



# Rally Directions

The official Organ of the Classic Rally Club Inc.  
(Affiliated with CAMS)

July 2015



*In this issue:* At the finish of the recent AROCA Tour d' Course these three CRC Ford Escorts made a great display. See how they and other CRCers fared in this Classic event. Our coverage includes another composition from the Bard of the CRC, Ross Warner. Hendo also gives us a summary of TransAm 2015 his epic trip across Canada & the USA with Westie. Those of you who remember Peter Goers from Mountain Rally days can find out what he is up to now. Also start reading about how Moss & Jenkinson. Won the '55 Mille Miglia

*Upcoming events:* (Full details inside)

- \* **Saturday 12th September - Sunday 13th September. M.G. Classic.** Enjoy a great weekend's classic rallying in the Hunter. Categories catered for are Masters, Apprentice, Tour and a non championship Social category which doesn't require a CAMS licence. Start at Heatherbrae & finish near Cessnock.
- \* **Saturday 24th October - Sunday 25th October. Alpine Classic.** As usual starting and finishing in Lithgow with the usual CRC categories and Alpine specialities, this year's event has new organisers and a new overnight location, Hill End. Enter early so as not to miss out on the fun.

## 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 July edition of the Classic Rally Club's *Rally Directions*, the magazine bringing all the news to all you members, good reading whilst you stay warm in front of the heater! This weekend we are off to the North Coast, Grafton area and surrounds for the club's "Clarence Classic" event, hosted by Ian and Wendy Gibbs. The trip and distance to get there are well rewarded by the excellent event that Ian and Wendy put on, the great social gathering, meals and catch ups, not to mention the great driving roads around this area with magnificent scenery.

I'm certainly looking forward to this one and the Escort's trouble free return to the Clarence, and hopefully Ross' trouble free navigation.

Since our last *Rally Directions* the Alfa Car Club has conducted the "AROCA Tour d'Course" rally in the Southern Highlands area, with again a great choice of roads. Thanks to all involved with putting this one day rally on. I would assume there will be articles from those who attended later in this edition.

We're now over halfway through the year already, just think that it's only 150 days until Christmas, 133 days until the end of year Club Presentation and Christmas Party on the 6<sup>th</sup> December, only 90 days until the Club's Alpine Classic Rally on the 24<sup>th</sup> and 25<sup>th</sup> of October (entries have already started to flood in), and only 48 days until the MG Car Club Spring Rally.

I think it's true that the older we get the quicker the years seem to disappear, so don't delay, plan your next rally events now, get your entries in and get the cars ready.

The First Friday Free Fling (FFFF) for July was kindly hosted by Dominic Votano at his business premises with Tanya providing the catering. Many thanks Dominic for your kind hospitality and congratulations to you and Tanya on your recent engagement. The August FFFF is on the 7<sup>th</sup> and at this stage we are heading back to Harry's Café de Wheels at Liverpool or pizza next door, whatever you fancy. I am open to suggestions for new locations that have suitable venues with food options and close by parking for our cars. Don't forget these nights are not only for a club social get together but also a chance to use your club plated rego vehicle.

Welcome home to John Henderson and Jeff West from their couple of laps across the United States of America and well done on your 7<sup>th</sup> outright finish in the Trans America Rally. Their daily blogs and updates of the trip made for great reading on the club's Facebook page and John has a summary of their endeavours in this edition of the magazine, along with some photos.

Speaking of photos, now that we don't have the services of a permanent club photographer (we miss you Southy), if any of you take photos with your cameras or phone on a rally or club event could you please pass them onto Bob Morey for the magazine as we are finding we are running short of photos to include in the magazine. A picture tells a thousand stories so they say and I think we all like to see our cars in print at some stage on a rally, even if it is at the start or finish, or the car park.

Don't forget to check the Club calendar in the magazine or on the Club website for other events that we are invited to attend. These are listed so those wanting to use their club plate cars can do so. You can also just participate in your normal registered car. New inclusions are: The 16<sup>th</sup> August, Council Motor Clubs, Shannon's Day @ Eastern Creek for the big display day (I still have a few tickets left at this stage so contact me). The 22<sup>nd</sup> and 23<sup>rd</sup> August is the BMC Experience Rylstone Classic (pretend rally), check out their website, predominantly for Mini's or cars of the era – Ross Warner and I will be participating in my 1962 Morris Mini – entries are at no cost. Finally the 30<sup>th</sup> August is the All British Day at the Kings School at Parramatta.

A significant number of our members will be participating in the upcoming 1986 State Bank Discovery Trial "RE-RUN", kicking off on August 9<sup>th</sup>, run by Graham Wallis from the HRA in Victoria. It will start in Nuriootpa and conclude the following week on the 15<sup>th</sup> August finishing in Murray Bridge. Some 2800km of sealed and unsealed roads covering a large portion of the original route. You can follow the event and daily updates on the "State Bank Discovery Trial Rerun" Facebook page. Some of our CRC teams are (and I apologise if I missed you out), Rob Mifsud and Danny Castro, Barry Ferguson and Dave Johnson, Gerry Crown and John Bryson, Mal Sinfield with Brian Catt, Ian Packard and Glenn Evans, and I think Lui and Kaye may be officials. No less than 7 Australian Rally Hall of Famers are competing. I look forward to hearing and hopefully reading all the stories from our guys, complete with photos in future *Rally Directions*.

Lock in **Sunday 6<sup>th</sup> December for this year's annual CRC Club Presentation and Christmas Party**. Over many years we have had the use of some of members properties to host this event and many thanks go to all those members and their families who have provided the venues, arranged for the marquee tent, table chairs, catering etc. This year however we will be in air conditioned comfort in a venue more cost efficient for our needs with real toilets. Mulgoa Community Hall has been booked and it comes complete with air conditioning, toilets, tables and chairs, commercial kitchen, rubbish bin disposal and a large car park. Garth Taylor and helpers will be conducting a small social run to get to the venue, which should be a bit of fun. Well that's it from me this month. See you on the rally road.

John Cooper

## COMPETITION SECRETARY REPORT FOR JULY

Last month saw the running of the 4th event in the CRC Championship programme, namely the AROCA Tour d'Course. It was pleasing to see the sun breaking through as my son Matt and I headed for the start at Bulli Tops and the weather stayed fine throughout the day. Must speak to Carol Both to find out what offer she made to the weather gods that they couldn't refuse! Having entered in Tour we found the Instructions and short Navigation Section quite manageable and completed the event with only an 11 point question penalty - now I understand why entrants hate counting questions! In Tour category there were 4 clean sheets and then 10 crews who also missed one question, seems we were not the only team who cannot count. I still think that Event Directors have to have the option of counting questions as part of their arsenal but I did find having my shoes and socks off for the 1st 45kms a little troubling! The Clarence Classic was held on the 25/26th July weekend and I hope that everyone who entered had a safe and enjoyable (and challenging) rally. Ian and Wendy Gibbs, together with all of their helpers, work so hard in organising this event for the Club and I am sure that their efforts are much appreciated by our Club members. The next Championship round is the MG Spring Classic on the weekend of 12/13th September. This event was originally planned for the 19/20th Sept to avoid a clash with the WRC in Coffs Harbour but a double booking error by the Saturday night accommodation venue resulted in the rally having to be brought forward a week - something the MGCC had no control over. After this our final event is the iconic Alpine Classic on the 24/25th October, this year being organised by the equally iconic Ross Warner and John Cooper. Lets just hope there are plenty of 'Magnum' outlets along the route.

And so to an update on our 2016 Calendar. The date for our 2nd event, The Compass Run, has been selected to fall between the Easter holiday and Targa Tasmania, which starts on Sunday 10th April (you have been warned) . I understand that some of our members who are competing in Targa will be travelling down on the weekend of our Club rally to carry out route checks etc. While every effort is made to avoid clashes with other events it is not always achievable and at the moment the calendar doesn't seem to offer any easy alternatives without having our events too close to each other. I try to maintain a minimum 4 week gap between events, to allow crews, cars and bank balances time to recover. With a choice between a CRC rally and Targa why would you bother going to Tassie!! There is talk that the annual Barry Ferguson Classic may become a joint venture with the Mexicans, possibly running in the border area between the two States. A change of date from the usual end of May weekend to possibly the 1st or 2nd weekend in May has also been hinted at. Watch this space for further updates over the coming months. That wraps it up for this month. Comments on any of the above matters are welcomed, subject to them being constructive.

TONY NORMAN - COMPETITION SECRETARY

## The Tour d' Course Apprentice Category with Steve & Brenda Cox

Team Cox, met up at Sutton Forest the day before, after travelling from Brooklyn and Canberra. We spent the Saturday playing tourists, with a leisurely drive to our overnight destination and soaking up the lovely countryside along the way. After a hearty dinner at Hogs Breath Café and night at the Windmill Motel Woonona, we headed for the start at Southern Gateway Centre Bulli. This proved to be our first challenge for the day, before the rally even started! Traveling North from Bulli Pass we passed the start to turn around and approach on the correct side of the road. We soon found out that the road we used to turn rejoined the highway before Southern Gateway Centre, but it had a concrete lane separator so it was not possible to change lanes to enter the start. This required a 20 km trip down the highway to find somewhere to turn around and drive back up to attempt another approach. Great start to the day! We arrived at the rally start where we joined our fellow rally teams, took in the view, sorted out the documentation and enjoyed a nice warm coffee during the driver's briefing before heading off.

Provided with only two maps and not many questions, we were feeling enthusiastic. With some plotting for the first section we were off – back down the highway and onto Picton Road (repeating our pre rally morning adventure). An instruction to “Pass through 2 mines” gave us some trouble with difficulty finding the second one on the map (our bionic eye wasn't switched on). It was about here we threw our original plotting out the window; we soon realised there were too many kms involved. Once we sorted this, it all seemed to fit. It was then, over the old bridge in the back of Picton and on to find the start of the herringbone. We plotted the herringbone quite easily, but matching the roads to the map proved a bit more of a challenge. Two visits to the manned passage control near Thirlmere confirmed all was good, especially the bags of lollies. It was a nice drive alongside the old railway towards Colo Vale where we collected the answer to the next question. Travelling along Draper's Road, then over the highway through Aylmerton, provided us with some memories of the Wollondilly 300. The question at 163.40 kms was found 800 m further along than anticipated. We assumed it may have been slightly out, as we saw several teams travelling back searching for the question. We had no luck finding “The Basement \_\_\_?\_\_\_” and with 10 minutes to spare we proceeded to lunch. Much to our despair we found out we had plotted the wrong spot! We had arrived at another winery that seemed to match, including the “deliveries” sign, but no rally people. Eventually we found the correct venue, and were provided with a nice atmosphere for a rest and refresh. The food was great, but it seemed the kitchen wasn't expecting so many people all at once.

Plotting the afternoon started logically with a cruise down the expressway (although some teams were turning right when we planned to go left) into Wingello, over an unmapped railway crossing and on to Bundanoon. This area is always interesting as the map does not truly reflect the actual roads. A question about a “garden full of *statues*” confirmed our position.



We then travelled along a road which became unsealed to turn onto what was mapped as a track ... after travelling further than a km, and with no “P” board on an unsealed road, we were very uncertain if we were on the correct route. The question “Jumping *Rock*” fitted, and after some discussion we remembered the reference that you can confirm your position on an unsealed road using either a question or VRC within in the first km, so we just had to trust our judgment on this.

With only some loops as plotted to go till the finish we were almost done. This seemed fine, but the lack of VRC boards was confusing and a little concerning. We saw a certain green Porsche was on the same route, so we continued with what we had plotted to the finish. The answers all fitted nicely, and when we completed the rally we discovered the sweep car had been in front of us and collected the boards! Overall it was a great area for a day's drive. The event had its challenges but was very enjoyable. Many thanks to all officials who made it possible.

Steve and Brenda Cox.

**"AROCA's Isle" An Ode to the 2015 Tour d' Course by Ross Warner.  
(read to the tune of the Gilligan's Island theme song)**

So listen now,  
while I tell you how,  
How we did that trick.  
We started from that Bulli place,  
then did a loop real quick.  
Two mines we had to find that day,  
and avoid that eighty eight.  
We counted speed advisory signs.  
But didn't do real great,  
We didn't do real great.

We found another eighty eight,  
navigator deep in shock.  
The expected question wasn't there,  
So we went around the block.  
We went around the block.

The herringbone was challenging a  
well done stamp for our card.  
loop again,  
another stamp.  
Through Buxton  
And Colo Vale,  
via Aylmerton,  
Mittagong and the Bong,  
Lunch was at Moss Vale.

But the afternoon was the tricky bit,  
In theory we had lots of time.  
To visit Exeter more than once,  
and Bundanoon was a crime.  
Localities, don't pass more than one  
Our patience put to the test,  
To find a way to the gnomes  
We're lost, like the rest.

Homesteads on the left and right,  
T'was just like Carol said,  
We looked to find a cow,  
it was coloured red.

We looked around the boards had gone,  
Now I'll give you the rub,  
For John and I a stroke of luck,  
To finish at the Sutto Pub!

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## ANOTHER AROCA RUN AND WON.

### **The Directors Cut of the 2015 Tour d' Course** - Carol Both

Lui once told me that you can plan as many "tricks" as you like in a rally and everyone will get them right but make a muddle of the easy bits..... again, this was true.

The route to Picton was supposed to be a simple drive to somewhere the game could begin. However the concept of using a different road than usual to get there seemed to be an idea too hard to grasp. This year Appin Road was used going through Broughton Pass. A young learner driver had a ball on that road and hopefully learnt something about very sharp bends.

Ross Warner was disconcerted by the water crossing, in reality, being past the turnoff to Bridge Rd. The map is ALWAYS right Ross! There was a Passage Control on that road which several of the Social Tour sailed past waving merrily. This was the start and finish of the herringbone. These are great for Directors as we don't have to think of instructions for that section.

The Tour had a Craigies map and had to navigate the herringbone. They all managed very well and next year I think it could be a bit harder. One navigator told me he had found a shorter route but hadn't complied with the interim instructions. I hope he asks someone to explain it to him. Heather Brumby said she could do that sort of navigating all day. Unfortunately Heather, it's not that simple in Apprentices.

After going over the railway line at Thirlmere the field had a very pleasant drive down to Colo Vale. The Tour coped very well with a direction to turn right over the railway line when it should have been left. After Colo Vale the route went via Drapers Rd, Aylmerton Rd to Moss Vale and a loop using Nowra Rd and back into Moss Vale using Spring St. Lunch was again at the Southern Highlands Winery and very nice it was too. There is a new Italian chef and the food was the best we've ever had.

The afternoon consisted of going around in circles. This meant going down to Wingello and around and around Bundanoon and Exeter. No, Wayne Gerlach, when the instructions say cross the same watercourse three times, tributaries of that watercourse are not part of that watercourse. That theory doesn't hold water.

The afternoon section was relatively short, as the morning had been a long one. The weather was lovely for the time of year and the area we were in. On completion of the event competitors were happy to sit out on the veranda of the pub and drink their bottled beer while they compared notes about the rally. The bar had run out of gas for the tap beer sometime earlier in the day. It was nearly the pub with no beer as they had limited supplies of bottles. The VRC's were taken down in the afternoon before all the cars were in and for those who came in after that there were no penalties for not recording them.

A rally doesn't run itself nor is it all down to one person. While I enjoy planning the route and going for a drive to see what other roads we might be able to use there is also the paperwork for the entrants. Thank you Lauren and Alan for doing that. Also our sweeps - Joyce and Glen Innes thank you. The Passage Controls were manned by Chris and Julia MacDonald who handed out lolly bags to help the distressed and bewildered, I'm pleased you enjoyed the wine Chris & Julia. My goddaughter, Lindsay was chief scorer, this allowed me to answer questions and talk to the competitors, also thank you Lindsay. To Ross and John, thanks for the rum and coke (and I needed it) but you still got that question wrong.

Carol Both

**An account of an amusing recent exchange on the page of the Club's Facebook Group.** Peter Jakrot posted a video of he & Val arriving at a control on the BFC which showed the power windows going down on the Porsche.

Rob Panetta commented that it was a surprise to see power windows which worked. I joined in saying that when we did the Td'C in the modern car Teresa remarked how good it was to have power windows and I was worried she might expect me to fit them to the Alfa.

Steve Brumby had the perfect finisher. He recounted that he had had to explain how manual window winders worked to both his teenage navigators as they had never seen them!

Bob Morey

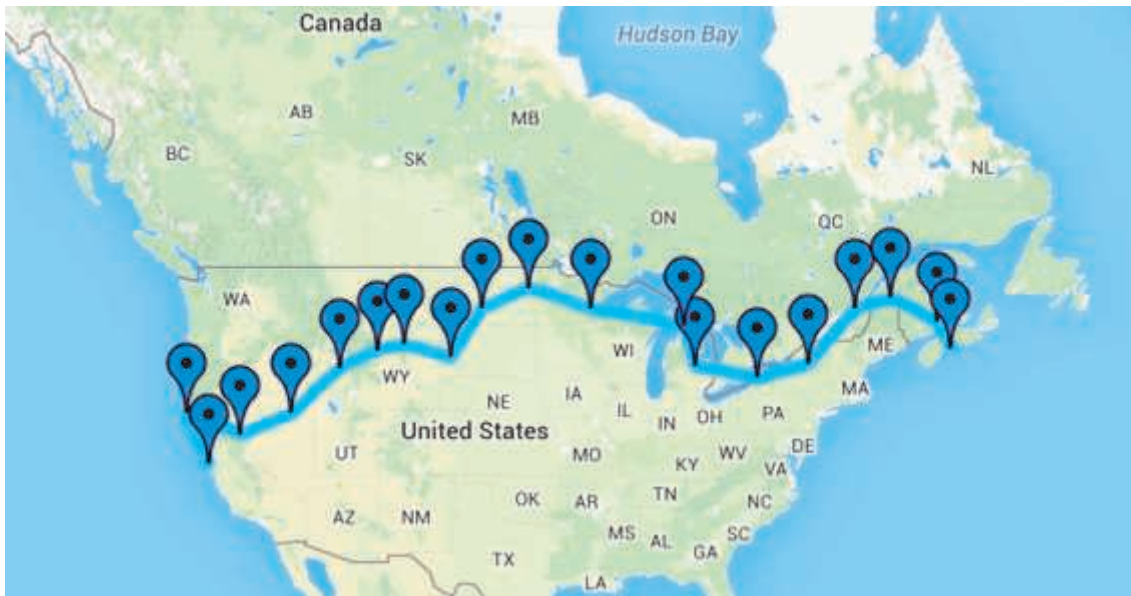
2015 TOUR D'CORSE RESULTS															
CAR	TEAM	DIVISION 1						DIVISION 2						FINAL TOTAL	
		Q	VRC	PC	TOTAL	Q	VRC	TOTAL	Q	VRC	TOTAL	OVERALL	PLACING		
5	MASTERS COOPER/WARNER	11	0	0	11	0	0	0	11	0	0	0	0	11	1
1	PANETTA/WALKER	11	0	0	11	11	0	0	11	11	0	0	11	22	2
2	BEDINGFIELD/MACLENNAN	0	20	0	20	0	0	20	20	0	20	20	40	40	3
7	PETTIT/STEAD	0	20	0	20	11	60	71	91	11	60	71	91	91	4
3	MOREY/MOREY	22	40	0	62	11	40	51	113	11	40	51	113	113	5=
4	REED/BATTEN	0	40	0	40	33	40	73	113	33	40	73	113	113	5=
8	THOMSON/GERLACH	11	20	0	31	33	100	133	153	33	100	133	153	153	7
6	SOUTH/NORMAN	11	200	0	211	22	0	22	233	22	0	22	233	233	8
	APPRENTICES														
21	BARBOUR/BOARDMAN	11	0	0	11	0	0	0	11	0	0	0	11	11	1
20	COX/COX	22	40	0	62	0	0	0	62	0	0	0	62	62	2
16	MANSELL/EVANS	11	60	30	101	11	0	11	122	11	0	11	122	122	3
22	YOUNG/YOUNG	33	100	30	163	0	0	0	163	0	0	0	163	163	4
15	JACKROT/JACKROT	22	160	0	182	0	0	0	182	0	0	0	182	182	5
23	DUFF/DUFF	44	100	30	174	0	40	40	214	0	40	40	214	214	6
14	MCGRATH/COOPER	60	100	60	220	0	0	0	220	0	0	0	220	220	7
13	INGLIS/LEAVER	33	80	30	143	33	60	93	236	33	60	93	236	236	8
18	WILKINSON/WILKINSON	33	180	30	243	33	120	153	396	33	120	153	396	396	9
19	JAMES/SINFIELD	22	160	30	222	44	140	184	406	44	140	184	406	406	10



**2015 TOUR D'CORSE RESULTS**

CAR	TEAM	DIVISION 1					DIVISION 2			FINAL TOTAL	
		Q	VRC	PC	TOTAL	Q	VRC	TOTAL	OVERALL	PLACING	
31	NAVIN/NAVIN	0	0	0	0	0	0	0	0	1=	
34	CUMINE/GLEESON	0	0	0	0	0	0	0	0	1=	
45	MAHER/MAHER	0	0	0	0	0	0	0	0	1=	
48	PAYNE/PAYNE	0	0	0	0	0	0	0	0	1=	
28	NORMAN/NORMAN	11	0	0	11	0	0	0	11	5=	
32	BRUMBY/BRUMBY	11	0	0	11	0	0	0	11	5=	
36	PACKARD/MAHER	11	0	0	11	0	0	0	11	5=	
38	KROON/ROBINSON	11	0	0	11	0	0	0	11	5=	
40	HEMPSALL/HEMPSALL	11	0	0	11	0	0	0	11	5=	
41	YATES/YATES	11	0	0	11	0	0	0	11	5=	
42	VOLTANO/ARTHUR	11	0	0	11	0	0	0	11	5=	
46	RICHARDSON/RICHARDSON	11	0	0	11	0	0	0	11	5=	
17	THOMAS/DICKSON	11	0	0	11	0	0	0	11	5=	
56	LEE/LEE	11	0	0	11	0	0	0	11	5=	
47	WILSON/WILSON	11	20	0	31	0	0	0	31	15	
26	TOWNSHEND/TOWNSHEND	33	0	0	33	0	0	0	33	16	
30	BARKER/BARKER	33	0	0	33	0	0	0	33	17	
33	TAYLOR/MARTIN	11	20	0	42	0	0	0	42	18	
27	QUIST/ONGLEY	22	40	0	62	0	0	0	62	19	
37	KANAK/PLIMSOLL-KANAK	22	0	0	22	22	20	42	64	20	
35	ATKINSON/PRIESTLY	20	44	0	64	11	0	11	75	21	
29	HENDRIKSEN/NINEHAM	33	20	0	53	44	20	64	117	22	
39	TREVITT/TREVITT	66	20	30	116	55	0	55	171	23	
44	BRIGHTON/FISHER	22	120	30	172	0	0	0	172	24	
25	GRUNDY/GRUNDY	66	180	0	246	44	0	44	290	25	

## The 2<sup>nd</sup> Trans America Challenge: 22 days - Halifax, NS to San Francisco, CA. By John Henderson



Beautiful countryside, great roads and good people running it. How hard could it be? The ERA office (who ran the event) said it would be a jogularity on tarmac or good graded gravel, plus an occasional bit of track work. A jogularity is like an average speed section except that you know that the timing points will be at a via point and you know the exact distance. Easy.



So I bought a 1973 Corvette, had some work done and we fitted it out with Terratrips etc. The first potential problem emerged in Breckenridge, CO where we did the work. Luggage: an old Corvette is a bit luggage-challenged. But we coped. The next problem emerged in Nova Scotia. The organisers and I had a very different view of what 'good graded gravel' meant. Even the tarmac in a lot of Nova Scotia and New Brunswick was awful. The gravel was far worse. The Corvette was...LOW.

We learned early on that I couldn't drive it fast on the gravel (do I mean craters?) or we wouldn't have a car left to get to San Francisco. Even being slow and careful (my words, not Jeff's!) we left an impression on the ground in far, far too many places.

And the event turned out to be a **regularity**, not a **jogularity**. Those couple of letters at the front of the word make a huge difference. Unlike jogularity, in a regularity, you don't know where the timing points are – at all. Plus you need to arrive to the exact second. The good guys do. This makes the terratrip calibration absolutely critical. The organisers used a GPS to set the route instructions and a wheel probe to set the regularities. So you couldn't recalibrate from the route instructions. To be quite honest, we never really got the calibrations right.

Enough whingeing: we had an absolute ball. The countryside went from beautiful to unbelievably beautiful, a fantastic collection of old cars, most of the roads were excellent and a lot of us treated the event as a kind of slowed down Cannonball Run. The police were most understanding and few got booked. I was one of the many who didn't.

Canada was a steep learning curve. We had a few track events where we found out that this event was probably going to be won or lost on how fast you were on the track. The regularity could lose you the event, but you couldn't win it on regularity alone. I'd never driven the 'vette in anger and there were some pretty smart cars and drivers on this event. My times showed this...

Once we were finally in the US (3 border crossings later) we'd really got the hang of this regularity business. We learned that you needed to always stay on the correct side of the road or your distances would be out and that it was rude to stop so close to the timing officials that they had to leap from their chairs. We also learned to never underestimate the competition. Just because someone sounds like an English prat, drives a Rolls Royce and has his 97 year old mother navigating, doesn't mean he couldn't whip my tail on a tight gravel road. True story, to my eternal shame.



There were 4 rest days on the event: great, time to have a look around and see some of the sights. Wrong. In most of them we either did things to the car or spent a lot of the time at the local NAPA getting little bits for the car. Or just resting. As an aside, the US parts and hardware chains are surprisingly good. If they haven't got it, they can usually get it in pretty quickly and the nuts and bolts aren't the crap you get in Bunnings.

We did go to some fantastic places: Mount Rushmore, Yellowstone NP, Quebec City, Niagara Falls, some really marvellous car museums, the Great Lakes. We even went to a rodeo in Wyoming.

The list goes on and on.



And all the time we were in the company of some of the nicest cars you could want to see, a '34 Rolls Royce, '27 4 ½ litre Bentley Le Mans, a couple of Alvises, an Aston DB5, Jags, MGs and even some muscle cars. Again, the list goes on.

Out there, we met some great people. Not just the officials and amazingly competent mechanics without whom we'd probably still be in Canada somewhere, not just the competitors, most of who you'd be more than happy to have a beer with, but also everyone we met along the way. It probably helps to be doing an event across America in the iconic American sports car, but everybody, just everybody went out of their way to be nice to us. Even the police.



We did all the seasons from above the snow line in Yellowstone to boiling temperatures in Nevada and everything in between. We crossed a continent in the company of people who welcomed us whether they were newbies like us or experienced veterans who'd rallied in every continent. And we finished.

Bring on the next one!

John and Jeff

## What Peter Goers is doing now, by Thommo

In the Mountain Rally days Peter Goers drove a wild V12 Jag. With its side pipes the thing was really wild. This photo shows what he is into these days, he has about 3 of these big things and a lot of small engines. He still has the Jag too.

Many people from the Jaguar Mountain Rally days will remember the white and green, side piped, big wheeled and very noisy V12 E Type driven by a quiet guy by the name of Peter Goers.

Too many years ago for me to remember exactly when, Peter was up here doing a CRC Rally in the Jag and the crank thrust washers fell out, allowing the crank to move back and forth. This broke the cam chain. The Jag returned to South Australia on a truck!

Peter now has the car back on the road. One reason it took him so long is that something snapped in Peter's head and he went into traction engines, small at first but getting bigger every year. The things people get into in retirement! Peter also spends a lot of time off in the scrub with his 4 wheel drive and camper. If you are out there keep a look out for Peter and his long suffering wife Meredith.

Thommo (Peter Thompson)



## The 1955 Mille Miglia - originally published in 'Motor Sport' magazine featuring Denis Jenkinson's account of the Race.

With thanks to Jeff West.

Every year from 1927 to 1957 with a brief break for World War II the Mille Miglia (or Thousand Miles) a race for all classes of cars from staid-looking saloons and bubble cars to out-and-out racing sports cars was run from Brescia in Italy. The event covered the whole of that country's northern plain, twice crossing the Appennine Mountain chain, and ran up the west coast from Rome to Florence.

During most of its life, this race had been an Italian preserve. Few people came to challenge the Italian cars and drivers, and when they did they were nearly always defeated. By 1955, Italian cars had won every year since World War II. But in that year the German firm of Mercedes-Benz decided to introduce their new racing sports car, the 8-cylinder fuel-injected 3-litre 300 SLR model.

This was almost exactly the same car as their all conquering Grand Prix machine, but of course with two seats. It was tremendously fast. But so were the Italian Ferraris and Maseratis. The Mercedes-Benz competitions department decided to take on the Italians. They had tried once before, in 1952, and had nearly succeeded.

When this German firm goes motor racing, it is always tremendously thorough about it. The cars are very carefully prepared. They make sure they engage the best drivers of the day. For the 1955 season they had the two fastest drivers in the world, Juan Manuel Fangio of the Argentine, and Stirling Moss of Britain. Stirling Moss, too, has always believed in the most thorough preparations for any race.



He decided that although he could not hope to learn every bend and corner, rise and fall, in the 1000 miles of road along which he would be racing, he might make up for this handicap by taking along with him an observer as passenger, who, with written notes painstakingly compiled over the previous weeks, could warn him by hand signals of the degree of severity of the corners and gradients. The man he took with him was Denis Jenkinson, the Continental Correspondent of the magazine Motor Sport, and a man steeped in the traditions and skills of all forms of motor racing.



The following is his account of the race as seen from the passenger compartment of the Mercedes. In the Mille Miglia the cars were started one at a time and at one minute intervals. The numbers on the cars corresponded with their starting time. In the 1955 race Stirling Moss's number was 722: he therefore left at twenty-two minutes past seven. To ensure that all the cars followed the correct route and did not take short cuts, and also to keep some sort of order in the race, every car had to carry a card and a disc on the steering column, which had to be stamped by officials at certain control points along the 1000-mile route. Mercedes' rivals in the race were the Italian drivers; Maglioli, Taruffi, Castellotti, and Marzotto, all of them driving Ferraris with more powerful engines than that of the Mercedes Benz.

The 1955 Mille Miglia was the fastest of all time and was won by a British driver in a German car.

*(I have edited the preceding introduction which appeared with 'Jenks' article in Motor Sport in 1955.  
Bob Morey)*

### **1955 MILLE MIGLIA BY DENIS JENKINSON**

But let us go back to the beginning; for this win was not a fluke on the spur of the moment, it was the result of weeks, even months, of preparation and planning. My enthusiasm for the Mille Miglia race goes back many years, among the reasons being the fact that it is permissible to carry a passenger, for this event is for all types of road-going cars, from family saloons to Grand Prix-type racing /sports cars, and when I had my first taste of the lure of the Mille Miglia as a competitor last year, with Abecassis in the HWM, I soon set about making plans for the 1955 event.

In September, 1954, whilst in discussion with the American driver John Fitch, we came to the decision that the only way a non-Italian could win the Mille Miglia was by applying science. At the time he was hoping to be in the official Mercedes-Benz team for the event, and we had long talks about ways in which the driver could use a passenger as a mechanical brain, to remove the responsibility of learning the circuit. When it is realised that the race is over 1000 miles of ordinary, unprepared Italian road, the only concession to racing being that all traffic is removed from the roads for the duration of the race, and the way through towns is lined with straw bales, it will be appreciated that the task of one man learning every corner, every swerve, gradient, hummock, brow and level-crossing is nigh impossible. Even the top Italian drivers, such as Taruffi, Maglioli, Castellotti, etc., only know sections of the route perfectly, and all the time they must concentrate on remembering what lies round the next corner, or over the next brow.

During the winter of 1954-5 Moss joined the Mercedes-Benz team and the firm decided that it would not be possible for Fitch to drive for them in the Mille Miglia, though he would be in the team for Le Mans, so all our plans looked like being of no avail. Then, just before Christmas, a telephone call from Moss invited me to be his passenger in the Mille Miglia in a Mercedes-Benz 300 SLR, an invitation which I promptly accepted, John Fitch having sportingly agreed that it would be a good thing for me to try out our plans for beating the Italians with Moss as driver.

When I met Moss early in the New Year to discuss the event I already had some definite plan of action. Over lunch it transpired that he had very similar plans, of using the passenger as a second brain to look after navigation, and when we pooled our accumulated knowledge and ideas a great deal of ground work was covered quickly. From four previous Mille Miglia races with Jaguars Moss had gathered together a good quantity of notes, about bumpy level-crossings, blind hill-brows, dangerous corners and so on, and as I knew certain sections of the course intimately, all this knowledge put down on paper amounted to about 25 per cent of the circuit.

Early in February Mercedes Benz were ready to start practising, the first outing being in the nature of a test for the prototype 300 SLR. While doing this testing I made copious notes, some of them rather like Chinese due to trying to write at 150 m.p.h., but when we stopped for lunch, or for the night, we spent the whole time discussing the roads we had covered and transcribing my notes. The things we concentrated on were places where we might break the car, such as very bumpy railway-crossings, sudden dips in the road, bad surfaces, tramlines and so on. Then we logged all the difficult corners, grading them as 'saucy ones', 'dodgy ones' and 'very dangerous ones', having a hand sign to indicate each type. Then we logged slippery surfaces, using another hand sign, and as we went along Moss indicated his interpretation of the conditions, while I pin-pointed the place by a kilometre stone, plus or minus. Our task was eased greatly by the fact that there is a stone at every kilometre on Italian roads, and they are numbered in huge black figures, facing oncoming traffic.

In addition to all the points round the course where a mistake might mean an accident, and there are hundreds of them, we also logged all the long straights and everywhere that we could travel at maximum speed even though visibility was restricted, and again there were dozens of such points. Throughout all this preliminary work Moss impressed upon me at every possible moment the importance of not making any mistakes, such as indicating a brow to be flat-out when in reality it was followed by a tight left-hand bend. I told him he need not worry, as any accident he might have was going to involve me as well, as I was going to be by his side until the race was finished. After our first practice session we sorted out all our notes and had them typed out into some semblance of order and before leaving England again I spent hours with a friend, checking and crosschecking, going over the whole list many times, finally being 100 per cent certain that there were no mistakes.

On our second visit to Italy for more laps of the circuit, we got down to fine details, grading some corners as less severe and others as much more so, especially as now we knew the way on paper it meant that we arrived at many points much faster than previously when reconnoitring the route. On another lap I went the whole way picking out really detailed landmarks that I would be able to see no matter what the conditions, whether we had the sun in our eyes or it was pouring with rain, and for this work we found Moss' Mercedes-Benz 220A saloon most useful as it would cruise at an easy 85 m.p.h. and at the same time we could discuss any details.

Our whole plan was now nearing completion, we had seventeen pages of notes, and Moss had sufficient confidence in me to take blind brows at 90-100 m.p.h., believing me when I said the road went straight on; though he freely admitted that he was not sure whether he would do the same thing at 170 m.p.h. in the race. no matter how confident I was. He said he'd probably ease back to 160 for, though that 10 m.p.h. would make no difference to the resulting crash if I had made a mistake, it comforted him psychologically! Throughout all this training we carefully kept a log of our running time and average speeds, and some of them were positively indecent, and certainly not for publication, but the object was to find out which parts of the 1000 miles dropped the overall average and where we could make up time, and our various averages in the 220A, the 300 SL and the 300 SLR gave us an extremely interesting working knowledge of how the Mille Miglia might be won or lost.

Our second practice period ended in an accident and a smashed 300 SL coupe, for Italian army lorries turn across your bows without warning just as English ones do. Rather crestfallen, we anticipated the rage of team-chief Neubauer when we reported this crash, but his only worry was that we were not personally damaged; the crashed car was of no importance; these things happened to everyone and anyway their only interest was to win the Mille Miglia, regardless of cost.

Leaving Italy for another brief respite, we both worried-out every detail we could think about, from every aspect, the route, our hand signals- for we could not converse in the 300 SLR- any emergencies that might arise, anywhere we could save seconds, details of our personal comfort which would avoid fatigue, and so on. We lived and breathed Mille Miglia day in and day out, leaving no idea untried. The joy of all this was that Daimler-Benz were doing exactly the same things on the mechanical side, supervised by engineers Uhlenhaut, Kosteletzky and Werner, while the racing department were working unceasingly and Neubauer was worrying-out every detail of the race-organization in Italy. We were putting all our efforts into this race, knowing that they were negligible in comparison with those of the factory.

*(To be continued . Bob Morey)*



## **Heart of the Hunter 2015**

### **Touring Assembly**

**Saturday 15th of August**

Route Chart navigation

ALL Tar Sealed Roads

Come and enjoy some of the best roads the Hunter Valley has to offer.

Start : Freemans Waterhole Shell Service Station.

Drivers briefing 9.00am first car 9.30am

ALL C.A.M.S affiliated clubs invited

Unregistered vehicle permits WILL BE accepted.

Historic registered vehicles encouraged to compete.

ph 02 49570880





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



**Come and enjoy some fabulous driving roads in the central west of New South Wales. If you only enter one event this year, this is the one for you!**



## 24th - 25th Oct.

**Categories to suit all levels of participation:**

**Social (No CAMS Licence required)- Just for the fun of it...**

**Tour - Competition without much mapping**

**Apprentice - Mapping but not too difficult**

**Masters - Challenging mapping**

The Alpine Classic 2015 will start and finish in Lithgow, at the foot of the Blue Mountains. The event will travel a meandering route to the overnight stop in Hill End, where competitors will have the opportunity to spend a relaxed evening with their newfound rally friends.

An optional motorkhana will be held over the lunch break on Saturday to give those with a lead foot the chance to have some fun! After a good night's rest, it's on the road again for another day of Classic Rallying.

The event is open to cars of any marque, however priority will be given to vehicles manufactured pre-1986.

Included in the cost of \$ 450 per crew (of two) will be two breakfasts, two lunches, a sumptuous evening meal in Hill End and overnight accommodation. Your rally pack will contain all maps needed for the event, windscreen banner and car number, rally roamer (for new entrants), Alpine Classic caps and cloth badges.

The field is limited to 80 crews, and entries close on Friday 25th Sept.

An event by the CLASSIC RALLY CLUB Inc.  
facebook.com/thealpineclassic  
ross 0409 810 553  
classicrallyclub.com.au  
alpineclassic@hotmail.com



# Groupe Auto Classiche



## Invitation to all Groupe Auto Classiche Members

### 2015 Quattro Aqua

Feel like a drive next August / September ????

Starting in Armidale on August 30<sup>th</sup>, 2015.

We will muster in Armidale on Saturday afternoon August 30th **for the 'Prologue' and head off on Sunday morning for the journey itself.**

As usual we have sussed out some super great roads and a couple of accommodation surprises.

Our first night will be at The Powerhouse, Armidale followed by a run via Emmaville to lunch in Tenterfield then onto Warwick via Benalbo for night two. Monday will see us travel via Gatton, Esk and Kilcoy to Noosa Heads, staying overnight at the Sheraton Noosa Resort for the next **two** nights. Tuesday is a FREE day to do whatever in and about Noosa. Wednesday we will travel over some coastal roads on the Sunshine Coast to Lakeside Raceway for Lunch then onto Ipswich for our overnight stay. Thursday we **wind our way back down through Beaudesert and the "Lions Road"** to the Moby Dick Inn, Yamba. Friday sees us travel via coastal and hinterland roads to Grafton, Dorrigo for lunch, then onto our overnight stay at Kempsey. Our last day sees us travelling west from Kempsey then down through the back blocks to Taree, Wingham, Wooton and finishing in Raymond Terrace.

We have worked hard to restrict any unnecessary cost escalation. The Entry is actually lower than 2014 !!!!

**Quattro Aqua - the only place to be in 2015**

We look forward to your company for what will be a very scenic run, lots of great roads, excellent accommodation, fine food and great camaraderie.

Cheers, The Team

Mike Birks  
259 Hector McWilliam Drive, Turross Head, NSW 2537  
Mobile 0419205 192  
Email: [mikeandchrisbirks@bigpond.com](mailto:mikeandchrisbirks@bigpond.com)

21/07/2015

**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	
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 0417 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.	Harry's Café de Wheels - Liverpool		
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 Region.	Jim Richardson 0418 644 284 Xanthea Boardman; <a href="mailto:xanth@iprimus.com.au">xanth@iprimus.com.au</a>
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	Ross Warner 0409 810 553 <a href="mailto:alpineclassic@hotmail.com">alpineclassic@hotmail.com</a>
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.		
6/12/15	Club Christmas Party	Mulgoa Community Hall. Details TBA		

**Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from****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.

16/08/15	The Council of Motor Clubs, Shannons Sydney Classic.	Sydney Motorsport Park -East.Ck. Dragway	John Cooper 0414 246 157
22/08/2015	23/08/2015	BMC Experience Rylstone Classic	Hunter Valley and Central West NSW <a href="http://www.rylstoneclassic.com">www.rylstoneclassic.com</a>
30/08/15	The All British Day - The Association of British Car Clubs	Kings School Parramatta	<a href="http://allbritishdaysydney.asn.au">http://allbritishdaysydney.asn.au</a>
30/08/2015	5/09/15	Groupe Auto Classiche - 2015 Quattro Aqua	Northern NSW Mike Birks 0419 205 192 <a href="mailto:mikeandchrisbirks@bigpond.com">mikeandchrisbirks@bigpond.com</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: Harry Barker, Carol Both, John Cooper, Steve & Brenda Cox, John Henderson, Lui MacLennan, Tony Norman, Thommo, Ross Warner, Jeff West, Len Zech. Thank you all.