



Rally Directions

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

March 2016



The Brumbys in their Subaru Vortex. Heather hard at work, head down, navigating their way to the ultimate win in the Wollondilly 270 Apprentice Division.

*In this issue: All about the Wollondilly 270. The Barn Find.
The Competition Secretary Report March/ April.*

Upcoming events: * The Tour d' Course Rally.
(Full details inside) * For other events refer to page 12 of this issue.

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

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

JOHN'S JABBER

Welcome to the March/April edition of the CRC's *Rally Directions*, your new bi-monthly newsletter. Life is supposed to get easier as you get older but it seems to be getting busier and busier for me at the moment, especially with my work situation and time is just moving too fast. It's already midway through March and this report to our new Editor *Jen Navin* is now overdue!

The year has commenced with a Training Day, our first club meeting in February, our first Rally the *Wollondilly 270* the other weekend and our second event approaching in a few weeks' time the *Compass Run*. Our new communication format seems to be working well with the bi-monthly magazine, website, Facebook and email updates. Thanks to all of you involved with these tasks, and also another shout out of thanks to Harriet Jordan for your contribution to the website over the past 6/7 years.

Tony Norman ran his annual navigation school with some help from others and was well attended I've been told. Unfortunately I had to work and couldn't be involved. Tony goes to a lot of effort to help our Apprentices and tour crews step up to the next level with on the job training.

As the January date for our club meeting fell on the Australia Day holiday our first meeting took place in February. It was good to see so many attend and to catch up after our longish Christmas break. We were enlightened by one of our Club Legends and Australian Rally Hall of Fame John Bryson who gave us a great insight into some of his past rally experiences. At 84 his mind is incredible of his recall of events. He also took the opportunity to launch his latest book "Out to Win" which a lot of you took up the offer of his reduced purchase price and a free autograph. It was also good to have another Club Legend present, Gerry Crown, who gave a brief talk. I'm inclined to think we should see if we can get him back to hear more of his past achievements and rallying involvement.

Mike Batten and Peter Read have to be congratulated for putting on one of the best one day rallies Ross and I have competed in. Sure it was hard, difficult, long in time (not kilometres as it has already been reduced from 300 to 270) and extremely challenging but it had precise, well thought out and interesting instructions and certainly you got your monies worth for a full days' rallying. Some may not like this style of navigation using older maps and having to read the road, the terrain and find the old re-alignments but we love this type of old school challenge. It's easy to say this was a good rally just because we were successful but to set a great course in and around the outskirts of Sydney, some great roads, scenery and some areas not previously visited and well thought out instructions, is outstanding in my book. A big thank you to my navigator Ross Warner for doing such a great job over such a long day, working his butt off and a big sorry for not having the complete confidence in your call to just go down the main road at Llandilo when I convinced you that Mike wouldn't just do that. What a great trick it turned out to be. That was a 25 points loss I caused us by picking up the wrong incorrect board and another 20 points I lost with the radar.

My sincere apologies to Ross and the Club for doing 70 in a 50 zone but without reading the spe



My sincere apologies to Ross and the Club for doing 70 in a 50 zone but without reading the speed sign in this semi-rural area a single acceleration to get on your way after stopping for a question is no excuse. At the end of the day we were exhausted but quite happy with our big day of rally driving and navigation.

Well done to the crews of Stewart Snooks and Mike Ward for the effort to come up all the way from Melbourne to compete in a one day trial and to have just short of 50 cars compete is fantastic.

For those of you that thought the rally was too hard or long have a think about the Apprentice winning navigator. This 12 year old young lady, new to the sport, wins the Classic Club Rising Star 2015 last year doesn't hang back in Tour but jumps straight up to Apprentices did some homework, took her time working through things, reading the map and instructions with her father as driver, didn't get many Z boards but still managed to get in on time doing the full route and taking out 1st place. A massive effort and sincere congratulations. Now we will just have to teach her to recognise possible Z board roads. Look out Masters in the future! Congratulations Heather and Steve.

Our March FFFF night gathering seemed very popular this month with a great roll up according to the photos and reports I saw on the club Facebook page as I couldn't attend. Seeing the venue is gaining more support we will continue on there at Liverpool for next month.

It was great to finally catch up with Bob Holden the other week and present him with his certificate and recognition of CRC Rally Legend award. Bob lives up near Taree and doesn't get down this way for club catch ups much these days. He had been actively involved with the Classic Rally Club in the early days and is still involved with his car on our club plates. One of his main claims to fame was winning Bathurst in 1966 driving a Mini Cooper S.

Our next rally will be Tony Norman's one dayer the *Compass Run* on Saturday 2nd April 2016. Hurry up and get your last minute entry in to Tony. Don't forget this year's Barry Ferguson Classic Rally on April 30th and May 1st is a combined NSW and VIC event. The Saturday Victoria leg is being set by Stewart Snooks and the New South Wales Sunday by Dave Johnson. Remember that it is your responsibility to arrange your accommodation so get in early. Entries from Victoria already out number CRC and we have entries from Tasmania and Queensland. This will surely be a great interstate challenge for bragging rights. It will also unfortunately be the last BFC run by Dave Johnson and we will be looking for another Rally Director and Clerk of Course to step up to replace him or we may lose another 2 day event.

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

John



COMPETITION SECRETARY REPORT FOR MARCH/APRIL

The CRC year started with a Training Run basically intended for newcomers and we had a turn-out of 12 crews. The majority opted to try Apprentice level and as per previous years crews were given plenty of time and assistance to work out the correct route. No-one was allowed to depart until our Club Officials had confirmed that they knew where they had to go - all that remained was to find the roads as plotted on the map! It was good to welcome everyone back at the finish and there was a positive response to the event. Now we need to encourage the newcomers to try one of our major rallies.

The 2016 WOLLONDILLY 270 was run on Sunday 28th February and attracted a great entry of 48 cars. The Event followed a similar format to last year and I understand that it was 'hard but fair'. I only had one WD at my Control so can't have been too difficult. I am sure you will find further articles on this event elsewhere in the magazine. I would like to acknowledge Mike Batten and Peter Reed for their time and effort in putting the rally together and also thank the other Club members who worked as officials on the day.

THE COMPASS RUN is the next event on our calendar to be held on Saturday 2nd April in the Lower Hunter Valley region.

Entries will close on Tuesday 29th March and any posted entries should be in the mail before the Easter holiday to hopefully ensure that I get them by the closing date. Should you require further details please contact me on 0402 759 811 - just don't ask any questions about the route!

Dates and details of our events in the coming months can be found on the Calendar in the magazine or by accessing the CRC website, where Entry Forms and Supp Regs can be downloaded.

And so to the LONELY HEARTS section of my Report: One day rally on the 9th or 10th July desperately seeking a committed Event Director. Help and advice provided to any suitable applicant. Any responses will be 'privacy protected'. If this fails to induce any feelings of guilt amongst our regular entrants I have the outline of a possible rally in the Southern Highlands area. I would need a Club member local to this area to work as an Assistant and would also require the services of an Event Secretary to deal with the 'electronic' paperwork that is part of the process. My lack of computer skills is legendary! If you are prepared to 'give it a go' please contact me.

Please support the Events organised by the Club - a good turn-out is usually all that event organisers need to make them happy and to encourage them to do it all again next year. I look forward to seeing many of you on THE COMPASS RUN.

TONY NORMAN - COMPETITION SECRETARY.

Tour d' Course

Sunday, 29th May 2016

Come along to the annual **TOUR d' COURSE** hosted by the Alfa Romeo Owners' Club in conjunction with the Classic Rally Club.

You will travel through beautiful countryside covering approximately 300km of some of the best roads in the Southern Highlands. You may choose from 4 levels of navigation: three competitive levels and the touring social level

Sign-on will be at the

Southern Gateway Centre

on the Princes Highway just north of Bulli Pass from 07:30 with the **first car**

away at 09.00. Coffee and a light breakfast will be available at the **Gateway**

Centre

The **TOUR d' COURSE** will again provide fine food with lunch at the **Southern Highlands Winery.** The finish will be at the **Sutton Forest Pub.**

For details including entry fees, entry form and regulations see inside.





Tour d' Course Sunday, 29th May 2016

Come along and be in the annual **TOUR d' COURSE** hosted by the Alfa Romeo Owners' Club in conjunction with the Classic Rally Club.

You will travel through beautiful countryside covering approximately 300km of some of the best roads in the Southern Highlands. You may choose from 4 levels of navigation:

- **Masters:** challenging navigation. (CAMS Licence required)
- **Apprentices:** as for Masters but with additional help (CAMS Licence required)
- **Tour Competitive:** simple route charted instructions with competition points awarded (CAMS licence required)
- **Tour Social:** as for Tour Competitive but with NO competition points awarded (CAMS licence NOT required)

The **TOUR d' COURSE** is known for the fine food and this year will be no exception. By popular demand lunch will again be at the **Southern Highlands Winery**. Finish will be at the **Sutton Forest Pub**.

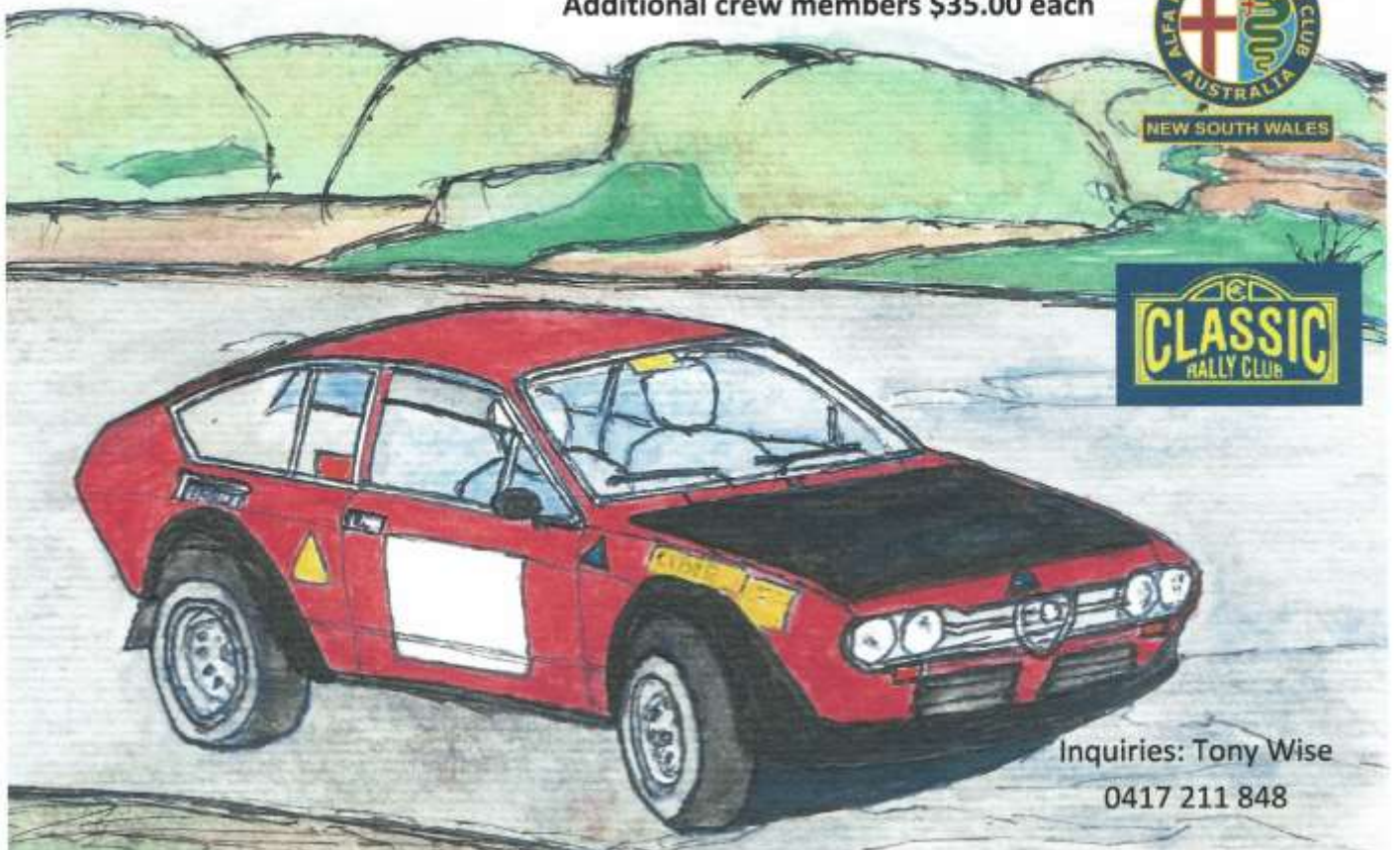
The start and sign-on will be at the **Southern Gateway Centre** on the Princes Highway just north of Bulli Pass where there will be good coffee and light breakfast if required from 7.30, **first car away at 9.00am**

Entry Form and Supplementary Regulations are available from:

www.alfaclubnsw.org.au or www.classicrallyclub.com.au

Entry fee \$100.00 includes Lunch for two and all necessary maps

Additional crew members \$35.00 each



Inquiries: Tony Wise

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Shannons puts its support behind Federal Government's 25-year Importation rules for enthusiast vehicles

The Federal Government has announced plans to introduce changes to the Motor Vehicle Standards Act 1989. One of the key changes that will positively affect motoring enthusiasts will be to improve the existing arrangements for importing exotic, rare, classic, collectable and special purpose vehicles.

Currently, individuals can only import a car or motorcycle under concessional arrangements if it is manufactured before January 1 1989. Keeping this fixed date would have steadily reduced the scope for importing genuine classic cars, threatening what is an ever important industry in Australia, especially given the impending departure of local vehicle production.

The new rule will allow a vehicle which is at least 25 years old to be imported under the revised arrangements.

Shannons Marketing Manager – Mark Behr said "Shannons has been heavily involved in working with the Government over some time, to replace the January 1989 scheme with a rolling 25 year scheme. We have put the case forward, on behalf of the motoring enthusiast community, to allow them access to the modern classics of the future. The government's decision should be applauded by all motoring enthusiasts. This new legislation will ensure continued prosperity for the motoring enthusiast industry, preserve important vehicle history and allow ongoing generations of enthusiasts to enjoy the hobby.

This decision will also enable the continued health of the car club movement, who often make important contributions to charity groups throughout Australia so there is a real social benefit as well as an economic one. As many people know, the associated motoring enthusiast industries – restoration services, mechanical repairs and so on make an enormous contribution to Australia's economic wellbeing".

Legislation to implement the changes will be introduced into Parliament later this year and the new rules are planned to be in place effective 2018.

THE ELUSIVE BARN FIND

All of us dream about that priceless barn find motorcar that peeps out from behind garage doors that have been closed for decades. Covered in thick layers of dust, cobwebs and rodent droppings the perfect barn find peers out into the daylight. It might be an old Bentley that was shoved unceremoniously into the barn after its owner lost interest in it after finding that the broken chain drive sprocket was made out of unobtainium and was thus almost priceless. It might also have been a prized Datsun 1600, slightly bent after contact with a tree, after which the owner lost interest in restoring it. Or perhaps a classic Falcon GTHO Phase 3 which lost the battle between a leaking barn roof and moisture which resulted in the dreaded metal moth taking over the ageing process. Yes, barn finds are everywhere, so we're told, it's just a matter of finding the right barn, corrugated iron shed or timber lean-to that houses what could become their next automotive money pit (sorry, project).

Despite barn finds seemingly now becoming the norm, I've never been lucky enough to discover a barn find, or even a worthwhile restoration project that might once have been someone's pride and joy. But others have made a killing by looking through people's sheds. Just imagine the scenario – farmer Joe is tempted to buy a new car, thanks to a bumper season when the crops produced a record harvest. But the new car salesman's valuation on the poor old trade-in is nothing like the value that the farmer thinks it's worth. So the old car gets unceremoniously pushed into the shed while the farmer makes up his mind about the car's future. But the farmer's good intentions get lost over a myriad of time and everyone forgets that the once-prized vehicle still sits there undisturbed, un-love and forgotten. Which is why I cast more than a second glance at a shed – any shed – that looks like it could house a real gem of a car. If only I wasn't afraid of rats and mice, red back spiders, aggressive tiger snakes, possums amongst the years of accumulated dust and dirt, and what-have-you.

But I have found a few barn-finds over the years that weren't actually in barns but which could have been barn finds, if you know what I mean. Many moons ago I found myself at a country clearing sale anxious to bid on a 1939 side valve Ford V8 that was somewhat untruthfully described as "ripe for restoration". It probably was ripe for restoration but the fact that it had no engine, no running gear, no interior and no other bidders should have taught me that what looks like a bargain isn't always a bargain. Somehow my pulse rate quickened as I got caught up in a very low-bucks bidding war which saw the car (or what remained of it) become mine. Elation wasn't a word that could be associated with my feelings as the auctioneer's gavel sounded but I could still see that if somebody took it off my hands I'd get my money back if I fell out of love with it. The following morning I booked myself into the local hospital for an appendectomy and the old Ford was promptly forgotten – for good. Last time I checked the Ford was still there but my appendicitis was long gone. It was time to move on.

The attraction of owning a sports car really got my juices going in later years and the juices went into overdrive when I spotted the remains of a 1950-ish Singer 9 Tourer languishing at the back of a nearby station master's house. Again, there wasn't much of the Singer left (it appeared to have been used as a 'parts' car) but I was sucked in by thoughts of open-top motoring, sunny days and care-free touring. Little did I know that that's the stuff of romantic novels, not sporting motoring. The English company Singer, weren't known for building iconic sports cars yet their Singer 9 was a step in the right direction. From a distance it could be mistaken for an MG TC or TD but all semblance of a sporting car ended there and the car's reputation hung on their final tourer, the Nine. There were no sporting pretensions here but that didn't matter to me – I was going to build me some wind-in-the-hair motoring.

Armed with a 6 x 4 trailer, a mate and I managed to load the Singer's chassis onto the trailer and then proceeded to throw all the remaining bits and bobs in on top of it. The drive home along a major highway with a heavily overloaded trailer was what might be termed 'cop bait' but we made it without too many incidents. I soon started piecing it all together, just like some old fashioned jigsaw puzzle, finding what was missing and what was still there. Unfortunately the latter exceeded the former by a huge margin. It took some time to realize that my "in the open" barn find wasn't a sound base on which to build sporting motoring, so I found a suitable tarp, covered the little Singer up and walked away disappointed. Somebody else could take over the restoration.

It's amazing what some people do with their motorcars and how little value they place on them. For some, motorcars are no more than a means of getting from point A to point B when point C seems to be too far away or too difficult to reach. A small advertisement in the local newspaper calling for tenders to purchase and remove a well-worn Mk1 Escort caught my eye. It seems that the owner was a young lady, a university student who fancied a trip to the snow one mid-winter weekend and set off straight after classes finished not knowing much about driving on ice or in snow. Either that or, weekend over, she was so exhausted after shooing up and down the slopes that she took an easy option – take the train home. So, gathering the bare necessities that would see her travelling home to Melbourne, she abandoned the worthy Escort at the train station, leaving the keys in the ignition, and a large pile of university text books and assorted items of clothing inside the car and the boot – and about \$7.50 in loose change behind the seats. Disposable income? Very likely. Train ticket in hand, our Escort owner simply walked away and boarded the train, never to return. And for many weeks the Escort remained where it had been left.

Of course I just had to buy it, barn find or faux barn find, so tender documents in hand I offered a piffling sum for it and thus became the new owner. Once again it wasn't a barn find per se but it's not all bad news – I actually managed to make it look presentable, presentable enough for someone to come along and take it off my hands after the exchange of a not-unreasonable handful of sheckles. Mission accomplished. So next time you go for a drive in the country and fail to find that exotic barn find car which you've always dreamed of finding, and failed, perhaps it's just that you're looking in the wrong barns. Just like the aliens from outer space, they are out there somewhere.

Jeff Whitten

Member # 176



2016 Wollondilly 270 – A View from the Other Side

The second CRC Wollondilly rally (it was the 270 this year not 300) was held on Sunday 28th February. Division 1 revisited the region from the Penrith Whitewater Café start to lunch at Thirlmere Public School. Crews looped around the CRC spiritual shrine – the Mulgoa Community Hall, location of the Christmas Party, before heading south on Greendale Road, then Camden and Razorback. Division 2 had crews using some seldom seen roads past Menangle, Douglas Park and Pheasants Nest before the new Wollondilly Shire finish at the Picton Hotel.

We used the Barry Ferguson Classic (BFC) format involving fairly simple plotting with the challenge being the often difficult job of following the “Mapped Roads”. This involved the use of 14 “Z” Boards testing the navigators.

This year we were able to run 98% of the rally using the old 1950/60 Army Survey maps. With a scale of 1:63,360 they are around 4 times more detailed than the 1:250k ones often used in CRC events. These high quality and easy to read maps were modified by my good mate Dennis Reeve and believe it or not, most of the 18 changes were to make the roads easier to follow. The only modern map was used to revisit the old Oran Park Race Track where cars drove down the old Straight.

Congratulations to the podium place getters, with navigator’s names first as they did most the work:

	Points	
Masters:	1. Ross Warner and John Cooper	170
	2. Steuart Snooks and Mike Ward (VIC)	203
	3. Carol and Gerry Both	375
Apprentices	1. Heather and Steve Brumby	455
	2. Valerie and Peter Jakrot	459
	3. Martin Leaver and Andrew Inglis	500
Tour:	1. Lisa and John Needs	17
	2. Sue and Robert Clare	31
	3. Karen and Greg Yates	39

A big thanks to the officials: Tim McGrath, Ron Copper, David Batten, Sue Reed, Gary and Wendy Maher, Tony Norman, Tony and Els Dirickx, Starr and Rob Mifsud, Catherine and Roz Batten and Steve Newby.

Every event has its own character and we tried to make the plotting fairly simple. There were no circular herringbones, map traces or instructions like “cross 19 watercourses”. However the event challenged navigators and many ran out of time. One lesson to be learnt is a “Back to the 60’s” concept of cutting and running. Once you are behind the Sweep Car the boards have been taken down and you also lose 60 points for being late at the Major Control. The best option is to not follow the full route but short cut to get back on time. Hopefully all crews should have learnt a lot and be much better prepared for the BFC in May.

The Tour had some real challenges. Only 3 crews trusted their tripmeter and found a narrow laneway in The Oaks. Their day was made more difficult by the penalties on questions. We used penalties of 3 points for a misspelt answer, 2 points for the answer in the wrong box and 1 point for incorrect case or spacing. We hope no Tour Crews needed to catch the next Accessible bus service, (not on a School holiday) from near Mt Hunter. Only 3 Crews were correct, most would have been waiting 4 ½ hours.

A View From the Other Side continued:

The Apprentices were offered Assistance before the event and most of the top place getters used this to their advantage. On the day they had the Masters Instructions with a lot of extra information. Instead of dumbing it down too much they have been educated as to some of the skills of what is required at the Masters level.

Most of the map reading challenges are listed below, with how many of the eleven (11) Masters were correct. Interestingly there was no 11/11 score:

Llandillo, dummy VRC HC – Crews were required to “Pass” a mapped feature	0
Kingswood, Z5 – find the old alignment of Richmond Road	2
Mulgoa, Z10 – follow SMR	9
Mulgoa, Z16 – follow SMR	7
Bringelly, Z4 – the SMR was through the RFS shed	5
Bringelly, VRC 4V – A TJ needs to be entered from the base of the “T”	6
Camden, Z8 – find the old alignment, Old Oaks Road is realigned	2
Thirlmere, Z12 - follow mapped roads, Oaks Road is realigned	3
The Oaks, dummy VRC F6 - follow mapped roads, Edward St is unmapped	5
Camden, VRC RU - follow mapped roads, Barsden St had a gap	5
Douglas Park, Z13 - find the old alignment (Prices Rd blocked by the Motorway)	1
Douglas Park, Z9 - find the mapped road (the TL was 280 m after a sharp bend)	3
Bingara Gorge, Z14 – find the old alignment, Hornby St is impassable	4
Pheasants Nest, Z7 – the map shows sharp bends to cross the Bargo River	4
(Most crews were running out of time by this stage)	
Tahmoor, Z11 – find an old alignment of the Hume Hwy	3
Thirlmere, Z1 – follow SMR	1

A big thank you to the 48 crews who entered. Special congratulations are due to Heather Brumby, she is only 12 years old and with her dad Steve won the Apprentice category on her first attempt.

Mike Batten and Peter Reed.

OTHER EVENTS FOR 2016:

7 TH May 2016	<i>Wheels @ Wollondilly Car Show</i>	
28 th / 29 th May 2016	<i>Jaguar Mountain Rally</i>	
18 th - 20 th June 2016	<i>Classic Outback Trial</i>	
14 th August 2016	<i>Shannon Display Day</i>	(John Cooper)
19 th – 20 th August 2016	<i>Southern Cross Mountain Trail</i>	(Dave Johnson)
20 th – 21 st August 2016	<i>Rylstone Classic</i>	
8 th – 19 th November 2016	<i>Southern Cross Gold Ann Rally</i>	(Bob Watson)
19 th November 2016	<i>WRC Coffs Harbour</i>	

“It will be fun” he said, “you’ll be right with the navigating” he said, “a day together driving around the country, what more could you want” he said; and surprisingly (or not) he was completely correct!!

John and I had only previously competed together in one rally, the 2011 Alpine classic, which we thoroughly enjoyed, but that had been a number of years previously and due to “our” HSC commitments we hadn’t managed another. I have to admit I was concerned that my navigating inexperience may result in a not so enjoyable day, but we decided to give the Wollondilly 270 a go.

It all started well, the very efficient Rob scrutineered our car with a few nerve settling jokes and the extremely well organised officials handed us our yellow package with everything we needed to have and know. Then with “remember we are not racing for sheep stations” ringing in my ears we were off! I had never attempted a map reading section before but together John and I were able muddle through the instructions and work out a plan of attack before we started. All was going beautifully until we had a combined ‘brain fart’ and drove past a road that we should have taken, causing the blood pressure to rise a little. As a result we had to take time out and recalculate all of our distances! Later in the section we passed a sign we needed to record and so as not to do the recalculations all over again and very determined to fill in every answer, I jumped out of the car and jogged back a few hundred meters! (I just kept thinking that the exercise was good for me!)

Lunch at the Thirlmere public school was absolutely delicious, the ladies and men greeted us warmly and after a great feed and water we began the afternoon stage. Another lovely few hours driving around the Picton area, we were nearly tricked by a very visible P sign not on our route, but now with some confidence we kept our wits about us and didn’t second-guess our directions. By the end of the day we gratefully arrived for a cold drink at the Picton Hotel finish, before leaving about 5.30pm for a much more relaxing drive home.

All in all we had an absolutely wonderful day, police breath tests, wrong turns, recalculations and some unexpected exercise aside, we are hoping to participate in more of these rallies in the future. As yet, we do not know many people but are looking forward to meeting like-minded enthusiasts. A big thank you to all of the officials that made the day successful, we only know you on paper at this stage but in the future hope to put names to faces.

John and I were totally amazed to find out that we had won the Tour section, enjoying the experience was what we set out to do and that would have been reward enough itself, the win was really the icing on top! We didn’t get a sheep station but we are now sure we want to do more. My advice to anyone thinking about having a go is...do!... it is a great experience, BUT use a pencil and bring an eraser!!

From Lisa and John Needs, the winners of the Tour in their Porsche 987. Love the JN numberplate!

Congratulations to you both.



The "Wolly" by Rossco Warner

It is traditional Australian culture to shorten or lengthen all names. The Alpine Classic for example is just "The Alpine", shorter. Me, I'm Rossco, which is two letters longer. It's just something we do, and on that basis the Wollondilly 270 will be henceforth simply "The Wolly". Try it, "Will you be entering this year's Wolly?", It just rolls off the tongue doesn't it?

But be careful not to confuse "The Wolly" with "A Wally". "The Wolly" is a very well planned and executed classic rally, and "A Wally" is the kind of guy who wears a gaudy Hawaiian shirt that matches his driver's. It was part of my driver John Cooper's strategy this year that we should distract the other competitors by wearing said shirts and generally behaving as "Wallies". Somehow it worked and we ended up scoring less points than the other Masters, although I'm not entirely sure how. Anyway, here's how it played out for us.

The Wolly started at the Whitewater rafting facility just north of Penrith and as many of you would know Penrith is John's backyard. This didn't prove to be an advantage last year (quite the opposite) but this year we were much less complacent and looked closely for roads that were different to the supplied maps. John's local knowledge really helped in a couple of spots.

In his definition to "Pass" Mike had elected not to include anything about having to be on the closest road and therefore it was possible to pass Llandillo while travelling south on the Northern Road without having to detour onto the closer road. In fact the closer road was a longer route and therefore incorrect. Naturally we fell for it and we were penalised accordingly.

Mike used a couple of "drop off route charts" this year. For those of you not familiar with this arrangement it is basically a set of route chart instructions set in an area of the map where there are few or no roads indicated. When the instructions stop you have to work out where you are so you can re-join the route at the appropriate location and still travel the shortest route, point to point. It is therefore imperative to keep track of your distance travelled and your heading for each section of road between corners. John and I first encountered this arrangement on The Old BP Rally a couple of years ago and more recently we have encountered it on a couple of BFCs. When we did the BP our compass was hopeless but our new one allowed us to keep a reasonably accurate track of where the route chart finished on the map. This saved a lot of time searching to work out where we were (except once when I stuffed up). I like drop offs. See how I shortened that. It's an Australian thing.

There were other tricks that Mike had found and I did not. For example there was an intersection that was mapped as a "T junction" which was immediately followed by another road junction. This was to the northwest of Thirlmere I think and of course it had been realigned. I said to John "turn left at the TEE junction and then turn immediately right". We just drove straight through without even thinking. Not a care in the world....

There were "Z" boards aplenty on the right roads and on some wrong roads (we found that one!). There were no counting questions and no cryptic questions thank goodness. If I wanted to do maths or a crossword puzzle I would have stayed at home. Mike managed to keep me very busy all day and I kept John busy with lots of "U" turns (sorry mate but it paid off). As John said afterwards "Ross worked his butt off" and yet I didn't lose any weight... Wish I could work my stomach off instead.

Speaking of stomachs lunch was provided by the lovely ladies at the Thirlmere Public School and what a great job they did. I always enjoy fresh sandwiches and cakes particularly their cakes and I think that

The rally radar was out in force again this year. We somehow managed FTD and STD. Rob and Starr Mifsud had a good laugh at us on both occasions maybe it was the shirts?

The finish was at the Picton Hotel not the one with all the bikers the other one. We finished with about 15 minutes to spare and I must admit that I was very tired after a long day. We enjoyed a couple of refreshing beverages and the finger food that had been organised for us. The food was a great touch and really hit the spot.

The Wolly was a really terrific event. Mike made it very challenging without resorting to dirty tricks like changing the legend although I think there may have been some minor changes to the maps. It was challenging and used lots of roads that I haven't been on before. I had a great day.

A really big thank you to Mike, Peter and all the Wolly team.



John and Ross looking the part in their sunnys and shirts driving the 'Wolly' in the Ford Escort.

Having a go at navigating in Wollondilly.

I clearly recall several times during last year's rallies while we were competing in Tour having Heather suggest to me that she would like to have a go at Apprentices in 2016 and I have to say that I was more than a little sceptical in my responses but it continued to be a recurring theme throughout 2015. I would encourage her to concentrate on the job at hand and I have to admit that she did! She did after all manage to get herself into second place in the tour championship despite having to compete at social level for the first couple of rounds due to not being old enough to have a CAMS licence.

So after being pestered pretty much from the day after the Alpine finished I asked a couple of people for help. A huge thank you goes out to both Ross Warner and subsequently Mike Batten who both went well out of their way to assist with helping Heather get a better understanding of the requirements and complexities of Apprentice level navigation. Some specific practice was undertaken at the Gnoo Blas car show in Orange whilst we watched our 916 series Alfa Romeo GTV race car get upstaged by some late arriving 4C's. The practice actually went much better than I could have imagined and Heather managed to convince me that she might actually be able to manage it so we decided to chuck our hat into the ring.

Our Wollondilly 270 weekend started with the whole family heading down to Sydney for various reasons, starting with a work dinner on the Friday night,. So in the interests of family unity the Vortex was thrown onto the trailer to princess its way over the mountains behind the family car. Having met those family commitments including an excursion to Allianz Stadium with my navigator to see our Waratahs beat the Reds (and she managed to get her Christmas present jersey signed by her absolute hero Israel Folau). With the Vortex removed from its perch, washed and polished we were set to head to the long awaited first rally of the year.

It is actually really nice to turn up for the start and just wander around, catch up with people and take a few photos. The Whitewater Centre is a wonderful place to do it. Although breaky at Maccas is a bit compulsory as part of the navigator's salary package, this venue is one of the best we use. Heaps of space for parking, good coffee and that wonderful spectacle of when they turn the water on to fill the white water stadium in the morning are all great plusses.

And then the butterflies hit. Not mine, all I have to do is drive – Heather's, during the driver's briefing, starting to wonder what she had committed herself to. I have to say though they were short lived. As soon as she got her hands on the instructions she settled down and worked her way through it.

We had discussed our simple strategy at length; read the instructions, figure out a route and then stick to it. We decided not to second guess ourselves and we also decided not to chase where old roads may have been realigned. This strategy had its pluses and minuses. The pluses were we kept to timings pretty well and managed to get some lunch but obviously the downside was that we missed a few Z boards. It was very heartening to find ourselves surrounded by masters' crews for most of the day and it was also somewhat amusing to witness the expert crews such as Ross Warner and John Cooper darting on and off the road passing and being passed, clearly in their search of every single Z they could find. It was quite a new experience for us to witness this after our time in tour.

Having a go at Navigating in Wollondilly continued:

The other confronting aspect for us was all the unmapped road sections. Kinda knowing that you had to find a way to get from here to there but having a blank map in front of you was a bit daunting to begin with but the instructions were good and with a little head scratching and an enjoyable, long journey down a very long driveway into a chicken farm behind us we mostly managed to figure it out.

I have to say the further we went the more Heather got it and the less and less input I had into the plan. Critically and I think the most difficult aspect of it was that she really started to get the map to ground spatial stuff, i.e. looking at the map and figuring out how far it actually is to the next turn. This is one of the biggest parts of the leap from touring to navigating. Happily and most importantly there was no blueing between navigator and driver at all!

I have to say that by the end of the day Heather was as tired as Grace and deservedly so and so it was we checked into the final M, enjoyed a quick drink and a chat and headed off back over the mountains. We went home reasonably pleased with our first foray into Apprentices knowing that we had made a few mistakes but much more importantly feeling that we had actually enjoyed the challenge and had worked well together as a team.

So...you could have knocked us both over with a feather when we first caught wind of the fact we'd done ok. In fact that's not the truth. I was very surprised and of course extremely proud of what Heather had achieved and although Heather appeared a little surprised she took it all as though that was just the way it was supposed to work out. So it appears last year's Future Star in a Rally Car may very well live up to expectations! Although it is just as likely that it is all downhill from here!

It would be remiss of us not to express our great thanks to Mike, Peter and Tim and to all the wonderful officials out around the course and in rally HQ who did an outstanding job of providing what was to us at least a seamless event and a wonderful experience. Thanks

Cheers Steve and Heather Brumby

HISTORIC RALLY CLUB NSW & ACT

There has been another rally club formed recently, led by our own CRC Rally Legend Dave Johnson. This is a completely separate club from our Classic Rally Club and focuses on more of the historic dirt style rallies of the past similar to The Southern Cross Rally and others. They propose to address the dirt events and re-run type events which lay between current forest rallies and our classic navigational style touring events in NSW.

There are numerous CRC members with links to the past historic dirt type rallies and as well an interest in competing in these type of events in conjunction with our own events. I believe this club should enhance a lot of our members' involvement both in Classic and Historic rallies. The Classic Rally Club wishes the new Historic Rally Club all the best with the formation of this endeavour.

It was my pleasure to attend this club's first function at Hexham in February, celebrating the 50th anniversary of the first Southern Cross Rally. The event was a celebration, gathering and dinner with 150 attendees from many states of Australia. Rally Hall of Famers were in abundance, many speeches, talks, photos and memorabilia of the past. This club's first rally event, *The Southern Mountain Trial*, will be held on the 19th / 20th August 2016 being a TRE and Bob Watson will be running a week long "*Southern Cross Gold Anniversary Rally*" on 8th / 9th November 2016, finishing at the WRC with participants being able to compete in the special night stage in front of the crowds.

JOHN COOPER



I was at the morning briefing for the Wollondilly 270 when Mike began reading out the teams that had withdrawn. That is when we heard that the cause for Phillip Stead's absence was from a severe case of indigestion which was later translated in the hospital ED as a pretty serious heart attack requiring some pretty serious heart surgery. Phil posted this note on face book. It is good to hear that he is now recovering and will soon be back with us 'travelling those roads less travelled.'

Jen Navin

'Thanks to everyone at CRC for all your warm wishes and support. It sounds like the Wollondilly 270 was a really interesting challenge that I would have enjoyed - next year, Mike! I am home from hospital now and recovering well from my Quadruple Bypass Heart Surgery which came out of nowhere without any previous symptoms or the usual warning signs 2 weeks ago. I am arguably the fittest and healthiest I have been for decades and just got back from 4 weeks holiday skiing and touring in Italy a week before. Maybe it is because of this that I am recuperating so well and expect a full recovery to normal life in about 10 weeks with no permanent damage. Thanks again - see you all soon out on the roads less travelled. '

We all take flights from time to time so Garth thought this may be of interest.

AIRPLANE FOOD - A true story.

Airborne approximately thirty minutes on an outbound evening flight from Glasgow, the lead flight attendant for the cabin crew nervously made the following painful announcement.

"Ladies and gentlemen, I'm so very sorry but it appears that there has been a terrible mix-up one minute prior to take-off, by our airport catering service. I don't know how this has happened but we have 103 passengers on board and, unfortunately, only 40 dinner meals. I truly apologise for this mistake and inconvenience."

When passengers' muttering had died down, she continued, "Anyone who is kind enough to give up their meal so that someone else can eat will receive free, unlimited drinks for the duration of our 5 hour flight."

Her next announcement came 90 minutes later.

"If anyone would like to change their minds, we still have 40 dinners available."

2016 Wollondilly 270 28th February 2016

2016 Wollondilly 270 Final Results

Masters

	Driver	Navigator	Car	Model	Colour	Year	Division 1				Division 2				Points	Place
							Ctrls	Quest - ions	Radar	Total Div 1	Ctrls	Quest - ions	Radar	Total Div 2		
1	John Cooper	Ross Warner	Ford	Escort	Blue	1974	50	0	20	70	100	0	0	100	170	1
10	Michael Ward	Steuart Snooks	Volvo	142S	Beige	1967	50	0	0	50	150	0	3	153	203	2
8	Gerry Both	Carol Both	Alfa Romeo	105 Veloce	Blue	1973	75	0	0	75	300	0	0	300	375	3
9	Paul O'Neill	Arthur Evans	Datsun	Stanza	Yellow	1971	75	0	0	75	275	55	2	332	407	4
6	Bob Morey	Teresa Morey	Alfa Romeo	Alfetta	Red	1976	150	0	5	155	300	0	0	300	455	5
5	Garth Taylor	Michael St John Cox	Leyland	P76	Green	1974	175	0	6	181	440	22	9	471	652	6
7	Tony Wise	Lui MacLennan	Alfa Romeo	Alfetta	Red	1974	205	0	0	205	455	11	0	466	671	7
3	Tony South	Ted Norman	Ford	Escort	Red	1970	200	0	0	200	540	33	0	573	773	8
11	Michael Olsson	Harriet Jordan	Mazda	MX5	Red	1992	235	0	0	235	540	22	0	562	797	9
2	Alan Watson	Pam Watson	Toyota	Celica	Red	1984	175	0	4	179	-	-	-	-	DNF	
12	Dominic Votano	Michael Stephenson	BMW	320d	White	2008	210	0	0	210	-	-	-	-	DNF	
4	Graham Pettit	Phillip Stead	DNS				-	-	-	-	-	-	-	-	-	

Apprentices

	Driver	Navigator	Car	Model	Colour	Year	Division 1				Division 2				Points	Place
							Ctrls	Quest - ions	Radar	Total Div 1	Ctrls	Quest - ions	Radar	Total Div 2		
20	Steve Brumby	Heather Brumby	Subaru	Vortex	Silver	1986	180	0	0	180	275	0	0	275	455	1
14	Peter Jakrot	Valerie Jakrot	Porsche	944	Beige	1986	155	0	4	159	300	0	0	300	459	2
17	Andrew Inglis	Martin Leaver	Alfa Romeo	164	Red	1992	225	0	0	225	275	0	0	275	500	3
16	Jann Sinfield	Mal Sinfield	Nissan	300ZX	White	1986	125	11	0	136	400	0	0	400	536	4
18	Donna Wilkinson	Scott Wilkinson	Volvo	P1800	Red	1970	255	0	0	255	325	0	0	325	580	5
22	Roger Moore	Bob Moore	BMW	318is	Red	1990	165	22	0	187	495	22	8	525	712	6
21	Jennifer Navin	Shane Navin	VW	Golf R	Blue	2015	260	0	0	260	515	22	1	538	798	7
19	Colin Segelov	Simon Robinson	Triumph	Stag	Green	1977	385	22	0	407	380	22	0	402	809	8
24	Steven Cox	Brenda Cox	Nissan	300ZX	Red	1990	380	33	7	420	490	33	0	523	943	9
15	Natalie Martin	Glenn Evans	Fiat	500	White	2012	495	33	6	534	630	0	0	630	1164	10
23	Joyce Lawrence	Sue Genner	Porsche	911	Cream	1985	305	33	0	338	-	-	-	-	DNF	

Tour

	Driver	Navigator	Car	Model	Colour	Year	Division 1				Division 2				Points	Place
							Ctrls	Quest - ions	Radar	Total Div 1	Ctrls	Quest - ions	Radar	Total Div 2		
37	John Needs	Lisa Needs	Porsche	Boxster	Blue	2005	0	11	0	11	0	6	0	6	17	1
44	Robert Clare	Sue Clare	Jaguar	Mk II	White	1960	0	0	0	0	25	6	0	31	31	2
26	Greg Yates	Karen Yates	Mercedes	500SLC	Silver Green	1980	0	0	0	0	25	14	0	39	39	3
45	Rob Panetta	Sarah Priestley	Alfa	GG Veloce	Red	1972	0	3	0	3	25	22	0	47	50	4
28	Jim Baird	Lachlan Baird	Mazda	RX7	White	1984	0	3	0	3	25	25	0	50	53	5
34	James Phillis	Cheryle Phillis	Porsche	911	Blue	1991	0	22	1	23	25	14	0	39	62	6
27	Alan Cummine	Geoff Boyd	Peugeot	406	White	1998	25	3	0	28	25	21	0	46	74	7
46	Peter Eastham	Janice Yip	VW	Golf R32	Grey	2007	0	12	0	12	25	38	0	63	75	8
33	Tony Quist	Alan Ongley	Mitsubishi	Galant	Red	1973	0	26	0	26	25	29	0	54	80	9
31	Geoff Hemsall	Rachel Hemsall	Studebaker	Lark	Grey	1962	0	39	0	39	25	23	0	48	87	10
30	Michael Malgo	Kath Hemsall	Jaguar	E Type	Grey	1966	0	25	0	25	50	28	0	78	103	11
43	Jonathan Mansell	Tina Porzod	Toyota	Corolla Seca	White	1984	25	26	0	51	25	34	1	60	111	12
48	Wayne Brighton	Dave Fisher	Toyota	Corolla	Silver	1990	25	15	0	40	50	27	4	81	121	13
25	Vince Harlor	Vince Harlor	Datsun	240Z	White	1971	25	41	5	71	25	34	1	60	131	14
38	Ramin Shushtarian	Amir Shushtarian	BMW	320	Blue	1977	25	60	0	85	0	60	1	61	146	15
32	Tim Mallyon	James Mallyon	Jaguar	E Type	Blue	1966	75	27	0	102	25	63	6	94	196	16
40	Lyndon Jay	Irena Jay	Jaguar	XJR	Red	2000	100	62	0	162	75	47	1	123	285	17
49	Steve Friend	Maureen Friend	Mercedes	300SEL	Blue	1988	230	108	0	338	25	15	0	40	378	18
41	David Grasso	Rebecca Grasso	Ford	Mustang	Black	1966	275	33	0	308	75	28	0	103	411	19
36	Heather Worth	Glenda Lawrence	Volvo	121	Blue	1966	0	17	1	18	235	160	0	395	413	20
47	Jos Kroon	Peter Robinson	Porsche	911S	Silver	2007	50	3	0	53	125	286	9	420	473	21
35	Richard Nineham	Henri Hendriksen	Peugeot	504	White	1976	215	60	0	275	100	134	0	234	509	22
29	Steve Blair	Jocelyn Vettoretti	Ford	Fairlane	Red	1997	0	14	0	14	285	238	0	523	537	23
39	Mick Roberts	Kate Roberts	Triumph	TR3A	Red	1958	-	-	-	DNF	-	-	-	-	DNF	

Social	Driver	Navigator	Car	Model	Colour	Year	Ctrls	Quest - ions	Radar	Total	Ctrls	Quest - ions	Radar	Total	Points	Place
50	Doug McMillan	Teri McMillan	Porsche	911	Blue	1996	50	25	0	75	130	47	0	177	252	

Ctrls = Major and Passage Controls plus VRC and Z Boards