



Rally Directions

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

May 2016



Geoff & Humphrey driving 'Arnold' on the roads of George Town on the first day of Targa Tasmania.

Inside this issue include: Tales from Targa, Compass Run Capers, The Dux's Barry Ferguson Follies and The Wollondilly Rally from the rear and much more.

Upcoming Events: Tour d' Course, Sophie's Run and The Rally of the Valley. Details inside and on the calendar on the web site.

Please note that all entry forms are available from the club website: www.classicrallyclub.com.au and the club face book page.

JOHN'S JABBER

Hello and welcome to the May/June edition of *Rally Directions*. Over the past few months we have conducted two rallies; run, promoted and backed by the Classic Rally Club. The first being the 'Compass Run', a Tony Norman one day rally held in the Hunter region with 17 Tour, 11 Apprentices, 8 Masters and 13 crews opting to use their modern cars. Tony has put in a huge amount of work and effort over the past years as the Competition Secretary running many one day events usually on his own and conducting navigation schools for transition from Tour to Apprentice. Tony has now come to his use by date and has advised us that he needs to take a break next year from the Competition Secretary role and from setting and running rallies. He will be having his last one day rally on 9th July 2016 out of Mittagong calling it 'Sofie's Run' after his granddaughter. We thank Tony Norman for all of his time and effort he has contributed to the Classic Rally club and hope that he can return to the organising side of things when his batteries are recharged. We must remember that all positions, workers and directors of rallies, have a burn out period and it is up to others to put their hands up to take over for a while and do their bit.

The CRC promoted and backed the BFC 'Barry Ferguson Classic' which has been run by Dave Johnson for the past seven years. This event has introduced us to old maps, realignments, proper map reading, Z boards, gravel roads and old school forms of navigation used by the likes of Dave and Barry in the good old days. Some like Ross and I have taken to this type of event and love the challenge of maps, however some have found this not to their liking, especially the unsealed roads. This has been Dave's last BFC and event he will run for the Classic Rally Club as he has formed his own club, The Historic Rally Club of NSW & ACT, primarily for older dirt rally cars and crews of historic nature. They will hopefully run around two events a year that we could join in.

This year's BFC was a combined effort by Dave and mostly Stewart Snooks from the Victoria HRA which had us up in new territory out of Albury and into the Victorian back roads and towns. Very Victorian oriented towards their style of navigation but still very entertaining, enjoyable and different. The rain caused a few re-directions and headaches for the organisers but they did a great job. Some 21 Masters crews (that's a record), 14 Apprentice and 14 Tour. A great line up of cars and crews, numerous Australian Rally Hall of Famers, Australian and State Rally Champions and some very experienced navigators, especially from Victoria, who certainly dominated us NSW crews. Another great effort from Heather Brumby in Apprentices, well done.

With this being the last BFC of this type of rallying it may see the CRC get back to its roots of more conventional navigation and more sealed roads with those liking the gravel navigation having other events to enter. That's not to say there won't be realignments in the Alpine and Wollondilly rallies.

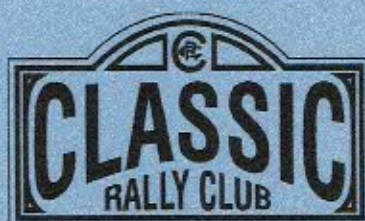
The Alfa Club's annual AROCA Tour de Course is up next. Rob Morey and Phil Stead have come together to give us a one day rally in August 'Rally of the Valley', the Hawkesbury area – thanks guys.

Don't forget that a lot of us CRCs will be in Alice Springs in June for the Classic Outback Trial. Follow us on Facebook, the web or rally safe. It will be televised on 7mate and Fox after the rally. I would assume that others will have contributed stories about past rallies and point scores in this mag elsewhere. It's a very busy time for me preparing to be away for 3 weeks for the Outback Trial and organising work etc. but life wasn't meant to be easy!

See you out enjoying your rally cars. Cheers for now!

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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.

COMPETITION SECRETARY REPORT FOR MAY/JUNE

Is it that time again - don't know how I ever coped when the magazine came out monthly! Over the last 2 months we have had 2 Rounds of the CRC Championship.

THE COMPASS RUN.

This event was held in the Lower Hunter Valley area and attracted a field of 36 crews, in the following categories:

Masters - 8 Apprentices - 11 Tour - 15 Social - 2. The day as warm and sunny and Registration went smoothly and was completed on time. The crew briefing followed, complete with the usual jokes from the usual offenders, and all cars were on their way by 9.30am. Lunch was at Cessnock East Public School and thanks must go to the staff and volunteers for their help in organising this. The afternoon Division finished at the petrol station at Freemans Waterhole, the last competitors arriving about 6.00pm. I hope I have learnt something from this!

In my Clerk of Course Report to CAMS I noted that the event was well organised and ran smoothly - nothing like giving yourself a pat on the back! In closing I would like to thank the following Club members who helped out and the day and without whom the event would not have been possible. In no particular order: Doug Barbour, Xanthea Boardman, Alan and Pam Watson, Glen and Joyce Innes, Gary and Wendy Maher, Phillip Stead and Graham Pettit.

THE BARRY FERGUSON CLASSIC.

At the time of writing I do not have any details of this Event but no doubt there are copious Facebook comments and photos etc. I am not a member of the Digital Age - more like the Cretaceous Age! I am sure there will be reports and results elsewhere in the magazine. And so we move onto up-coming Events:

TOUR d' COURSE - SUNDAY 29TH MAY

This AROCA organised Event forms part of the CRC Championship. The good relationship between the members of AROCA and the CRC has always been evident at our Club meetings and on the rallies organised by the 2 Clubs. I trust that the CRC will be well represented, to ensure that the hard work put in by Carol Both and her team is recognised. Good luck to all the crews on the 29TH MAY.

SOPHIES RUN - SATURDAY 9TH JULY.

This will be the last Event organised by myself in the immediate future. Being held during the period when daylight hours are some what reduced, I have scaled the Event back to about 250kms. This will hopefully get everyone back to the finish before we need to bring out the kerosene lamps - there I go, showing my age again. It will follow my standard format, hand written and all that, but counter to my use of 'counting' questions, these will not be used in the navigation categories. Do I hear some shouts of hooray from certain quarters! There should be a flyer within the body of the magazine and also a loose leaf Entry Form/Disclaimer. Please put the date in your diary.

FINALLY - I have informed the Club President that I will not be continuing in the role of Competition Secretary beyond this year.

Time for another member to get involved in the running of the Club so please consider offering your services. I am more than happy to brief any prospective member on the role. I will still be attending Club meetings and hopefully competing in and helping with events through 2017 so will still have my toe in the water so to speak!

TONY NORMAN - COMPETITION SECRETARY.

" At the time of publication Tony told me that his regular synopsis of the Compass Run would not be forthcoming as due to family commitments he was not in the head space to manage it. I would just like to say that the time and effort that Tony has put into his role as both Rally Director and Competition Secretary over the years that Shane and I have been with the club ,has been one of total dedication and passion. Yes his rallies can be challenging but you learn from the challenges, you learn from the masters, of which Tony is one. So Thank you Tony for all your hard work and dedication." Jen , Editor



SOPHIES RUN

SATURDAY 9TH JULY
SOUTHERN HIGHLANDS

THIS EVENT WILL BE THE 5TH ROUND OF THE 2016 C.R.C. POINTS CHAMPIONSHIP. IT WILL START AND FINISH AT THE MITTAGONG RSL CLUB, WITH A LUNCH STOP AT THE SALLYS CORNER SERVICE CENTRE ON THE HUME HIGHWAY. THERE WILL BE THE USUAL 3 COMPETITIVE CATEGORIES AND A SOCIAL RUN. LUNCH WILL BE AT ENTRANTS COST BUT THE ENTRY FEE WILL BE REDUCED TO \$80.00 PER CREW TO COMPENSATE ENTRANTS. ONCE APPROVED BY CAMS, THE SUPPLEMENTARY REGULATIONS AND ENTRY FORM WILL BE AVAILABLE FOR DOWNLOAD ON THE C.R.C. WEBSITE. THIS WILL BE MY LAST EVENT, AT LEAST UNTIL 2018, SO A GOOD TURN-OUT WILL MAKE THE DAY A FOND FAREWELL.

TONY NORMAN - EVENT DIRECTOR FOR THE CLASSIC RALLY CLUB.

The Compass Run

First, many thanks to Tony for all the work he puts into his events. If you've never set an event, you've no idea how much work goes into them. And he does it all himself – and from what I saw, doesn't make errors in the instructions. Unbelievably well done.

Thanks also to my fellow competitors who made even more mistakes than I did on the event. I thought we'd done ok, but was confident that there would have been enough things I hadn't seen to keep us off the podium. As it turned out, not so, which is why I'm sitting at my desk typing this.

The scores show that it was a hard event and the number of crews who were late to the finish reinforces that. I'm not sure why. I made buckets of stupid mistakes that gave Robbie plenty of excuses to demonstrate his expertise at the DAFQUT, but there seemed to be enough time to recover from these mistakes. Obviously we were lucky, because once back on track, things seemed to fall into place – until the next stupid mistake.

So what was good and bad? I both love and hate Tony's insistence on handwriting the instructions. Love them because it is a real touch of the classic – although he should roneo them for true classic authenticity. These new-fangled photocopy machines: bah humbug. I hate the handwriting because it makes me start an event at a major psychological disadvantage: my handwriting looks like a rat has scratched its way across the paper and then defecated on it. Tony's doesn't.

On the event my main criticism was the use of the suburbs. I know Tony uses them to sort us out, but hey, you don't need to do that. We can make our own mistakes aplenty. Mine were all in the country after all, not in those narrow, busy, child-prone backyards of the city. Let us run free! Rallies are for giving the car and crew a good workout in the countryside, not worrying whether it's a 50kph or a 60kph zone.

My other criticism (and this is probably unfair) is his need for extreme accuracy in the answers. For me, the idea is that the questions are to show we're on the right road, not that we won the school spelling bee. But we were all in the same boat, so I probably shouldn't complain.

So what did the day give us? The fun started at a shopping centre near Lake Munmorah. Thank goodness it was open so we could caffeine up for the work ahead. After driver's briefing (why isn't it navigators' briefing?) we got maps and instructions and were then route-charted out of the area to a road junction. We should have kept going there to the next intersection, but I (and several others) decided to turn right. First of my stupid mistakes. After recovering, a fairly straight forward herringbone took us up to Morriset and then on to Sanitarium country. Some line crossings in the area caused confusion initially, but a little loop solved that problem.

We then wriggled in the area generally west of Newcastle to get to an old rally favourite, Mulbring. After that, with the thought of lunch getting closer, we headed towards Cessnock. One of the tricks here was to leave a lane starting with W on the left. The trick was too smart for me and I didn't even see the lane meant to cause the confusion, but just headed west towards Quorrobolong.

One of Tony's tricks that caught me out a couple of times was to use circles defined by either their circumference or their radius. I used to do sums for a living and wasn't bad at geometry either but I stuffed up circumference and radius in two of the three times they were used. My mind just was somewhere else. Fortunately when I mixed them up, nothing seemed to work, so after some major head scratching, the circles were redrawn and it all fell into place.

Somewhere after via 6, we had to do something that involved Rothbury. Thank the lord for that: after all, the rally was advertised as being in the Hunter. Finally some real Hunter!

Lunch was at the Cessnock East Public School. All good except we all wasted too much time there, probably whinging about Tony. The late times in the afternoon are most likely directly attributable to this. We were the last masters out from lunch which meant a bit of pedalling as 17:45, the close off time for the final control, approached.

The afternoon started with the obligatory loop then a bit of a detour off the map. I don't know why, but leaving the map increases my heart rate. As it turned out, we were pretty soon back on the security blanket of the NRMA Newcastle and Suburbs (that map title should have warned me where we might be going).

We then wandered around across to Kurri Kurri and up to the south side of Maitland. There was some messing about here on minor roads and I don't think there was a VRC or question anywhere to reassure me that I wasn't totally lost. Memo to rally directors: if you send us somewhere tricky, give us a bone to reward us.

Then on to Morpeth, home of the Morpeth Pie Man – great pies, not that we had the time to stop and try one. We were sent down James St there – but no reward again! I need my bones!!

The run along Duckenfield Road caught a few out with an instruction to cross creeks on Raymond Terrace Rd being the culprit. We somehow missed whatever caused the confusion and headed roughly south towards the north west side of Newcastle.

Here's where I kick myself. Tony instructed us to use a Minmi Rd (note: a Minmi Rd). I fell for it hook, line and sinker and headed down the obvious Minmi Rd. Three quarters of the way down, I saw the error of my ways, blasphemed several times and decided to continue round a circle to the beginning of this Minmi Rd rather than go back. This was a lot shorter: we could make a good guess at distances for resetting the halda and hopefully pick up any boards after we turned around for the correct Minmi Rd.

All that worked as planned - except I forgot to rub out the VRC we'd picked up on the wrong road. Damn and blast it. Teralba was next. No idea if we took all the right roads – did I say I hate the suburbs? – but we didn't score any bad things here, so either Tony was generous or we were on the right road. If I was shitty in Teralba, you should have heard me when we got into the children-strewn roads of suburban Toronto. Not a happy camper. Did I mention I like country roads?

The end is in sight and time is running out. We had to count distance numbers for a total of 31. There was a long way and a much shorter way made possible by a little loop. We got the shorter way and made it back to the finish at Freemans Waterhole at 17:35, with 10 minutes to spare before the control closed. First car was due at 16:00 and we were the first masters to arrive who hadn't cut and run. Maybe they were the smart ones?

We had a good day on a well thought out event. All power to Tony and we look forward to his next event.

John and Robbie



2016 BARRY FERGUSON CLASSIC

1971 Triumph 2500 PI

Heather Dux

Don and I had never done the Barry Ferguson Classic but had heard a lot about it so we decided that we would take part this year. There was no Clarence Classic and only a four hour drive from home so we travelled two days to get to Albury. Makes sense, doesn't it? When we were driving through Junee we saw a sign advertising The Liquorice and Chocolate Factory. You couldn't go past this; it would have been a mortal sin. So not wanting to be sent below, in due course we almost bought out the shop. Thankfully there were no explosive repercussions on the rally because that would have been too much. We have decided to call in again on our way to Canberra in a few months time. We might also make time to visit the Corowa Whisky and Chocolate Factory. It's amazing what important information is available on these rallies.

The Lake Hume Resort where we stayed before the rally was quite comfortable and would be a marvellous place for a family holiday, right on the lake. We arrived on the Thursday and when we were in the dining room prior to ordering our meal, who should walk in but the Braithwaites. Jeremy and Julie had beaten us there by about half an hour. We had a very pleasant meal and retired to decide what we would do on the Friday. Don was determined to wash the car as we had driven through some road works where the dirt had been hosed down and about half a tonne of mud had stuck to the car. We found a carwash in Albury and Don hosed off the mud, rinsed off the car but decided not to dry it. Bad move! When we left the car wash we could see this brown cloud in the distance and the wind was almost a gale. Yes, it was a dust storm so you can imagine what the car looked like. Thankfully, it rained overnight and washed most of the mud off.

We had a very tasty breakfast at the starting point but every egg on our bacon and egg rolls was feral! My rally son Peter Cale would have been so proud of me. Not only did I keep the live egg yolk away from my clothes, I had even leaned over so the only place it had to go was on the ground. I've learned a lot since that unmemorable day at Lithgow when a clean shirt was needed.

Others will be more specific about the rally itself but I must comment on the lunch at Osbornes [no apostrophe] Flat. It had to be the best we've ever had. They even had two types of hot soup, cauliflower and pumpkin. What a triumph! All of us commented on it and made sure the School P&C knew how delighted we were with their efforts. All the school children had drawn pictures of cars which were placed on the walls around the hall with welcoming messages to the Historic Cars. A totally lovely idea. Heather Farrell another rally daughter and I were most impressed with Heather Brumby's efforts. She certainly showed up a few oldies but that's what young brains can do. Nothing is beyond them. How good it is that she is interested enough to take part and her Dad is so proud. It would be wonderful if we could encourage more youngsters to give it a go. They would probably blitz all the oldies because they often think outside the square.

On the Saturday afternoon we passed through a little town called Burrumbuttock. It has been heard often lately in Queensland. The wonderful people of Burrumbuttock and surrounds had taken convoys of hay to struggling graziers in outback Queensland who are in dire need because of the drought. Many of them have only kept their breeding stock in the hope that sometime soon the rain will come. Thank God for people like those in Burrumbuttock who are probably doing it tough as well but still have enough compassion to think of others.

We had booked into Club Mulwala for Saturday night at the same time as we sent our entry form for the rally. It was said there was not a lot of accommodation available and we thought that was because it was a small town and probably only had a couple of motels. How wrong could we be? It is a large town with this massive RSL complex on the bank of Lake Mulwala. The rooms were exotic. Spa bath with mirrors everywhere; the wardrobe doors were all mirrors. Too many for a pair of geriatric revheads who don't need to look at the body wrecks we have become. Two of our rally daughters, Heather Farrell and Tammy Cale have been making salacious and disrespectful comments about their rally parents on social media. Tammy, we had no mirrors on the ceiling like you and Peter did at one of Geoff West's rallies. I think a little bit of respect is needed here. Apparently the reason there was so little accommodation was that no organisations in Mulwala speak to each other. There were four different events on in Mulwala that weekend. One was an Australian speed boat championship and spectators who had travelled from all over Australia couldn't get a bed. One of the motel owners was nearly crying as she said she'd had to turn away 40 people that day. This happens everywhere so surely one would think they could co-ordinate their events so everybody gets some of the bickies each weekend.

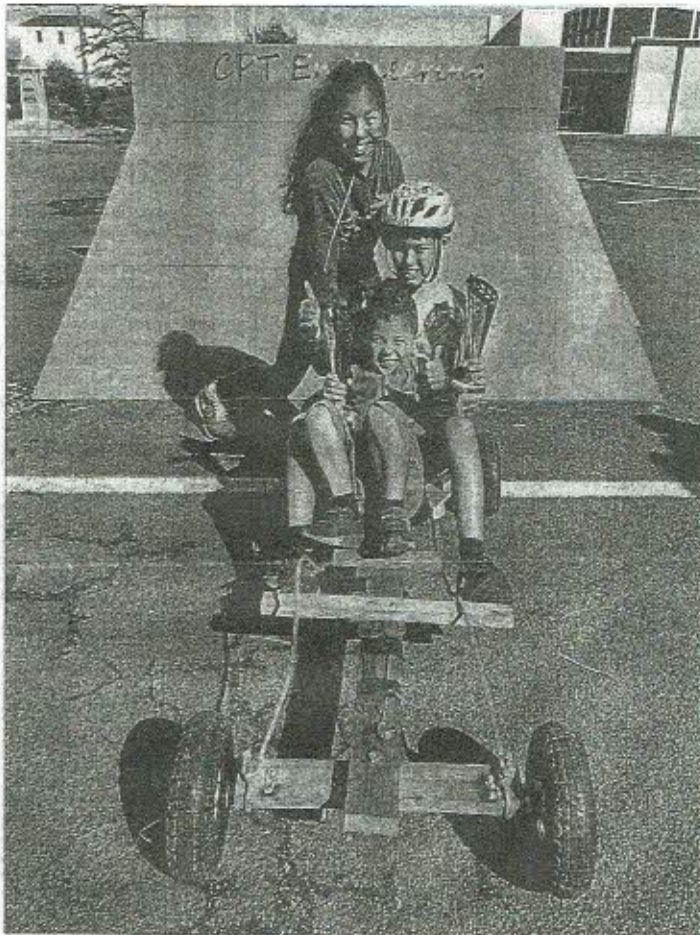
By the time the rally finished at Henty we were quite tired. The lunch was very good and supplied by the usual school P&C but the venue was a donga/office which was a bit cosy. Nevertheless the food was fresh and homemade and very welcome. We'd like to thank all the organisers for a wonderful weekend and look forward to our Alpine Classic Rally in October. If I might be so bold as to make a suggestion; some of the drivers and navigators in the Trial section had an absolute ball. John Cooper was like a kid in a lolly shop on the Saturday night as he told us what a fantastic day he had driving over all that dirt. My suggestion, which I imagine others have thought of, is to have a rally totally on dirt for Masters and Apprentices but forget about Tour. There are enough other rallies which accommodate Tourists and I think some of the men would adore to be let loose on back roads and to be teenagers again. It's just a thought. We look forward to the Alpine Classic in October and hope to see all our friends there once again



Targa Tasmania 2016, the 25th Anniversary. Snippets from the Support Crew of Car 667; Jen Navin.

Since last year's Targa the Navin Porsche 944 Turbo has had many hours of work spent on it; the blood, sweat and tears having turned the car into the fully fledged race car it is today having successfully passed scrutineering on Saturday 9th April 2016. Over the past three years the Porsche 944 rally car has graduated from the TSD Regularity Class to the Trophy Sports and this year to the Classic Class. The journey has been one of learning, excitement and frustration for the team but most of all enjoyment and fun. On the eve of the Targa the car was safely parked in Park Ferme in Launceston, The Silver Dome, along with the other 382 competing vehicles. The crews were at the mandatory briefing at the Country Club Resort, Launceston where on Monday the 11th you would see the field of cars flagged off for the first day of a six day Targa, the last stage of day one being completed through the streets of George Town.

On Saturday the 9th, in George Town, children raced to the Targa finishing line in home-made billy carts for the inaugural Billy Cart and Skate Race of George Town. .



RACE DAY: George Town Billy Cart Derby. The family team of winning racers: Bernard, 5, Paulo, 10, and their pusher Bernita Moore. Pic: Scott Gelfert

Billy cart races take over George Town

Behind all the Targa teams competing in the race the skills of the driver complimented by the resilience of the co- driver/ navigator there are the support crews who ensure that not only is the car fit to go but the crews are also fit to go and race the Targa roads on the next stages for the next six days of competition.

The races were divided into age categories with the team 'Philippines' taking out first prize in the under 5's and under 10 division.

The winning billy cart took two days to build in the family's garage. Made from 2 x 4's cobbled together by bolts with a length of green rope steering the cart to the basic left and right and ultimately to its win, there were minimal safety precautions evident. Two spanners taped onto the main strut and helmets were worn by the drivers. A red tick at the front could have indicated a successfully scrutineered cart? The power of the win didn't come from twin turbos, 98 octane fuel or today's latest engine in a skilfully built chassis but from Benetia pushing both Paulo and Bernard Moore to their first place wins. For their successful wins it was ultimately the person behind the drivers who contributed to their placing

Day 1:

Day one of Targa Tassie 2016 was a new experience for the Navin team. Despite the experience of previous Targas, racing in the lower classes of TDS and Trophy Sports where there was the comfort blanket of the 130 kph speed limit, that was not there with the other classes. This year it was go..go..go as fast as you can ...safely. The Rally Safe was still attached to the car but it did not ping when the 130 kph speed limit was reached. But with speed came new challenges. Reading pace notes at speed, comprehending the navigator's directions at speed and Ashley struggling to stay on notes. It was hard and Shane likened it to going from the Tour category to the Masters category in CRC terminology. It was going to take more than a push to get it right!

Day 2:

The return drive back from St Helens to Launceston in the service crew's Touareg following in the rubber of the race cars was an experience. Driving the Sideling and taking those corners was fun. I must be improving as cars were pulling over to let me pass! It was a busy day for the towies and recovery vehicles with the approaching traffic resembling a casualty conga line from the movie 'Cars.'

Day 3: Carnage on the Carriage Ways.

This support crew does a lot of driving along other Tassie roads. Mindful that my aim is to be at a certain point at a certain time, for this crew to achieve this I need to beat the road closures. So I either take different roads or leave very, very early in the morning. All roads in Tasmania are spectacular and as one far North Queensland commented: 'They don't realise how good their roads are!' The roads provide wonderful tarmac trails through some glorious country side which at this time of the year is burnished with autumn hues.

But on the sides of the roads, early in the morning the wild life carnage is really evident. Possums, foxes, echidnas and the odd roo are evident. My grandchildren would be dismayed; they don't do death well. Then at the end of the day when the cars limp into the service areas at the overnight stops the carnage of these metal beasts can also be seen.

Crashes are par for the course in motor sports and by day 3 several crashes had been reported. The Howell stage on day 1 was downgraded after a crash in which the navigator and driver were both injured. The car was a write off. The car was dead. Day 2 saw some minor crashes and Day 3 there were further crashes with several cars ending up as road kill, their passengers thankfully walking away with official confirmation of no serious injuries.

Crews then begin to differentiate between what is bad and it could have been worse. You begin to realise that spending the better part of a night fixing the beast and then to be able to get it back on the road in the rally is significant. The beast may have been taped and splinted together, its innards soldered, rewired and oiled but it is alive and it can be driven on the next stages of the Targa to Strahan. The driver and navigator, although a little apprehensive are again smiling, the finishing line again in their sights.

A mention must be made to those backup crews behind the scenes. The towies who trailer those damaged cars back to wherever damaged cars go. The precision and care taken to off load their injured cargo is only epitomised by ambulance personal! The Medical Intervention Team (MIT) who appear very quickly on the scene as required and the wonderful couple who drive the 'Sorry Bus' picking up those crews who may not require the medical interventions of the MIT but certainly welcome their caring concern and offers of a beer or soft drink to lessen the pain on their return trip to be reunited with their injured beasts.

Day 5: The Conga Line of Targa Tassie Support Crews.

It begins with the moon still up with the sun still to rise. It is very dark, cold and slightly misty outside. 5.30 am, an hour before the advised start time for crews to leave Strahan to beat those road closures, the exit begins. There is an efficient but quiet purposefulness with all actions taken, the plan having been discussed carefully the night before. The strategy is to beat those road closures.

By 5.30 am I am in the car, the seat heaters are on, high beams in actions, my mind concentrated on the road, the mantra repeating in my mind ...'keep driving. DO NOT STOP until you are past Tarraleah, 280 kilometres away.' The road is good, the bends fun. I follow crews overtaking some, some overtaking me. 'DO NOT STOP'. The sun comes up and I am entertained by the beautiful scenery. I start to get hungry, the banana I had for breakfast was not really satisfying. 'Keep driving DO NOT STOP, you have to beat those road closures.' kept ringing my ears.

I'm drinking water even though I do know that I will have to stop soon but there is a lack of rest stops with loos along this route. This is my third year of doing the Strahan to Hobart drive and I have improved my time management and the skills needed to get past the road blocks but I still need a loo. Finally when I cannot go on any longer and I do need to stop I drive into Oust, a little one horse town with toilets and the best bacon and egg roll I have tasted for a while. Fortified I continue the journey into Hobart arriving at our accommodation five hours later to set up house and wait for the crew to meet me at the service area. Day 5 over and I have made it to Hobart and the final stages of Targa Tasmania 2016.



Shane & Ashley at the Silver Dome, Launceston. Cordelia & Jack at TargaFest Hobart.



Day 6: The Final Targa Fling.

The resilience of a successful Targa is as individual as each Targa team. For the Navin team the excitement of our grandchildren, Cordelia, ten and Jack four, being able to see their Pa and Dad cross the finishing line in Hobart in Pa's race car was all the success I needed. The previous night Jack was in his element at the Targa Fest held at the Princess Wharf Hobart. Ten thousand people, twice the size of last year's crowd flocked to see the Targa Tasmania Road Show.

For Jack every car was 'unreal' and 'wow'. He was on his hands and knees inspecting under the cars, his head under the bonnets and his face close up under the wheels. Question after question was asked and with the help from Cordelia he signed his name on the bonnet of Geoff Bott's Nissan GTR to raise money for prostate cancer. Watching the cars out in the field on Saturday and then to see car 667 cross the finishing line was the ultimate for Cordelia and Jack...and for me! The crew of 667 made it. Many didn't.

This year the Navin Team has stepped up a level. It was a new experience with lots to learn, the speed factor putting a whole new aspect on all facets of the race causing you to question your ability to manage or even finish it. But ultimately the finishing line is the leveller for all. Whether you podium, finishing out right, limp across the line in the car or walk across carrying a bumper bar and number plate as one crew did, everyone is a winner. Many crews will return again next year to Tasmania to race those fabulous tarmac roads in Targa Tasmania 2017 with that finishing line again in their sights.



ARNOLD'S BEAUTIFULLY SIGNED BONNET TO RAISE MONEY FOR PROSTATE CANCER RESEARCH. WELL DONE T ASSIE TARGA TEAM 724 AND THANKYOU.

A Targa Tale: Geoff Bott.

The 2016 and 25th Anniversary Targa Tasmania was contested by four crews from the classic Rally club. It included Ash and Shane Navin in their Porsche Turbo 944, Dr Graeme Vaughan in his Lotus Elan, the Colliers in their Renault Five Turbo in the classic category and I with Alistair Humphrey in "Arnold", my Nissan GTR R33, entered in the early modern category. This year we decided to actively back the Prostate Cancer Foundation of Australia during the event so I put up a donations page and we actively canvassed the public and some CRC members before and during the event for contributions.

Other stalwarts such as Lui McLennan (scoring) and Carol Both (controls) were volunteers on the officials teams, Hot Dog and Cole were driving the recovery bus (aka the Sorry Bus), Jocelyn Vettoretti & Graham O'Connor were driving the luggage bus.

The Targa Tasmania is an arduous and event and the preparations you must make have to be very thorough. As you cover over 2000 km during the event of which there are about 600 km of special stages in all sorts of terrain, admittedly all tarmac. You really don't want to be troubled by niggling problems as you have very little time during the event to fix those issues. As we were up for a Gold Targa this year I was very keen to ensure the utmost reliability of Arnold. I had run the car in the Mount Baw Baw Sprint a few weeks earlier and then entrusted Arnold to SW Motorsport and McGraths Hill for a final check over. A clean bill of health was the result. My navigator has the grand name & title of Dr. Alistair Ross Gordon Humphrey, MPH, FAFPHM, FRACGP, Medical Officer of Health (Canterbury, NZ). He is an accomplished musician, an expert on disaster relief and a great raconteur. We simply know him as "Humph". He has navigated for me a number of times before including the last two Targa Tasmanias and was to fly in from Christchurch. This year he proved to be a superb navigator.

Bob Morey, former Classic Rally Club Editor, was co-opted to be service crew during the event and I collected him at Yass on the way down to catch the ferry from Melbourne to Devonport.



Humph with 'Chester'.

We hoped Bob's main duties were simply going to be gopher and fuel carrier during the event. Arnold is not the sort of car that you can fix on the side of the road with a piece of fencing wire and a pair of pliers. It is a 20 year old supercar with four-wheel-drive, twin turbos and four-wheel steer. With various computers controlling the various gubbins it is no easy task to maintain.

We left the trailer at a friend's and we took the much vaunted day sailing on Friday mainly because there was going to be a lot of Targa competitors on the boat and it was supposed to be decorated accordingly. Whilst we had a comfortable trip over there was absolutely no sign of any decorations for competitors. Never mind, I caught up with some old mates on board and had a pleasant time with a smooth crossing. If you are considering taking a car on a trailer on the Tasmanian ferry I recommend that you check the price first as it added about \$1000 for the return trip. That's why

we left the trailer in Melbourne, then drove the race car onto the ferry, taking the chance we would be able to drive back on again.

Saturday morning we had Scrutineering as early as possible at Symmons Plains. While there was to be hot laps later that day we did not stick around and decided to do some recce of part of the East Coast stages, namely the famous Sideling which can be very tricky in the wet. We had also had some extensive coaching by Bernie Webb, the writer of the pace notes, on a technique and we needed to hone this before we started in earnest. This all seemed to go well and we decided to have a slack day on Sunday.

The crew briefing and welcome party took place at the Launceston Country Club on Sunday afternoon where once again we met old friends and acquaintances. Everyone was very boisterous and full of good cheer at the prospects of another Targa and a full week's adventure.

Targa Tasmania is well known to many but for those who really don't know much about what it is, in tarmac rallies it is like what the Bathurst 1000 is to motor racing, being the longest tarmac rally in the world. In 2016 it consisted of 38 special stages spread over six days. The stages range from 5 km to 53 km long over what can be quite rough bitumen to very smooth. During that time you can get all the weather conditions you can think of ranging from quite warm to that time of year to even experiencing snow and ice. Fortunately this year we had almost perfect weather excepting for the last day which was a bit damp.

On Monday morning we had three easy stages to complete followed by a competitive stage through the streets of Georgetown. This gets a lot of publicity and attracts a huge crowd in the town. This year was no exception and we experienced the attention of spectators on the road all the way from the official start at the Launceston country club in dribs and drabs all the way to Georgetown and back. The people of Tasmania really get behind the event and may be seen at the oddest of isolated locations as they spectate. Humph loved the attention and shouted Hurrah at them until I suggested that he turned off the intercom while he was shouting.

Very unfortunately we came across Shane and Ash Navin on the very first stage parked on the side of the road halfway through. It seems that a relay that controls the fuel injections had failed and stranded them until Ash discovered the problem and replaced it with a spare. This set the scene for a series of dramas that they had throughout the event.

It is said that you cannot win the event at Georgetown but you sure can lose it if you hit a curb. A friend in a vintage De Soto suffered the ignominy of breaking a tail shaft in Georgetown. This caused them a serious problem and they missed the following day making repairs. We had a satisfactory if unspectacular run then returned to Launceston after lunch. Other friends, namely Robert Priddle and his son Jon blew an engine in their Mk 2 Zephyr. They fitted a spare engine that night and were going again by 9 PM. On Tuesday we had seven stages including the famous Sideling and Elephant Pass. Lunch was at St Helens on the seaside but we did not have much time to hang about. We seemed to make good time on the Rossarden stage, maybe because it was covered in loose gravel and we had the advantage of all wheel drive.

Wednesday was a long day to Burnie with eight stages including a 37 km stage called Cethana. This proved to be the most arduous stage of the entire event for Arnold with the brakes really getting a workout as we went up and down the mountain range with a very steep descent. I experienced brake fade with a very long pedal which gave me some concern before it came back again. This is where Bob our service crew came into play and refuelled us before the lunch break at Sheffield. The reason for this is that 98 Octane is not at many servos in Tasmania and can only be relied on at BP stations. Sheffield has a servo but only up to 95 octane as most in Tasmania do. During Targa this is a real pain as fuel consumption is a major issue to contend with. Arnold does about 17 litres/100 km touring and up to 65 litres/100kms of 98 octane on stages. With a 65 litre tank you must really work out your fuel stops well in advance. If you don't have a service crew you can use a special fuel supplier organised by the Targa organisers but it is twice the price as normal. Other competitors who use E85 have to organise their own supplies throughout the event.

By this time we had noticed the Colliers stopped by the side of the road on several occasions. They did not seem to be having a very good time and evidently had been suffering from overheating problems. Quite a few other cars were having mechanical issues being stopped by the side of the road as we sped by. The attrition rate was already becoming noticeable. Another friend, Mark Hammond in his Jaguar XJS ran off the road and bent the front right guard but lost little time. Meanwhile Brian Foster and Mark Balcombe had the wastegate fall off the turbo of their RX-7 and blow hot exhaust gas into the engine bay and melt the wiring loom for the engine management system. Fortunately they were able to keep going till they were able to meet up with their service crew.

The Castra stage claimed a sequence of four cars on the same downhill right hand bend that habitually claims several cars every year. It is clearly marked as dangerous by the organisers....

We had our overnight stop at Burnie and then set off for Strahan via a series of seven fast stages such as Irishtown and Hellyer Gorge. These have claimed many cars in the past especially when it was wet. On the day it was dry and we saw no accidents at the time we went past. However at least half of the field was behind us, including the fastest cars of all.

Arriving at Strahan, Bob helped me do the only planned work we were going to carry out on Arnold for the entire event. We rotated the tyres and replaced the front pads just before it got dark. However many other crews were conducting major service work in the service area near the dock late into the night. The Strahan pub was extremely busy that night but not with heavy drinkers as we were all breathalysed every day at the start. On Friday morning we completed the Strahan stage then went on to my favourite stage of all, the 99 bends of Queenstown. This is a fantastic climb out of the town through many sharp bends to the top of the ridge then down the other side at a very fast clip indeed. With a very steep tree-less slope on the right and a cliff face on the left the only thing that stops you plunging over the edge is a single cable held up by a few fence posts. While we went OK, I was not as fast as I would have liked. Then we refuelled with Bob and commenced the huge Arrowsmith stage some 53 km long. I was not looking forward to this as such a long stage requires a huge amount of concentration. However on

the day we had a tremendous dice with a Porsche 911 that kept us on our toes and was very enjoyable. The much vaunted Dodge Viper of John & Jason White, former winners of the event, blew an engine when Jason missed a gear change on Arrowsmith. In 2015 we passed 4 cars upside down in a ditch on one corner of this stage when it was wet. This year it was dry and uneventful.

The next few stages included the picturesque Tarraleah where we plunged into a valley adjacent to a power station then up a steep climb to the old township followed by the Ellendale stage across the Causeway, a very popular photographic location, then on to Grasstree Hill stage adjacent to the Risdon prison. Here the Foster/Balcombe RX-7 blew an oil cooler in the last few metres, spun in their own oil, bounced out of two ditches and took out the control sign, all without losing time – a minor miracle! Then it was on to a major traffic jam at the Derwent Bridge where a motor cyclist had crashed and caused a major disruption.

That night Arnold was on show at the Princess Wharf at Hobart along with all of the surviving Targa cars at one of three Targa Fests. The others were conducted at Launceston and Burnie. We invited the general public to sign the bonnet of Arnold in exchange for a \$5 donation to the Prostate Cancer Foundation. We had queues forming and great fun was had at these shows. The next morning saw us waiting there to start the last day's stages when it was pointed out to me that the right front tyre was partially deflated. A quick change after whistling up Bob saw the spare on Arnold and we set off for the run south. However, it was real downer to find the Collier Renault Turbo in a ditch on the Tinderbox stage. Even worse we later found they had torn the left rear corner off the car on a power pole as they lost it on a long right hander.

The other five stages passed without incident, unlike 2015 when two cars crashed within sight of the finish line on the Longley stage. This goes past a pub which unsurprisingly was a very popular spectator point with a large crowd gathered. Then it was on the last few kms into Hobart for the finish at the Princess Wharf again. There was quite a lot of hoopla there to greet us with a huge crowd to welcome us in. The finish area was a large courtyard boasting very attractive girls putting our finisher's medallions around our necks and gas jets shooting flames to the astonishment of the multitudes. Much back slapping and lie telling followed as you might imagine.

At the presentation dinner that night, attended by our wives and Bob Morey, Humph & I were awarded Gold Targas for 3 years straight of consistent performance, ceramic 25th Targa plates and found that we had place 13th outright in Early Modern plus second in class for 4WD turbo cars. We had improved our overall time loss from 2015 by 15%. Best of all was that Arnold was completely ready to do it all over again and at the time of writing the PCFA fund has come to a total of \$3,980 so many thanks are due to those who helped out with donations.

The Navins claimed first in class 6SSF, our friends Balcombe & Foster placed 2nd outright in Early Modern, a great effort despite all of the dramas they experienced. If not for their great service crew they would have barely made it halfway through the event. Graeme Vaughan finished midfield in GT Sports. Thanks to Carol Both for her note telling us to turn right instead of left.

During the event, Arnold was weighed no less than 3 times. This is to catch out the naughty people who are running a stripped out car. There are minimum weights for all vehicles. The minimum for Arnold is stipulated as 1690 kg complete with crew and any fuel on board. We were waved in to the portable scales set up adjacent to road on transport stages. The scrutineers has lean and hungry look about them. The first time we came in at around 1550 kg and the scrutineer muttered something about the scales were not set up right. The next weighing came in at 1780 kg, then the third was 1730 kg. I think their methodology left a lot to be desired.

Now for the humdrum of every day life...



Arnold and crew at the starting line, The Country Club, Launceston.



Arnold strutting his stuff on the Rihanna stage

A Newbie's Targa Tasmania 2016 by Bob Morey.

When Geoff Bott posted on the Classic Rally Club's Facebook page that he needed someone to be service crew for his entry in this year's Targa Tasmania I didn't have to think too long before I indicated I was interested. I knew Geoff would be approaching the event in a manner that I was happy to be involved with, and that I would be able to fit in with his effort. Thankfully Geoff agreed, so planning commenced.

This was Geoff's fifth Targa Tasmania – TT16. and his third in his 1995 Nissan Skyline GTR – "Arnold". Also doing his third TT16 with Geoff in the Skyline was navigator Alistair Humphrey, better known as Humph. They were competing in the Early Modern category with the aim of completing the event in their allotted time three years in a row. A gold Targa Plate is awarded for this achievement.

After shakedown runs at Wakefield Park and in the Mt Baw Baw Sprint Arnold was deemed ready for TT16 so on the Thursday before the event Geoff and I drove to Melbourne towing Arnold on a trailer behind Geoff's XR6 Falcon. The Falcon was my service vehicle for TT16. We left the trailer on the outskirts of Melbourne and early next morning travelled in convoy to Port Melbourne. Here we joined other Targa teams and boarded the Princess of Tasmania. I briefly met Humph for the first time before we boarded. He was flying to Launceston where the event started.

Competition didn't start till Monday so after Registration and Scrutineering was completed on Saturday without any dramas, Arnold was left in parc ferme at the Silverdome. The Driver and Navigator spent the rest of the daylight hours of the weekend doing recce and honing their pace note technique. The Service Crew went sightseeing around Launceston.

On Sunday evening there was a welcome party for all crews and later in the night an Expo was held at the Silverdome. Here the public could view the cars and mix with the crews. As part of his TT16 campaign Geoff was raising money for the Prostate Cancer Foundation by letting people sign the bonnet of Arnold for a donation of \$5. This was very popular, particularly with youngsters.

Bright and early on Monday the serious stuff started. Getting to the start location around seven in the morning became routine for the six days of competition. Targa Tasmania is conducted on public roads with the total distance this year being over two thousand kilometres. Approximately five hundred kilometres of this total was comprised of 38 special stages of lengths varying from 4.7 km to 51.4 km. These special stages are closed to the public and are effectively a race track, with the cars starting the stage in 30 second intervals. The balance of the event distance is made up of transport stages where normal road rules apply. Monday was a relatively easy day of four short special stages, the final one being 'around the houses' in George Town with spectators lining the streets.

Our team completed the day without problem and returned to the Silverdome in Launceston. My main role in the team was to refuel the car between stages if there was no fuel available locally. Arnold needs 98 octane which was scarce away from the main centres. On Monday I was not needed for refuelling so I played spectator on the George Town stage. The cars looked spectacular racing through the streets of the town.

The next five days followed a similar pattern with the field completing a number of special stages in relatively isolated locations that were connected by transport stages. The course travelled to most regions of Tasmania except for the south west corner. The way the event

is embraced by the police and other authorities is amazing. Everyone seemed to fully support the event. All along the course there were small groups of people in towns and outside properties cheering the cars on. The organisers obviously put a lot of effort into gaining this acceptance of their event.

Our team quickly established a daily routine. The day would start early with me taking Geoff and Humph to the secure location where the rally cars had been parked overnight. I would then travel to a pre-determined location on a transport stage and wait for the field to come through, re-fuelling Arnold from jerry cans when our team arrived. On every day but one I only had to re-fuel once. I would then travel to the overnight location usually arriving after the rally field. Because of Geoff's excellent preparation of the car and the fact he and Humph worked well together and didn't exceed their limits, Arnold needed no attention other than a front brake pad change and a rotation of tyres midway through the event.

Our method of deciding on the location of our re-fuelling stops was interesting. Geoff had calculated Arnolds fuel consumption for the whole route and nominated the transport stages where re-fuelling was required so if there was no 98 octane available in that area then I had to be there with my jerry cans. In the evening before each day's competition Humph consulted Geoff's fuel usage figures and we chose a spot on the next day's route where we would re-fuel. This needed to be easily identifiable with good visibility and room to get the rally car off the road. We then used Google Maps, including Satellite View, to choose locations which appeared suitable. In every case this worked perfectly and I found that other service crews were always at the same place as me.

We had two other occasions during the event where the public could mingle with the crews and view the cars. We of course took the opportunity to continue our bonnet signing at these', and overall collected a total of \$3,500 for the Prostate Cancer Foundation. The event finished on the Hobart waterfront with each car being greeted in style and the crew being presented with a medallion. Later that night there was a gala presentation at Wrest Point where awards were presented. Arnold's crew were very proud to collect their gold Targa Plates.

I really enjoyed my TT16. I knew little about Targa Tasmania beforehand and I had never visited Tasmania. The whole experience was an eye-opener. The scale of the event is huge and the efficiency of the organisation very impressive. Tassie scenery is outstanding, mind you we had near perfect weather. A week or so after we were there snow fell in some of the areas we had visited.

Bob Morey

ONE of BOB'S REFUELLING STOPS FOR ARNOLD.
JERRY CAN MARKS THE SPOT



When Kermit came to Targa Tasmania 2016....

There was another crew from the CRC Club who drove Targa Tasmania 2016; Doug and Xanthea. Not having driven a Targa before it was on their bucket list. Not knowing what this involved they had entered the Porsche Tour section driving Kermit , their Porsche 911 Targa 1976. Not knowing much ,Shane had invited Doug and Xanthea to crew for himself and Glenn Evans at Targa High Country in 2015 so they could experience first hand what a Targa was about. They did crew and they had an awesome time getting right into it to such an extent that I realised ,all to soon, that I would need to lift my game for Targa Tasmania 2016. (Sorry Jen, no side trips to the shops!)

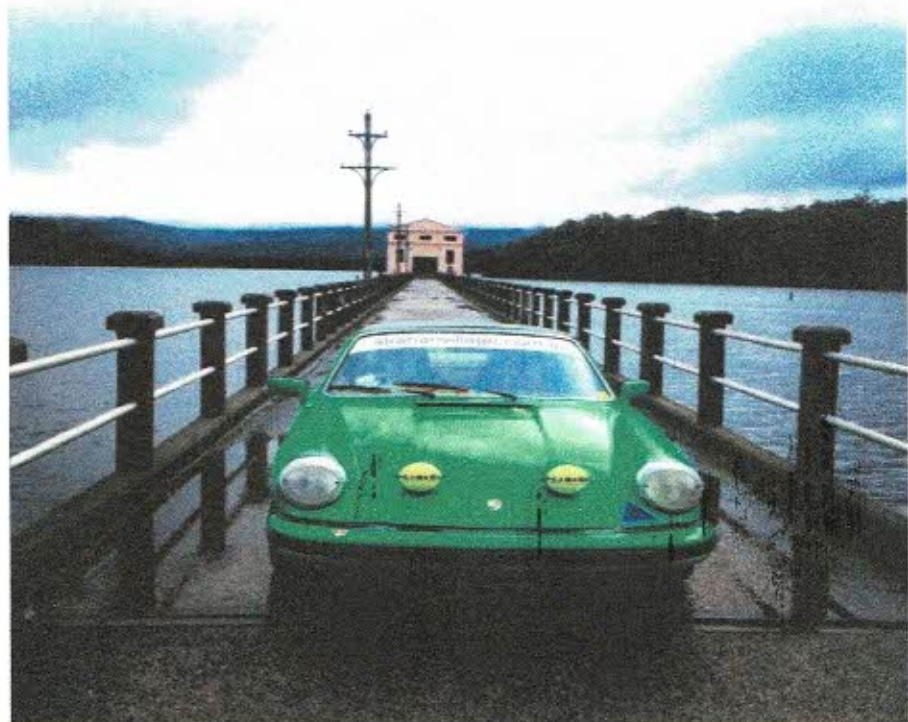
Doug and Xanthea enjoyed driving the Tour. Yes, Kermit was one of only two unique Porsches in the Tour. It was a classic, it was lime green and an obviously well used rally car. It was so unique that Kermit was initially relegated to the end of the pack, as the Tour Leader acknowledged later, initially he had no idea what Kermit and his crew were all about. It didn't take long before he understood that Doug and Xanthea were an experienced crew who knew what they were doing and could handle the roads better than some... Doug and Xanthea ended up receiving awards for their driving and navigation skills on the Tour Section, were complemented for their professionalism and Kermit was acknowledged as being a 'real Porsche.'

The spectators who come to watch the event love to see the classic cars race these roads of Tasmania. The thrill of seeing beautiful machines hug the corners and race past effortlessly is made even more exciting when you realize the age of some of these vehicles and the skills of their crews.

Well done Doug and Xanthea! See you at Targa Tasmania next year ?????

Jen Navin

Kermit at The Pump House, East Coast, Tasmania.



Rally of the Valley

Sunday 7th August 2016

A round of the Classic Rally Club Annual Championship set in the picturesque Hawkesbury/Nepean River Valley. This event is a one day Touring Assembly run to the traditional Classic Rally Club formula:

- A Social Tour, with the route fully detailed, for those who just want to enjoy a social drive. It is not necessary to have a C.A.M.S. licence to compete in this category, just a reliable car and a normal road licence.
- Tour Category, with fully route charted instructions, qualifying for the C.R.C. Championship.
- Apprentice & Masters navigation categories featuring;
 - Challenging instructions detailing the route on modern maps.
 - Questions to confirm the route.
 - Extra hints to assist Apprentice competitors.

The Rally starts at Rouse Hill with lunch provided by a community group in the Blue Mountain foothills. The event will finish in the Penrith area at a venue where you can relax and relive the day's escapades.

Total distance is approximately 300 kilometres with approximately 25km of good quality dirt for Masters & Apprentices and about 5km for Tour & Social.

The Entry Form and Supplementary Regulations, when approved, will be available on the Classic Rally Club website www.classicrallyclub.com.au and the Club Facebook page. The Entry Form will also be distributed in the Club magazine.

Enquiries to: Bob Morey 0402 479 661 or Phill Stead 0412 805 122

Entries to: Jane Morey janemorey@ozemail.com.au 0423 385 404



Wollondilly 270 – The View From the Back Seat

Bob Moore, navigator, Apprentices class

The view from what? All Wollondilly crews were two people, and all cars have two front seats. Who was in the back seat?

Me!

Channeling Christian Geistdorfer. (Who?)

But first some background. The 2016 Wollondilly was my first event as navigator for a long time. My background is essentially 40 years, off and on, driving in forest rallying. Six years ago I decided to retire from the world of gravel, closed roads and – occasionally – driving lights. Navigational rallies, which I had been dabbling in, offered a substitute.

Naturally I wanted to stay in the driving seat and I coerced my younger brother Roger into the navigator's chair. Roger has been co-driving for me since a couple of Southern Cross rallies in the mid-70s and has successfully made the transition from co-driver to navigator. For the last few years we've made an annual foray to the highly-esteemed Night Owl Rally which offered some of the important features of navigation rallies long ago; gravel roads and lengthy night-time competition.

But time marches on. When I turned 70 (!!) late last year I decided that I would like to try my hand in the navigator's seat in 2016. After all that is where the real fun seems to be. Roger was prepared (possibly relieved?) to change seats and we embarked on a role-reversal.

Our priorities for 2016 included the Barry Ferguson Classic so the Wollondilly provided an excellent opportunity for me to gain some navigation practice before being thrown into another 2-day event. And what an opportunity it was! Excellent organisation, interesting roads (some very interesting roads) and challenging navigation. What more could a newly-minted navigator ask for?

A comfortable seat would be one!

Our 2-door BMW is fitted with Recaro seats. The driver has a classic "Freeway Recliner" in which I have spent many comfortable hours. Indeed, I drove in last year's Alpine Classic and suffered no aches or twinges after two days behind the wheel. However the navigator's seat is a different design. At Roger's request I had fitted a Recaro "SR3" with better shoulder support; the tombstone design that came with Mitsubishi Evos, etc.

Unfortunately this Recaro turned out to be (there is no better way to put this) incompatible with my bum. Which I'm sure is a reflection on my bum rather than Recaro's fine design. I found I could sit in it for over an hour with no ill effect. But at the two-hour mark a nagging pain became apparent in my hips. The pain then just became worse and worse

So after a cheery start to the Wollondilly Roger and I proceeded up hill and down dale, around corners, and occasionally along the right roads. It was a fascinating role-reversal; I now had to accept gratuitous advice from the driver about where we should be going (or not) when my traditional role was to provide that gratuitous advice. Even though we had been warned at the drivers' briefing about closing times at the lunchtime and final controls I put that critical information at the back of my mind while I concentrated on finding the correct route. After all, that's what navigating is all about, right?

Bad strategy! For a good strategy see the Brumbys' report last month on their win in the Apprentices category.

But I digress. After missing a critical turn approaching Kingswood and crossing the highway at the 'wrong' point we decided to retrace our route to where the error occurred. 20 minutes wasted. We couldn't find the correct course so fumbled our way around Kingswood on our own special substitute course. Another 30 minutes wasted. You can see where this is going can't you?

However we persevered and went via various charming villages to Mulgoa. En route we discovered the Mahers' passage control on the wrong (!) side of the road so did a quick U-turn and a long loop back to enter from the correct direction. To no avail – they'd seen us the first time. Another 20 minutes wasted.

And now the dreaded Bum Pain had started to become apparent. My hips were starting to get cross. At that stage it was merely Bum Discomfort. But by late morning it had become Serious Bum Pain. However I was still able to enjoy the trip up the back road to the top of Razorback – haven't been up that for, err, about 50 years!

By the lunch break at Thirlmere (where we arrived out-of-time) I was afflicted by Bum Agony. The pain in my hips was excruciating and I could hardly lever myself out of the car. When I did I found I couldn't walk – I had to hang onto the car roof unable to move my legs for 20 minutes. This was not looking good for the afternoon's competition!

While standing there in the Thirlmere schoolyard, feeling very sorry for myself, I started wondering about retiring from the rally and returning directly to Canberra. However I wouldn't be able to get back into the seat that had been crippling me. A few more hours in that seat, even travelling down a smooth highway, would just exacerbate the problem. So how could I get home? Then I realized that the BMW had a perfectly sensible back seat which, in six years' ownership, I had never sat in. It looked strangely welcoming. I was going to be able to get home after all!

Then another inspiration! If I could travel in the back seat I could continue in the Wollondilly! It was time to channel Christian Geistdorfer.

Geistdorfer's name is not familiar to many Australians. However, back in the '70s, he was a top-flight co-driver who partnered with the famous Walter Rohrl in World Rally Championship events. In addition to being a brilliant driver Rohrl was also remarkably analytical – always trying to analyse how he could achieve better stage times. In 1978 just before competing in the RAC Rally in Great Britain Rohrl decided that his works Fiat 131 would be more competitive in the traditional muddy English conditions if it had better traction. Rohrl theorized that, one way of achieving this improved traction, was to shift the co-driver's chair (and co-driver) from their traditional position (i.e. beside the driver) to the middle of

the back seat area. And so it was done. Geistdorfer saw the entire RAC Rally from the back seat. Unfortunately they only came sixth.

So, there in the Thirlmere schoolyard, I decide to emulate Geistdorfer; we would continue in the Wollondilly, and I would navigate from the back seat*. And it almost worked well. The Bum Pain receded which helped enormously with my ability to concentrate. I could still read the trip meter from the back seat although Roger had to zero it when required. The compass sadly proved unreadable because of reflections.

We also entertained the (few) manned controls we came across. When each official discovered that the navigator's seat was empty and that they had to deal with the old bloke in the back seat their looks were priceless.

And so we finished the event. Not well, because were already late leaving the lunch break and inevitably the sweep car ended up ahead of us snaffling the VRCs, Z-boards etc. However it was still fun – there's nothing worse than having to retire from a rally. We saw some fascinating countryside (some of which may actually have been intended by the Director).

So, as preparation for the Barry Ferguson Classic, the Wollondilly was ideal for us. A good, well-organised event, good roads and challenging navigation. A tough lesson about accuracy, versus, time strategy for which we'll be very grateful in the BFC. And an essential lesson about seats; the navigator's Recaro has been removed and replaced with a nice, soft, standard BMW seat.

In the conventional place J

* and like Geistdorfer we also came sixth.

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2016 ALPINE CLASSIC

22-23 OCTOBER 2016

This year's Alpine Classic is shaping up to be a cracker. The usual start at Lithgow and overnight in Parkes, with a manoeuvring test at the Parkes Showground. There'll be buses to take everyone to dinner out of town to the "Dish". Great roads in the central western area. Only 12km of unsealed roads in the whole rally.

JOHN

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 go to the club web site :

www.classicrallyclub.com.au

4/05/2016

2016 CRC Events Calendar.

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde.

Date	Event - C.C. indicates CRC championship event	Note	Contact	
5/02/16	First Friday Free Fling (FFFF)	Venue TBA		
6/02/2016 (Sat Afternoon)	Training Run. NO entry form - NO fee - NO scrutineering - NO CAMS licence	Start/Finish Mt Wilberforce Lookout, Castle Hill Rd. Approx 110 kms	Tony Norman on 0402 759 811	
23/02/16	CRC Meeting			
28/02/16	Wollondilly 270 C.C.	1 day T.A. Starts near Penrith, finishes in Picton	Mike Batten – 02 46 809 269 or 0400 174 579 Peter Reed – 0418 807 972	
4/03/16	First Friday Free Fling (FFFF)	Venue TBA		
11/03/16	Deadline for March edition of Club magazine		Jen Navin crc.editor@classicrallyclub.com.au	
22/03/16	CRC Meeting			
1/04/16	First Friday Free Fling (FFFF)	Venue TBA		
2/04/16	The Compass Run C.C.	1 day T.A. - Start at Lake Munmorah finish at Freemans Waterhole	Tony Norman on 0402 759 811	
26/04/16	CRC Meeting			
30/04/16	1/05/16	Barry Ferguson Classic C.C.	2 day T.A. SW NSW and NW Vic	David Johnson 02 48877803 or 0428 299 443
3/06/16	First Friday Free Fling (FFFF)			
13/05/16	Deadline for May edition of Club magazine		Jen Navin crc.editor@classicrallyclub.com.au	
24/05/16	CRC Meeting			
29/05/16	A.R.O.C.A. Tour d' Course C.C.	1 Day T.A. Starts at Bulli Tops, Finish at Sutton Forest.	Tony Wise 0417 211 848	
7/05/16	First Friday Free Fling (FFFF)			
28/06/16	CRC Meeting			
1/07/16	First Friday Free Fling (FFFF)			
9/07/16	Sophies Run C.C.	1 day T.A. Southern Highlands, NSW	Tony Norman on 0402 759 811	
15/07/16	Deadline for July edition of Club magazine		Jen Navin crc.editor@classicrallyclub.com.au	
26/07/16	CRC Meeting			
5/08/16	First Friday Free Fling (FFFF)			
7/08/16	Rally of the Valley C.C.	1 day T.A. set in the Hawkesbury/Nepean Valley	Jane Morey 0423 385 404 janemorey@ozemail.com.au	
23/08/16	CRC Meeting			
2/09/16	First Friday Free Fling (FFFF)			
10/09/16	11/09/16	MG Spring Rally C.C.	2 Day T.A. in Hunter T.B.C.	Jim Richardson 0418 644 284 Xanthea Boardman; xanth@lprimus.com.au
16/09/16	Deadline for September edition of Club magazine		Jen Navin crc.editor@classicrallyclub.com.au	
7/10/16	First Friday Free Fling (FFFF)			
22/10/16	23/10/16	Alpine Classic C.C.	2 Day T.R.E. in Central West NSW	Ross Warner 0409 810 553 alpineclassic@hotmail.com
25/10/16	CRC Meeting			
4/11/16	First Friday Free Fling (FFFF)			
11/11/16	Deadline for November edition of Club magazine		Jen Navin crc.editor@classicrallyclub.com.au	
22/11/16	CRC Meeting - AGM			
2/12/16	First Friday Free Fling (FFFF)			
mid December	Club Christmas Party	T.B.C.		

Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from www.classicrallyclub.com.au**Other Events:** The CRC has received an invitation to these events so cars with conditional registration (Club Plates) can be driven to and used in them.

18/06/2016	24/06/2016	Classic Outback Trial	Allie Springs region	www.classicoutbacktrial.com.au
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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.**Contributors to this edition:** Thank you all.