



Rally Directions

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

September - October 2015



In this issue: Ron Taylor & his grandson Kyle took some great photos on the recent MG Classic. The photo above shows the magic country we travelled through and the diversity of cars competing. Read all about the event inside and also see more excellent photos. Details of the Club's annual general meeting are inside. We also have a learned article about watercourses and details of the latest annual club championship positions. There are close tussles in all the classes which will be resolved on the Alpine Classic.

Upcoming events:
(Full details inside)

- * **Sunday 6th December Xmas Fun Run Rally.** Starts at 9.00am at McDonalds car park on the westbound side of M4 freeway at Eastern Creek.
- * **Sunday 6th December Classic Rally Club annual presentation and Christmas lunch.** Mulgoa Community Hall from 12 noon.

Classic Rally Club Officers and Contacts 2015

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Classic Rally Club Inc.,
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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



It seems strange preparing my President's report at this time of the month, as we decided to forego the September mag due to there being very little content and no events to report on, and to make life easier for our Editor Bob (and to save some club funds) we have combined the September and October editions together; and as Bob needs to take a well-earned break he requires this mag deadline by the 2nd which is two weeks earlier than usual, so you think you're confused... what about me?!

Our club contested the MG Car Club's annual MG Spring Classic Rally recently. I would like to thank the MG Car Club for their continued support of this long standing event, which is part of our rally club's point score. Thanks to Jim Richo, Doug and Xanthea, Bev, MG President and Vice President Stuart Ratcliff & Robert Smith, and all the volunteers who helped out – great roads, accommodation, lunches, evening meals and get togethers. One thing that stood out to me was the amount of younger members, both female and male, competing with their parents. Our sport provides the opportunity for family members to participate in a sport and have fun together.

Our club's longest running rally is on again, The Alpine Classic, the only (TRA) Touring Road Event available to us, which has timed sections, timed motorkhana and average speeds sections. This year sees the new organising crew headed by Ross Warner and myself, well mainly Ross, he's the "ideas" man and the amount of work he has put into this is unbelievable. Spare a thought for what goes into putting on an event whilst you're enjoying a great drive around this great country of ours. Ross and all our other event organisers and volunteers do a great job. If you haven't got your entry in for The Alpine by now you're too late, entries are full and we're off and running.

Our State Government Minister Duncan Gay has announced a new registration scheme, which uses the log book system in conjunction with our current club historic registration scheme. This is supposed to come into effect shortly, however there seems to still be some confusion regarding this new system which is supposed to include modified vehicles. I assume that the bugs will be sorted out shortly and this scheme will give our members an alternate and cheaper registration system which will allow our vehicles to get more use. When we have the correct info and the scheme is underway I may be able to get Dominic Votano to do an article on it to inform about the correct procedures and options available to us.

A mention to all who helped out at the Australian WRC events in Coffs Harbour and others who may have ventured up to watch the action. I got to see some on TV and it looked pretty spectacular. Listening to Mal Sinfield talk about some of the goings on at this level prove this branch of the sport is well above most people's budget and imagination.

Don't forget November is the club's Annual General Meeting and if you are intending to stand again for your position or intending to nominate for a position please let Tony Kanak know beforehand.

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

John

Notes from The Pres.

- **FFFF.** First Friday Night Free Flings have become a little more popular lately with reasonable attendances at Harry's Café de Wheels and Vinnie's Pizza Place at Liverpool, so we will be staying there for October and November.
- **SPECIAL MENTION.** Congratulations to John Young who has been involved in the making of a documentary tracing Ron Goodman's journey to the Monterey Historic Car Meet, which has won an award at the Autovision Film Festival in Germany. John has been overseas again to collect the award.
- **MG CAR CLUB. Annual Car Club Display Day & Concourse.** Sunday 18th October 2015, Silverwater Park, CRC are invited to attend, club plate usage allowed. If you have an MG or just want to look at some nice MG cars, all welcome.
- **NIGHT OWL RALLY.** A note from Arthur Evans regarding the Night Owl Rally being conducted under the Thornleigh Car Club banner as the President's Trophy Trial: *Due to the cancellation of this event in May & the cancellation of a CRC event in November, we now have a date available to conduct a shorter one day event. This event will be held on Saturday 21st November 2015 commencing at 10:00am from Rathmines Park on the western shores of Lake Macquarie, using roads in the Central Coast & Lower Hunter areas. Classes for Tour on mainly sealed roads with a little bit of simple navigation, while Apprentices & Masters will see a few more good quality gravel roads but will have a bit more navigation to do. Enquiries to; nightowlrally@gmail.com or Arthur on 0412 734 160.*
- **NEW CAR MUSEUM.** We have had word that there will be a new Classic Car Museum opening up soon in Gosford, John Singleton advises: *Bunnings relocated their Gosford store to a new bigger building earlier this year. Their old building has been sold to two car collectors who are opening it as a motor museum. The building alone is a big investment but click onto their website at <http://www.gccmuseum.com.au> and then onto CARS and you will see that these guys have serious money and taste (well they do have a few Porsches) and that this is a very serious project. Apparently it will be opening in November and it will have a 1960's American Milk Bar themed café and they want to make the museum a car club destination. All sounds good. I believe this is on the cards to arrange a lunch run up there for a day's drive and outing. Stay tuned for possible dates for next year.*
- **SHANNON'S CMC EASTERN CREEK DISPLAY DAY.** On a warm sunny winter's day, the Classic Rally Club was out taking in the sun and cars at the 2015 Shannon's CMC Display Day at Eastern Creek, a huge contrast to the previous year's wash out and downpour. Twelve of our rally cars were on display and they generated some good feedback from the public and promoted our up and coming Alpine Classic Rally. There were certainly a lot more of our people there, either with other car clubs or along as spectators, and it is always good to catch up for a chat. Thanks to everyone who helped out on the day with your cars, and to Lui for the cupcakes. Our club location was moved back up into Area B this year after being relocated to Area C for the past few years This certainly is a more pleasant area to be in and hopefully we will retain this spot. I was unaware that there is a prize for best display, which gives me a thought for next year... Maybe.



COMPETITION SECRETARY REPORT FOR SEPT/OCTOBER

With an impending trip back to the UK later this month, this will be my last Report for 2015. Firstly I would like to thank all of the Event Directors, Officials, Volunteers and of course all of the entrants for your involvement in this years programme. A big thank you also to AROCA and the MGCC for inviting our Club members to participate in their events. From discussions with teams in the MG SPRING CLASSIC there seems to be a general consensus that the Event was very professionally organised and that the route provided an opportunity to enjoy some excellent roads. Congratulations to all of the podium getters (if that is a word) - I anticipate that Event reviews will be found elsewhere in the magazine.

This leaves the iconic ALPINE CLASSIC as our final Rally of the pointscore season for 2015. I will be away when the event is held but look forward to hearing all about it in the next edition of Rally Directions. Which nicely leads to my thanks to our magazine Editor, Bob Morey, for his outstanding work over the last 3 years. The time and effort that goes into producing the magazine each month cannot be over-stated and I am sure that Bob, and probably Jane as well, will now have a well deserved break. Well done, and thanks for all your help with my Supp. Regs. and Entry Forms etc.

And so to next years Calendar. It can now be confirmed that the first two Events of 2016 will be as follows:

WOLLONDILLY 270 - Sunday 28th February - Mike Batten.

THE COMPASS RUN - Saturday 2nd April - Tony Norman.

The dates for the next listed Events are still to be confirmed.

BFC - Sat 1st/Sun 2nd May OR Sat 28th/Sun 29th May. Both of these weekend dates have been advised to the NSW Rally Panel to ensure that we are covered. Note that June has been left blank since it is anticipated that many of our regular entrants will be entered in or working as officials on the CLASSIC OUTBACK TRIAL during that month.

AROCA TOUR D'COURSE - Sun 3rd July. Subject to further discussions with the Alfa Club representatives.

NEW ONE-DAY RALLY - Sat 6th OR Sun 7th August. T.B.C.

MG SPRING CLASSIC - Sat 15th/Sun 16th September. T.B.C.

ALPINE CLASSIC - Sat 15th/Sun 16th October. T.B.C.

NEW ONE-DAY RALLY - Sat 12th OR Sun 13th Nov. T.B.C.

As of 30th September the date for the WRC Australia Rally 2016 is still not listed on any website that I can find. With rumours that it may move from September to November in 2016 it may be necessary to re-schedule the MG SPRING CLASSIC in September or the NEW ONE-DAY RALLY in November to avoid a clash with the WRC Event. Hopefully a decision from the FIA will be finalised soon so that our far more important events can be locked in!! I will be back in town for the November Club Meeting and hope to catch up on all the CRC news at that time.

TONY NORMAN - COMPETITION SECRETARY.

HEAR YE, HEAR YE! ITS TIME AGAIN FOR THE CRC Inc ANNUAL GENERAL MEETING

Date: Tuesday November 24th, 2015 commencing at 8pm, prior to the usual monthly meeting.

Place: Denistone Sports Club 59 Chatham Rd, West Ryde.

- Agenda:
1. To accept the minutes of the 2014 CRC AGM,
 2. To receive the summary reports on 2015 activities from the CRC Committee,
 3. To elect the CRC committee for the period to the 2016 AGM (note the current committee is eligible for re-election and has indicated it s prepared to stand again for the next year. If you are potentially interested in assisting with any of the Club's roles but won't be at the AGM to declare your interest, could you please contact the secretary on 0419 233 494 so your interest can be noted at the meeting. *Our magazine editor, Bob Morey, is stepping down. Jen Navin has offered to take on this role.*
 4. To set membership fees for 2016. *Garth Taylor has suggested an increase of the membership fee to \$40.00 for those members who want a printed copy of the Club magazine mailed to them.*
 5. Any other business, in accordance with the Club rules.

Tony Kanak, Secretary CRC Inc.

Master and Apprentice The 2015 MG Rally - Dominic Votano



The 2015 MG Rally was well attended by an eclectic field of old and new cars with surprisingly more Porsches than MGs present. It also saw a number of unexpected changes for us. Tanya being out with the flu, I contacted long time friend/navigator Michael Stephenson to fill in for her and then the evening before we were to leave, the old faithful Alfa Sud decided to do an Alfa on me and for no reason whatsoever run at 1/2 power with an unidentified electrical fault, the most likely cause.

So thank you to all who helped as we changed both Navigator and Driver, cancelled the Friday night stay, changed the honeymoon suite for a twin room, moved from Apprentice Class to Masters and substituted a 1983 1.5 litre Boxer Alfa with a 2015 2.0 litre Boxer Subaru BRZ.

On repacking things into the BRZ we tested the electronic terratrip and found it faulty so off to Motto Farm in a familiar situation with no terratrip, wrong car and to top it off a sick navigator. Breakfast at Motto Farm was a welcome surprise and the pleasant sunshine and warmth of the day made for some very happy competitors. That is until we saw the instructions; How easy is this? Where are the tricks? Only 5 questions in a 170 kilometre division? What evil has rally director Richo cooked up for us?



There was no need for a terratrip, Rally Roamer, reading herringbones and there were no vias. Quite simply it looked easier than a tulip route chart. And the biggest bonus "There was no counting Questions!"

Surely every one of the entries in every division would clean sheet?

But alas as time went on it was obvious that the devil in the detail was self inflicted and through overthinking, over trying and over worrying it was obvious that this simple list of point to point navigation had us.

Driving in a BRZ is quite an experience. For some 3 years this twin of the Toyota 86 has been voted car of the year and raved about by every Motoring Journalist in every country. 147 kilowatts in an 1100 kg car with beautiful balance, braking and poise. No it won't ever win at the drags and it can be considered underpowered, simply because the tautness of the chassis, preciseness of the steering and the well made feel allow you to drive it to the edge and wishing for more.



And what better way to test such a car than a challenging navigational rally requiring more U-turns than a political leader in crisis, more backtracking than a bumbling treasurer, and the ability to comfortably take every corner, mountain, dip and trough like a young polly waiting for his super entitlement.



Of course there were wonderful roads, great meals, all the friendship that makes Classic car clubs worthwhile and changes of scenery that delighted the driver. The 4 divisions that were to be a little over 600 kilometres in 2 days became over 700 kilometres as many of the navigators realised that they had missed closer localities, confused left hand side railway stations with those on the right and were perplexed with one simple last instruction on the first day. It was "From here till end of division do not take any left turns." This was a new one for us. Closest route yet no left hand turns were permitted. Again simplicity, causing terror.

The second day continued with the simple instructions and long stretches of good roads with an early afternoon finish at Kitchener pub 5 kilometres south of Cessnock. My navigator finished with some extreme carsickness and a nasty headache, but I finished with the smile and smug satisfaction of a newly elected political leader.

Quite simply a great 2015 event made greater by getting back to basics with instructions, some great roads, a fine car and the joy of a hard working navigator. It appears that a Magnum or two after the event were the only fun factors missing.



Dominic Votano

Dicey, Devious [you can't turn left !!!] Doug's MG Classic - Mike Birks

The MG [Spring] Classic has always been one of my favourite events. I guess I just really enjoy the scenery and roads [second only to the Clarence]. This year's event saw Doug, Richo, Xan and Bev team up yet again to cause those of us who enjoy a good drive, good food and the odd red chaos for 2 full days.

Lach and I have been somewhat quiet this year and have therefore been MIA for several events. However the lure of the MG ensured that we would be at Motto Farm to contest the event. Saturday started well for us, that is until just after Hexham when we were completely stuffed !!!!

"Check for map scales" – what the bloody hell does that mean ? Oh yes that would be the special map that showed Black Hill on the right – bummer the map was back in the hotel room. We stuffed about for 20 minutes before seeing a host of fellow competitors travelling in the opposite direction. Now, quick as A FLASH we realised that WE were the odd men out and followed the mob into Rob Smith's Passage control [a very lucky break !!!!]. The remainder of the morning was pretty uneventful [oh yeah].

The afternoon, clock diagrams, no left hand turns etc. was going just fine. Lach had plotted the correct route and all was good, EXCEPT, we never did find the final correct road that allowed "no left turns". **See Richo I told you we hate loops.** Somewhat dejected we arrived at the final control knowing we had really screwed up big time. Alas, not so. When the days results were posted we were in 2nd place in Apprentice category. So, we deduced from that that all of us had had a tragic afternoon. Amazing how mellow one becomes after a few decent reds, even Douggie tried to kiss me !!! [hmmm worrisome].

Can't leave the day without saying a huge thanks to the P&C of the "Lunch" school for providing yet another feast for us all. I hope the money raised helps.



Sunday dawned as yet another beautiful day [must have stolen Tuross' weather]. We headed somewhat north, south, east and west up to Dungog on some roads we'd never used before which was really fantastic. We saw the Jakrots [Saturday's leaders] miss a left turn and thought we may get the 11 points back on them – if we were correct. At lunch Tony Wise informed us that there were 2 "P" boards in 150 metres just prior to the lunch stop which really screwed us – we got 1. Peter Jakrot didn't want to talk about their morning at all – he simply laughed and shook his head. As an aside, our wonder Principal and her P&C Ladies did us proud yet again with a great lunch.



The afternoon was a short run to Kitchener to the finish, yet again the Dicey one had thrown a few spanners in the works but we figured we'd had a reasonable run and thought we may finish in the top five.

Well, bugger me, when the results arrived on Tuesday we found ourselves on the top step of the podium. Our sincere thanks go to ALL of the organising Team and to ALL our fellow Competitors for yet another great weekend's Rallying. Watch out Alpinists, Ted is driving the black BMW whilst Lach remains in his usual Navigators chair, God help the lot of you.

Cheers and thanks to you all, Mike

Loop the Loop, the Loop, the \$%^#& Loop - Lachlan Grave

Chapter 1: Indiana Jones and the Last Crusade.

Sean Connery to Harrison Ford: "You didn't bring the map with you did you Junior?"

Well, no I didn't. On arrival at the Motto Farm Luxury Spa and Resort we were handed a bag with the usual stuff, emergency numbers, OK board, list of competitors and a map showing the location of the Resort. Well, we were already here weren't we, so won't be needing that...

The route was carefully plotted to stay on the right of Black Hill and ignore the cryptic comments about map scales. Off we set with a wave from Richo and ignorance in our hearts.

As we slowed into the roundabout, I indicated 1st exit to Mike, who slowed even more and asked if I was sure, noting Tony Wise coming the other way. "I'm sure," I cheerfully announced, "I've checked it 3 times".

"Well, I back your judgment" Mike announced, and we waved to poor Tony as we motored around the bend...where we encountered what appeared to be the rest of the rally field.

It reminded me of the 80-year-old lady who calls her husband in the car to tell him to be careful, as she has heard on the radio that someone is driving up the M1 the wrong way. There's not just one of them, there's hundreds of the idiots he replies...

Chapter 2: No Left Turns

Margaret Thatcher: "You turn if you want, the lady's not for turning"

The afternoon saw the final run home with instructions of no left turns. We needed to cross a river, over the motorway, not pass a mapped bridge and arrive at the Luxury Spa and Resort from the correct direction, all without making a left turn. The answer, after an appropriate amount of time huffing and puffing and exploring the idea that Richo may not be all there these days, was a series of 4 loops, carefully running over sections of road multiple times to ensure it would be impossible to follow in which order the loops should be carried out once on the road.

On arriving at the beginning of the loops, the mapped roads were nowhere to be found. Roads for sure, but not it seems, in the right places or pointing in the right direction.

After pausing to think through the solution, we abandoned the cerebral route in favour of our often successful tactic, of trial and error – driving up and down each road in every direction in the vain hope of working it out.

When this didn't work either, we checked that no-one was watching, took a quick left turn, guessed the name of the bridge (incorrectly as it turns out) drove into the Control and handed our route card to a beaming Richo. The beam was not reciprocated.

Chapter 3: The Bridges of Greswick County

Bridges of Madison County is a novel by Robert James Waller that explores the relationship between Robert and Francesca. The bridges are a metaphor for how 2 very different people come together, where they both see a special beauty in the bridges beyond their functionality that others can't see.

Sunday dawned and we steeled ourselves against another day of massive point scoring.

In setting the course, Richo could clearly see a number of bridges of his own, which were not evident to the rest of us. These were helpfully hand drawn onto the maps, so we could not cross them.

In this way, Sunday morning's section explored the growing strain in the relationship between Richo and Mike and I. The imaginary bridges providing the perfect metaphor for the very real bridge off which I was beginning to think about throwing him off.

This juxtaposed to yesterday's imaginary roads meant that we began the morning as we finished the previous evening: confused.



Chapter 4: Lost in Branxton

Robot: "Danger! Danger! Will Robinson"

At the start of the Champs Elysees in Paris is a giant roundabout, with 12 avenues radiating out to every part of the city. With all cars arriving at some point on this one roundabout, mayhem follows. So much so that according to the law, in any accident happening in the roundabout, each driver is responsible for the damage to his or her own vehicle. Even the law realises it's chaos. Cars seem to be going all directions all at once, and people have been known to be stuck there for hours.

And so it was in Branxton.

A gate across a road, a craftily placed Z board and 35 rally cars arriving all at once ensured chaos followed. It seemed that as we entered the first of 2 closely placed roundabouts, there were cars going both directions in every entrance and exit. We took quick avoiding action, lucked on the relevant boards, and left as quickly as possible.

Still no official word confirming everyone found their way out of the roundabouts...

Epilogue: Paper Giants

Kerry Packer: "He who has the most toys, wins"

If toys were points, we would all be winners. We scored heavily on both days. As it seems did many people.

To the Masters who scored in double digits, I tip my magnifying glass to you.

To Richo, Xanthea, Doug and merry band of helpers, many, many thanks. I enjoyed most of it

Lachlan

MG Classic Spring Rally 2015 – Tour Class by Ros Bastian

'My name is Jim Richardson and I am the Clerk of the Course'. So began the drivers' briefing on Saturday morning for the Spring Classic 2015 run by the MG Club. Jim explained a few rules and mentioned lots of Supplementary Regulations and showed us the speed camera.

We then set out on two days of top down motoring through the Hunter Valley and surrounds.

We were in the 'Tour with Maps' Class: that meant we were provided with two pages of directions (turn L at xx miles, etc) plus a map on which we had to locate and then travel along a particular route ensuring we passed certain landmarks on the way.

The Masters and Apprentices classes were provided with a bigger map and fewer directions. While in the Tour section we had two pages of directions with distances adjacent to each direction. The M. & A.s had a page of directions with only four or five distance readings.

As expected, Goldie's speedo did not match the course setting car's distance measurements. Could be because we have different sized tyres or just that it is was never right. Once we had worked out the variation (we under read by 0.25 miles per 10 miles) navigator John adjusted the distance as we drove along. He became pretty good at the mental arithmetic of deducting in fractions.

If you think we had problems, give a thought to John Carter in his TC: the speedo only worked intermittently and can be adjusted by winding the cable back and forwards. We regularly saw John stopped at a corner manually adjusting his speedo so he was sort of getting on top of where he was on the route! John's TC was the oldest car on the Rally and does it tootle along! We were often quite happy to sit behind him at his speed and wait for him to find the next question location for us! However, to be fair, you cannot do this for the whole rally. Also, as said, we often passed John while he was stopped and manipulating his speedo.



What a terrific weekend this was. The weather was absolutely perfect and Goldie happily spent the weekend with her top down and sunlight energising both driver and navigator.



Day 1 saw us wander around the picturesque areas east of the Hunter River, centring on the picturesque town of Morpeth (no time for shopping or coffee unfortunately) and environs. Every time we have competed in the Spring Rally the red unmarked passage signs, a white board with a big red P and other smaller numbers/letters in a corner, have given us trouble. They are so easy to miss. Miss one and you gain quite a lot of points! The idea of the rally is to 'clean sheet', that is, earn no points at all! This year Ros had drawn a red P on a piece of white paper and stuck it in the centre top of the steering wheel. It certainly helped bring those pesky Ps into focus for us!

Why does the competitive urge emerge when there is a set of questions, a route map and a rally weekend looming in front of you? Well, we were not aware that the competitive edge was quite so strong until the end of the first day and we were lying in second equal place! In first place was the Mercedes which had won the year previously. As all the MGs on the Rally were in the Tour section, could we carry the MG name to victory this year, at least in this one class?



As usual, two of the local public schools provided lunch for all the rallyers in their lovely school grounds. A big thank you to the Mt Pleasant parents for lunch on Saturday among their lovely school gardens and also to the parents of Stanford Merthyr Public School for the sumptuous repast on Sunday. And if you want to see a fabulous veggie garden then go and have a look at the one at Stanford Merthyr Public School. An absolute showcase of wonderfully healthy vegetable plants waiting to be harvested.

Dinner on Saturday night was at the motel where we were all staying, Motto Farm at Heatherbrae. Well, we have driven through Heatherbrae hundreds of times and Motto Farm has never presented as a place I would choose to stay. When I discovered we were staying there I even remonstrated with Doug Barbour as I do know he is a bit inclined to favour the upmarket option in accommodation. When I realised dinner was also at the motel I did flinch. Food on these weekends sometimes is a little lacking in flavour and finesse. Motto farm was a complete surprise as the buffet dinner was extensive, flavoursome and very, very good. If you are passing through Heatherbrae at night

and want a good feed the buffet is both very reasonably priced and excellent.

Day 2 saw us eager to get going, and more than eager to see the MG name at the top of the leader board. The Sunday drive took us back through the eastern Hunter, through the wine areas and then down to the finish post at the Khartoum pub in Kitchener just south of Cessnock. Again, this was a lovely day's drive. The questions seemed to be relatively easy to find and answer, ensuring, of course, that the punctuation, spelling etc were all identical to the original, the pesky Ps seemed to pop out of the surrounding landscape, the route map seemed relatively easy to decipher and harmony reigned in the car most of the sunny, windless day. We had clean sheeted during the morning and were in the lead by lunchtime. What would the afternoon's effort look like? We had to wait and see! A quick drink at the pub and we were on our way home after an absolutely fabulous weekend.

A huge thank you to Jim and Bev, Ray and Ruth for help with overall coordination, to Doug and Xanthea for setting the course and running the leader boards, to Stuart Ratcliff and Robert Smith as the sweep, Bernie and Carol King who manned the check points and Ron Taylor and grandson Kyle for the photos.

MGs were definitely outnumbered on the rally and given it was the MG club organising this weekend it would be great to see more MGs entering and enjoying the event next year.



So, looking forward to seeing a huge turn out of MGs at the 2016 MG Classic Spring Rally!

John and Ros

3 "wins" and a 2nd place all in one weekend. What are the odds of that? By Greg Yates

We have had a run in every CRC event together as a husband and wife team since around the middle of last year now that Karen admits to actually enjoying navigating for me rather than "just doing it to help me out". Last year's 2014 MG Spring Classic Rally was our first two-day event together for quite some time. We were fortunate to win Tour in that event and also win the lucky door prize at Saturday's lunch stop at Stanford Merthyr Infants School near Kurri Kurri.

Our results so far in 2015 haven't been quite so good and I doubt we are in a position to catch Jen and Shane Navin who currently lead the Tour point score. Steve Brumby and younger daughter Heather are very close behind us in third place waiting for Karen and me to make the slightest mistake. There was no way we wanted to miss the 2015 MG Spring Classic Rally.

Some crews made the journey to the start location at the Motto Farm Motel at Heatherbrae on Friday. I couldn't get away from work on Friday so decided the 90 minute drive to the start would be best done early Saturday, especially knowing that breakfast would be available at the motel on our arrival. What a good breakfast it was too with a choice of both a continental buffet and hot food cooked to order.

The field of 36 crews, the majority entered in Tour (a change from some other recent events), gathered outside in perfect weather conditions for the competitors' briefing and before long we were all on the road. Skirting the southern edge of Grahamstown Lake we almost missed the 10km odometer distance check board. Our eyes are "tuned" to spotting "P" boards but anything else is easy to miss. After driving east to Salt Ash we turned right and headed back to the highway not far from the start and over the Hunter River at Hexham to make our way westwards into wine country.

A loop off John Renshaw Drive at Black Hill included a passage control before heading down scenic Richmond Vale Road for a photo opportunity by Colliery Dam, only to miss the answer to a question whilst distracted by the photographers. I wonder if they snapped us (and others who made the same mistake) coming back to answer the question? Karen was becoming a little frustrated with the distance error accumulating on our Terratrip. The need to fit new tyres between the Clarence Classic and this event resulted in the previously well calibrated Terratrip reading low. At Mulbring we stopped so I could do some calculations and enter a new calibration number.

After slow Saturday morning traffic through Cessnock, we were onto the first section of map plotting in the Tour category. The supplementary regulations for the rally advised that "shortest route point to point" was to be used. The instructions required us to "Keep a golf course on your right" twice and then "Keep a golf course on your left" which seemed easy enough and we were reassured with VRCs and answers to questions coming up at roughly the right distances (the Terratrip still needed a calibration tweak). Next was an "Intersection at Rothbury". We considered this a trick as the map showed both "Rothbury" and "Rothbury Ck". "Rothbury Ck" was along the shortest overall route to the final mapped point, namely "Keep Belford railway station on your right", however, for shortest route point to point, "Rothbury" was closer. We decided the trick was to do a clockwise loop through Rothbury. All well and good except the next question didn't come up at the required distance. We also saw a couple of other crews heading in the opposite direction. Time to stop and have a rethink. With no other way to include just "Rothbury" we were becoming frustrated and had our first "words" in a rally for quite a while. Whilst we didn't believe it to be correct, driving via "Rothbury Ck" would get us to the end of the mapped section at Belford hopefully with less penalty than opening the emergency envelope. The answer to the next question and a VRC showed that this was in fact the intended route. Hmmm, not quite shortest route point to point after all.

Back to route charted instructions we briefly followed the New England Highway and then Golden Highway before heading north past the Army base back onto the New England via Singleton before turning off at Glennies Creek Road. This familiar section of road would take us to the next photo opportunity, the Goorangoola Creek water crossing just prior to our lunch stop at the isolated Mount Pleasant School.



The water in this creek must be quite clean as a wipe over with the chamois had the car looking as clean as it did at the event start. A natural "drive through" car wash.

After an appreciated lunch break we headed out for the afternoon's division without missing one of those tricky VRCs immediately after leaving the main control. Not too far into the division we came across several other competitors

stopped by the side of the road. Rob Panetta was attending to Darren Taylor's Lancia which had a broken throttle cable. The problem was a lack of anything to secure the broken end of the cable to the accelerator pedal. I rummaged through my tool box and found an electrical connector that I thought may do the job and sent Robbie on his way. Darren and I struggled with getting the cable to remain attached to the pedal and eventually the sweep car arrived. They sent us on our way and eventually solved Darren's problem by replacing the throttle cable with the choke cable.

Karen and I were now under the pressure of knowing the sweep car may not be far behind. We still needed to plot a mapped section which Karen didn't want to do on the move for fear of travel sickness.

Some spirited driving would be required to allow time to stop and plot. Fortunately, the plotting was straight forward requiring us to follow the north coast railway as closely as possible to the finish point on the map. After completing a loop that saw us visit Morpeth for a second occasion, we were pleased to see Darren on the road again entering Morpeth for his first visit. We also now had an idea of how far behind the sweep car would be. After completing another loop around Duckenfield, we travelled through Raymond Terrace to the motel at Heatherbrae where many competitors were already enjoying a beer whilst watching the last of us arrive at the day's finish.



Karen took care of the motel check in and finding our room whilst I went out to refuel the car. On return I learned that our room had a spa bath which Karen chose to enjoy whilst I enjoyed a beer with some mates. Karen later told me that, only after filling the bath to the required level for a spa, did she see the notice on the wall stating that the spa pump had been disabled due to "environmental reasons". Oh well, she at least had a nice big bath to soak in.

The evening's gathering was in the restaurant at the motel and many stories were already being shared. We were surprised but pleased to see we were in the lead in Tour (amended final results issued after the event showed we were in equal first in Tour after Saturday).

As the evening progressed various crews were asked to step up to receive awards for obscure reasons. Rob Panetta was congratulated on his ability to be allowed a weekend away without his wife on his wedding anniversary. Karen and I were called up and asked if it was our anniversary (which it wasn't) but then Darren suggested we deserved recognition for helping him during the afternoon so we received a bottle of red. After returning to our seats, everyone was asked to check under their seat for a post-it note lucky door prize. Finding that under my seat meant another bottle of red. Feeling a bit too fortunate I decided it was time to start sharing some of that red.

Sunday morning's breakfast was equally as good as Saturday's and once out on the road the fine weather complemented what I considered to be the weekend's best roads. We travelled north on a scenic, twisty and in some places narrow route which included some fantastic smooth and fast dirt. Eventually arriving in Dungog we were presented with the next map plotting challenge. The instructions required us to "Keep a railway station on your left" twice, "Cross a pipeline", "Pass through Brookfield" and "Keep Glen Oak on your left" on to the finish point at Seaham.

Some more zigging and zagging in an overall south westerly direction had us crossing the New England Highway at East Maitland. Further on in the same general direction we arrived at the end of division and lunch at Stanford Merthyr School only to find out we missed seeing a sneaky VRC whilst turning right at the roundabout just before reaching the school.

This was the same school as used for the Saturday lunch in the 2014 MG rally. The same style of "lucky door" prize was being run with every competitor getting two free entries, one being their car number and the other a free choice. Having won this last year we chose to support the school with the purchase of numerous more tickets. None of those tickets was a winner however the ticket with our car number was. The tally for the weekend was now leading Tour on Saturday, winning two bottles of red and winning this lucky door prize (\$100 cash). Knowing that we had missed that VRC and that Tour allows no room for error had me doubting any chance of a good place at the finish though.

All that remained was the afternoon division to the finish which, whilst relatively short, still had some 33 kilometres of map plotting starting at Belford. The route was easy enough to plot simply requiring us to keep Hungerford Hill Dam on our left, an airport on our right and cross a railway line before arriving at the traditional finish location at the Kitchener Hotel.

That was another two-day classic rally completed and, for us, a very successful one. We were surprised to see the final results showing us as having finished in second place in Tour. This along with winning two bottles of wine and \$100 cash is unbelievably lucky. What are the odds of winning all that in one weekend, especially after similar success last year? I worry that our entry to this event for 2016 may be met with refusal. Thanks Xanthea, Doug, Jim, Bev and all your helpers for a superbly organised and thoroughly enjoyable weekend, even if it did see Karen's and my first in car disagreement in a long time.

Greg Yates

TEAM 2015 MG Classic Report - Jim Richardson

Firstly we would like to thank all the people who made this event a success. Apart from the organising crew we thank all the MG Club officials who did a fabulous job without pay so everyone could enjoy a spirited country drive and great company in our sport and all the competitors who entered to support us. The weather god was good to us also.

We managed to keep the instructions for Masters and Apprentices to 1 page for each division with a simple approach without grid references or complicated vias which would keep entrants thinking outside the norm and outside their comfort zone. Tour competitors had a mapping section in each division to introduce them to navigation with everyone completing the course (with a few errors in places) and nobody needed to open their help envelopes.

Without going into a boring account it seemed that the instructions were not as easy as we thought and whilst nobody managed to complete the course without some error, all divisions had some teams with a clean sheet so the whole event was possible to master.



Division 1 had no Masters correct but out of 7 starters we had 5 different errors, in Apprentice we had 2 crews who made no errors.

Division 2 saw 4 Masters and 1 Apprentice correct as outside the square thinking required.

Division 3 saw 2 Masters & 1 Apprentice crews make a variety of plotting errors.

Division 4 had Masters & 2 Apprentice teams lose points, with the majority missing a Z board at Greta where the mapped road turned right at an acute angle with a bridge damaged instead of turning right at traffic lights.

On the tour there were a variety of missed boards and questions as all crews had patches of brain fade. But most of all the breakfasts and lunch stops were great and the Saturday night dinner was well done with all the fun and fellowship that goes to make Classic Rallying the enjoyable experience we enjoy. We will have to think up some new ideas for next year.

Jim and Bev Richardson

Doug Barbour and Xanthea Boardman



ANNUAL PRESENTATIONS & CHRISTMAS LUNCH FUNCTION

SUNDAY 6TH DECEMBER 2015 FROM 12 NOON - BYO DRINKS

MULGOA COMMUNITY HALL - Littlefields Road, Mulgoa NSW 2745

XMAS FUN RUN RALLY – Start 9:00am

McDonald's car park west bound on the M4 Freeway at Eastern Creek

A great drive to get to the venue is planned.

Free to CRC members – Small fee to non-members

RSVP – Lunch / John Cooper 0414 246 157

RSVP – Rally / Garth Taylor 0418 207 306



MG CLASSIC 2015 RESULTS

Car Driver	Navigator	Car	Div 1		Div 2		Total Sat		Div 3		Total Div 4		Total	Place
			Q	P	Q	P	Q	P	Q	P	Q	P		
Masters														
9	D. VOTANO	M. STEPHENSON	14	SUBARU	30	30	0	30	25	25	0	55	1	
4	P. REED	M.BATTEN	69	DATSUN	30	30	0	30	0	0	30	60	2	
5	T.WISE	P.STEAD	74	ALFETTA	30	30	0	30	30	30	0	60	2	
8	G.LENNOX	J.LENNOX	71	DATSUN240Z	30	30	25	55	30	30	30	115	4	
1	B. MOREY	T. MOREY	76	ALFETTA GT	30	30	30	60	55	55	30	145	5	
7	J.COOPER	R.WARNER	74	ESCORT	30	30	107	137	0	0	30	167	6	
2	A. WATSON	P. WATSON	84	CELICA	60	60	0	60	150	150	30	270	7	
Apprentices														
16	M.BIRKS	L.GRAVE	85	BMW 323i	0	11	90	30	131	60	60	190	1	
13	D.WILKINSON	S.WILKINSON	70	VOLVO	60	60	150	240	240	0	11	281	2	
12	P.JAKROT	V.JAKROT	86	PORSCHE	0	0	60	90	90	205	30	325	3	
15	S.WARNER	A.WARNER	71	DATSUN240Z	55	55	11	180	221	60	60	366	4	
3	T. SOUTH	L.MASON	70	ESCORT	60	60	210	300	11	55	0	366	4	
17	G.BOTT	G.EVANS	85	JAG XJSC	115	115	30	145	205	205	30	410	6	
14	A.INGLIS	M.LEAVER	13	FORD XR6	90	90	11	240	371	145	30	546	7	
18	D.ROBINSON	J.ROBINSON	70	DATSUN1200	11	25	36	325	347	11	295	749	8	
Tour														
25	R.BASTIAN	J.BASTIAN	70	MGB	11	11	0	11	0	0	0	11	1	
33	G.YATES	K.YATES	80	MERC500SLC	11	11	0	11	30	30	0	41	2	
21	J.BRIATHWAITE	J.BRAITHWAITE	86	PORSCHE 944	30	30	22	52	22	0	0	52	3	
24	S.NAVIN	J.NAVIN	85	PORSCHE 944	22	22	0	22	30	30	0	52	3	
22	J.BAIRD	L.BAIRD	84	MAZDA RX7	30	30	0	30	30	30	0	60	5	
32	B.SMITH	J.SMITH	62	MINI	30	30	0	30	30	30	0	60	5	
40	D.TAYLOR	R.LEONARD	69	FULVIA	11	60	71	11	82	0	0	82	8	
28	S.LANSLEY	P.COFFEY	75	ESCORT	33	30	63	30	93	30	30	153	11	
35	J.DICKSON	I.DAVIES	84	ALFAT GTV	22	150	172	0	172	0	0	172	13	
39	H.BARKER	S.BARKER	73	ALFA GTV	22	60	82	30	112	90	0	202	14	
29	L.TREVITT	M.TREVITT	2010	SUBARU	22	120	142	22	30	22	0	216	15	
19	H.WORTH	G.LAWRENCE	65	VOLVO121	11	90	101	22	60	60	0	243	16	
27	W.SEABROOK	K.LONGWORTH	95	PORSCHE 993	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	

A Watercourse Recourse by Wayne Gerlach.

Dear Editor,

I was surprised to see my name cited in a recent copy of your most celebrated publication (p7 July 2015). And even more surprised to see it accompanied by the admonition "No...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."

Well, I simply cannot let my good name (subjective view I admit) be so besmirched. Just like the Australian cricket team, I cannot let it go through to the 'keeper. So, let's examine the facts.

What is a Watercourse?

On our 1:250,000 maps the legend provides a clear, unambiguous definition of a Watercourse as a single, simple diagram:

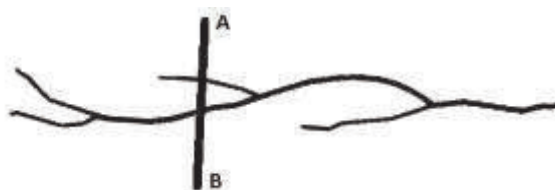
Watercourse (presence of water not implied)..... 

There are three very important points to be made here: **1.** The entire spidery networked entity is a watercourse, and there is no other definition **2.** It is a watercourse **singular** i.e. it is all **one and the same watercourse** **3.** There is no such thing as a tributary; it is all just **one and the same watercourse.**

How many Watercourse Crossings?

So, now let's have some fun. Masters, we mightn't have thought about watercourse(s) this way before. Apprentices, this is the sort of thing that makes steam come out of Masters ears. Tour level, this is the sort of pedantry that we the crazy Masters prattle on about at the end of a rally !!

Let's redraw the map legend for a watercourse, and add across it a straight road designated A-B



Now, if you drive road A-B you will make two watercrossings. No argument there. But let's consider a few questions:

Q1: How many **watercourses** have you crossed? Very interesting, because the map legend defines the entire entity as a watercourse singular. **So, you've really only crossed one watercourse, even though you have made two watercrossings.**

Q2: How many times have **you crossed the same watercourse**? Have you crossed it once only? Maybe yes. Or have you crossed it twice? Maybe yes, or maybe no. But note that whatever the answer, you have always been crossing the **same watercourse**, because the entire spidery network is one singular watercourse. Remember there's no such thing as a tributary – it isn't defined anywhere, they don't exist – what might look like a tributary is actually a part of a singular defined watercourse. So you only ever cross the same watercourse whenever you cross water, whether it looks like a tributary or not. (I was going to say "pass water", but that would have a different meaning physiologically!).

Q3: Does road A-B agree with the following instruction: "**Cross the same watercourse two times**"? Yep, it does (*Remember, there's no such thing as a tributary. It's all the same watercourse!*). Or does it?

If only...

If only I had realised the opportunity for this paradox in the past few years when involved with the Alpine Rally. I could have really messed with some Masters heads... as well as my own. The simplest solution is to refer to "watercrossings" and never get tangled up in a "watercourse" instruction (or alternatively, if used, "watercourse" might need to be further clarified or redefined in additional supplementary regulations).

Editor, I humbly and respectfully request that you publish this so that my good name (still subjective, and possibly arguable) is maintained.

Sincerely (and with a headache), Wayne Gerlach.

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									
Peter Reed	20	16	30	16	38m	38		128	1
John Cooper	15	19	36	20	36	30		126	2
Bob Morey	11			16m	40	32		99	3
Alan Watson	17	18	18			28		81	4
Tony South		17		13	26	24		80	5
Garth Taylor	13	16m	22m	1	32			73	6
Gerry Both	18	14	20m	16				68	7
Robert Panetta	13			19	34	2		68	7
Winton Brocklebank		15	24					39	9
Gerald Lee			32	6				38	10
Lauren Walker			26m	12	20m			38	10
Tony Wise						38		38	10
John Young	12		24					36	13
Gordon Lennox						34		34	14
Gary Maher	14	8		10				32	15
Michael Olsson	19m	13						32	15
Wendy Gibbs					32			32	15
Darren Taylor	16					6		22	18
John Henderson		20m						20	19
Barry Ferguson			16					16	20
Matthew Nolan		12						12	21

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									
Mike Batten	20	16	30	16	38m	38		128	1
Ross Warner	15	19	36	20	36	30		126	2
Lui MacLennan	16	12	26m	18	28			100	3
Teresa Morey				16m	40	32		88	4
Pam Watson	17	18	18			28		81	5
Phillip Stead			30m	17m		38		70	6
Carol Both	18	14	20m	16				68	7
Michael Cox	13		22m		32			67	8
Ted Norman		17		13	26			56	9
Alan Walker			26m	19	20m			45	10
Mike Stephenson						40m		40	11
Helen Young	12		24					36	12
Jamie Lennox						34		34	13
John Henderson					34			34	13
Harriet Jordan	19m	13						32	15
Ian Gibbs					32			32	15
Ian Reddoch			32					32	15
Wendy Maher	14	8		10				32	15
Jeff West		20m						20	19
Adrian Kinslor		16m						16	20
Graham Thompson		15						15	21
Wayne Gerlach				14				14	22

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	26		94	1
Doug Barbour	3	14	22	15	28	22		90	2
Donna Wilkinson	7m		14	7	18	38		77	3
Ross James	6m	11	30	6	22			75	4
Mike Birks		10			26	30		66	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
Geoff Bott						20		20	11
Tony Kanak	10	9		1				20	11
Ian Gilholme			18					18	13
Chris McDonald	14m							14	14
Kevin Payne	5	8						13	15
Helen Young				12				12	16
Collin Segelov	3	7						10	17
Martin Leaver	8m							8	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	26		94	1
Xanthea Boardman	3	14	22	15	28	22		90	2
Scott Wilkinson	7m		14	7	18	28		67	3
Lachlan Grave		10			26	30		66	4
Glenn Evans	13	12		13		20		58	5
Dominic Votano			2		30			32	6
Brenda Cox	12m	13m		14m				27	7
Laurie Mason						24		24	8
Guy Brand					20			20	9
Elizabeth Gilholme			18					18	10
Martin Leaver			16m	8m		18m		18	10
Roger Wood	14m							14	12
Tony Norman	11	3						14	12
Thomas Payne	5	8						13	14
John Young				12				12	15
Ken Davies	6m			6				12	15
Renai Warner	11							11	17
Simon Robinson	3	7						10	18
Sue Jenner	9							9	19

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	16		58	1
Greg Yates	4	9	6	6	12	18		49	2
Steve Brumby			14	6	16	4		40	3
Alan Cummine	7	8	8	10				33	4
Bruce Smith					20	12		32	5
Jim Richardson			12	6		12		30	6
Tim McGrath	6	6	12	4				28	7
Dominic Votano				6		20m		26	8
Brian Doyle		4	20					24	9
Jeremy Braithwaite	5m					16		21	10
Jim Baird	2	5				12		19	11
Dave Johnson		6	12					18	12
David Gibbs					18			18	12
Steve Blair			18					18	12
Don Dux					14			14	15
Jos Kroon		6m		6				12	16
Jon Dickson	9					2		11	17
Henry Stratton					10			10	18
Kevin Payne				10				10	18
Steve Friend		1			8			9	20
Ian Packard	1	1		6				8	21
John Young		7						7	22
Tanya Arthur				6				6	23
Bryan Allart			4					4	24
Sergio Cariolato					4m			4	24
Anthony Quist		2		1				3	26
Lindsay Trevitt				1m		2m		2	27
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	32
Henri Hendriksen				1				1	32

Classic Rally Club Championship 2015

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	16		58	1
Karen Yates	4	9	6	6	12	18		49	2
Heather Brumby			14	6	16	4		40	3
Sylvia Gleeson	7	8	8	10				33	4
Jennie Smith					20	12		32	5
Bev Richardson			12	6		12		30	6
Jocelyn Vettoretti	8m		18					26	7
Paulina Doyle		4	20					24	8
Julie Braithwaite	5m					16		21	9
Heather Dux					14			14	10
Lachlan Baird						12		12	11
Natalie Johnson			12					12	11
Peter Robinson		6m		6m				12	11
Julie Stratton					10			10	14
Thomas Payne				10				10	14
Glenda Lawrence		3	2			2		7	16
Heleen Young		7						7	16
Ryan Baird	2	5						7	16
Cate Lee				6				6	19
Jon Dickson				6				6	19
Ruby Leonard						6		6	19
Ron Cooper	2			4				6	19
Steve Maher				6				6	19
Tony Norman				6m				6	19
Beryl Allart			4					4	25
Irene Carliolato					4m			4	25
Amir Shustarian	1	1						2	27
Brian Madigan	1	1						2	27
Tessa Panetta						2		2	27
Mathieson Trevitt						2		2	27
Marlene Taylor	1	1						2	27
Sarah Priestly	1			1				2	27
Kristyan Plimsoll-Kanakova				1				1	33
Maureen Friend		1						1	33
Natalie Martin				1				1	33
Paul Trevitt				1m				1	33
Richard Nineham				1				1	33



M.G. Car Club Display Day / Concours

Sunday 18th October at Silverwater Park

MGCC helping **CareFlight** help the community

THE MG CAR CLUB PRESENTS

DISPLAY DAY AND CONCOURS

SILVERWATER PARK, CLYDE STREET EAST, SILVERWATER
 Classes for Concours + Show & Shine + Competition Cars
 Plus additional class for non MG cars

SUNDAY 18TH OCTOBER 2015
 From 7:30 am - All cars to be assembled by 9am

FREE EVENT ENTRY AND PUBLIC ADMISSION
 Judging starts at 9:30am
 Free Public Parking
 Refreshments & BBQ at Abingdon Café
 Enquiries 0425 313 393 or www.mgcarclubsydney.com.au



5/10/2015

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.	
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.	Harry's Café de Wheels - Liverpool	
	2/10/15	CRC magazine deadline	This month's deadline is for Sept. & Oct. and 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.	Harry's Café de Wheels - Liverpool	
	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.

21/11/2015	22/11/2015	Queanbeyan Swap Meet, Big 3 Car show and the American Car Nationals	Queanbeyan Showground	www.qbnswnet.net
17/10/2015	18/10/15	Campbelltown Steam & Machinery Museum - Oil Steam and Kerosene Family Fun Weekend	86 Menangle Road, Menangle Park	www.csmm.com.au
	18/10/15	M.G. Car Club Display Day/Concours	Silverwater Park	www.mgcarclubsydney.com.au 0425 313 393
	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: Ros Bastian, Mike Birks, Xanthea Boardman, John Cooper, Wayne Gerlach, Lachlan Grave, Tony Kanak, Tony Norman, Jim Richardson, Ron Taylor & Kyle, Dominic Votano, Jeff West and Greg Yates. Thank you all.