the 504 doing likewise.

Lasting impressions of the Rally were the quality of the dirt roads as our 190E has very firm suspension, the long runs of good bitumen roads, the minimal distances run on major highways, and the clever routes chosen to cross major highways rather than use them. The organisation was excellent and good humour with consistent judgement prevailed.

For obvious reasons a memorable event for us having our maiden win and clean sheet. It is not too likely that we will repeat this surprise but it has inspired us to keep on trying anyway. A very enjoyable event to participate in which was an opinion shared by all who we talked with at the Temora finish.

Brian & Paulina Doyle, Car 32 (new favorite number).

Touring the B.F.C. Rally by Jen Navin.

What does B.F.C.R. stand for? The Barry Ferguson Classic Rally or for this article, The Big Flamin' Classic Reality.

I can accept the reality that I do have the unfortunate presumptuousness of being a person who, despite her age, can still exhibit a modicum of gullibility. That is just who I am. Love me for it or don't.

This year's Barry Ferguson Classic was a testing rally for all the classes. For the Tour Division Dave and Tim teased out our ability to look between the lines of the directions and to study each question to such an extent that I started to over think the questions to compensate for my uncomplicated logic. If it's black it's black, not white or grey, gold or blue. It is black.

So...

On the afternoon of the first day of the rally we were into the seventh kilometre of a 284 kilometre division approaching the second question: 'Property name at 1874.' Easy enough or so I thought. We drove up to the letter box at the entrance to the farming property at number 1874. The number was easy to read but to decipher the faded name on the battered milk churn aka the letter box I needed to get out of the car which I did quickly. On returning to the car just as quickly, I heard Shane muttering as we drove off. "Not a happy camper Jen. It looked as though he had a gun." (He being the property owner of Bushy Park who happened to be standing on the veranda at the time.)

“He’s probably pissed off at all these cars stopping in his drive way.” I looked at Shane astonished. “Really. He had a gun?” Shane just looked at me. I started to reach for my phone with the intention of ringing the Rally officials to warn them that the man who lived at number 1874, Bushy Park, had a gun. Shane then said quite complacently, “Well he could have been holding a broom...” It then went on from there to ‘Well his stance suggested he could have been holding a gun if he was holding one!’ Dead and I mean shot gun dead silence from me. We looked at each other. Shane’s hands on the driving wheel mine holding my phone. I spent the next 19 kilometres vacillating between simple anger towards Shane for making me feel like a complete idiot and absolute hilarity over the fact that I could be so idiotic to again be taken in by such absurdity.

But ... what goes around comes around even on a Classic Car Rally.

Day two of the rally dawned and we were both still laughing at yesterday’s madness. We were well into the morning and going ok. I was enjoying the comfort of my car with heated seats and comfortable suspension. The Porsche 944 Turbo hadn’t been ready after the Tassie Targa so we had taken the Touareg. One flaw though, no Monit so Shane was using a phone app. He maintained that this app was far more accurate and swore by it’s accuracy. I will admit that it seemed pretty accurate but nobody and nothing is perfect.

The 175.55 kms direction was coming up with the added extra of a sign post ‘SHOPPING CENTRE’ to direct the turn to the left. We came up to that point and I quite confidently did my navigation stuff pointing Shane that way but the app was saying 175.34 not exact but close enough. I was even more confident when I saw the passage control in the distance. Shane



wasn’t so sure but he listened to the navigator as he should and we drove into the passage control. We got a WD. I’ve never been WD’d before and it hurt. Shane was in pain. He continued to mutter for quite some time about me getting it wrong and not trusting the superior gadget on the dashboard.

We continued on and then, despite my direction to follow the tarred road across the railway line Shane looked at the app which was slightly out and maintained that the railway crossing we needed to take was just a ‘little ways’ down this gravel road. He believed it was another ploy. I strongly argued the point, and that is putting it mildly, that I was right this time but please go right ahead down the gravel road to prove your point. We did just that and Shane ate his words with the dust after we turned around, because I was right this time. Just to rub salt into the wounds there was no coffee at 183.20. The shop was closed. I really could have done with a coffee by then.

We haven’t driven a Barry Ferguson Rally for a few years so we were looking forward to this rally. We had a great time, (well for most of it) and as usual the country hospitality was just amazing. From the hand decorated coffee mugs, trays of homemade slices for morning tea and the best ever egg and bacon rolls at Cootamundra Public School, the great camaraderie at dinner to the lunch at the Temora Visitors Centre. It was all just so generous and welcoming. It always is. And I really did love the OEPPE and RS Sculptures.

Thank you to everyone who put so much effort into making another rally a first class event...again.

Jen Navin (maybe a little less gullible in future)

The Long and the Short of it. The 2015 CRC Barry Ferguson Classic..... with Ross James and Mal Sinfield

As the morning of 30th May opened its eyes, Ross James and Mal Sinfield prepared themselves for some weekend touring, nerves got closer and we headed out of Cootamundra. After passing the director our first problem encountered us in the backstreets of the town's industrial area, whoops wrong road, but we proceeded and found the correct one, coming across Doug Barbour for the first time over the weekend. As we then came across the Z5 board we knew we were on the correct route.



Section 1 took us through Dadauman, Junee Reefs and Old Junee plus an unmapped road to Rockview. Traversing the railway line was a challenge before we took the Marrar road and a tricky OOB then heading to Coolamon for Lunch.

However our first real problem had been encountering Bob Watson's Passage Control with a WD. After a nice lunch at Coolamon Public School we had a great tour of some good roads south of Ganmain before the end of section 3 at Ganmain State Forest.

Now Ross was itching to show how his Jandal would work here and after some more plotting we set off on the heels of the Volvo P1800 of the Wilkinsons and as the Red Mist appeared he took his chance and passed them as they slowed for a !! Double Caution boggy hole. That's where all our problems started, firstly him with the Red Mist and me getting many things wrong. I plotted our exit from the forest wrong and we went several kms to the south (wrong) then went north for about 30 minutes (wrong) and finally headed west (Correct) and up past Long Waterhole, a Via point. Next we found the old alignment and 2 more boards alongside the Newell Hwy, past Bull Oak Tank and Bogalong Tank also Vias and into Narrandera.

I'm still getting used to interpretations used by this club, so different to my upbringing in rallies so many years ago. After unsuccessfully trying to find an unmapped road before Narrandera we did a rather long loop up to Paynters Crossing. It was now dark for us and extremely hard to see roads. Our other problem was that we were nearly out of fuel at Via NF so had to go into town and get some more. The problem out there is none of the irrigation canals have names on them, but we proceeded to Roach and onto the EOS of NG just east of Yanco (Leeton). As it was some time since we saw any boards Ross said "Are you sure we are using the correct route?" and my reply was "stuffed if I know but we're having fun aren't we !!!!!"

Upon arriving at NG we found some buggers, John and Helen Young, were putting the board in their car and I said to Ross, these blighters are stealing all the boards that's why we cant find them. We were the last car to leave Coolamon after lunch and I'm sure they were hot on our heels from then on, even after I got lost. They said we were about 40 minutes behind schedule. Hang on, I didn't know this was a timed event but we soldiered on.

Pitch black as it was, we headed to the east of Wamoon and through some poor buggers Orange orchard. This reminded me of the days of rallying in the early 70's and I was hoping no farmers would appear with shotguns cause I'm sure we weren't on the correct route. We were heading for Gogeldrie and looking for a bloody railway line and decided to turn away from the road we were on, and alas the bleeding railway was beside us, so we pressed on towards Whitton and got some more boards. But after a loop in Stanbridge someone was collecting boards again, that's why there were none. Especially after the WE via point to the east and I was getting pretty pissed off by then. Rosco had said earlier, when we got fuel, "Do you just want to go straight to Griffith" and I said "NO lets persist cause its on the way but things weren't

adding up, especially after the loop at Hanwood. That was because the passage control had closed up and gone home. Now I want to compete and not talk on my phone so it was on silent and in my bag, but the Director had tried to ring me to see if we were still going. That's why Winton Brocklebank had packed up the passage control and gone home. The function at the Bagtown was supposed to kick off at 7.00 for a 7.30pm start. We arrived at Griffith at 8.50PM only to find the Sweep car already there. We had dinner and a few drinks then off to bed, but not before our de brief and a couple of Dubliners Irish Liqueurs!

Day 2 and we were more focussed at staying ahead of Sweep and just doing well, That's the Long and Short of it.....

Things were falling into place nicely, lots of boards and we were passing what I believed to be more fancied crews. There was a question above Mt Binya with a distance and we nailed it, the day couldn't have been better. We got to Barellan and it looked like we had got some boards wrong or maybe too many, but after passing Via BE we took a wrong road above Mirrool Ck for a few kms. It was a dog's breakfast in Barellan but we pressed on and even got all the level crossings and old alignment correct between Kamarah and Ardlethan, plus the board on the dirt road west of Beckham.

Yarranjerry State Forest got us thinking. We used all the roads in there to get the correct Director's driving distance and thought we got it right until the results came out and the stage was canned. I loved all the old alignments used especially behind the RFS shed. I did this event as an Apprentice and some of my knockers suggested I should have hopped in as a Master.



Yes I started rallying back in the late 60's early 70's, was good at navigating and have sat beside many top named drivers winning a few championships too. Then marriage, mortgages and family life stopped me. I took a break for 30 odd years and now I'm enjoying it again. In 2012 I won the Amsag Classic Rally Championship with Peter Vlandis from Jindabyne in an ageing Datsun 1600, also last year's prestigious ACT Regional Gold Cup Rally series and am now tackling some CRC goodness. I hope Ross James is enjoying it as much as I am too.

Maybe after a few of these I will step up to the next level, only time will tell I guess, and that's the LONG and SHORT of it.

We did the Wollondilly 300 and came 4th now the BFC and 1st Apprentice, who knows whats next

Mal Sinfield

THE BARRY FERGUSON CLASSIC. From the Trial Director - Dave Johnson
The event ran from Cootamundra to Coolamon and Griffith on Saturday 30th May 2015 and then returned to Temora for lunch on the Sunday.

This is written in haste after my computer blew up while on holidays and is written on the new computer purchased in a country town with currently no way that I can send it to anyone and with limited access to the results and instructions, which may have caused some errors.

The results are elsewhere in the magazine and here is an explanation of several of the trickier situations the competitors encountered.

The Apprentices had the Masters instructions and mostly had only constant reminders to be measuring PPs (plotted points) and to be watching the angles of the mapped roads near those PPs. They did get a bit more information at Marrar but apart from that they were in the same boat as the Masters.

Section 1

Railway underpass

Most of the Masters crews found the old road that would have gone under the railway line after you had used the unmapped road just to the SE of Cootamundra, where it returned to the main road. The give away was the bend to the left where it was supposed to go to the right with the distance measured from the unmapped RJ.

Black Gate Rd and Old Cootamundra Rd

The road heading south just west of Dadauman was impassable and sent you to the next RJ to the west. This became a plotted point (PP) and the RJ had been realigned with the mapped RJ showing a kick to the N while the new alignment kicks to the S. The old road appears to be an entry to a couple of properties but on taking the old bend it is obviously a public road but did not go through so a Z board was placed there directing you back to the unmapped RJ.

Section 2

Approach to Marrar PC

After leaving the M board at the end of section 1 you went south then looped west and north to an UMRJ with an UMRD heading towards the main Junee Road. Going directly to the main road didn't give you the lengths of mapped and unmapped roads that were required to get to the next point that you had to plot from the start of the section. One option was to head west just before the main road but that fell short of mapped road length and gave you a WD at the Passage control at the next point.

The correct way which gave you the requisite lengths was to go E just before the main road and collect another VRC then enter the PC from the E.

The next task was to enter the TJ at Marrar as shown on the official map. The entry road had been re-aligned swinging NW to just S of the Railway Line. The road you needed was a turn off the main road which rewarded you with a VRC.

Marrar

The task here was to take you to the western side of Marrar looping S then N then S and W. The next instruction was to get yourself back to the NW corner of Marrar. The main issue here was to derive a course that didn't oppose your direction of travel in the earlier segment. Most crews got through this ok despite one map reference being slightly in error.

The required RJ was picked by most crews when the incorrect RJ being eliminated as exactly on a grid reading that was not the required number.

Section 3

Ganmain

We found a piece of impassable road running E to W just S of Ganmain. And so put a Z board there telling you to go to the next RJ (instead of the next Via) Lets call that next RJ "B" and the next one to the west that was the next one you needed to get to as "C".

So getting to B had you go NW and then S, picking up a VRC just N of B (there was another board visible just S of C to test you) then you continued westerly to C. At C there was a Z board just S of the RJ saying that the road to the next RJ was now OOB and that you were to go to the UMRJ at B which did have a road going S to take you into the next PP/Via.

Now you had used the road B to C in a westerly direction and so needed to do a clockwise loop N and back into B from the N to go straight ahead S to the next via. This took you around a loop and back to Ganmain. Quite a few came to grief here but some of the Apprentices handled it quite well without any specific assistance. Others, including many of the Masters, didn't handle the change of pace very well either.

Section 4

The Section was more open country with simple map reading but care was needed as there were a lot of new roads.

Ganmain State Forest

Just a different bit of driving here, no navigational tricks just a bit of fun.

Cowabbie Rd

There was a major straightening of Cowabbie Road where it met the Newell Highway. The mapped bend didn't appear at all if you weren't on the ball. We had an extra board here to let you feel good after the RJ but also an extra one to get you another penalty as well.

Bogolong Tank

Again a big realignment that put the tank on the right instead of the left and had the Tour cars coming in as well. We put a manned passage control here to observe the WDs and the score sheet shows them up.

Golf Course Track

No navigation problems here if you plotted the start point correctly and then just a different bit of driving for a change. This segment is apparently "the mad mile" that was used by the locals of yesteryear to test their cars and I had a few questions about how I had found it.

Section 5

McKay Rd

The EOS board was missed by a few who had given the back road a miss and come up through Yanco. Instead they collected the VRC that the Tour had on the other side of the RJ and were penalised accordingly. On the road N from that point there is a second road ignoring the mapped bends to the west. Quite a few collected the Tour board on the straight (Eastern) road in error.

Gogeldrie

Again a straightened road taking out the bend at Gogeldrie RS and a few collecting the "come on in" board that was being used by the Tour.

Hanwood

You needed to travel N (measuring your distance carefully) turn to the W around a clockwise loop returning to a Passage Control just N of where you initially turned W. I thought I would see how many would be asleep at the end of the day but most weren't caught out.



SUNDAY. Section 6

Gribble Rd

Most Masters crews had no problem here but some Apprentices had difficulty picking where to turn without going into the Passage Control WD. It all came down to differentiating between "the distance beside the railway line" and the distance you needed to travel before you turned before the PP.

Canal Rd

Good map reading near the PP required you keep left to get to the 'bend' and not pick up the 'come in' board on the unmapped road that was straight in front of you there.

Barellan Approach

The description of BC was UMXR, which legalised the use of the only road not mapped there and which a few missed approaching the town (Mannings Rd). Also if you didn't measure the distance to BD you could easily turn N early and miss the second board on Martins Road.

Barellan

I considered Wilga St was the closest EW road to the distance measured down from the Burley Griffin Way. Likewise we measured the distance E from the main NS road using the red tinted area of 'built up area' and came to Box Street. We had a couple of other boards in very obvious locations that did get a few crews tricked into picking different roads.

Ardlethan approach

The re-alignment at the eastern end of Dobells Rd caught a few Apprentices as did the old alignment of Burley Griffin Way. The Masters by now seemed to be well adjusted to my diversions.

Beckom

The old road was quite visible if one cared to look for it and a significant majority of both Masters and Apprentices had no trouble here.

North Walleroobie

There is what I really think is an incorrectly mapped road here but measuring the lengths of the three legs leading into AM you would find that they show the SE facing road as sitting to the NE of that leg by a quite plottable amount.

Wallerobie

The mapped road has had a couple of bends taken out and the old road is still there and quite obvious to the 'awake' navigator.

Yarranjerry SF

We changed this bit here after we found a deteriorating hole or two and unfortunately didn't change the advice on how far 'the Director' travelled. Sorry for that as it was only meant to give the driver a bit of different driving and not for you to remap the forest.

After all it was only advice and not a requirement that you had to comply with.

Tara

Everyone found the Z board. It was pretty hard to miss it. It said " The road to the next RJ is OOB, Use 1 km of continuous unmapped road fro the UMRJ". So you go SW along the new alignment of the main road, crossing the old mapped EW segment as you haven't gone 1 km yet. You are allowed to keep going as it is now legally a mapped road. You are still trying to get to the next Via or plotted point, which is still AR. Now only the road to AR was OOB and if you read the TC you can still cross at the end points of an OOB road.

So the correct course was to continue along the new alignment of the main road until it meets up with the NS leg and then turn N then E across the new main road to enter AR and then continue E.

Bectric Rural Fire Stn

Just the old mapped road within the 2 kms radius of the last point that you were directed to. This with the Walleroobie realignment were the ones that caused me to change the radius from 1.5 kms to 2 kms as I wanted to remove any doubt as to their inclusion within the zone.

I hope the Trial competitors find the above helpful in understanding my instructions for this year's Barry Ferguson Classic. I look forward to seeing you on the event next year.

Dave Johnson

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BARRY FERGUSON CLASSIC TRIAL 2015 RESULTS

MASTERS CATEGORY

	Driver	Navigator	Divn A	Divn B	Divn C	Total	Placing
3	Michael Ward	Steuart Snooks	1	3	0	4	1 =
4	John Rawson	Dave Smith	3	0	1	4	1 =
2	John Cooper	Ross Warner	3	1	2	6	3
5	Mathew Thompson	Graham Thompson	0	5	2	7	4
11	Gerald Lee	Ian Reddoch	1	5	3	9	5
1	Peter Reed	Mike Batten	2	6	4	12	6 =
12	Graham Pettit	Phillip Stead	2	5	5	12	6 =
6	Justin Bedingfield	Lui Maclennan	4	4	5	13	8 =
7	Lauren Walker	Alan Walker	0	4	9	13	8 =
10	Garth Taylor	Michael St John Cox	0	9	7	16	10
9	Gerry Both	Carol Both	4	7	8	19	11
8	Alan Watson	Pam Watson	8	14	3	25	12
13	Gerry Crown	John Bryson	DID NOT PROCEED				

All 'Totals' should be multiplied by 25 to accord with the penalties provided in the Supplementary Regulations.

APPRENTICE CATEGORY

	Driver	Navigator	Divn A	Divn B	Divn C	Total	Placing
22	Ross James	Mal Sinfield	6	8	5	19	1
18	Peter Thompson	Ken Hind	7	7	8	22	2
17	Peter Jakrot	Valerie Jakrot	5	14	7	26	3
24	Joyce Lawrence	Sue Genner	8	14	6	28	4
15	Peter Parry	Brian Knights	8	14	7	29	5 =
19	Doug Barber	Xanthea Boardman	12	13	4	29	5 =
16	Ian Gilholme	Elizabeth Gilhome	12	22	11	45	7
21	Andrew Inglis	Martin Leaver	17	18	11	46	8
23	Donna Wilkinson	Scott Wilkinson	8	19	23	50	9
37	Tanya Arthur	Dominic Votano	4	15	WITHDREW END SEC 4		
20	John Moore	David Alexander	WENT TO TOUR				
14	Martin Forbes	Rick Bushell	DID NOT START				

2015 Barry Ferguson Classic Tour Results

Driver	Navigator	Div A					Div B					Total Day 1	Day 1 Position	
		Quest	VRC's	Major	WD	Radar	Total A	Quest	VRC's	Major	WD			Radar
32	Brian Doyle	Paulina Doyle	0				0	0				0	0	1
28	Steve Blair	Jocelyn Vettoretti	0				0	0				0	0	1
36	Harry Barker	Stephen Barker	0				0	0				0	0	1
25	Steve Brumby	Heather Brumby	15				15	0				0	15	4
26	Jim Richardson	Bev Richardson	15				15	0				0	15	4
27	Shane Navin	Jennifer Navin	15				15	15				15	30	7
34	Alan Cummine	Sylvia Gleeson	30				30	0				0	30	9
29	Greg Yates	Karen Yates	15				15	0				0	15	4
31	Bryan Allart	Beryl Allart	75				75	60				60	135	10
35	Heather Worth	Glenda Lawrence	75				75	45				70	145	11
20	John Moore	David Alexander	165				165	105				105	270	12
30	Simon Duff	Mitchell Duff	30				30	0				0	30	7
33	Bruce Smith	Jennie Smith	DNS											

Driver	Navigator	Div C					Final Total	Final Position	
		Quest	VRC's	Major	WD	Radar			Total C
32	Brian Doyle	Paulina Doyle	0				0	0	1
28	Steve Blair	Jocelyn Vettoretti	0				25	25	2
36	Harry Barker	Stephen Barker	0				25	25	2
25	Steve Brumby	Heather Brumby	0				25	40	4
26	Jim Richardson	Bev Richardson	15				25	55	6
27	Shane Navin	Jennifer Navin	0				25	55	6
34	Alan Cummine	Sylvia Gleeson	30				0	30	7
29	Greg Yates	Karen Yates	0	25			25	50	8
31	Bryan Allart	Beryl Allart	45				25	70	9
35	Heather Worth	Glenda Lawrence	0	50			25	75	10
20	John Moore	David Alexander	15					15	11
30	Simon Duff	Mitchell Duff	DNS				400	400	12
33	Bruce Smith	Jennie Smith	DNS						

2015 Shitbox Rally with Dominic Votano & Tanya Arthur

The 2015 Shitbox Rally was the 6th and from 37 cars in its first year it took 220 cars and 20 support vehicles on its 4,000 kilometre travel. The minimum entry fee is \$4000 which is your donation to The Cancer Council, all meals, car set up and maintenance costs, fuel accommodation and drinks are at your expense and work out to be about \$1200 each plus the cost of the car.

The car is the thing as it must be purchased for under \$1,000 and then either given away to be auctioned by the Cancer Council or purchased back for a few hundred dollars prior to the auction. Scouring Ebay and Gumtree finds you many under \$1,000 cars but will they take you on this cross country car breaking trip.

Tanya and I invested \$700 in a 2000 AU Falcon "Taxi" with air but no brakes or paint. The paint cost \$6.00 from Supercheap and we changed wheel bearings, pads and brakes before leaving. Good tyres are essential and a set of 8 ply light truck tyres went on and we raised it a few more inches by fitting Fairlane springs to place of the standard AU springs.

The 240 teams gathered on a very cold Canberra morning bearing the excitement of newly elected polliies about to put their snout in the public trough. The main message is to pack light as you are required to carry your buddies and their gear if their car fails. I brought air filter, 3 tyres, oil, water, jerry cans, jack, ball joints, crank angle sensor and lots of little bottles of black magic for the car and 24 cans of brown magic for the driver. Some days are fancy dress so that and 9 days clothing as well as camping gear filled our taxi.

The only problem we suffered was we lost the radio code when we reconnected the battery, so Tanya had to listen to me talk and sing all rally. We also ripped off our entire exhaust system somewhere, so I had to sing louder for Tanya to hear me.



The hilarity of seeing all the cars together for the first time and meeting your new buddies saw the time to start, fly and it was off to Wagga for lunch and then Hay for dinner.

After the all tar day, the distances became longer and nearly all dirt until rally's end. The route was Silverton, Marree, Birdsville, Boulia, Hughenden and then to our final stop at Jupiter's Hotel, Townsville. 213 of the 220 cars survived and we had eaten more bacon and egg rolls than Israel and the entire Middle East have consumed since biblical times.

The day after the party sees the cars go to auction and over 100 vehicles sold at the Manheim Auctions with the median price being \$50 to \$150 with these proceeds to The Cancer Council. I couldn't help myself so I bought a 1977 Volvo wagon as a souvenir. All in all a fantastic week away.



The Rocking Coffin is a mobile sound system in a coffin carried in a hearse and it provided some great tunes through to as late as 3.56.21am without a bar of the two worst forms of music "Country and Western" The lunacy, views, sights, sounds and exotic locations made for some wonderful pictures and an experience unlike any other.

Dominic Votano

FOR SALE. 1986 NISSAN 300 ZX TURBO
\$ 4,000 ONO

REGISTRATION TIL MARCH 2016, BIJ 33H
V6 PETROL ENGINE - 2960 cc. TURBOCHARGED
2 DOOR COUPE
5 SPEED MANUAL GEARBOX
REMOVEABLE TARGA ROOF PANELS
RUNS ON ULP OR PREMIUM FUEL
STILL A GREAT PERFORMER AFTER 255,700 KMS
RING DAVE 0428 299 443



FOR SALE. 1969 MG B GT
\$ 14,500 ONO



REGISTRATION TIL SEPTEMBER 2015, DJ 552
THIS IS A VERY CLEAN AND RELIABLE CAR.
INSIDE IS WELL REBURBISHED WITH RUST
REMOVED BY PREVIOUS OWNER.
SYNCROMESH IN 1ST GEAR AND ELECTRIC
OVERDRIVE IN 3RD AND 4TH.
IT IS USED FOR ENJOYING THE ROAD, IS A TIDY
CAR BUT NOT UP TO TOP CONCOURSE LEVEL.
GARAGED IN THE SOUTHERN HIGHLANDS.
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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



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 23rd 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

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

16/06/2015

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 - normansoz@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 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		
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 211 848
23/06/15	CRC Meeting		
3/07/15	F.F.F.F. - Gluhwein & Pizza at Doms. Please contact Dom if attending	6/175 Briens Road, Northmead	
17/07/15	CRC magazine deadline		
25/07/15	26/07/15	Clarence Classic C.C.	2 Day T.A. Grafton area, Northern NSW. Ian Gibbs 0410 507 674
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.	
11/09/15	CRC magazine deadline		
12/09/15	13/09/15	MG Spring Rally CC	2 Day T.A. in Hunter Valley T.B.C.
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
27/10/15	CRC Meeting		
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.

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
	27/06/15	Des West Winter Classic	Central Coast	www.historically.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/



Contributors to this edition: Steve Brumby, John Cooper, Brian & Paulina Doyle, Wendy Gibbs, Ross James, Dave Johnson, Jen Navin, Tony Norman, Jim Richardson, Mal Sinfield and Dominic Votano.
Thank you all.