



Rally Directions

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

August 2015



In this issue: Read all about the fun had on the Clarence Classic. The Minis of Lui MacLennan/Kaye Kilsby & Ian Wilson/Guy Brand are shown above enjoying the event. We also have a Victorian perspective of the Barry Ferguson Classic from Stuart Snooks and updated CRC Championship tables.

Upcoming events:
(Full details inside)

- * **Saturday 12th September - Sunday 13th September. M.G. Classic.** Entries close soon. 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.

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

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

JOHN'S JABBER

Hi everyone, here we are in mid-August, with no CRC rallies planned for this month, but that's not to say there's nothing happening because that's not the case.

The Clarence Classic Rally was conducted over the weekend of July 25th and 26th with most of us who entered trekking up to Grafton on the preceding Friday. Ross and I enjoyed the nice leisurely drive up the highway, stopping for petrol and food accompanied by Robbie and Hendo, and arriving early enough to enjoy a very social Friday evening with everyone else at the hotel. My Escort performed well and the weekend's rally took us over some great driving roads with great scenery to take in. Navigation was pretty straight forward with not too many tricky bits for Ross, just a matter of trying to keep to the posted speed limits that caught most of us out. Thanks again to Ian and Wendy Gibbs and all your helpers.



It was extremely pleasing to see Southy out on the road taking photos again, great stuff. I'm sure there will be more articles elsewhere in this mag about the Clarence. Trophies for place getters will be presented at this coming August general meeting, as will the AROCA trophies seeing that Carol will be back from tripping around Europe, showing off in her rented Porsche.

At the last general meeting we were entertained by John Henderson with a photographic slide show, complete with two types of excellent music and a very enlightening talk and description of the endurance rally he just competed in with Jeff West over in America.

As I write this report we have a few of our members competing in the HRA State Bank Discovery Trial Re-run Rally, and would expect a full report on it from Mal Sinfield, Danny Castro, Rob Mifsud, Glenn Evans and Ian Packard, Barry Ferguson and Dave Johnson, who are participating; their posts on the Facebook page have been well received. The Classic Rally Club will have had our annual display of rally cars at Eastern Creek CMC Display Day last weekend; photos and report will be in next month's mag, as well as a write up of the Rylstone Classic Pretend Rally that Ross and I are doing, which is mainly for old Mini's of which there should be over fifty.

The MG Car Club's Spring Classic Rally is fast approaching on the 12th and 13th September, I'm looking forward to this as I've missed the last three due to other outback rallies and overseas trips to Goodwood and the States which clashed with their rally dates. Not to mention, our club's premier event and only TRE, timed event, The Alpine Classic, which is on the 24th and 25th October; entries are starting to come in. Accommodation is limited and we are expecting a full field so don't leave it too late to get your entry in!

Tony Norman has been working on next year's program as we need to lock in some dates with CAMS, so we will need to consider the amount of rallies we run and who may be up to setting and running them, which could require some new blood in the way of rally organising teams. Have a think about what you may be able to contribute to, either setting a rally or helping out setting a rally.

That's all from me - see you out on the rally road!

John

FFFF. The September Friday Night Fling is fast approaching and we will be back to Liverpool Harry's Café de Wheels, or more like Vinnie's Pizza shop next door. August saw a pretty good roll up considering the cold weather, but it was quite warm around the heaters in the pizza pavilion. As it will soon be getting a little warmer it would be great to get a few more of you out for a drive, feed, catch up and chatter.

COMPETITION SECRETARY REPORT FOR AUGUST

With the completion of the Clarence Classic last month we are now down to the last 2 Pointscore events for the Club Championship. Details of the MG Spring Classic and the Alpine Classic can be found on the CRC website.

As many members may be aware, Ian and Wendy Gibbs will not be running the Clarence Classic next year. On behalf of the Club I would like to thank them and their officials/volunteers for their commitment and efforts over the last 3 years. Perhaps after a break in 2016 to recharge their batteries they may be back in 2017 - lets hope so.

The time commitment required to organise and run a 2 day rally is daunting, which is why I have always stayed with running one-dayers. In looking at options to replace the Clarence Classic I am suggesting that it be replaced by 2 one day rallies, the first around late July/early August and the second in mid November as per the Pas de Deux. This proposal has not yet been considered by the Club's Committee so is no more than a 'thought bubble' at the present time.

Listed below are the current suggested dates for our 2016 programme but please keep in mind that it still has to be reviewed by the various Rally Directors and affiliated Clubs and is therefore VERY PRELIMINARY!!

WOLLONDILLY 270 - Sun 28 Feb - Mike Batten to confirm.

THE COMPASS RUN - Sat 02 April - Confirmed.

TARGA TASMANIA - Sat 09 to Sat 16 April - FYI.

BARRY FERGUSON - Weekend early/mid May - TBC.

CLASSIC OUTBACK TRIAL - Sat 18 to Sat 25 June - FYI.

TOUR D'COURSE - Sun 03 July - TBC by AROCA after chatting with Carol Both. This date

is later than usual but is chosen to avoid clash with the Outback Trial. The prior weekend i.e. Sun 12 June is a long weekend with double demerits!

NEW ONE DAY EVENT - Sat 06 or Sun 07 August - any offers!

MG CLASSIC - Sat 11/Sun 12 Sept - Date subject to avoiding a clash with WRC,

which as yet has no confirmed date! TBC.

ALPINE CLASSIC - Sat 15/Sun 16 October - Back to its more regular weekend after the

Bathurst 1000 - TBC.

NEW ONE DAY EVENT - Sat 12 or Sun 13 Nov. - any offers!

Note. *Targa Tasmania & the Classic Outback trial are only included in the above list to indicate their dates. These events are not part of the CRC Championship.*

This POSSIBLE programme will produce 3 x 2day and 5 x 1 day rallies maintaining this year's total of 11 Competition days. As noted previously, it is hoped that some of our more experienced members may be prepared to put their hands up to organise the 2 new one-dayers. You will not be left totally to your own devices since I am sure that experienced Directors will be prepared to offer advice and assistance with the process.

I hope to be able to discuss the above dates with the other Event Directors over the coming weeks to try and formalise a final Calendar by the time of our last event this year - wish me luck!

I Hope all our members have a safe and enjoyable run in the up-coming MG Spring Classic. Happy Rallying.

TONY NORMAN - COMPETITION SECRETARY

RUNNING ON EMPTY - SYDNEY TO GRAFTON AND RETURN by Jennie Smith

Having given up hope of having a rally car to compete with in the Clarence Classic by lunchtime of the Thursday beforehand, I filled my car up with petrol in anticipation of an early start on Friday. The car we had planned to take had been off the road for six years and was finally registered on the Wednesday before the event, but then the gearbox had to come out again, hence my despair. However, at 9pm on Thursday we heard the unmistakable tone of a straight cut gear box and our Mini had arrived, fuelled and ready to go, thanks to the efforts of its owner, our mechanic son, Adrian.

With no time for a “shakedown” run, we planned to take the long trip to Grafton in easy stages, with our first stop to be breakfast at Newcastle. We assumed that even a tiny Mini fuel tank would make 200 km. WRONG!! 2.6 km from the servo we ran out of petrol. On the expressway, in the rain. (Note to those CRC members who drove past – we know who you are and we will remember).

Fortunately, a very helpful young man not only drove Bruce (and Jerry can) to the servo but also back to the car – no mean feat on the M1. From that point on, the bottom numbers on the Terratrip were reserved for the exclusive use of the petrol tank. Whenever it showed 160 we looked for petrol or used the jerry can.

The rest of the trip to Grafton was uneventful, although Bruce found the lack of side mirrors disconcerting and I now appreciate the intimidating size of semi trailers – when all you can see is wheels and axles you feel rather insignificant. By Coffs Harbour we were so sick of semis and roadworks that we diverted to back roads for the rest of the trip and found beautiful scenery and wildlife to admire, although our proximity to the ground and lack of decent suspension gave us a bumpy ride in places.

Registration and dinner were again at the Crown Hotel, where the meal was superb (and generous). We stayed at the Abbey Motel, refurbished since last year’s visit, and extremely comfortable and quiet.

Saturday was a full day’s rallying which took us from Grafton to the seaside and back again, with opportunities to spot plenty of wildlife – we missed the emus but saw kangaroos, chickens and geese, and even a “yellow llama”, courtesy of the Yellow Dog Hotel. We even stopped to help a competitor we thought was stranded but it turned out he was buying a house. Of course! Everyone buys real estate while they are rallying, don’t they?

Lunch was at the South Grafton Hotel, which looked barn-like but fed us generously on soup followed by fish or chicken. More beautiful scenery and tricky questions in the afternoon brought us back to the Crown Hotel again, to swap experiences and debate the number of “road subject to flooding” signs we had actually seen. My Vivofit (activity monitor) informed me that while sitting in a Mini all day I had walked 13,000 steps. Great way to exercise!

Dinner was a chance to check on progressive scores and relax with rally friends, solve the world’s problems and win the raffle! Wendy Gibbs had made a stunning quilt with a classic motoring theme, complete with pictures, which I won, using the power of positive thinking. (ie I told Bruce I WAS going to win it and I did. Yippee! Thank you Wendy). It fits beautifully across the package shelf of the Mini.

Sunday began with “opportunities”. This innovation is an American idea Ian Gibbs had encountered in California. Rather like a herringbone, directions are given as “opportunities” (eg) “turn left at the third opportunity”. No through roads and railway crossings were out of bounds. You had to be there to understand, but it was fun to try something new.



After that we had another bumpy ride on good drivers' roads through more beautiful scenery. Some of the roads were cart tracks where we had to straddle the ridges. On our way to lunch we saw a sight board at the start of a loop but when we reached the same spot again it was missing. We realised that the sweep car was ahead of us but fortunately Bruce remembered the letter, which saved the day. We survived the 'Recce Run' up Mountainview Hillclimb, managing to get the two sight boards cleverly placed on the route. Lunch was a genuine Aussie style hamburger cheerfully constructed by Tanya Arthur, who has been hiding her culinary skills from us. Bruce changed his mind about doing the hillclimb (as did some others) because we wanted to get our pocket rocket home to Sydney in one piece. With our fuel limitations and slow speed we were glad we had opted for Tour. We headed for home via Kempsey to visit old friends and then Port Macquarie overnight. This was our second Clarence Classic and they have been a great experience both in navigation and socially. Ian and Wendy put a great deal of effort into organising a memorable event and we thank them sincerely for their time and expertise.

Jennie and Bruce Smith

2015 CLARENCE CLASSIC RALLY by Heather Dux, Triumph 2500 PI.

Our lead up to the anticipated Clarence Classic had to be experienced to believe it. Don has been doing engine replacements and repairs on our 1989 Lada Niva [don't scoff; if you have ever owned one, you'd love them]. Anything which could go wrong did; the gear box died. We sourced a new one from the Ukraine which arrived promptly and in two pieces for easier postage. The bracket which was on the original gear box differed from the new one. Another urgent email to the Ukraine to get this particular part and while we were on line, Don spotted an alternator for sale which was far more powerful than the one we have. Then he decided that while he was in repair mode, he'd replace the starter motor as well. Before he could install all this machinery, he had a bad fall in his shed. He tripped over an air compressor hose and landed flat on his face, left hand very badly bruised, nose flattened and all skin off it from top to tip, 5 lacerations on his forehead, his reading glasses scratched and blood pouring from his nose and mouth. He managed to make it over to the house where he bled all over the dining room floor [thank God for tiles] and I handed him a clean towel to try to stem the flow. The ambulance arrived quickly and he was carted off to the A&E at Stanthorpe Hospital where they patched him up and sent him home. I don't know what the dressing was that they put on his nose but when it fell off six days later, there wasn't a mark to be seen. Amazing stuff. Then, in her wisdom, our GP decided to excise a skin cancer from under his still bruised right eye. Another week when he couldn't do anything strenuous!

Then we had our big snowfall. Big by our standards but further south they have these events much more often and with more snow. It was spectacular anyway and I'm glad we lived to see it 30 years on from the last big three day fall. Usually every year there's a slight dusting around Eukey but this one was worth seeing. Our rellies in Norway and Canada would laugh at our few inches but we take what we can get. The injuries Don had meant he couldn't work on the Lada and because he tried to do what he could, his hand took so long to heal.



It was only when he got a bad dose of gout and couldn't walk properly that his hand was allowed some rest and it healed. He wasn't a happy chappy. The pain was awful and he's not one to be confined to a chair especially as people assumed the gout was caused by high living. If only!

Once the weather cleared a bit, the preparation for the Clarence Classic began in earnest. On the Friday before the rally, we travelled from Amiens to Tenterfield and along the Bruxner Highway to Casino then south to Grafton.

Don was in bloke Heaven; that wonderful winding mountain road where he could pretend he was Daniel Ricciardo is a dream for most men who love cars and driving. You don't speak during moments like that, it's too exalting.

It was lovely to catch up with our rally mates when we arrived and during the dinner on Friday night and lovely to see Snapper John with his huge camera. I hope he gets invited to more rallies to take his wondrous photos. The rally on Saturday was absolutely wonderful. The roads may have been a bit iffy but the scenery was spectacular. One view was from the mountain road right across the valley to the ocean near Emerald Beach and it was breathtaking. The drive through the tall forest trees was a joy. I think everyone on the rally commented on how much they had enjoyed the day.



We were tickled by a sign we saw nailed to a tree which told us there was a Cemetery and Landfill on the left. We wondered if they were one and the same. That night, at the dinner, which was delicious as usual, Don and I found we were equal second. What a change from the disaster of the year before where we only had one way to go and that was up! We vowed to take all precautions to ensure that we didn't lose any more points.

We were reasonably sure we hadn't blotted our copybook on Sunday morning so when we finished the rally at the Khanacross site, we were optimistic. Section 6 of the rally was a burn up this hilly tarmac and we had to light her up. This is Don's idea of Heaven on a stick and I'm sure he wanted to do another round. As we got up on to the flat we spotted a P board which I entered on the Road Card. While I was doing this, Don said "P board!". When he said this, I thought he was mentioning the one we'd already spotted so I told him to look after the driving and I'd take care of the P boards. Big mistake! It was a second P board and he couldn't remember the letters on it. So, because neither of us communicated properly, we lost 20 points for that mistake. Don is still chuckling about me telling him to mind his own business. So, instead of being second we were fourth. So near yet so far. This is another thing I have to include in my "What not to do" list which is now longer than a toilet roll! I hope someone took a video of Don's attempt at the hill climb; he would so love to see the Green Lady in action and singing her heart out.

Wendy and Ian deserve a huge thank you for providing three glorious rallies around Grafton. The scenery is lovely and I'm rather disappointed that more of our club members didn't travel north to give support to the Gibbs. I believe we have just completed the last Clarence Classic to be held. We always enjoyed travelling south to Lithgow for the Alpine, the Riverina and Kosciusko Rallies and Jeff Whitten's Forest Classic in Wangaratta when they were held because there is nothing like these events in Queensland. Our club members from around Sydney and surrounds are very lucky to have the choice of so many rallies. Another very big thank you must go to Tanya Arthurs for stepping into the canteen on Sunday to help the Burger Prince supply us with lunch. It was a burger with the works and was one of the best I've had for years. There were no feral eggs in any of them unlike our breakfast bacon and egg rolls on the Saturday and Sunday. Peter Cale would have been so proud of me; I managed to cover my hand in runny egg yolk on both occasions but at least I was seated and spread the yellow peril all over the plate.

We now have to wait until October for the Alpine Classic which is the 10th year since we found out about classic car rallying. We've only had one hiccup in 2011 which stopped us taking part but we hope to be present for as many as we can in the future. We'll stay in Tour because our results are too erratic to consider moving on and, anyway, I keep my brain active by doing cryptic crosswords, Sudoku and trying to eradicate all those pesky alien apostrophes which don't know where they should be. See you in October.

Heather

Our 2015 Clarence Classic by Teresa Morey

It all started so well. Dad and I left Canberra on Thursday evening for the nine hour drive up to Grafton. The Alfa purred along to Mittagong and we got a good night's sleep in the nice warm motel. Central heating is a beautiful thing in the Southern Highlands in winter.

Heading north again the next day, the Alfa got us past Sydney and, somewhere on the north coast, Dad handed over the steering wheel to me. It is possible that the Alfa objected to being driven by the navigator of the team: the engine started to hiccough, just a little.

And then the Alfa started to hiccough quite a lot. Switching back to the proper driver didn't help - the car was still not happy. It was clear that there was something going unpleasantly wrong in the ignition system and it was getting worse. New plugs were fitted at a service station in Port Macquarie, new leads sourced from an odd warehouse of car parts in Kempsey. As well as the leads, the warehouse owner insisted that Dad take some brake pads for the Alfa with him - the owner had bought hundreds of the things from a clearance sale and was determined to get rid of them.

With large parts of the ignition system renewed, the car was a bit happier, but its normal purr still had a glitch in the rhythm. We limped on to Grafton - the car was in no state to go rallying but we had come so far! We also happened to know that there was an Alfa guru in town that weekend.

It was past dinner time when we came into the hotel, tired, dispirited and with a sick car. Of course, when you have a sick Alfa, the person you want is Rob Panetta. Dad told him our sad story. Robbie instructed us to give him the keys and to sit down and have some dinner. This was a wonderful instruction to receive, we gratefully handed the Alfa into his care. Off he went to test drive the car in the dark and to fiddle with it by torchlight. Back again in a remarkably short time: "Its fixed." Just like that - he'd found that part of the ignition system had come loose and was slipping apart. (*Technical explanation: the nut holding the distributor clamp down onto the timing cover had come loose allowing the dissy to move upwards & disengage from it's drive momentarily! Bob Morey*) All done, all sorted. Much gratitude from us, but the only payment Robbie would accept was the brake pads we had acquired on the way.



Right! The Alfa was purring again and we could go rallying on Saturday. The route had us looping out and back to Grafton on both days. It was a special treat to get to stay in the same motel for both nights.

At first we headed south of Grafton, driving on some excellent back roads, twice through Nana Glen and then on towards Coffs Harbour. In the course of this section, Dad and I proved yet again that we aren't very good at counting.

We were driving through a dense forest of very tall, straight gums and then it became a rainforest of ferns and dark, enclosed corners. Then, a corner

swept us into the midst of banana plantations and another corner revealed the sea, to Dad's surprise. He had been absorbed in the trees - he'd not known we were so near to the coast.

Navigational challenges were presented by the new Pacific Highway, not marked on our maps and ploughing straight through the winding alignment of the old highway. Zig zagging back and forth across it on the first day we did a bit of poking down roads to try and work out which was the one that matched the map, trying to find a major control at a tricky little TJ. I wasn't sure that we were on the road that I wanted us to be on, and then I saw an M board - right where it shouldn't be. Backing quietly away (don't mind us) we found the correct little back road and cheerfully accepted our stamp as we came into the passage control from the right direction.

In the afternoon, with the Alfa still purring away, we headed north to spend some time alongside those gorgeous wide rivers. The scenery was distracting me from the navigating - not fair! A loop through Maclean took me a bit of working out, and then we spent a long time trying to work out a whole set of little back roads around Tucabia and Ulmarra. It's always annoying when the junctions don't obey the map.

On Sunday, we started with an amusingly different type of instructions that had us seeking opportunities to turn left - as long as there were no railway tracks in the way. Looping up to the north of Grafton and back again, I remembered Ian Gibbs' fondness for 'shortest mapped route' and changed my plan. We were safely through and back out to loop south of Grafton before heading somewhere new - out to the west. The last of the nice winding country roads took us to the Mountainview Motorsport centre. By this stage Dad and I were both pretty tired and ready for a good cup of tea - we overshot a couple of junctions and did more U-turns in this last little section than we'd done all weekend.

We pulled into the major control and suddenly I realised it wasn't quite over yet. Quickly shifting my brain out of neutral, I rummaged about in the mess of maps and found the instructions for the final stage. I had forgotten that we had a lap of the hillclimb track to complete before we were properly done.

This was to be my first taste of a hillclimb. Bracing myself firmly into the seat and calling out the tight turns, I was impressed to hear Dad calmly read out two VRCs as he put the Alfa through the corners at speed. I didn't even see the first of those boards - I was too busy trying to hang on and give him the right calls.



After a tasty burger for lunch we climbed back in the Alfa and headed south. The rally community was still with us - we overtook and were overtaken by rally friends on the way to our overnight stop in Heatherbrae. Heading into Canberra the next day, Dad realised that we had just done the longest trip of the Alfa's recent life - more than 2500 kilometres. And the engine was still purring.

Thanks to Ian and Wendy for setting an excellent rally and all their helpers in running the event. And especially a big thanks to Robbie Panetta for enabling Dad and I to actually start the rally - we couldn't have done it without you.

Teresa

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2015 CLARENCE CLASSIC RESULTS

Apprentices		Saturday										Sunday							
Car No.	Driver	Navigator	Car	Q's	P's	M's	R	Div 1	Q'S	P's	R	Div 2	Sat Total	Q's	P's	R	Div 3	Total	Pos
9	Tanya Arthur	Dominic Votano	Alfa Sud Sprint	10	0	0	5	15	0	0	0	0	15	10	0	0	10	25	1
10	Doug Barbour	Xanthea Boardman	Porsche 911	5	0	0	2	7	0	20	0	20	27	5	0	0	5	32	2
6	Mike Birks	Lachlan Grave	BMW 323i	5	0	0	7	12	0	0	12	12	24	10	0	0	10	34	3
2	Peter Jakrot	Valerie Jakrot	Porsche 944	0	20	0	0	20	0	20	0	20	40	0	0	0	0	40	4
15	Ross James	Mark Sinfield	Saab	45	100	0	0	145	40	0	0	40	185	0	0	0	0	185	5
24	Ian Wilson	Guy Brand	Cooper S	90	40	30	0	160	20	40	0	60	220	10	40	0	50	270	6
21	Donna Wilkinson	Scott Wilkinson	Volvo	80	80	30	0	190	15	80	22	117	307	0	0	0	0	307	7

Masters		Saturday										Sunday							
Car No.	Driver	Navigator	Car	Q's	P's	M's	R	Div 1	Q'S	P's	R	Div 2	Sat Total	Q's	P's	R	Div 3	Total	Pos
1	Bob Morey	Teresa Morey	Alfetta GT	5	0	0	5	10	0	0	1	1	11	0	0	0	0	11	1
3	Peter Reed	Mike Batten	BMW X3	0	0	0	0	0	0	20	0	20	20	0	0	0	0	20	2
18	John Cooper	Ross Warner	Escort	10	0	0	4	14	10	0	0	10	24	0	0	0	0	24	3
41	Robert Panetta	John Henderson	Alfa GT	5	20	0	0	25	0	0	0	0	25	0	0	0	0	25	4
23	Garth Taylor	Michael St.John Cox	P76	5	0	0	3	8	0	20	0	20	28	0	0	0	0	28	5
19	Lauren Walker	Alan Walker	Astra	0	0	30	0	30	0	0	0	0	30	0	0	0	0	30	6
12	Kaye Kilsby	Lui MacIennan	Mini Cooper S	0	20	0	0	20	0	20	0	20	40	0	0	0	0	40	7
11	Tony South	Ted Norman	Escort	0	40	0	9	49	0	0	0	0	49	0	0	0	0	49	8

Tour		Saturday										Sunday							
Car No.	Driver	Navigator	Car	Q's	P's	M's	R	Div 1	Q'S	P's	R	Div 2	Sat Total	Q's	P's	R	Div 3	Total	Pos
22	Bruce Smith	Jennie Smith	Mini	0	0	0	0	0	0	20	2	22	22	0	0	0	0	22	1
13	David Gibbs	Paul Morrison	Toyota Sera	5	0	0	0	5	5	20	0	25	30	0	0	0	0	30	2
14	Steve Brumby	Heather Brumby	Falcon	10	0	0	0	10	0	20	0	20	30	5	0	0	5	35	3
8	Don Dux	Heather Dux	Tri. 2500 PI	5	0	0	0	5	0	20	2	22	27	0	20	0	20	47	4
7	Greg Yates	Karen Yates	Merc. 500SLC	10	0	0	0	10	0	40	0	40	50	10	0	0	10	60	5
5	Henry Stratton	Julie Stratton	MG C GT	10	20	0	5	35	0	20	0	20	55	0	20	0	20	75	6
20	Steve Friend	Anne Lloyd	Mazda 3	5	40	4	0	49	5	20	0	25	74	5	0	0	5	79	7
16	Shane Navin	Jennifer Navin	Porsche 928	5	20	0	0	25	0	60	0	60	85	0	0	0	0	85	8
25	Sergio Cariolato	Irene Cariolato	Lexus	0	0	200	0	200	0	200	0	200	400	10	0	0	10	410	9

The C.R.C. officiates at the Narooma Forest Rally – 1 August 2015 by Lui MacLennan

So the call went out for officials for this event, set on forestry roads in the hinterland behind Narooma, a five-hour drive south of Sydney. After a quick check of the calendar, Lui's hand went up and then a post was put on the CRC Facebook page seeking like-minded souls. Within a couple of days, we had a team of four: Jim Baird, Mike Stephenson, Andrew Inglis from Canberra and yours truly.

Knowing that these events usually require officials to be out in the forest in the pre-dawn hours and one is often out there till late, a cabin was booked for the Friday and Saturday nights. Dinner for Friday night was prepared and transport sorted. We were also given a heads up by new south-coast local, Mike Birks, that the café across the road from our cabin was a good bet for brekkie.

Despite three of us being Sydney based, two cars headed south as Jim had plans to stay on another night, so my Trudi was packed with tables, chairs and other rally paraphernalia and she transported Mike and I down to Narooma, via Goulburn and Batemans Bay. On arrival, Jim and Andrew were found to have Ford interests in common but it was clear where Andrew's allegiances really lay when his rego plate was spotted – GT 105!

That evening was spent around the kitchen table, generally eating, drinking and being merry! We had a lazy start the next morning, as we'd been told we didn't have to meet our stage commander till 10:00 at Club Narooma, so it was off to the café for a tasty and remarkably leisurely breakfast.

We'd been assigned to Stages 3 and 7, which turned out to be the same stage repeated and therefore we didn't have to 'break camp' in the middle of the day. We all started settling in to our positions – Lui & Mike on Time In and Jim and Andrew on the start line. With a GPS enabled clock at both positions, we soon realised we had one dead battery and one faulty GPS unit, not happy Jan! We also had no ordinary CAMS clocks. Needless to say, none of the Zero cars had spares (!) and the start line won the toss. As the 51 competition cars started arriving and leaving, we got into the rhythm and things generally ran smoothly.



A minor hiccup was the fact that our stage had been shortened at the start by 4 km which meant our control was in a far from perfect position and also the transport time for competitors hadn't been increased – a little more attention to detail on the part of the organisers could have made life a lot easier for all concerned. A major hiccup for our control was the total lack of radio comms with headquarters!

We only had about a twenty-minute break between the last car leaving and the next run starting but fortunately for us, we had a new battery and GPS unit delivered by one of the Zero cars. Considering we were going to be in the dark (and cold) for a couple of hours, this saved the day. We only had two tiny torches between us but reading control cards by the light of a mobile phone soon solved that issue!

The second run (with only 44 cars remaining) went quickly and smoothly, sweep car arrived for the paperwork and we were packed up in no time. A quick drive into town and the warmth of Club Narooma was a good finish to the day despite an hours wait for dinner. We then walked back to our cabin to polish off the beer, wine and port while solving the problems of the world till the wee small hours of the morning.

In the team debrief, it was decided we'd all had fun; organisation could have done a better job; we'd been described as professional and I guess somebody won – but at the end of the day, it's not who won that matters, it's getting out there and helping, forming a cohesive team and enjoying it all in the company of fellow CRCers. So next time the call goes out, think about putting your hand up to help – no experience necessary!

Lui

Mexicans Raid Cockroaches Stronghold at the Barry Ferguson Classic.

A Victorian perspective on this year's event from Stuart Snooks (joint winner), originally written for the HRA magazine.

This year's was the 6th in the series of Barry Ferguson Classics run by Dave Johnson since 2010. Dave's intention has been to run an event that, in most aspects, replicates events as they were run in NSW during the 1960s, prior to the advent of fully route charted events. The first event ran out of Raymond Terrace and then Goulburn while the past two years have started in Cootamundra.

Competitors make their own arrangements for accommodation for the event, with many staying the Friday night at Cootamundra as well as the mandatory Saturday overnight stop in Griffith, where everyone gathers for a dinner and a few speeches, including some reminiscing of the amusing incidents from the 'good old days' by Barry Ferguson. The entry fee includes breakfasts and lunches on both days plus the Saturday night dinner.



The event is made up of a Trial and a Tour, with the Trial divided into Masters and Apprentices categories. The Apprentices had the same instructions as the Masters with the addition of a few extra clues and constant reminders to measure distances and compass directions.

The Trial uses bitumen and good quality gravel and dirt rural roads while the Tour is almost exclusively bitumen roads with a very small amount of very good gravel roads. This year there were 13 Masters, 11 Apprentices and 13 in the Tour (a total of 37).

The navigational challenge in the BFC is;

(a) to plot the course correctly on the maps provided and then

(b) make the correct choice of road as they now exist or not, as the case may be.

Dave has also been willing to adapt ideas from other events (such as the Old BP) to add to the BFC experience and to try and keep both members of the crew working together throughout the event.

He supplies a 6 page Navigator's Guide prior to the event to help educate competitors.

I think all crews arrived before nightfall on the Friday, in time for book-in and scrutiny before settling down to a very sociable evening dinner. We were lucky to join in the table booked by Dave Johnson at the Family Hotel and enjoyed some truly excellent quality meals and a good deal of banter between the NSW and VIC's.

The top 6 cars in the start order are usually podium placers in previous versions of the event and this year saw last year's winner Peter Reed/Mike Batten at #1. The current and emeritus Presidents of the Classic Rally Club, John Cooper and Ross Warner, were at #2, followed by the two Mexican crews, Mike Ward/Stuart Snooks at #3 and John Rawson/Dave Smith at #4. Regular competitor at BPs and other HRA event, Graeme Thompson and son Matt Thompson were at #5.

After a cheery breakfast and briefing at the Cootamundra Primary School, Division 1 commenced at 9am with two sections totalling 177kms to the lunch break at Coolamon. A selection of 1960s 250k and 100k (enlarged from the 250k) maps were supplied, with the vias for the first section of each day all pre-plotted, allowing navigators to get settled before having to begin plotting 'on the run' for the later and tougher sections.

All of the points to be plotted were listed with their grid references and a description on a single page (ie: not in amongst the instructions for each section) and this made for a bit of juggling back n' forth amongst the paperwork.

It wasn't long before we started getting Z boards and the second of these caught out a few crews as the redirection instructions specified a new intersection that had to be visited carefully as it had been realigned (not always so easy to see on a 250k scale map).

The second section involved 5.4km of mapped and 2.7km of unmapped roads – all fairly straightforward until we realised that these were not consecutive distances! These roads ended at a passage control and then into the township of Marrar where the 5 vias had to be found and visited in correct order without travelling any part of a road in opposite directions, and all done under a Quiet Zone restriction. This is where Rawson/Smith dropped 3 vias in one hit (brain fade coming early in the event).

The afternoon's Division B was made up of 3 sections covering 261kms by way of Narrandera and Leeton to the overnight stop at Griffith. There was no night division scheduled for this year but some made their own by running very late, taking advantage of the untimed nature of the event. Rawson/Smith cleaned this division while fellow Vics Ward/Snooks dropped 3.

During the day, our own Bob Watson and Gerry Bashford manned a couple of passage controls and had the pleasure of marking the leading NSW crews as WD at least once (and one of them twice) while the leading VIC crews got the entry direction correct both times!

The dinner in Griffith was an excellent social affair with Barry Ferguson declining his usual speech to invite Bob Watson and Bob Riley to give their two bobs worth in talking about some of their past rallying highlights and achievements – some great stories were told.

At this stage, Rawson/Smith led the Masters with only 3 vias dropped with Ward/Snooks and Cooper/Warner tied for second on 4 vias. Last year's winners Reed/Mike Batten had endured a 'dirty day' and were back in 8th with 8 vias dropped.

Division C started at 8am Sunday morning heading eastwards from Griffith with two sections totalling 256kms to the lunchtime finish at Temora. Some very clever use of railway lines and crossings plus exploration of the 'outer perimeter of the built up area' (as shown on the map) at Barellan made for some interesting exploration of the flatter country east of Mt Binya.

There was also much consternation when we were directed to turn left into a small patch at the NE corner of the Yarranjerry Forest and use 3.3kms of unmapped roads to the next via at the exit of the forest. Most crews explored all the roads in here but none could come up with the specified 3.3kms of roads and we later learned this advisory distance should have in fact been 2.3kms.

The final run into Temora let crews wind down gently and many stories were swapped over lunch as Dave Johnson scored the roadcards. The end result saw two Victorian crews tied for first place (Rawson/Smith and Ward/Snooks) with fellow Victorian Ian Reddoch 5th in the Masters category.

Two Vic crews finished an honourable 5th (Parry/Knights) and 7th (Ian & Elizabeth Gilhome) in the Apprentices category and John Moore/David Alexander finished 11th in the mighty Morris 1100 in the Tour category.

This was a terrific event in so many ways and the lasting impressions are of top quality dirt roads, minimal distance along major highways, and clever routes chosen to cross railways and highway. The organisation was excellent with lots of good will and humour between crews and the handful of officials.

Someone said that Dave had clocked up 20,000 km's in putting the event together and so it was no surprise when he indicated that, at 82 years of age, he might scale the event back to once every two years or a one day affair for next year.

This seems like a great opportunity to pick up on an idea that has been mooted from both sides for a while now – to run a two day event with the NSW guys organising one day and we Victorians organising the other day of a joint event, based near the border.

Stay tuned for news of developments on this initiative in coming months.

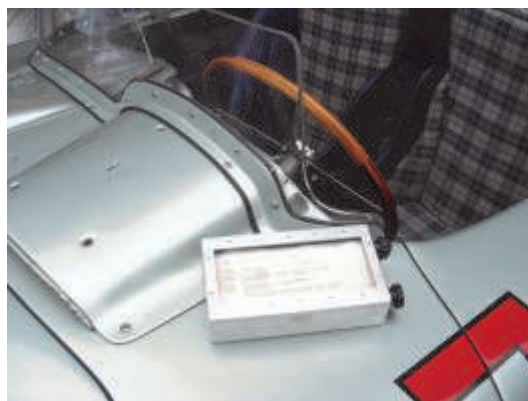
Steuart Snooks

1955 MILLE MIGLIA BY DENIS JENKINSON (continued)

In last month's edition we reproduced the first part of an article from Motor Sport magazine dealing with the works Mercedes Team's attack on the 1955 Mille Miglia. The following continues Denis Jenkinson's account of the preparations he and Stirling Moss made prior to running together in the event. Bob Morey.

After Easter we went out to Brescia for our third and final practising session, the technical department, with Kling and Herrmann, having already made an extra one. During their practice period they had thrashed the prototype car up and down the section from Rome to Florence, for this part of the route was the hardest. There are few straights, but all the time the car is averaging nearly 100 m.p.h., the chassis being subjected to strains from every possible angle, and as the 58-gallon petrol tank would be full when leaving Rome, this part of the route would be the most likely on which a break down would occur.

By now our details of the route were perfected and I now wrote them all down on a special sheet of paper eighteen feet in length. Moss had had an alloy case made, on the map-roller system, and for our final practice I employed this machine, winding the paper from the lower roller to the upper one, the notes being read through a Perspex window, sealed with Sellotape in the event of the race being run in rain. A complete lap in a 300 SL was done as a sort of dress rehearsal, this car being ideal as it had a maximum of nearly 140 m.p.h., good acceleration, and was a very good approach to racing conditions, while at the same time we could speak to each



other if the need arose, though normally all our conversation was done by hand signals, there being about fifteen altogether, to cover every aspect of conversation. During this dress rehearsal we employed an amusing technique in the more deserted parts of the route, especially in the mountains, where I kept an eye on the approaching road out of the side windows, and even out of the rear one on mountain hairpins and, by continually shouting 'Yes' while the road was clear, Moss could have a real go at 'ninetenths' on the section of road just in front of him, certain in the knowledge that no traffic was approaching, for it must be remembered that all our practice was being done on normal Italian roads, open to the public. This technique, while being amusing to us, was also useful to Moss as it meant he could get the feel of the road surface conditions at racing speeds. By now the Mille Miglia date was approaching and all round the 1000 miles we saw more and more signs of growing enthusiasm, occasionally seeing other competitors practising parts of the route, while the police were beginning to leap off the pavement, stop the traffic and wave us on over crossroads with excited cries of 'Mille Miglia-via'! and, of course, the Italian populace were leaping straight up into the air with joy as Moss fought the sliding SL through many of the corners. It was interesting that the average English enthusiast would turn his head and look if he saw a 300SL being really motored, whereas the Italians, from errand boys to bank managers, will spontaneously leave the ground and spin completely round, with excited waves, at the same sight, and then rush to another point in the hope of getting a further glimpse of the speeding car. We completed our third practice period without any crashes, though the 'hack' SLR decided to give-up-the-ghost while we were having a final run in it, but we were entirely blameless; old age creeps on the best vehicles, and this one had done the equivalent of at least six Mille Miglias in the hands of Moss, Fangio, Kling and Herrmann, the four drivers for the race.

A week before the event we went to Stuttgart to try out the actual car we were using in the race, and several laps of the fast Hockenheim circuit convinced us that we had a truly magnificent 3-litre sports car under us, the eight-cylinder fuel-injection engine giving well over 290 b.h.p. on normal pump petrol, and the car geared to give a maximum of 170m.p.h. at the peak revolutions of 7,500 r.p.m., though we were given no ultimate limit, should the car wind itself over this downhill. On this SLR the seats were made to measure for us, being cut-and-shut just like a tailor would make a suit, while every detail in the cockpit received our personal attention, and anything was altered to our desire without question.

When we finally left the racing department at 5 p.m. on Tuesday, April 26th, we had the pleasant feeling that we had just left an organization that knew no limit to the trouble they would go to in order that we might start the Mille Miglia with everything on our side.

Next day we flew to Brescia and when we went round to the garage in the evening the cars were already there, having been driven down in the fast racing lorries overnight. We were now satisfied with almost everything we could think about; we had practised wheel-changing over and over again, in case we had tyre trouble, and I would add that we impressed the Mercedes-Benz mechanics by changing a rear wheel in 1 min. 25 sec. from stopping the car to starting off again. We had practised fitting the temporary aluminium aero-screens that went in front of the Perspex screen should it be broken by a stone; Mercedes-Benz engineers remembering how Hermann Lang was nearly suffocated at 170 m.p.h. at Donington Park in 1938 when his windscreen was broken. We had tried changing plugs; we had studied the details of the pipes of the fuel-injection, the petrol pumps, various important parts of the wiring system, how the bonnet catches functioned; we were given spare ignition keys, shown where numerous small spares were stowed should we stop by the roadside with minor trouble; and by the end of the week we felt extremely confident that we could give of our best in this toughest of motor races, lasting for more than 10 hours over every known road condition, over mountains and through cities, for 1,000 miles.

On the Friday before the race we did a final test on the nearby Autostrada, to try-out some windscreen modifications to improve the air-flow along the cockpit sides. Also Moss tried out a new mechanism fitted to the gear-change that would prevent him from changing from second gear to fifth gear. The gear-gate is exposed with first left forward, second centre-rear, third centre-forward, fourth right rear, and fifth right-forward. Being used to four-speed boxes Moss was occasionally going across the gate from second to fifth, and when he told the engineers about this the racing department set to and designed, drew and made an entirely foolproof link-mechanism that fitted on the top of the gate that would prevent this. He mentioned this on Tuesday afternoon and on Friday morning the new parts arrived in Brescia and he was trying out the mechanism before lunch; at such speed does a true racing department work.



For the week before the race I had been going to bed extremely early and getting up extremely early, a complete reversal of my normal life, for to suddenly get up at 6 a.m. gives me a feeling of desolation until well past mid-morning. Moss had been employing similar tactics, so that when we went down to the start at 6.30 a.m. on the morning of May 1st we were both feeling ready for anything.

All the previous week a truly Italian sun had blazed out of the sky every day and reports assured us that race-day would be perfectly dry and hot, so we anticipated race speeds being very high. I had a list of the numbers of all our more serious rivals, as well as many of our friends in slower cars, and also the existing record times to every control point round the course, so that we would have an idea of how we were doing. We had privately calculated on an average of 90 m.p.h.-2 m.p.h. over the record of Marzotto, providing the car went well and the roads were dry. Mercedes-Benz gave us no orders, leaving the running of the race entirely to each driver, but insisting that the car was brought back to Brescia if humanly possible. Moss and I had made a pact that we would keep the car going as long as was practicable having decided in practice at which point we could have the engine blow-up and still coast in to the finish, and how many kilometres we were prepared to push it to finish or to a control. At Ravenna, Pescara, Rome, Florence and Bologna there were Mercedes-Benz pits, complete with all spares, changes of tyre should it start to rain, food, drink and assistance of every sort, for in this race there are no complicated rules about work done on the car outside assistance; it is a free-for-all event.

(to be continued)

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

Jim Richardson

5 George Muir Close

Baulkham Hills 2153

96390638 0418644284

jimandbev@bigpond.com

Xanthea Boardman

PO Box 1566

Rozelle 2039

xanth@iprimus.com.au

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.
classicroallyclub.com.au
alpineclassic@hotmail.com
facebook.com/thealpineclassic
Ross 0409 810 553



Thornleigh Car Club 'President's Trophy Trial Saturday 21st November 2015

Due to a small wind & rain event in early May, the Thornleigh Car Club President's Trophy Trial was cancelled. Now a date has become available with the cancellation of a CRC event in November.

The revised, (shortened & different area), TCC President's Trophy Trial will be run on Saturday 21st November 2015.



Commencing at Rathmines Park at 10:00, originally the site of the RAAF Catalina Flying Boat Base on the western shores of Lake Macquarie, the event will traverse about 300 Kms of the Central Coast and Lower Hunter regions.



There will be classes for Novice, Apprentice and Masters.

Novice class will be predominately held on sealed surfaces, with some simple navigational requirements.

Apprentice and Masters can expect a higher navigational workload and also a greater amount of good gravel roads.

Competition is expected to be completed by 17:00 allowing entrants to return home if desired.

More information and Supplementary Regulations available soon.

Enquiries to nightowlrally@gmail.com or Arthur Evans 0412 734 160, Regards Arthur.

More about Peter Goers from John Cooper

I was prompted to reminisce when I read Peter "Thommo" Thompson's article in last month's Rally Directions about Peter Goers which had a photo showing his passion for steam traction engines. This is a big change from Peter's rallying days in a very quick V12 E type Jaguar.

Peter resides in South Australia and was a regular visitor to New South Wales in the 90's to compete in the early mountain rallies and also a few of our Classic Rally Club events, often leaving his beloved Jag with Thommo and commuting across to enter. He is a great knock about bloke with a passion for extreme machinery.

These photos are of Peter's Jag from the 1997 and 1998 mountain rallies. He would often wash the Jag each night and he hated motorkhanas. At a motorkhana at Cowra Air Strip Peter WD'ed so he thought he would just light the tyres up, covering Don and Margaret Brown with great plumes of smoke. This certainly got the attention of everyone watching. It would be great to have Peter back in one of our rallies.



2015 Mountain Rally

Remember the Mountain Rallies of old? 6, and even 7, days of serious navigation, with sporting events chucked in. The old timers still talk of those days, starting in 1991, with bated breath. The fiendish "Bott Plots".

Well, 2015 was different. Very sociable, with morning and afternoon tea stops, as well as lunch and dinner! Based around the Hunter Valley, including some roads from the first Mountain Rally, as well as some I did not know. Great driving for a Jaguar.

They even organised a car wash en route. Garth would have appreciated it on the Clarence, after I took him down a muddy logging track!

Michael Cox



For Sale 1994 Porsche 968



John Marosszeky is finally selling his beloved Lapis Blue car after 16 years of enjoyable driving, only because it has been replaced by a Cayman S . It is a non CS model , 6 speed manual with all the luxury bits. However, I have added the following; M030 sway bars, stiffer springs with adjustable shock absorbers and adjustable front strut mounts, torque-biasing LSD plus a sports exhaust with variable muffler. I am only the 3rd owner and I bought it with only 106,000kms on the clock in 1999. The car has just turned over 299,000kms. It has been religiously maintained, including changing engine oil + filters every 5000kms. The engine is still original and has never had the head off yet still produces near to new factory horsepower (dynoed at 172kW in 2012 at 280,000kms). The gearbox was overhauled at 150,000kms in 2003. I have recently put in new spark plugs, cams & balance shaft belts, replaced the VarioCam plastic chain tensioner pads, fitted a new starter motor and new genuine Porsche engine mounts plus the fuel injectors have been serviced. I still have all the original Porsche handbooks with full maintenance history and a large folder of receipts.

Price: \$35k, however reasonable close offers will be considered.

This price Includes 2 x sets of additional wheels, a modified airbox with K&N filter, the original exhaust, the original standard diff and other miscellaneous bits & pieces accumulated for the car over the years.

Contact: John Marosszeky 0418 202 705

Classic Rally Club Championship 2015

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Highway 31 Revisited	Wollondilly 300	Barry Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
	1 day	1 day	2 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor									
John Cooper	15	19	36	20	36			126	1
Peter Reed	20	16	30	16	38m			120	2
Garth Taylor	13	16m	22m	1	32			73	3
Gerry Both	18	14	20m	16				68	4
Bob Morey	11			16m	40			67	5
Robert Panetta	13			19	34			66	6
Tony South		17		13	26			56	7
Alan Watson	17	18	18					53	8
Winton Brocklebank		15	24					39	9
Gerald Lee			32	6				38	10
Lauren Walker			26m	12	20m			38	10
John Young	12		24					36	12
Gary Maher	14	8		10				32	13
Michael Olsson	19m	13						32	13
Wendy Gibbs					32			32	13
John Henderson		20m						20	16
Barry Ferguson			16					16	17
Darren Taylor	16							16	17
Matthew Nolan		12						12	19

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Highway 31 Revisited	Wollondilly 300	Barry Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
	1 day	1 day	2 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor									
Ross Warner	15	19	36	20	36			126	1
Mike Batten	20	16	30	16	38m			120	2
Lui MacLennan	16	12	26m	18	28			100	3
Carol Both	18	14	20m	16				68	4
Michael Cox	13		22m		32			67	5
Ted Norman		17		13	26			56	6
Teresa Morey				16m	40			56	6
Pam Watson	17	18	18					53	8
Alan Walker			26m	19	20m			45	9
Helen Young	12		24					36	10
John Henderson					34			34	11
Harriet Jordan	19m	13						32	12
Ian Gibbs					32			32	12
Ian Reddoch			32					32	12
Phillip Stead			30m	17m				32	12
Wendy Maher	14	8		10				32	12
Jeff West		20m						20	17
Adrian Kinslor		16m						16	18
Graham Thompson		15						15	19
Wayne Gerlach				14				14	20

Classic Rally Club Championship 2015

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Highway 31 Revisited	Wollondilly 300	Barry Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
	1 day	1 day	2 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor									
Peter Jakrot	15	15	26	11	24			91	1
Doug Barbour	3	14	22	15	28			82	2
Ross James	6m	11	30	6	22			75	3
Donna Wilkinson	7m		14	7	18			46	4
Mike Birks		10			26			36	5
Joyce Lawrence	9		24m					33	6
Tanya Arthur			2		30			32	7
Steve Cox	12m	13m		14m				27	8
Jonathon Mansell	1	12		13				26	9
Peter Parry			22					22	10
Tony Kanak	10	9		1				20	11
Ian Gilholme			18					18	12
Chris McDonald	14m							14	13
Kevin Payne	5	8						13	14
Heien Young				12				12	15
Collin Segelov	3	7						10	16
Martin Leaver	8m							8	17
Heather Worth		3						3	18

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Highway 31 Revisited	Wollondilly 300	Barry Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
	1 day	1 day	2 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor									
Valerie Jakrot	15	15	26	11	24			91	1
Xanthea Boardman	3	14	22	15	28			82	2
Scott Wilkinson	7m		14	7	18			46	3
Glenn Evans	13	12		13				38	4
Lachlan Grave		10			26			36	5
Dominic Votano			2		30			32	6
Brenda Cox	12m	13m		14m				27	7
Guy Brand					20			20	8
Elizabeth Gilholme			18					18	9
Martin Leaver			16m	8m				16	10
Roger Wood	14m							14	11
Tony Norman	11	3						14	11
Thomas Payne	5	8						13	13
John Young				12				12	14
Ken Davies	6m			6				12	14
Renai Warner	11							11	16
Simon Robinson	3	7						10	17
Sue Jenner	9							9	18

Classic Rally Club Championship 2015

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Highway 31 Revisited	Wollondilly 300	Barry Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
	1 day	1 day	2 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor									
Shane Navin	10	10	12	10	6			48	1
Greg Yates	4	9	6	6	12			37	2
Steve Brumby			14	6	16			36	3
Alan Cummine	7	8	8	10				33	4
Tim McGrath	6	6	12	4				28	5
Brian Doyle		4	20					24	6
Bruce Smith					20			20	7
Dave Johnson		6	12					18	8
David Gibbs					18			18	8
Jim Richardson			12	6				18	8
Steve Blair			18					18	8
Don Dux					14			14	12
Jos Kroon		6m		6				12	13
Henry Stratton					10			10	14
Kevin Payne				10				10	14
Jon Dickson	9							9	16
Steve Friend		1			8			9	16
Ian Packard	1	1		6				8	18
Jim Baird	2	5						7	19
John Young		7						7	19
Dominic Votano				6				6	21
Tanya Arthur				6				6	21
Jeremy Braithwaite	5m							5	23
Bryan Allart			4					4	24
Sergio Cariolato					4m			4	24
Anthony Quist		2		1				3	26
Neville Howard	1	1						2	27
Peter Atkinson	1			1				2	27
Ramin Shoushtarian	1	1						2	27
Simon Duff			2					2	27
Chris MacDonald				1				1	31
Henri Hendriksen				1				1	31
Lindsay Trevitt				1m				1	31

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Highway 31 Revisited	Wollondilly 300	Barry Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
	1 day	1 day	2 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor									
Jennifer Navin	10	10	12	10	6			48	1
Karen Yates	4	9	6	6	12			37	2
Heather Brumby			14	6	16			36	3
Sylvia Gleeson	7	8	8	10				33	4
Jocelyn Vettoretti	8m		18					26	5
Paulina Doyle		4	20					24	6
Jennie Smith					20			20	7
Bev Richardson			12	6				18	8
Heather Dux					14			14	9
Natalie Johnson			12					12	10
Peter Robinson		6m		6m				12	10
Julie Stratton					10			10	12
Thomas Payne				10				10	12
Helen Young		7						7	14
Ryan Baird	2	5						7	14
Cate Lee				6				6	16
Jon Dickson				6				6	16
Ron Cooper	2			4				6	16
Steve Maher				6				6	16
Tony Norman				6m				6	16
Glenda Lawrence		3	2					5	21
Julie Braithwaite	5m							5	21
Beryl Allart			4					4	23
Irene Cariolato					4m			4	23
Amir Shustarian	1	1						2	25
Brian Madigan	1	1						2	25
Marlene Taylor	1	1						2	25
Sarah Priestly	1			1				2	25
Kristyan Plimsoll-Kanakova				1				1	29
Maureen Friend		1						1	29
Natalie Martin				1				1	29
Paul Trevitt				1m				1	29
Richard Nineham				1				1	29

17/08/2015

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; xanth@iprimus.com.au
22/09/15	CRC Meeting			
2/10/15	F.F.F.F.	Details T.B.A.		
2/10/15	CRC magazine deadline	This month's deadline is early as the editor is having another holiday!		
24/10/15	25/10/15	Alpine Classic C.C.	2 Day T.R.E. in Central West NSW	Ross Warner 0409 810 553 alpineclassic@hotmail.com
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.

22/08/2015	23/08/2015	BMC Experience Rylstone Classic	Hunter Valley and Central West NSW	www.rylstoneclassic.com
	30/08/15	The All British Day - The Association of British Car Clubs	Kings School Parramatta	http://allbritishdaysydney.asn.au
30/08/2015	5/09/15	Groupe Auto Classiche - 2015 Quattro Aqua	Northern NSW	Mike Birks 0419 205 192 mikeandchrisbirks@bigpond.com
	21/11/15	Thornleigh Car Club Presidents Trial	Central Coast & Lower Hunter	Arthur Evans 0412 734 160 nightowlrally@gmail.com

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: Alan Baker, John Cooper, Michael Cox, Heather Dux, Wendy Gibbs, Lui MacLennan, Teresa Morey, Tony Norman, Jennie & Bruce Smith, Steuart Snooks, John Southgate, Jeff West. Thank you all.