



Rally Directions

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

July/ August 2016



The Mille Miglia, end of day three in Parma, north of Italy. The real vintage and classic cars section.

In this issue: The Mille Miglia, 2016. Reports on the Barry Ferguson, Alfa Romeo & Sophie's Run rallies. Driving the Passo di Stelvio, point score up dates and more...

*Upcoming events
Full details inside and
also on the Classic
Rally Club web page.*

- * Rally of the Valley
- * M G Classic
- * Alpine Classic

Don't forget: more information about up coming events is available on the web site: www.classicrallyclub.com.au

Classic Rally Club Officers and Contacts 2015

Position: Name	email	Phone (please make calls before 9.00pm)
President: John Cooper	crc.pres@classicrallyclub.com.au	0414 246 157
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	0419 233 494
Treasurer: Tim McGrath	crc.treas@classicrallyclub.com.au	0419 587 887
Membership: Glenn Evans	crc.mem@classicrallyclub.com.au	0414 453 663
Newsletter Editor: Jen Navin	crc.editor@classicrallyclub.com.au	(02) 47393402 or 0407099752
Competition Secretary: Tony Norman	crc.comp@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Championship Pointscorer: Jeff West	crc.scorer@classicrallyclub.com.au	(02) 6331 5342 or 0427 263 757
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	(02) 4261 3018 or 0417 285 138
Webmaster: Len Zech	crc.wm@classicrallyclub.com.au	
Officials Registrar: Dave Johnson	crc.cm3@classicrallyclub.com.au	02 4887 7803 and 0428 299 443
C.A.M.S. Scrutineers	email/location	Phone (please make calls before 9.00pm)
Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Paterson (Silver)	Blaxland	(02) 4739 0577 (H) or 0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot	Willoughby	0419 983 247
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774



Classic Rally Club Inc.,
The Secretary,
P.O. Box. 2044,
North Parramatta,
N.S.W. 1750

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

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

JOHN'S JABBER

Hi everyone, here is your July/August edition of *Rally Directions*. I hope you didn't miss me too much at the June club meeting whilst I was in Alice Springs but I am sure you managed okay. Thanks to those that filled in for me.

Since our last edition the club has joined in with the Alfa Club and competed in their annual A.R.O.C.A. Tour d' Course Rally which of course is part of our championship point score. Thanks to Tony Wise, Coral Both and all their crew for another great days rallying.

The club has also run the last (for now) Tony Norman's "Sophie's Run" rally which I've been told was well represented, run and organised thanks to Tony and all his crew and helpers. Unfortunately with being away for the previous month Ross and I could not fit it into our schedule.

So, bring on the "Rally of the Valley"! A big thanks to Rob Morey and Phil & Graham and helpers for stepping up to take on the task of setting, organising and running this event together. Your efforts are much appreciated.

It won't be long before we are up for a couple of two day events, weekends away doing car stuff, how good is that?! MG Spring Rally and the club's Alpine Classic. I know Ross has been very busy putting everything in place, so many approvals for a TRE but he has now received CAMS and Police approval and most of the Shires'. Parkes Council are very much on board and there are a few surprises in the wind so stay tuned and get your entry in now so you don't miss out (you don't want to sleep in a train do you?).

Congratulations must go to one of our club's Rally Legends Gerry Crown and Club Ambassador Matt Bryson on their recent Peking to Paris rally, finishing 6th outright! And to Mark Pickering and Dave Boddy on their win. If you were following Steve Maher's fantastic blog keeping us all up to date daily, you should have noticed Matt's CRC shirt he never takes off – that's why he is a CRC Ambassador; worldwide publicity! Great job Steve Maher. I bet we will hear more. Don't forget the crews in Team Xena, Heather and Jo will have some stories to tell when they're back. Some hard luck ones but at least they crossed the finish line. Great big effort, hope to hear some of their never give up tales at a club meeting maybe.

You probably know all about my tales at the Classic Outback Trial which we have just returned from, if you're on Facebook. How good was it to see so many CRC members competing, officials and service crews. It was a great time away. Not sure if anyone that was there will have a story in this mag but I will put my story together for the next edition. Many thanks to Ross Warner my navigator, my great service crew members Vince and Kay Harlour, what a great job they did and our lovely support crew; Wendy, Kim and Renai. To finish 14th outright in such a tough event over a week with such experienced and talented crews both international and Australia wide and great cars is in my opinion one of my best achievements; one which can be put down to the reliability of the XD Ford Falcon. The XD was prepared mostly by club member Gary Johnson in Wollongong and some assistance from Geoff Mills in Nowra but mostly the installation of Murray Coote suspension and shock absorbers made the world of difference to the car (which has returned basically unharmed).

Thanks everyone involved with the event, great comradery between everyone and a great adventure getting there and back - 7000km round trip towing the rally car and service trailer and just under 2000 competition rally kilometres, not bad for three weeks away! It's all on again in 2018.

That's it from me this month - see you out on the rally road (if Ross has plotted correctly! Only joking, Ross is pretty good if I don't say so myself).

John





Graham Thompson

This would be my 6th BFC, almost all in the navigator's seat in the Master's category. The left seat is not where I am most comfortable, as my stomach finds the head down position often unsettling. That said, I find I am hypnotically drawn to the challenges of the old maps set by veteran navigator Dave Johnson; one moment the route is clear, next it is obscure. Dave's object is to place you in the 1960s, so you often need to close your eyes and visualise what you may have been confronted with 50 odd years ago.

A nice example from the 4th BFC is just east of Bendick Murrell, south of Cootamundra in NSW where the 1968 map shows a fork in the road, NE and SE, but now the road has been realigned 70 metres further east into a T junction, N and S. This little tester was used on both Saturday where you were headed NE and on Sunday SE. If you recognised that the new T junction did not exist in the 1960s, you followed the old alignment in the grass along the fence lines and were rewarded with, on Saturday, a VRC and on the Sunday, a Z board which simply said "this road is impassable". At the time I presumed the redirection was incomplete foolishly directing my driver to use the "non-existent T junction" to continue S to the next via point. Wrong! What was actually required as you turned SE through the grass to the Z board was to step back in time and see a policeman standing in front of you saying "this road is impassable". At that time the policeman's direction left you no option but to take the only other option, i.e. to the NE (again through the grass and rewarded again with yesterday's VRC) deriving an alternative mapped route towards the next Via point, NE then E, then S. If you like cryptic crosswords this is for you!

This was the third event where my son Matt and I had attempted to unravel Dave's challenge of the old maps, previously in my Volvo 244 (now in the capable hands of Gerald Lee) and for the second year in my daily driver Galant VR4. Having worked ourselves into podium positions on previous occasions, only to fall foul of my silly mistakes, we were optimistic our experience would finally pay off. However our confidence was tempered a little as we were venturing into Victoria on Day 1 on unfamiliar roads, and under Stuart Snooks' direction, so we felt we were the underdogs.

All started well from the Lake Hume Resort, despite arriving very late due to Matt's work commitments, thus missing the important Friday evening socialising which so characterises these events. The roads were damp and in places very slippery but the Galant's AWD kept us near the front of the field. Among the Masters only Les and William Murphy competently sorted out the realigned exit from Bethanga but unfortunately had problems with punctures a few hours later. Apart from our oversight (of which we were not aware of at the time) we had a clear run to a fabulous lunch at Osborne's Flat, the later results showing we were a three-way equal second place behind Alan Hall/Ross Kelly.

An intense little navigational challenge minutes after lunch defeated most of the field with only David and Kate Officer finding the elusive Z board on old Dederang Road. Curiously they then missed the next Via on Mongan's Lane which was only visited by five Masters' crews including our VR4. We were ignorant of the fact we had joined the leaders Hall/Kelly, remaining that way after we both entered WD into the passage control S of Stanley. With the confidence of AWD and a Kevlar sump-shield we chose to do the damp southern loop along Flagstaff Road, a spectacular ridge run from the 1986 Alpine Rally, being rewarded with a remote VRC. Almost half of the Masters' field including Hall/Kelly appeared to choose to save time and jump ahead; so at Chinaman's Flat Lane near

Murmungee we had the lead to ourselves, albeit only by 5 points from Rawson/Smith, Cooper/Warner and Harper/De Vaus.

This is where it all went wrong for us when I used a protractor rather than a rose to do a 68 degree plot to an unmapped "bend in a road" 1.87 km distant. I stupidly held the protractor horizontally, it should have been vertical, but the penny did not drop at the time. After wasting 30 minutes exploring the wrong area (surprisingly we were not alone in this quest!) we recognised time was becoming an issue and decided to jump (Jessup's Lane) to the next Via near Everton Station. This seemed straightforward so I was puzzled to later find we had missed the VRC at Fighting Gully Road. Halfway I saw but dismissed the left/ right turn over the abandoned railway line and we continued west. The official map was a little vague at this point but the correct route would have been obvious had I paid closer attention to one of the additional maps that had been included in our pack. (Lesson; every piece of information provided by the director has a purpose even though it might be easily dismissed as being of curiosity value only.) By the time I had registered that we were headed north rather than west, we made the quick decision to jump to Everton Station risking a WD, rather than retrace our steps. We wasted more time trying to devise a route to get to the next Via at a road junction north of Tarrawingee Station by making 5 railway crossings which we ultimately did via a loop east of Everton Station. This turned out to not be the Director's plan as a typo had crept into the final print of the road book but it still turned out to be achievable. We short cut this section to save time; an expensive decision as we missed three boards around Tarrawingee in jumping to Eldorado. The location of the Main Control at a mapped road junction in Eldorado was nicely disguised as it was actually an unmapped crossroads where only Panetta/Henderson among the Masters were smart enough to recognise that the road exiting control to the left was unmapped; the correct mapped road being another block further on. At this point Hall/Kelly held a slender 5 point lead over Rawson/Smith, with Garrard/ Laidlay 45 points back.

For some yet to be determined reason we wasted more time trying to find the road north towards Byawatha, which turned out to be further west than I had measured. Finally moving again we followed a 4.6 km unmapped road towards Mount Barambogie south of Chiltern, largely ENE. Encouraged by the compass which showed in the twists and turns that we had maintained a generally easterly direction, I made the incorrect assumption that the end of that road was the next Via point. Panetta /Henderson had clearly made the same error and we both wasted more time exploring impassable roads to the east. (On later review it was clear the Via point was identified as an unmapped Road Junction and we were at an unmapped X cross roads so it should have been obvious this was not the Via). We finally stumbled on the intended junction at PX Road and its VRC somewhat later but decided time was now of such serious concern we took the direct route through Chiltern to Howlong. This area was very challenging to navigators, the best being Garrard/Laidlay, Wallis/Daniel, Harper/De Vaus and Hall/Kelly all managing it with a loss of two VRCs, no two of which were the same. Hall/Kelly had extended their lead as Rawson / Smith struggled, but Garrard/Laidlay were now only 25 points in arrears.

Thoroughly disgusted with my own navigational ineptitude I only paid partial attention to the redirections I signed for at Howlong and sent Matt up the Riverina Highway looking for the quickest way to dinner in Mulwala. After ten minutes of self-flagellation I refocussed and determined that from Burajo near Lowesdale, the shortest route home was the rally route, so we re-joined it and by chance complied with the redirections and cleaned the shortened section to Mulwala. Yes we were

Late and paid the penalty but after a beer and a feed and some chat things were back in perspective. It was about this point my simple error with the protractor became apparent and gloom descended. I slept badly. Although not known that evening, Wallis/Daniel had managed their running time best of all, and were the only crew to escape a late arrival penalty at Mulwala and not drop a VRC from Howlong, moving to third overall in winning the Division. Hall/Kelly took the lesser 60 point late penalty for being up to 30 minutes late but even so extended their lead to 75 points, now from Harper/DeVaus. Garrard /Laidlay fell back by taking more than 30 minutes too long (and a 200 point penalty), despite achieving the best performance of only three VRCs dropped over the Division.

Next morning I clearly did not have my head in the right space and promptly fell foul of a re-alignment at Sloane railway station along with the majority of Master's crews with only 8 getting it right. I compounded our woes a little later by failing to accurately plot the wet weather alternative Via off Federation Way (which had not been pre-plotted as all others in the first 100km had been) and added two more missed VRCs to our score. Others, including leaders Hall/Kelly, were also having difficulties with what actually seemed straight-forward, with only Rawson/Smith, Pettit /Stead and Harper/ De Vaus managing to stay clean to this point. At Alma Park we confidently plotted our way around the loop to later discover to our surprise that only Allwright/Rainbow also managed to pick up its two VRCs. The field successfully negotiated the run via Yerong Creek to Mangoplah where I reverted to my sloppy plotting and chose the wrong street to exit the village, only one of three crews to do so. My ageing eyes were struggling to define anything accurately on the poor quality photo-copied map provided but I assume everyone had that problem. Things went from bad to worse at Cookardinia where, when plotting a road junction at 6101 latitude, my head converted that to 6111, thus mucking up the loop. Then to compound it we seem to have driven right past a VRC which we had previously recorded (but not noted on the map) first time around, probably because it was facing the wrong way due to the stiff breeze.

Allwright/Rainbow narrowly won the division by five points from Pettit/ Stead, but Hall/Kelly's lead was enough to earn them a hard fought win by 75 points over Harper/De Vaus. Garrard/ Laidlay will no doubt be disappointed as the extra penalty they took getting into Mulwala very late cost them a tie.

The high scores showed this was a tough event and all credit must go to Dave Johnson and Steuart Snooks who orchestrated its production and their team who made it happen. The Victorian crews were dominant with only Lee/Reddoch managing 7th for the NSW entrants. Matt and I finished 10th probably better than we deserved. Hopefully the northerners will be more competitive next time a State of Origin event can be put together.

Note from Jen:

The June / July issue of The Preserve, the news letter of the council of motor sports is available on line for those who wish to read it.

Mille Miglia 2016

Recently Janice and I went on a driving holiday in the north of Italy. Among other things, we planned to watch the Mille Miglia end of day 3 in Parma. This event transforms the entire town. Each year it travels, and overnights, from Brescia to Rimini to Rome to Parma and then ends back in Brescia. What a spectacle. The route through the town is only barricaded off in the tightest streets, so you get a real close-up of every car. So close you can reach out and shake hands with the driver or navigator. We are informed of the progress of the cars via loudspeakers (all in Italian) and people take up their positions a long time before the cars are due to arrive. The race this year was divided into three categories.

The Mercedes Benz Challenge. About thirty cars mostly modern, the latest AMGs among them. One driver I spoke with (German) said he hit around 230kph on the way up from Rome, and that the Police turn a blind eye each year for these cars. Bythway, the Police here have Lamborghinis, so they could have caught them if they really needed to. The Mercs all run off the same route charts, and as they have to average a certain speed, generally all arrive in convoy. They commenced at 0500hrs each day. I tried to get a 'spare' route chart but fell short.

The Ferrari Tribute. Another around fifty modern Ferraris form the second wave, departing at 0600hrs daily. These drove up the narrow streets in what sounded like first gear, and are so wide that one ran over the barrier in front of us, to the screams of some older folks standing against the barrier. Magnificent exhaust note, each driver trying to out-do the car in front. I caught a lot on video, the speed often precluding my attempts to get a close up photo. Wave after wave of new and not so new Ferraris zoomed by, just inches from us in the crowd.

The real vintage and classic cars are the ones that attract the attention. You can see them coming a long way off. Rather than the small lowdown wide-set xenon headlights, these cars are easily identifiable by their larger, dimmer, closer together headlights, together with the noise of their engines. They range from the 1920s through to the fifties. The crews were a particularly jovial lot, drinking champagne and beer, chatting to the onlookers, and if there was a delay, a few needed a push to get moving again. It was dark by the time they arrived from Rome and hence difficult to get a good photo, but I did manage to get a short video clip of the Ferraris, because they started arriving around 1900hrs when there was plenty of sunlight. They are an amazing collection of vehicles. Mainly FIATs, Alfas, Lancias, Bugattis and Mercedes, there were also Aston Martin, Chrysler, Healey, Porsche and BMW, an array of cars rarely seen today, but also many of which I have never heard or have forgotten, like O.M., Gilco Mariani, S.I.A.T.A., Cisitalia, Ermini and Arnolt. Their era of manufacture confined to history books, aka Google.

The Ferraris, MBs and Classics parked overnight in three separate locations, and I intended to get a photo of each car. About 0630hrs I went down to where they were parked overnight and was stopped at the gate by the Police, together with a large number of equally eager steam breathing photographers with the same idea. We could only go in at 0700hrs when the cars started to leave, so it was a mad dash to snap as many as we could. But we did get to hear those old huge engines roar, literally, into life and disappear down the road. The exhaust smell was memorable, in a good way.

I have an official document of the make and model of the cars and the race route, their crew including nationality, but it's all in Italian. If anyone wants to have a look, feel free to ask. It's too big a document to be included here. Here are a couple of the cars. A red 1928 Alfa Romeo 6C 1500 SS MM Zagato and a white 1957 Lancia Aurelia B20 GT Pininfarina 2500. Can anyone guess what was in the bottle? First correct answer wins the flag !!!

p.s. Tips for driving in Italy:

When parking, the ideal gap between vehicles must not be greater than two inches.

Park anywhere. Footpaths, nature strips, anywhere there is a space. Ignore all signage.

Do not stop or even slow down when entering a roundabout.

Do not drive at less than 130k/ph on motor ways.

Use turn indicators only when being followed by police.

Ignore pedestrians, especially in pedestrian crossings.

Peter Eastham. CRC Member # 1239



What's in the bottle? Correct answer wins the flag



What are these squiggles? Read the following article by Xanthea Bordmam to find out how one can drive them and still stay alive to tell the tale!



Passo di Stelvio

By Team Green

The reply was no.

We had to accept that our dream of driving the European Alpine Passes and especially the Stelvio Pass was going to be in category D rental car and not in the imagined Porsche or high performance car. We originally talked about settling for a hot hatch like a Renault Magane. If only we had known that our destination of Dijon didn't even have that.

After much discussion with the car company and with the realisation of the French strikes, we had absolutely no choice but to accept our diesel black Ford Focus Wagon but at least it was a manual.

So off we went with three maps balanced on my knees (French, Swiss, Italian) with the hope of being able to figure out how all the alpine passes connected and of course with a CRC rule of a sense of humour.

Our first stop was Mulhouse where we visited the famous schulmpf collection of over 400 cars including the largest collection of bugattis in the world. We were tempted to make this an overnight stay but were thankfully warned that Mulhouse was the car theft capital of France.

We then headed on the auto-route to Beckenried, a village on the outskirts of Lake Lucerne where we stayed in a very quaint boutique hotel. A Lotus Evora S parked outside piqued our interest and the owners were a lovely couple from Zurich who had lived in the Margaret River. With lots to talk about (yes, cars and wine), we had dinner and breakfast together, maps were studied and then we were on our way.

We were so excited to drive our first pass being the famous Susten Pass with its 26 bridges and tunnels that we didn't see a red sign indicating it was closed. On reflection we quickly realised that we should have been in 'rally' mode of being a lot more observant. We did think it was a bit odd that there was no one on the roads but kept driving in the bleak conditions and gradually started to climb the mountain. I could feel the adrenaline slowly rising but little did I know this was nothing compared to what was ahead. Feeling silently relieved when 15km in we got around a hairpin bend to see barriers up indicating it was closed but this also meant we wouldn't be able to get to the Grimsel Pass which, unlike the engineering exercise of Stelvio, is a roadwork of art. It also meant we couldn't drive the linked Furka Pass, one of **Hollywood's favourite roads**. In 1964, one of the hairpin bends earned its place in cinema history thanks to the James Bond film 'Goldfinger' in the scene in which Tilly Masterson in a Mustang races James Bond in his Aston Martin DB5 and then tries to shoot Goldfinger. But I'm sure we'd probably look anything but Bond-style glamorous in our Ford Focus wagon.

With my Navigation hat on I studied the map and we headed down to Andermatt where the Furka Pass finished. We decided to drive it a little way in the opposite direction to try and get a feel of this 'most dangerous' road which we'd read that without a doubt, was the scariest road to ever drive. Apparently, the road is unbelievably narrow with two Fiat 500's having a tough time squeezing by each other. And instead of a solid wall or guardrail, there are just these little concrete posts, waiting to impale you before you fall off the cliff. That way you die at the top of the mountain, not the bottom. That's thoughtful. Unfortunately the end of it had none of that and so we did a u-turn and although feeling grateful for still being alive, disappointment crept in. We drove to our next pass, the Oberalp which had spectacular views of the Alps alternating with a series of fast valleys and sharp hairpins. We finished the day driving the beautiful Julier Pass which took us into St Moritz, our stay for the night.

We were awake early the next day sitting in bed checking the Stelvio Webcam.

Looking outside at the cloud situation we were surprised that it was open but delighted that we would be driving the muchly anticipated mountain the 'Stelvio' Pass. We started off driving through little Swiss villages to Davos, via the Albula, Fluela and then the Ofen Pass. We were advised not to take the first sign we saw to Stelvio which brought you in from the Swiss side but, instead to keep driving until after the border, until we came to a sign 'Passo di Stelvio'. This approach is by far the most challenging one, rather than the Swiss one. Nerves and excitement started to build with conversations like 'surely it can't be as scary as what everyone is saying'. Of course, we have nothing like this in Australia with our highest mountain being Kosciusko at 2228 metres and you can't even drive that. We slowly started to ascend and through the grey clouds all we could see were a string of hairpins that had literally been carved into the mountainside. We passed through sleepy villages and then the journey became a rhythmic motion of accelerating, braking and turning as we negotiated the stairway of 48, 180 degree bends, our ears popping as the car worked hard to power us up the steep mountain. My job was to look over my right shoulder, straining my neck around each alternate hairpin to see if it was clear to turn. Signage marked each one with a numbered rock counting backwards and from 23 to 1. I don't think either of us breathed.

Reaching the summit demanded a much needed shot of espresso and a chance for us to reflect on our sense of exhilaration of never before reaching 2757 metres above sea level whilst driving. The Stelvio Pass has an intriguing history. It opened in 1825, way before cars existed, and stagecoaches were its first traffic. When cars did appear, a number of people thought that this twisting pass would be an ideal place to hold a hill climb motor race. The first event was held in 1898 when the cars 'raced' up the pass at a top speed of 30 miles per hour. By the 1930s, a Mercedes Benz SSKL could reach the top in 15 minutes 23 seconds. During WW1 the Austrians and Italians shot at each other across the pass until the neutral Swiss asked them to stop. So they shot down the valleys instead.

With some colour back in our faces and souvenirs bought we jumped back in the Focus for the drive down the other side. This side was wider and without the paint scratching walls and with better visibility. We could look down over the edge of the 25 hairpins to see if anything was coming and not feel we were on the edge of a mountain where a small mistake can cost you your life. Instead the road was artfully drawn into the landscape where you could see the mountains, but not falling off them. We passed through a series of narrow tunnels cut out of the rock and often only wide enough for a single car.

After negotiating the last of the hairpins and tunnels, we arrived at our destination; the delightful, small town of Bormio set amongst the lush valley below, famous for its thermal springs and nestled at the foot of four mountain passes. The picturesque, medieval town is little known to tourists except those interested in the Stelvio Pass or skiing in the wintertime.

The Stelvio Pass really is one of the world's great driving roads, and we can understand why this icon is one of the most photographed roads in the world but not for the fact that one of the hairpins threw Stirling Moss over the edge.



Alfa Romeo wins AROCA Tour d'Course!!!

Now that's a headline you haven't seen for a very long time. But things changed this year. Despite countless mistakes, the never-give-up team of Panetta and Henderson took out the 2016 Td'C in Robbie Panetta's 1972 GTVeloce.

We started as usual from the Southern Gateway. As usual the weather was inclement. We registered and finally received our maps and instructions. The first trick was at the top of page 1 of the instructions. We were told to use Map 1 and Map 2 – but we'd been issued with Map A and Map B. I used my initiative and made the obvious assumption.

The instructions implied we should head up Picton Road and wriggle towards Menangle. No problems so far in the first 60 odd kilometres but then they struck. Somewhere in the vicinity of where Mike Batten lives we had to enter a bunch of road junctions from various directions. This caused no end of head scratching and occasional bad language because I couldn't see how to do it without going miles out of our way.

This might be a so-called untimed rally but we needed to get to lunch. I asked Robbie politely to drive fairly quickly in the general area of these junctions and we noted up any VRCs we could find. I think we did a lot of the junctions correctly but I'm sure something slipped between the cracks.

Then came the world's longest herringbone. Once we got the beginning sorted out it fell into place quite easily and we enjoyed the pleasure of visiting the appropriate official as many times as Carol wanted us to.

The next potential confusion was to go via a distance marker at a junction of etc etc. It wasn't immediately clear to me but there seemed little choice but to use the one near Aylmerton. Besides, it was nearly lunchtime and your intrepid team doesn't like missing its lunch.

Lunch was the usual Tour d'Course feast at a winery. We perhaps overstayed our welcome as we were one of the last cars to leave.

Immediately there were problems with a n instruction that read "Turn L out of driveway". Robbie kept insisting that he'd seen other cars turning left out of the driveway but for some reason I wanted to go right. And I did. It didn't take long to realise the error of my ways so we returned, drove past the entrance and made another mistake. And another. Eventually I gave in and called for divine help. My prayers were answered and we went on the correct route which in hindsight was bleedingly obvious.

Exeter caused a little confusion; it's fooled me before. It shouldn't because it isn't difficult but I still managed to take us a little out of our way. Fortunately these events are untimed and Robbie was able to make up for my timewasting.

We then headed off to the old rally favourite area around Moss Vale. Familiar and yet still with potential to confuse the unwary. Fortunately I wasn't confused and we headed north of Rileys Sugarloaf to meet Ted Norman and Tony South. They were 'officialing' up there and obligingly told us the plotted road was impassable. No problem. We reassessed and headed south to a map trace. Fortunately it was easy to spot, although the way to drive it was less so.

And after all that we headed off to the finish at the Sutton Forest Inn. Job done.

Now the above may sound like a litany of stuff-ups but it wasn't really that bad. You've probably read them all in less than 5 minutes whereas I had a day to actually do them.

We had a lot of fun. Many thanks to Carol, Tony, the many Walkers and all the other officials for a good day out.

As a former CRC president would say, "Bloody Alfas"! He's wrong: Alfas rule!

John Henderson and Robbie Panetta.



13 July 2016

Tony Norman
Classic Rally Club Inc

Dear Tony and the Classic Rally Club members,

Thank you for your incredible support of Sydney Children's Hospital Foundation and our Kids Cancer Centre through your recent event in honour of Sophie.

Our Hospital relies on the support and generosity of amazing organisations such as the Classic Rally Club. Funds raised by groups such as yours help fund essential equipment to ensure we have the latest technology, fund critical research studies to develop breakthroughs in diagnosis or treatment to improve outcomes for children and ensure that our patients have the specialist care they need.

Your fundraising will help us improve outcomes for current and future generations of seriously ill children right across NSW and beyond.

Thank you again for being an important part of our team.

Many thanks,

Whitney Smith
Community Fundraising Coordinator
Sydney Children's Hospital Foundation

COMPETITION SECRETARY REPORT FOR JULY/AUGUST

Time to put pen to paper again - or fingers to the keyboard!

Since our last magazine edition we have had 2 one-day events, namely the AROCA organised TOUR D'COURSE and the CRC SOPHIES RUN. I anticipate that reviews and articles for the former will be elsewhere in the mag and my comments on the latter will follow later in this report. Our next competitive rally is the RALLY OF THE VALLEY, to be run on Sunday 7th August. This event is being run by Bob Morey and Phill Stead and is a new event on our calendar. All members are encouraged to get your entries in for this event - a good turn-out will certainly help to convince the organising members to add it as a permanent fixture to our annual events programme. This will be followed by the MGCC SPRING CLASSIC on the weekend 10th/11th September. I know that plans are well advanced and that the final route has now been determined. Remember that although being organised by the MGCC it still forms part of the CRC Points Championship. Better be in it if you need a points boost!

Our last event for 2016, THE ALPINE CLASSIC, is scheduled for the 22nd/23rd October. As the only timed rally for the year, being run as a CAMS Touring Road Event, it usually fills up fast so being early with your entries is needed to avoid dis-appointment. This will be the final rally but keep a check on the CRC website for the date of our Xmas party and Trophy presentations.

And so to my report on SOPHIES RUN held on Saturday 9th July. We had an entry of 32 cars but this was reduced to 29 on the day as a result of vehicle and personnel sickness! The weather was mixed, with sunny breaks between heavy showers. Unfortunately whenever I had to be out of my car at Controls etc the latter seemed to always set in! Registration went smoothly, followed by the crew briefing, and the first car was away on time at 09.00. At this point I would like to thank all entrants who donated to the Sydney Children's Hospital Foundation via a collection tin that I had previously picked up from their offices. The event was deliberately not promoted as a 'charity run' since I understand that most people have their own particular charities that they support. The collection raised \$418.70 and I made a final donation to the SCHF of \$500.00. I was deeply moved by the support and enquiries regarding my grand-daughter Sophie, after whom the event was named. But back to the event.

Lunch was at Sally's Corner Services and it was shortly after leaving this venue for Division 2 that I seriously screwed up!

Having originally planned to have a VRC in Railway St, Moss Vale and a passage control on Berrima Rd, a decision was made late on Friday to reverse these. The set-up crew were aware of this change and duly installed the required P board and VRC board at the changed locations. But someone forgot to tell the control Officials of the change on Saturday morning - wonder who that could have been? The P board was removed from Railway St but not before a number of crews pulled over expecting the imminent arrival of some officials. They were advised to proceed ignoring the board but this resulted in not being able to check that Apprentice and Masters crews had used Railway St as the SMR. There is anecdotal evidence to suggest that at least 2 Masters crews dodged a bullet here! I think I'm getting past this rally organising bit! Final points also show that the event was not too difficult, particularly for Masters, which also points to me going soft in my old age. Final scores and positions are on the CRC website and trophies will be presented to the place-getters at the Club meeting on Tuesday 23 August.

Thanks to all members who participated - and Sophie also says a big thank you for the donations to the Sydney Children's Hospital. Hope you all enjoy the next 2 events on the Calendar.

TONY NORMAN - CRC COMPETITION SECRETARY.

Malta is said to be a country where there is a cathedral in every city, a church in every village and a chapel on every corner. Shane and I found those but like a lizard to water, Shane found a classic car museum only a few streets away from where we were staying. Of course he just had to go and see it...

Whilst in Malta Jen and I stumbled across the Malta Automobile Classica, a privately owned museum with over 100 interesting European and UK Classics.

For an island 21km long and 15km wide we were truly surprised at the extensive road network and the passion for cars across the Country.

Here are a couple of gems that I am sure some of our CRC Members will appreciate.

Never seen an XJS Evertor Estate before!

Shane Navin



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



2016 MG CLASSIC

SAT 10 & SUN 11 SEPTEMBER



Join the MG Car Club (Sydney) and friends from other CAMS Clubs for a weekend in the beautiful Upper Hunter area. The Event will commence at Motto Farm Motel Heatherbrae with a buffet breakfast, great touring roads and lunch on Saturday. Over night at Motto Farm motel and finishing in the area of Cessnock on Sunday early afternoon. Enjoy approximately 700 kms of GREAT classic car roads for an untimed Touring Assembly with 4 levels of participation:-

Tour – a fun run that is route charted to enable entrants to successfully complete the Event. No CAMS Licence required.

Plus a tour with some map reading for those who want a challenge.

Masters & Apprentice categories to please the experienced crews.

For an entry fee of \$ 469 per crew of 2 (additional crew \$165) you get:-

Rally pack and maps – breakfast, lunch, dinner and accommodation on Saturday plus breakfast and lunch on Sunday with a chance to enjoy great new roads, varied scenery and a first-hand view of the changing vista as the wineries, farmers and coalminers alter our landscape.

Friday night accommodation available Motto Farm Motel phone 4987 1211

Advise you are with the MG rally for \$125 rate. We will have a noggin and natter on Friday night at a local pub if interested.

Entries open on 23rd June 2015 and are limited to 50 starters so please register your interest and have details forwarded to you by contacting either Jim or Xanthea as early as possible to assist directors planning

Supplementary Regulations and all forms will be available on www.classicrallyclub.co.au and facebook (contact Xanthea for details)

Jim Richardson	Xanthea Boardman
5 George Muir Close	PO Box 1566
Baulkham Hills 2153	Rozelle 2039
96390638 0418644284	xanth@iprimus.com.au
jimandbev@bigpond.com	

Your Chance to experience some great touring roads and a fun weekend with other classic car people.

The 2016 Alpine Classic is on again!

We now have Police, CAMS and Council approvals in place. The instructions have been written and the accommodation is booked. All we need now is your entry!

Don't delay in getting your entry to us because we have had to limit the number of entries and we wouldn't want you to miss out. We already have a significant number of entries with a high proportion from inter-state competitors. (Perhaps those Victorians want the Alpine Cup to add to their recent Barry Ferguson wins...)

This year we will start and finish in Lithgow as per previous years, however our overnight stop will be in Parkes. We will be having dinner at "the Dish" and we have organised buses to take us from our accommodation to dinner and back.

Entry and Supplementary Regulations are available on the CRC web site.

DON'T WAIT UNTIL AFTER THE MG TO ENTER, YOU MIGHT JUST MISS OUT.



The poster features a large, stylized blue map of the rally route on the left side. In the top right corner is the logo for the CLASSIC RALLY CLUB, which includes a small car icon above the text. Below the map, the text reads: "LITHGOW - PARKES - LITHGOW" followed by "A navigational rally for classic car enthusiasts, with categories to suit all levels of participation: Social (No CAMS licence required) - Just for the fun", "Tour - Competition without much mapping", "Apprentice - Mapping but not too difficult", and "Masters - Challenging mapping". Below this text is a detailed illustration of a classic rally car, possibly a Ford Escort, with a driver and a co-driver visible. At the bottom of the poster, the main title "2016 ALPINE CLASSIC" is written in large, bold, red letters, with "22 - 23 October" underneath it. At the very bottom, contact information is provided: "An event by the CLASSIC RALLY CLUB Inc.", "classicrallyclub.com.au", "alpineclassic@hotmail.com", "facebook.com/thealpineclassic", and "Ross 0409 810 553".

Classic Rally Club Championship 2016

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Wollondilly 270	Compass Run	Barry Ferguson Classic	Tour d'Course	Sophie's Run	Rally of the Valley	MG Spring Rally	Alpine Classic		
	1 day	1 day	2 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Peter Reed	16	18	28m	19					81	1
John Cooper	20	19	20	18					77	2
Robert Panetta	7	20	18	20					65	3
Tony South	13	13	20m	8					54	4
Gerry Both	18	14		12					44	5
Bob Morey	16	17m							33	6
Tony Wise	14	16							30	7
Winton Brocklebank			24						24	8
Barry Ferguson			24						24	8
Gerald Lee			24						24	8
Garth Taylor	15		8						23	11
Lauren Walker				16					16	12
Ben Both				12					12	13
Michael Olsson	12m								12	13
Alan Watson	1	8							9	15
Lui MacLennan			10m						5	16
Dominic Votano	1m								1	17

Classic Rally Club Championship 2016

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Wollondilly 270	Compass Run	Barry Ferguson Classic	Tour d'Course	Sophie's Run	Rally of the Valley	MG Spring Rally	Alpine Classic		
	1 day	1 day	2 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Mike Batten	16	18	28m	19					81	1
Ross Warner	20	19	20	18					77	2
John Henderson		20	18	20					58	3
Ted Norman	13	13	20m	8					54	4
Carol Both	18	14		16					48	5
Teresa Morey	16	17m							33	6
Phillip Stead		8	6m	17					31	7
Lui MacLennan	14	16							30	8
Alan Walker	12m			16					28	9
Michael Cox	15		8						23	10
Harriet Jordan	12m								12	11
Ian Reddoch			24						12	11
Graham Thompson			22m						11	13
Pam Watson	1	8							9	14
Mike Stephenson	1m								1	15

Classic Rally Club Championship 2016

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Wollondilly 270	Compass Run	Barry Ferguson Classic	Tour d'Course	Sophie's Run	Rally of the Valley	MG Spring Rally	Alpine Classic		
	1 day	1 day	2 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Peter Jakrot	14	15	22	15					66	1
Steve Brumby	15	10	24m	1m					49	2
Donna Wilkinson	11	9	16	10					46	3
Ross James		11	18	12					41	4
Peter Parry			26m						26	5
Jennifer Navin	9m	12m		11m					23	6
Natalie Martin	6m	7m		13m					20	7
Robert Mifsud	3		14						17	8
Joyce Lawrence	1		14						15	9
Tanya Arthur		13m							13	10
Jann Sinfield	12								12	11
Kevin Payne		8							8	12
Mathieson Trevitt				8m					8	12
Doug Barbour		7							7	14
Steve Cox	7m								7	14
Collin Segelov		5m							5	16
Elizabeth Gilhome			2						2	17
Martin Forbes			2m						2	17

Classic Rally Club Championship 2016

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Wollondilly 270	Compass Run	Barry Ferguson Classic	Tour d'Course	Sophie's Run	Rally of the Valley	MG Spring Rally	Alpine Classic		
	1 day	1 day	2 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Valerie Jakrot	14	15	22	15					66	1
Mal Sinfield	12	11	18	12					53	2
Heather Brumby	15	10	24m	1					50	3
Scott Wilkinson	11	9	16	10					46	4
Bob Moore	10m		28m						28	5
Martin Leaver	13m	14m	2m	14m					28	5
Glenn Evans	6m	7m	20m	13m					23	7
Shane Navin	9m	12m		11m					23	7
Tony Norman	3	11							14	9
Dominic Votano		13m							13	10
Simon Robinson	8	5m							13	10
Lindsay Trevitt				8m					8	12
Thomas Payne		8							8	12
Brenda Cox	7m								7	14
Xanthea Boardman		7							7	14
Starr Mifsud	3								3	16
Ian Gilhome			2						1	17

Classic Rally Club Championship 2016

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Wollondilly 270	Compass Run	Barry Ferguson Classic	Tour d'Course	Sophie's Run	Rally of the Valley	MG Spring Rally	Alpine Classic		
	1 day	1 day	2 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Greg Yates	8	7	14	9					38	1
Jeremy Braithwaite		9	20	7					36	2
Alan Cummine	4m	9	10	5					28	3
John Needs	10m	10m							20	4
Mike Birks			20						20	4
Robert Clare	9		10						19	6
Tim McGrath	2		12						14	7
Dave Johnson			12						12	8
Steve Blair	1m		10m	5m					11	9
James Phillis	5m	5m							10	10
John Young				10					10	10
Jim Baird	6	3							9	12
Ian Packard		7		1					8	13
Steve Friend	1m	5m							6	14
Jonathan Mansell	1			4					5	15
Peter Eastham	3m	1m							4	16
Wayne Brighton	1m	1m		3m					4	16
Douglas McMillan		2m		1					3	18
Tony Quist	2			1					3	18
Don Dux			2						2	20
Simon Duff			2						2	20
David Grasso	1								1	22
Denise Adams		1							1	22
Jos Kroon	1m								1	22
Mick Roberts	1								1	22
Ramin Shoushtarian	1								1	22
Richard Nineham	1								1	22
Sarah Priestly				1m					1	22
Vince Harlor	1								1	22

Classic Rally Club Championship 2016

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Wollondilly 270	Compass Run	Barry Ferguson Classic	Tour d'Course	Sophie's Run	Rally of the Valley	MG Spring Rally	Alpine Classic		
	1 day	1 day	2 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Karen Yates	8	7	14	9					38	1
Julie Braithwaite		9	20	7					36	2
Lachlan Grave			20						20	3
Lisa Needs	10m	10m							20	3
Sue Clare	9		10						19	5
Natalie Johnson			12						12	6
Cheryle Phillis	5m	5m							10	7
Helen Young				10					10	7
Steve Maher		7		1					8	9
Jocelyn Veltoretti	1m			5m					7	10
Sarah Priestly	7								7	10
Lachlan Baird	6								6	12
Ron Cooper	2		4						6	12
Michael Friend		5m							5	14
Tina Porod	1			4					5	14
Janice Yip	3m	1m							4	16
Alan Ongley	2			1					3	17
Teri McMillan		2m		1					3	17
Glenda Lawrence	1	1							2	19
Heather Dux			2						2	19
Amir Shustarian	1								1	21
Henri Hendriksen	1								1	21
Kate Roberts	1								1	21
Kay Harlor	1								1	21
Kevan Peters		1							1	21
Maureen Friend	1m								1	21
Peter Robinson	1m								1	21
Rebecca Grasso	1								1	21

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 802 972	
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. 5W 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@iprimus.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	Alice Springs region www.classicoutbacktrial.com.au	
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.