



# Rally Directions

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

August / September 2016



*Cars all ready queued, in the fine British manner, for the start of the MG Classic Car Rally 2016.  
The drivers and navigators .... Not so much !*



*In this issue: Results and more results. Please note that all results and running scores can be seen on the web page. Thankyou Len (Web Master)  
The Rally of the Valley and The MG Classic Rally reports.*

*Upcoming events:  
(Full details inside)*

- \* The Alpine Rally
- \* Roll on Christmas and our Annual Christmas Lunch and awards presentation.
- \* Volunteers needed for the 2016 WRC Coffs Coast Rally.
- \* Southern Cross Gold Anniversary Rally

## Classic Rally Club Officers and Contacts 2015

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

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

## JOHN'S JABBER

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Hi everyone!

It's time again to put pen to paper for another John's Jabber for the club magazine. The trouble now with our *Rally Directions* being every two months (and getting old) is that you forget what's happened two months ago. Maybe I need to start making reminders to remind me what's been happening... so I must remember to do reminders... do you see where this is going? Yes, I am on a deadline to get this to Jen and can't remember anything to write about!

That reminds me! You'll notice this edition is a little late as Jen has had commitments and has been unable to put this together for the usual timeframe and I now remember that she didn't have much content and had not one photo to put in, so I think most of you also have a forgetfulness problem and have all forgotten to send something to Jen to put in the Mag. I shouldn't have to remind you guys that it's really up to you lot to keep those cards and letters, your stories and hopefully photos coming in so Jen doesn't have to print blank pages or chase you up.

Okay, now I remember; we had one of the most enjoyable Sunday drives for a long time in and around the Hawkesbury River and I thoroughly enjoyed the Rally of The Valley put on and directed by a long time competitor but first time Director/Clerk of Course Phil Stead with the help of Rob Morey and a small band of others. A great effort from you all to get so many classic cars out for the day and put on a great event. Well done to everyone involved and to whoever organised such great weather. I do hope there are a few stories in this month's mag from the winners of each category to enlighten us on their success and the day's rallying to let us know how they did it.

Our FFFF (First Friday-night Free Fling) took an unusual turn last month with Vinnie's Pizza at Liverpool unknowingly closing down. Some CRC's suggested pizza under the Harbour Bridge at North Sydney and low and behold the masses of you northerners and easterners fronted up and had an enjoyable evening I've been informed. Not having enough annual days left to make the trip down, especially in the pouring rain, I will or may be will front another night. Don't forget - remember we all need reminding about something; that these Friday evening outings were instigated so we could use our club plated cars giving us an extra excuse to use them but now with the 60 days rego it's not so relevant. But it's still great to get out and mix with club members and friends. So as our membership expands in all directions of Sydney, New South Wales, Australia and the world (surely we have an overseas club member Glen, don't we?) there is no reason why we can't organise multiple FFFF locations; let's say North Sydney, Katoomba, Kiama, Canberra, Bulli, Gosford... just to name a few, all on the same night. All it takes is one member to suggest a location, post it on Facebook or the website or even between yourselves and away you go; instant First Friday-night Free Fling. Just let us know so that we can log the location in and club plate legal and see who turns up.

JohnThe MG Car Club hosted the annual MG Spring Rally a few weeks ago, fronted by Jim Richo, Doug and Xanthia and a host of enthusiastic officials. I believe it was run over some great driving roads within the Hunter region. I would expect some more detailed information in someone's reports in this edition. Unfortunately for me I only made it to Friday evening. I had a great drive up to Raymond Terrace, enjoyed the company of other entrants on Friday afternoon and evening at the pub for dinner where for some unknown reason my sciatic nerve in my well used back decided to get pinched in my spine causing me much grief; enough so that the uncontrollable pain made me get dressed at 2:30am in the morning, ring for a taxi and get myself to the Newcastle Mater Hospital where I was looked after but unfortunately they could not manage or reduce the pain in my left leg. I decided to let Ross continue his well-earned sleep and not disturb him as I'm sure he was well into dreamland given the occasional soft, gentle moans like... "Oh yes, oh oh don't stop, I love you. You will be the best looking Austin 7 in the shed". Anyway enough about Ross' dreams. He forfeited his rally to come and pick me up at the hospital around 10:30am Saturday morning and drove me home as my left clutch foot had a mind of its own with the nerves not telling the muscle what to do not to mention the head spinning out from all the pain killers with morphine chasers! It's just a matter of time, doctors, neurosurgeons and hospital and I will be back to normal and pain free again (I hope).

Anyway, enough jabber. Thanks to what's his name? Oh yeah, my navigator and good mate Ross for not complaining about missing the MG, and for all the calls, messages, postings etc. of well wishes, much appreciated everyone.



John

Review of Rally of the Valley.

This was Phil Stead's first rally and it was great to have everyone on a level playing field as no one had the chance to know the way he thinks, and he certainly packed a lot of tricks into a single day! Being so close to Sydney, there were some great driving roads and the day was superb.

We knew we were in for a tough day on seeing the maps, let alone upon seeing the instructions. The 1:250000 map was busy and hard to decipher. The tour cars set off first and we never saw them again!

Setting off from the Rouse Hill McDonalds and new roads, we had the immediate challenge of a herringbone and looking out for Z boards. We found 2 early on and then forgot to look for more! We knew Phil could have boards on incorrect routes, observers here and there and indeed spotted Phil in the middle of a quiet road. We wondered if he was trying to catch someone who just plucks the VRC at the end, but he proceeded to pull out his camera instead!

Reedes road proved to be the downfall of us as our route saw an IR at the next passage control. The crossover from the larger map to the smaller one and the instructions to not cross the latitude and the precedence of maps made the next part of plotting the route quite tricky. I had given up hope of locating the answer to the water skiing question when it suddenly appeared. Pulling over after the next question, the owner of the property came out and asked if we were ok. We said we were heading to the Sackville ferry. He kindly pointed us back in the direction that we had just come from, but instead we chose to ignore his words and headed in the direction of Wiseman's Ferry. We spotted several Masters teams on this road so must have been 'ok'. Later we were comforted seeing the Classic Rally arrows pointing us to the correct route. After the river crossing we found the road on the left that took us past an old (now familiar) cemetery. It seems really strange to find a cemetery in a flood plain!

The instructions in Ebenezer to pass through an intersection 3 times (including a passage control) made sense at the time, but we got it wrong. Finally worked it out after viewing Phil's map of the event, but not on first viewing. I can't believe we managed to oppose rally traffic and didn't even realise it! Martin and Scott were amongst the few we heard of to get it right.

We then headed through Blaxland's Ridge (brings back memories of primary school history lessons) and on to lunch. I tricked myself at the last passage control with reviewing the rules for passing a named point and erased a VRC even though we had driven the correct route. Tony Norman took great glee letting us know that we had been correct in the first place.

Lunch was nothing to commit to memory.

Back on the road after lunch I struggled around Kurrajong (our backyard!), but then settled into a lovely drive through North Richmond, behind Windsor and then along the lanes and polo fields of Richmond. There were plenty of rally cars to encounter around the lanes going in every direction! The distance marker near East Richmond commuter car park had us overthinking that part of the route, then we proceeded down the Driftway and headed in the direction of the Blue Mountains.

Phil pulled out all stops in that next part to keep us on our toes! We had to loop off the main road in as many places as we could find! A passage control beckoned, but we turned off just before it! One street had a bunch of young kids cheering us on. Not far away we waved at another bunch of kids to find out that these ones were not quite so friendly.

We then had to find our way back to the finish, avoiding the main roads that were out of bounds. We correctly found Forbes Street, but couldn't see a way on the map to reach our final destination (pass under the motorway), so we weren't able to answer the last question and were seen by Tony Norman (again) on the wrong route.

There was great camaraderie at the Leonay Country Club after the event with Masters and Apprentices swapping war stories of the day.

Thanks Phil, Bob, Jane, Theresa and all other helpers for a great day!

Valerie Jakrot

## THE MG CLASSIC RALLY 2016. ALL THINGS BRITISH.

We woke to rain and a dreary Saturday morning. By the briefing the weather had cleared to reveal the sun and a bright blue sky. Very British. Clouds and rain one minute, the next, sun shine and blue sky. Jim had made the point that the rally notes were of course, in the Queen's English. So there was no reference to vias for the Masters or Apprentices. After all, it was the MG Classic Rally. Over the next two days we were to rally on some great roads with a bit of dirt to make it that little bit more interesting. Car number 14, according to our windscreen sticker, was competing in the MG CLASS C Rally. We had lost our 'I' some where. We made it out of the car park, took a few wrong turns as you do, got our act together and tried to follow the directions in the Queen's English, to Stroud for lunch. We drove roads not once but twice, possibly thrice in our not so British car. Our car, manufactured by a Germany company seemed to balk on an MG rally. The navigator was having difficulty following the directions in the Queen's English, his heritage being Irish and to this day he is not ofay with the Queen's English but quite comfortable with the colonial jargon of the day! 'So where are the bloody vias?' That didn't help our cause. Never the less I believed we hadn't done too bad that morning. After a lunch of tea, sandwiches and cake, very British, we headed off for the afternoon stage, some 30 –40 kilometres shorter. I breathed a sigh of relief but that was only transient.

Shane mapped and remapped. He threw his hands up declaring defeat not understanding this Queen's English. Then head down, me driving slower 'no slower please... Jen, please ....slower' we eventually made it back to the salubrious Motto Farm Country Comfort Inn for the night, not so comfortable with our afternoon of rallying, as the results revealed. Our morning wasn't too bad, the afternoon sh\*\*. Not the Queen's English!

Doug and Xanthea had organised a great evening of entertainment that night. An old black and white movie of the London to Sydney Marathon was playing, all very British. Prizes were being handed out for birthdays, to the couple who were driving Kermit in a very safe and British manner and for any old thing really. We were scrambling under our chairs looking for sticky notes so we could claim a bottle of MG Classic red 2016. But the piece de resistance was Jim and Bev's Wedding Anniversary present. A night of luxury in a spa suite of the salubrious Motto Farm Country Comfort Inn. But the spa was now disconnected due to environmental issues. You could use it as a bath or shower, the shower being over the spa bath, very British, but you risked a fall, any one could really. You need not be celebrating your 40th Wedding Anniversary to do it! Exfoliation of the skin is achieved by using their lovely towels and you are serenaded to sleep by the trucks driving the highway at night.

Sunday was new day. Beginning an hour earlier the intention was to finish the morning section, M2 closing at 2 pm, so we could get home at a reasonable hour. But one knows that theory, underpinned by British logic does not always equate to reality. After 6 hours of solid rallying we made the M2 at 2 pm with not a minute to spare. We made it with marriage in tact thanks to Valerie and Peter Jakrot .

Shane and I had been rallying for 3 1/2 hours trying to map a route and drive the roads that were not in a Queen's English we understood. 'Where are the bloody vias?' We were flummoxed, we were lost, we were hungry, we were tired and frustrated when we came across Valerie and Peter on the side of the road, boot open and tea cups in hand. Following the Emergency Protocol, all very British, I pulled over to check all was well. 'Please stay and have a cuppa. There is plenty so please stay'. So we did, enjoying the company of a couple who were going to 'cut and run' but after our tea we all decided to carry on in that true British manner.

Lunch ... not far to go now if you understood the Queen's English with which we continued to struggle. One of our 'struggles' was diverted by a very kind fellow contestant. A very kind show of British manners. Thankyou for your assistance. We saved a few valuable minutes. The beautiful infant's school Stanford Merthyr with the lunch of soups, breads, cakes, fruit and tea all went down well. The raffle drawn and all refreshed I threw the keys at Shane and he drove home. I promptly fell asleep and awoke when we were getting on the Webb ferry to cross the Hawkesbury River. Once off the ferry the real driving began. Very un British but very much like Tassie Targa. Very colonial and lots of fun. I hung on for dear life. Shane drove for his life, loving every kilometre.

Thankyou so much to Jim and Bev; Doug and Xanthea for all the hard yards you all put in to make this another great rally, another great weekend. The more rallies I do, the more I realise just how much effort goes into behind the scenes to ensure that you not only have fun but that you are safe.

Thankyou so much,

Shane and Jen Navin. VW Blue Golf R

P.S. Note to Jim: You may want to consider adding envelopes to the Apprentice's Rally Pack with that emergency number of the solicitor who does quickie divorces! Although a cup of tea on the side of the road with fellow team members is a better solution. Very civilised; very British.

P.P.S Just got the results. Equal 5th in Apprentice. In the Queen's English: 'Jolly good show, chap!' Translated: 'How the bloody hell did we do that?'

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## **DENNISTONE SPORT/BOWLING CLUB NEWS – MONTHLY MEETINGS**

The Classic Rally Club have had the enjoyment and use of the facilities at the Denistone Bowling Club for quite a few years now and we have enjoyed the food served up by Jason and his crew. I have been informed that the club has now been amalgamated with another club and it is now known as *Carlingford Bowling Sports & Recreation Club and Denistone Bowling Club*. You may have already noticed a few small changes already happening. There are some major works being planned that may affect us in some small way and when we get any news of the changes we will pass the information onto our Classic Rally Club members.

One of the first major changes is that the mother club would like us all to officially join up to them to boost their numbers. Application forms are available on the bar at a cost of \$5.50 per year. As a member you will get discounted drinks every time you buy a drink from the bar, and for some you will have your money back within a couple of meetings, maybe less.

Almost forgot, for those of you that are always anxious to know your championship point score here's your chance to know before everyone else! Jeff West, our current keeper of the point score, will not be available to carry on with this position after this year. So let me know now or put your hand up and we will adopt some lucky volunteer at the AGM in November, especially if you haven't scored for a while. I personally and on behalf of all the club members would like to thank Jeff for his many years of contribution to the CRC.

***'When you guys win this event you so owe me two reports for the mag...'***

The MG Classic Rally and The British Tea Etiquette. Valerie Jakrot

Jen Navin approached us at breakfast on Saturday morning and let us know that she expected a write-up of the event. We pointed out that she was being a bit premature but are delighted to be in a position to deliver.

This is a first. We have never won a 2-day event before. We have been leading at the end of day one previously but done a series of stupid things on day 2 to end up much lower.

One of the great joys of a 2-day rally is having the opportunity to socialise with great mates that we see occasionally. This rally was no exception. From the moment we arrived on Friday afternoon we got to catch up briefly with Xanthea and Doug and then headed to our room where we caught up with Scott and Donna and Andrew and Martin with some wine, cheese and bikkies!

Saturday morning started off with rain but the weather gods were smiling and the day quickly improved. I am always full of nervous energy at the beginning of these events and it takes a little while to settle in. I was disappointed to see 1:250,000 scale maps as I prefer the 1:100,000 scale.

We started ok and soon arrived at a passage control and were very surprised to find out that we were the first car there AND we were meant to be there! We managed to avoid the next passage control by turning right in view (thank you Tony Norman for teaching us this lesson in one of your rallies). Then we tried to turn right at the roadworks and when the road changed to unsealed we did not get a VRC after the first km. Time to rethink and we made a cup of tea near the firing range to replan the route.

Domenic passed us as we had our tea. I found out that after struggling to find Bucca Wauka, I had plotted the wrong point under it and once that was corrected and allowing for only passing through the highway symbol once, quickly plotted the herringbone and set out for the remainder of the morning run. This time we did enter the passage control mentioned above, to be told they had expected to see us much earlier! We then continued and driving through Karuah spotted Doug and Xanthea's green Porsche stopped for a coffee stop? We overthought this and wondered if we were in the wrong spot.

Lunch was at Stroud Public School and they did a wonderful job. These small schools put on amazing soups, sandwiches and lovely homemade biscuits (choice of peanut, macadamia or choc chip!). We had plenty of time to relax and socialise.

The afternoon saw us pass through Stroud, Dungog and on towards Maitland.

Heading for final control, we were mindful that things could be a bit tricky at Hexham and I was careful to look for a turnoff prior to the bridge near the Oaks factory. Fortunately we found it without difficulty and were soon heading down country lanes again and found Richo back at Motto Inn.

Karen and Greg got back soon after. Then Andrew and Martin, Mal and Ross, and Donna and Scott all joined us for wine, cheese and bikkies (ably supplied by Karen). We had just missed the sunset but the company was good as we rehashed the day's events. Karen was exhausted from the mapping required on the tour route so we had something in common!

We arrived at dinner and were lucky to find a spot at one of the tables. The results of the day were up and we were incredibly surprised to have done well on day one. Dinner was a buffet and food was plentiful. Richo, Doug and Xanthea handed out (or received) some special rewards and we even got to celebrate Donna's birthday (again)! Those on Facebook would have noticed that Donna had been celebrating her significant birthday for the past month!

Peter felt I was a bit off my game on day 2 so was a bit frustrated at times when I was unsure if we were going left or right at the intersection. I was sure there was a shortest route through Maitland and took us via the shopping mall, closely followed by Bob and Theresa. We were not rewarded for our efforts but were glad to find the answer to the question on the loop road near the golf course.



We then managed to map the 3 bridges and whatever else was part of that instruction and headed for Braxton and Greta. I should have known from previous rallies that this section could be a bit tricky! The construction of the freeway in this area makes the older roads hard to navigate and this rally was no exception. I think I must have measured the distance to turn from an earlier road, rather than Braxton road and managed to lead us into a passage control on an incorrect route. We struggled to answer the ST question and then went back into Greta to cross the railway. Needing to clear our heads we stopped and went for a pit stop and some excellent coffee at the local bakery. Truth be told, Peter needed to take a break.

Remapping, I worked out that there was a closer railway crossing, so we headed in the direction of the Hunter Valley and the instruction to pass to the right of Rothbury. We checked the map legend for airport and managed to find a route we were happy with, without heading in the direction of Singleton. I sympathise with those who did, as it's hard to go such a long way for little or no reward. After the airport we continued on looking for the answer to "how far to the vineyard". This took us along a route close to a lookout and we passed Mal and Ross whilst trying to select the right road.

We then headed along in the direction of Kitchener and stopped to do some final mapping before lunch. Shane and Jen joined us for a cup of tea before we both headed for Mulbring via Cessnock. I nearly took us the long way to the locality, but spotted the correct route just in time. Lucky, because we would have scored a Tony Norman special – there being a passage control on both sides of the road and guess who manned the incorrect route! The final roads back to lunch saw us enjoying some more of the Hunter Valley countryside and we arrived back at Stafford Methyr school in plenty of time to enjoy another fine country school lunch. Soup, fresh sandwiches, fruit, slice and tea and coffee rounded off a delightful weekend.

Richo managed to find some great driving roads, limiting the amount of time spent in built-up areas.

Thanks Doug, Xanthea, Jim and Bev for a great weekend! Thanks to our fellow competitors for some great company! Looking forward to another excellent MG adventure next year.



MG Classic . From the navigation seat:

This was the second time that Andrew and I have competed in the MG Classic Rally. Last year, in my fourth event as an apprentice navigator, I came about seventh having made lots of errors in the first three divisions. In the final Sunday afternoon short run, I finally woke up to what Jim Richardson meant by point-to-point navigation and nearly got a clean sheet.

A year later, in a newer, more powerful Falcon turbo, I was doing my third event in Masters. Hendo, Ross and John gave me a warm welcome when I arrived: "You're not welcome. I mean it, you're not welcome". Getting a third and a second in my first two events in Masters didn't exactly set the cat amongst the pigeons but it seems unusually successful when stepping up a division especially as I never won in Apprentices. Faux outrage was replaced by banter about Andrew's desire to make a Repco Round Australia Rally tribute Cortina. After finding our rooms at the motel, we then enjoyed the hospitality of the Jakrots and Wilkinsons as the wine and cheese came out.

Division 1A had two main parts to it linked by a transit up the freeway. The first bit was defined by four out of bounds instructions and then instructions to enter unnamed localities from various directions. With the out-of-bounds acting as a guide as to where to find the localities I found it reasonably easy to plot the first bit of the route. My main mistake of the day was to ignore the next instruction which led me to getting a wrong direction into a control. I had seen the Arthur's Polo in the tour category in front make a turn away from the control but I didn't stop to check. I did notice that the control had a large box of lollies, so that was a clue that it was likely to be used later on the route. I did spend the next couple of minutes saying "read the \$%^&@#\* instructions" after I had worked out what I had done.

I had been struggling to confirm to myself that the shortest mapped route involved going back via the road I now knew had a control on it. There only seemed to be a couple of kilometres' difference. Knowing that there was chocolate available helped convince me of the right way to go.

Jim then gave Masters and Apprentices a mapped herringbone to follow. Neither category was provided advice on which end to start the herringbone but the Apprentices were told that "commencing at the previous point" meant the first road to leave behind on the herringbone was at the beginning and not the first road after the beginning. Using the first road after the beginning specified point, the hot-blooded logic of competition led to the conclusion that the herringbone might work going from right to left. Left to right was not a viable solution if the first branch of the herringbone was after the last navigation point. After trying a couple of dirt roads that led to nothing, I concluded that I needed to think again and it turned out that the herringbone just followed the Booral road, which was the driving highlight of the morning.

At the conclusion of Division 1A, I had got through with just the WD. Overall it seemed fairly easy with seven Masters and Apprentice crews getting clean sheets.

After lunch in Stroud, Division 1B in the afternoon involved a greater degree of detailed map reading, including finding cross references. Again it was pretty straightforward to navigate once the points were found. As a passenger, it seemed we had more interesting driving roads than the morning. We were a bit frustrated by a green MG that was doing 70 in an 80 zone and driving in the middle of the roads near Fosterton. Hopefully our eventual blasting past with modern turbo power didn't cause any alarm.

Two thirds of the way through the afternoon, we were asked to “enter a locality 500 m from an abandoned railway station having last crossed a railway to the SSE. The town was clearly Paterson and the nearest south of south-east appeared to be about two kilometres south of Martin’s Creek. I told Andrew that we’d be visiting my creek twice, but alas, no passage boards anywhere on our clockwise loop. Back-tracking we spotted a VRC in the other direction and crossed over the railway line in an east south-east direction. It was possibly a typo and only a minor point in an excellently run rally. From what I could work out, anyone who found the SSE railway crossing subsequently found the route Jim intended, so no one lost a sheep station over it.

I got a bit lost between Largs and East Maitland with the new town roads but we found our way again in time to pick up the final question. After not being meant to go to Martins Creek, we did end up using Martins Wharf road on the way home. Somewhere along the route we missed a VRC. Probably one in clear sight but I’m not certain.

At the end of the day, Doug and Xanthea had put up the scores. We were sixth after day one, out of nine cars, due to two errors. My conclusion was that we would need Sunday to be harder to have any chance of success. Overall, five Masters and Apprentices managed to clean sheet the afternoon division.

Sunday was an 8 o’clock departure with 227 km on the correct route to get to lunch. Unusually for me, I was happy with my initial plotting quite quickly and was second car on the road. That became first when Lui and Tony chose not to take the second turn of the day. This was really unusual. Normally I’m closer to the back at the start of the day, more likely to be a risk of being late for lunch.

At Duckenfield we had a manned passage control. I was pretty sure that we were meant to avoid it and that’s what we did. A couple of intersections later I came to the photographers. They were waiting for cars to come on a different road. Hmm. Why is this? We initially carried on and then went back. Measuring the distance carefully, I reached the same conclusion. Even though more Masters Cars came through the same intersection, still the photographers seem surprised at the direction we were coming from. It was only at the finish that Jim confirmed that the Tour and Social categories were instructed to go straight through to the control on what was an unmapped road.

After the control the next major navigation task was to get through Maitland. The shortest mapped route appeared to be to go through the town centre, rather than staying on the highway, so that’s what we tried. The road turned into a one-way bricked shopping zone. We came out of the town to a roundabout. We ended up on the road to Kurri Kurri rather than Singleton all without seeing a VRC. We went back to the junction to where we first turned off to get to the town centre and took a guess at the distance and went via highway this time. The first question of the day helped to correct the trip meter.

Jim then picked out a lovely road to Elderslie, which we spent following the McAlpines scurrying along at what I thought was an impressive pace in their Galaxie. It was then down to Branxton and Greta where I got a bit lucky. I’d failed to read an instruction correctly – not for the first occasion in my navigating career – and was looking for a quarry symbol and not the word quarry. Not finding the appropriate road, I stopped for a toilet break and saw cars going north rather than south. Re-reading the instructions I found where I was meant to go and avoided a wrong direction into a control. After the event Mike Batten pointed out to me that Jim and I and possibly many others, had missed a closer path to the next instruction to cross a railway line. The tour cars following their route charts confirmed my incorrect thinking in a good case of confirmation bias.

From there we went around the primary Hunter Valley winery area and then down to Bellbird and Millfield. Coming back to Cessnock I failed to find the correct route through the town and missed a VRC. The same thing happened at Weston. After eventually finding Leggetts Lane, we arrived at the final manned passage control as the first of the Masters to get there. We then kept to the correct route to the end but missed another VRC on the exit of a roundabout on the final street of the rally.

That meant we started the day where we finished, in sixth place. With that result, I’ll see whether I get a warmer welcome from Hendo at the Alpine or if he’ll see through our ruse... It was a long morning but it was really about finding the closest point that fits the next instruction combined with careful awareness of where you were in towns. There weren’t the logic problems that Tony Norman would set or what Phil Stead came up with in the Rally of the Valley in August. What the MG definitely had were great roads, good weather and a well-run event. I’m looking for to next year where there is the promise of a new, hopefully fresher, venue for the accommodation.

Martin Leaver.

**2016 RALLY OF THE VALLEY RESULTS -MASTERS &APPRENTICES**

Car	Driver/Navigator	CATEGORY	DIVISION 1							DIVISION 2							RALLY OF THE VALLEY OVERALL TOTAL	RALLY OF THE VALLEY POSITION		
			MAJOR CONTROLS	MANNED PASSAGE CONTROLS	VISUAL ROUTE CHECKS (VRC)	VRC OUT OF SEQUENCE	Z BOARDS	INCORRECT ROUTES	QUESTIONS	TOTAL	MAJOR CONTROLS	MANNED PASSAGE CONTROLS	VISUAL ROUTE CHECKS (VRC)	VRC OUT OF SEQUENCE	Z BOARDS	INCORRECT ROUTES			QUESTIONS	TOTAL
1	Peter JACKROT/Valerie JACKROT	A	0	60	36	15	12	0	22	145	0	0	60	0	0	25	22	107	252	1
2	Scott WILKINSON/Donna WILKINSON	A	60	60	84	0	24	0	44	272	0	0	0	0	0	0	0	0	DNF	
3	Shane NAVIN/Jennifer NAVIN	A	0	30	60	0	24	0	77	191	0	30	132	15	0	0	66	243	434	3
4	Steve BRUMBY/Heather BRUMBY	A	0	30	120	15	48	0	88	301	0	0	96	0	0	0	11	107	408	2
5	Collin SEGELOV/Simon ROBINSON	A	60	120	72	15	48	0	198	513	0	90	144	0	0	25	220	479	992	6
6	Natalie MARTIN/Glenn EVANS	A	60	90	84	30	48	0	99	411	0	0	120	0	0	25	121	266	677	5
7	Chris McDONALD/Roger WOOD	A	60	150	144	0	48	0	88	490	0	0	0	0	0	0	0	0	DNF	
8	Ross JAMES/Mal SINFIELD	A	0	90	48	0	39	0	55	232	0	60	120	0	0	0	110	290	522	4
10	Peter REED/Mike BATTEN	M	0	60	24	15	12	0	17	128	0	0	60	0	0	0	11	71	199	4
11	Andrew INGLIS/Martin LEAVER	M	0	30	12	0	24	0	6	72	0	0	60	0	0	0	0	60	132	2
12	Alan WATSON/Pam WATSON	M	0	60	36	15	12	0	22	145	0	0	60	0	0	25	44	129	274	6
13	Tony WISE/Lui MACLENNAN	M	60	60	12	15	12	0	0	159	0	0	60	0	0	25	66	151	310	7
14	John COOPER/Ross WARNER	M	0	55	0	15	12	0	0	82	0	0	60	15	0	0	0	75	157	3
15	Dominic VOTANO/Mike STEPHENSON	M	0	60	12	15	0	0	0	87	0	0	24	0	0	0	0	24	111	1
16	Rob PANETTA/John HENDERSON	M	60	60	24	15	12	0	11	182	0	0	24	0	0	25	22	71	253	5

**2016 RALLY OF THE VALLY RESULTS - TOUR & SOCIAL**

Car	Driver/Navigator	Major	MPC	VRC	Questions	Div 1 Tot	Major	MPC	VRC	Questions	Div 2 Tot	Overall	Position
<b>TOUR</b>													
20	Jim BAIRD/Lachlan BAIRD				6	6				18	18	24	6
22	Mitchell WALMSLEY/Adrian WALMSLEY				11	11				6	6	17	5
23	Steve FRIEND/Maureen FRIEND				29	29				41	41	70	12
24	Anthony QUIST/Alan ONGLEY				6	6			24	6	30	36	11
25	Geoff HEMPSALL/Rachel HEMPSALL				17	17				18	18	35	9
26	Alan CUMMINE/Jim DEVES				0	0				11	11	11	2
27	Greg YATES/Karen YATES				0	0				6	6	6	1
28	Jim RICHARDSON/Bev RICHARDSON				6	6				6	6	12	3
29	Jon DICKSON/Ivor DAVIES				17	17				18	18	35	9
30	Jonathan MANSELL/Tina POROD				54	54			12	24	36	90	13
31	Michael MALGO/Kath HEMPSALL				11	11				18	18	29	7
32	Kevin PAYNE/Thomas PAYNE				23	23				6	6	29	7
33	Matthew ARTHUR/Tanya ARTHUR				0	0				12	12	12	3
<b>SOCIAL</b>													
21	Simon DUFF/Mitchell DUFF				70	70				84	84	154	
34	Merci MODY/Kainaaz VARIAVA				11	11				18	18	29	
40	Jessica NELSON/Paul NELSON				22	22			12	18	30	52	
41	Murray BAKER/Nikki BAKER				35	35		30	24	95	149	184	
42	Jim BARRETT/Lachlan WATKINS			12	114	126				156	156	282	
43	Andrew LOUREY/Eric ARDIZZI											DNS	DNS

2016 MG CLASSIC Results

Car	Driver	Navigator	Car	Div 1A					Total	Div 1B					Total	Div 2A						Total	Total	Place
				Q	P	C	M	Z		Q	P	C	M	Z		Q	P	C	M	Z	O			
<b>Masters</b>																								
2	P. REED	M.BATTEN	69 DATSUN	11	0	0	0	0	11	0	30	0	0	0	30	0	0	50	0	0	50	91	1	
6	T.WISE	L.MACLENNAN	74 ALFETTA	11	30	30	0	0	71	0	0	0	0	0	11	0	0	0	0	30	0	41	112	2
8	G.PETTIT	P. STEAD	85 VOLVO 240GL	0	30	0	0	0	30	0	60	0	0	0	60	0	0	0	0	30	0	30	120	3
5	A. WATSON	P. WATSON	84 CELICA	11	30	0	0	0	41	11	0	0	0	0	11	0	60	25	0	30	0	115	167	4
7	R.PANETTA	J.HENDERSON	72 ALFA GTV	0	0	0	0	0	0	0	30	0	0	0	30	0	120	0	0	20	0	140	170	5
3	A.INGLIS	M.LEAVER	16 FORD FALCON	0	25	0	0	0	25	0	30	0	0	0	30	0	90	0	0	30	0	120	175	6
4	G.TAYLOR	M. ST JOHN COX	85 JAGUAR XJ SC	0	0	0	0	0	0	0	0	0	0	0	11	120	25	0	30	0	186	186	7	
11	P. O'NEILL	A. EVANS	81 STANZA	0	30	0	0	0	30	0	0	0	0	0	11	110	25	0	30	0	176	206	8	
1	B. MOREY	T. MOREY	76 ALFETTA GT	0	0	0	0	0	0	0	120	0	0	0	120	0	90	50	0	0	0	140	260	9
9	J. COOPER	R. WARNER	74 FORD ESCORT	DNS					DNS					DNS						DNS				
<b>Apprentices</b>																								
13	P.JAKROT	V.JAKROT	86 PORSCHE 944	0	0	0	0	0	0	0	0	0	0	0	0	120	25	0	0	0	145	145	1	
18	T. SOUTH	T.NORMAN	84 MERCEDES	0	0	0	0	0	0	0	120	30	0	0	150	0	90	25	0	30	0	145	295	2
15	M. BIRKS	L. GRAVE	85 BMW	0	30	0	0	0	30	0	150	30	0	0	180	0	60	25	0	30	0	115	325	3
16	D.WILKINSON	S.WILKINSON	70 VOLVO	0	30	0	0	0	30	11	210	0	0	0	221	33	30	55	0	30	0	148	339	4
21	R. JAMES	M. SINFIELD	89 VOLVO 240	0	0	25	0	0	25	0	0	0	0	0	44	260	50	0	30	0	384	409	5	
14	S.NAVIN	J.NAVIN	15 VW GOLF	0	30	0	0	0	30	11	120	30	0	0	161	0	260	0	0	60	0	320	511	6
17	S.BRUMBY	H.BRUMBY	74 FORD FALCON	0	30	30	0	0	60	22	60	0	0	0	82	44	270	55	0	0	0	369	511	6
20	K. LENNOX	G. LENNOX	71 DATSUN 240Z	0	0	0	0	0	0	22	210	0	0	0	232	33	210	0	0	60	0	303	535	7
22	D. TAYLOR	D. VOTANO	69 LANCIA FULVIA	0	0	0	0	0	0	0	30	0	0	0	30	44	450	55	0	0	0	549	579	8
19	J. LAWRENCE	S. GENNER	85 PORSCHE 911	0	30	0	0	0	30	33	90	30	0	0	153	22	300	50	0	60	0	432	615	9

Car	Driver	Navigator	Car	Division 1					Total	Division 2				Total	Division 3					Total	Total	Place		
				Q	P	C	M			Q	P	C	M		Q	P	C	M	O					
<b>Tour</b>																								
29	J.PHILLIS	C.PHILLIS	91 PORSCHE 911	22	30	0	0	52	0	30	0	0	30	0	0	25	0	0	25	0	0	25	107	1
28	N. HOOD	J. HOOD	90 MERC 300CE	0	0	0	0	0	0	30	0	0	0	30	0	90	25	0	0	0	0	115	145	2
32	P. MCALPINE	S. MCALPINE	67 FORD GALAXIE	0	0	0	0	0	33	60	0	0	0	93	50	25	0	0	0	0	0	75	168	3
30	J.BAIRD	L. ZECH	84 MAZDA RX7	11	30	0	0	41	0	0	0	0	0	0	110	25	0	0	0	0	0	135	176	4
27	G.YATES	K.YATES	80 MERC 500SLC	11	30	0	0	41	11	0	0	0	0	11	0	60	25	0	40	0	0	125	177	5
31	A. CUMMINE	J. DEVES	73 PEUGEOT 504TI	11	30	0	0	41	0	30	0	0	0	30	0	150	25	0	0	0	0	175	246	6
38	I. PACKARD	S. MAHER	78 PEUGEOT 504	11	30	0	0	41	22	30	0	0	0	52	11	120	25	0	0	0	0	158	249	7
35	M. MOODY	K. VARIAVA	99 SUBARU WRX	22	30	0	0	52	22	30	30	0	0	82	33	90	30	0	0	0	0	153	287	8
39	S. WARNER	J. WARNER	71 DATSUN 204Z	11	30	0	0	41	11	60	30	0	0	101	22	150	25	0	0	0	0	197	339	9
33	P. COFFEY	S. LANSLEY	75 ESCORT	11	30	0	0	41	11	30	30	0	0	71	55	150	25	0	0	0	0	230	342	10
36	M. BAKER	N. BAKER	12 BMW M1	22	30	0	0	52	22	180	30	0	0	232	11	30	25	0	0	0	0	68	350	11
26	J. CLARKE	C. CLARKE	67 MGB GT	0	0	0	0	0	11	150	30	0	0	191	0	150	25	0	0	0	0	175	366	12
24	S. FOLDHAZY	FARNS/MCMURRAY	73 P76	55	120	30	0	205	84	60	30	0	0	174						300	300	679	13	
34	T. HORSINGTON	H. HORSINGTON	69 MGB	33	30	25	0	88	33	180	30	0	0	243	55	270	25	0	0	0	0	350	681	14
37	B. SMITH	J. SMITH	62 MINI	DNF				300						300	11	60	25	0	0	0	0	96	696	15
25	P. ROSE	S. PERRY	66 MG	55	60	25	0	140	44	90	30	0	0	164	77	300	25	0	0	0	0	402	706	16
<b>Social</b>																								
47	M. ARTHUR	T. ARTHUR	05 VW POLO	11	0	0	0	11	11	0	0	0	0	11	22	30	0	0	0	0	0	52	74	1
44	I. HAZELDINE	J. CARTER	MODERN HOLDEN	47	0	25	0	72	61	0	0	0	0	61	44	0	0	0	0	0	0	44	177	2
49	G. KNOWLES	H. KNOWLES	11 FORD FALCON	47	0	0	0	47	25	30	0	0	0	55	22	60	0	0	0	0	0	82	184	3
45	B. GRAHAM	H. GRAHAM	69 MGB	44	0	0	0	44	0	120	0	0	0	120	11	90	25	0	0	0	0	126	290	4
50	C. HOLLAND	L. HOLLAND	13 MERCEDES	55	30	25	0	110	47	60	0	0	0	107	33	90	0	0	0	0	0	123	340	5
48	P. CESARO	N. CESARO	76 PORSCHE 911	69	0	0	0	69	33	180	0	0	0	213	0	60	0	0	0	0	0	60	342	6
46	J. BOSS	L. BOSS	74 MGB	33	30	0	0	63	44	210	0	0	0	254	11	30	0	0	0	0	0	41	358	7
43	D. PLACE	S. WHITE	74 P76	72	150	0	0	222	47	120	0	0	0	167	44	60	25	0	0	0	0	129	518	8
42	B.BRAITHWAITE	J.BRAITHWAITE	71 MGB GT	110	240	60	0	410	121	126	30	0	0	277	176	510	25	0	0	0	0	711	1398	9

## 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	20	17	40		130	1
Robert Panetta	7	20	18	20	16	16	32		113	2
John Cooper	20	19	20	18		18			95	3
Bob Morey	16	17m			18	16	24		91	4
Tony South	13	13	20m	8			28		82	5
Tony Wise	14	16				14	38		82	5
Gerry Both	18	14		12	15				59	7
Alan Watson	1	8				15	34		58	8
Garth Taylor	15		8				28		51	9
Barry Ferguson			24						24	10
Gerald Lee			24						24	10
Winton Brocklebank			24						24	10
Dominic Votano	1m					20			21	13
Lauren Walker				16					16	14
Ben Both				12					12	15
Michael Olsson	12m								12	15
Lui MacLennan			10m						5	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	15	15	30		104	1
Heather Brumby	15	10	24	1m		14m	22		85	2
Mal Sinfield	12	11	18	12	11	12	24		82	3
Scott Wilkinson	11	9	16	10	12	1	12		64	4
Tony Norman	3	11			11	3	6		34	5
Xanthea Boardman		7			3		22		32	6
Bob Moore	10m		28m						28	8
Dominic Votano		13m			1		16		30	7
Martin Leaver	13m	14m	2m	14m	13m	14m	20m		28	8
Shane Navin	9m	12m		11m		13m	22m		25	10
Glenn Evans	6m	7m	20m	13m	10m	11m			24	11
Simon Robinson	8	5m				10			23	12
Thomas Payne		8			13				21	13
Gordon Lennox							18		18	14
Lindsay Trevitt				8m	1				9	15
Brenda Cox	7m								7	16
Starr Mifsud	3								3	17
Ian Gilhome			2						1	18
Roger Wood						1m			1	18

## 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
<b>Competitor</b>										
Peter Jakrot	14	15	22	15	15	15	30		<b>104</b>	<b>1</b>
Steve Brumby	15	10	24	1m		14m	22		<b>85</b>	<b>2</b>
Ross James		11	18	12	11	12	24		<b>79</b>	<b>3</b>
Donna Wilkinson	11	9	16	10	12	1	12		<b>64</b>	<b>4</b>
Joyce Lawrence	1		14		14		14		<b>43</b>	<b>5</b>
Doug Barbour		7			3		22		<b>32</b>	<b>6</b>
Peter Parry			26m						<b>26</b>	<b>7</b>
Jennifer Navin	9m	12m		11m		13m	22m		<b>25</b>	<b>8</b>
Natalie Martin	6m	7m		13m	10m	11m			<b>24</b>	<b>9</b>
Kevin Payne		8			13				<b>21</b>	<b>10</b>
Collin Segelov		5m			3	10			<b>18</b>	<b>11</b>
Robert Mifsud	3		14						<b>17</b>	<b>13</b>
Karen Lennox							18		<b>18</b>	<b>11</b>
Darren Taylor							16		<b>16</b>	<b>14</b>
Tanya Arthur		13m			1				<b>14</b>	<b>15</b>
Jann Sinfield	12								<b>12</b>	<b>16</b>
Mathieson Trevitt				8m	1				<b>9</b>	<b>17</b>
Steve Cox	7m								<b>7</b>	<b>18</b>
Elizabeth Gilhome			2						<b>2</b>	<b>19</b>
Martin Forbes			2m						<b>2</b>	<b>19</b>
Chris McDonald						1m			<b>1</b>	<b>21</b>



*Note from the editor:*

*Heather Dux has kindly agreed to assist Shane and I with our fund raising for The Cancer Council in preparation for the Shit Box Rally, NZ , 2017. Heather has again organised great prizes for her annual charity fund raising Alpine Raffle, a classic. I have some prizes organised as well but I can't compete with Heather's home made goodies so I have decided to add a Navin favourite prize but.... You need gold coins to participate. So if you feel inclined, raid the money boxes, tins and jars for your gold coins and bring them along.*

*With thanks,*

*Jen*

The 2016 Alpine Classic is on again!

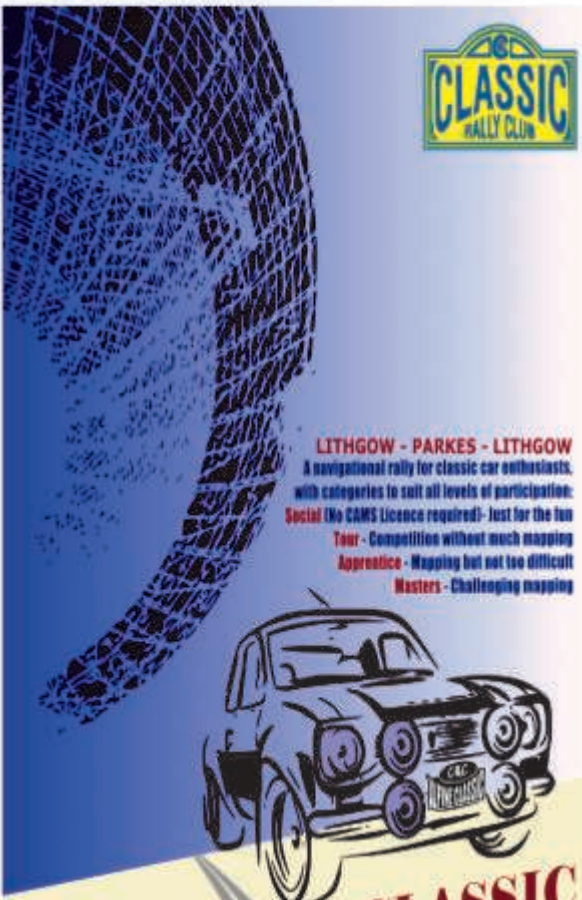

We now have Police, CAMS and Council approvals in place. The instructions have been written and the accommodation is booked. All we need now is your entry!

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.**



**LITHGOW - PARKES - LITHGOW**  
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  
**Masters** - Challenging mapping

**2016 ALPINE CLASSIC**  
**22 - 23 October**

An event by the CLASSIC RALLY CLUB Inc.  
classicroallyclub.com.au      facebook.com/thealpineclassic  
alpineclassic@hotmail.com      Ross 0409 810 553

## 2016 ALPINE CLASSIC RALLY

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If you're reading this and were thinking of entering this year's *CRC Alpine Classic Rally*, the club's premier TRE rally, the only timed event available to you for this type of navigation, then sorry you're too late! Entries closed on Friday 23<sup>rd</sup> September 2016 and we have closed the books.

Ross Warner has put an enormous amount of time and effort into getting all the approvals in place for this TRE to run; Police, Fire, Traffic Management, risk assessments, all Shire, safety management for RMS controlling driver fatigue... Ross has done a great job on the instructions. Apprentices will have the extra clues over Masters but will also have the reasons why which then becomes some mentoring to help Apprentice navigators learn along the way. There is no mapping in Tour or Social Tour, There are no cryptic questions, colour or counting questions, all questions are there to make sure you travelled the correct route. The questions are prominent and easy to see, generally one or two words that you fill in the missing letters; created using our new computer program which has been designed to leave out certain letters to the question.

Don't forget it's a timed rally with a possible average speed section within some sections. Also there is a manoeuvrability test at the end of Saturday rally which is at the Parkes Showground Arena. This is not a Motorkhana. The section instructions will provide a diagram of the course and instructions of which garage to use. The navigator plots the route and the driver carefully puts the car in and out of the garages; simple.

Dinner will be held at the "Dish" and buses are provided to and from the venue. Sunday start is in the main street of Parkes, closed off to traffic for us and away we go again back to Lithgow.

Thank you to those that have entered, we believe you will enjoy another great *Alpine Classic Rally*.





The Classic Rally Club have quite a few entries into this event and if you would like to be part of it hurry up and ring Bob Watson for more information. Supp Reg are on their website. There will be a rally presentation dinner at the halfway point on Saturday night 12<sup>th</sup> November 2016 at Penrith Panthers League Club and you could also see the cars in action early on Sunday morning at Special Stage Eastern Creek Dragway dirt rally sprint course.

*“2016 will see the **50<sup>th</sup> anniversary** of the first running of one of Australian rallying’s most famous motor sport events, the **Southern Cross Rally**. It was Australia’s first truly International rally, attracting top factory teams and the world’s best rally drivers and was run from 1966 to 1980.*

*The **Southern Cross Gold Anniversary Rally**, a Touring Road Event, will start in Albury on November 9 and proceed through Gippsland in Victoria to Canberra and Sydney, then on to Port Macquarie and finishing in Coffs Harbour on November 19. The finish will coincide with the running of **Rally Australia**, the final round of the 2016 FIA World Rally Championship. To cap off what will be an exciting ten days of competition and social activities, competitors in the **Southern Cross Gold Anniversary Rally** have been invited to participate in the Coffs Harbour Super Special street stage of **Rally Australia**. This will be a special and exciting finale to what will be an exceptional event. More news on involvement with **Rally Australia** later.*

**Entries:** Entry applications for the Southern Cross Gold Anniversary Rally will open in March 2016. The entry fees for the full event and the “option” events will be announced at that time, but will be well below \$2000 for the full event.

*When accepting entries priority will be given to those persons who competed (driver or co-driver) in any of the original 15 Southern Cross rallies. A large field is expected, so applications must be accompanied by a non-refundable fee of \$500, which will of course be deducted from the entry fee.*

**Further information:** Information about the Southern Cross Gold Anniversary Rally will be available from the following:

**Website:** <http://southerncrossanniversaryrally.com.au>

**Facebook:** [www.facebook.com/southerncrossanniversaryrally](http://www.facebook.com/southerncrossanniversaryrally)

**Twitter:** @southcrossrally

The Southern Cross Gold Anniversary Rally website will be linked to the Historic Rally Association Inc. website [www.hra.org.au](http://www.hra.org.au)

## ANNUAL PRESENTATIONS & CHRISTMAS LUNCH FUNCTION

**SUNDAY 27<sup>TH</sup> NOVEMBER 2016 FROM 11:30/12 NOON** - BYO DRINKS  
CASTLEREAGH COMMUNITY HALL – 1158-1160 Castlereagh Rd, Castlereagh NSW 2749

### **XMAS FUN RUN RALLY ORGANISED BY GARTH TAYLOR & PAUL MARTIN**

Free to CRC members & family (small fee to non-members)

*RSVP – Lunch / John Cooper 0414 246 157*

*RSVP – Rally / Garth Taylor 0418 207 306*



### **2016 WRC COFFS COAST**

**\*\*\*\*\* 10 PEOPLE NEEDED \*\*\*\*\***

Rally Australia need 10 or more people from our club to help with official duties at this year's WRC around the Coffs Harbour NSW area.

"Drawback – need to find your own accommodation and costs."

The big bonus is you would be up close to the action, seeing the WRC cars as well as the others. Need road closures/stages, officials/team (official's licence preferred but can work under supervision). Required between Tuesday 15<sup>th</sup> November until Sunday 20<sup>th</sup> November or part thereof.

**THE CRC MAY BE ABLE TO GAIN A SMALL DONATION TO OUR CLUB FUNDS IF WE CAN HELP OUT**

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*Father and Daughter Team: Steve and Heather Brumby*





*Our wonderful hard working and for ever smiling officials who work hard behind the scenes of the rallies  
To get us to the.....  
All important lunch stops, safely. Thankyou all!*



# Only the Irish.

Financial Planning explained by an Irishman in the Outback.

From Garth.

Paddy bought a camel from a farmer for \$100.

The farmer agreed to deliver the camel the next day.

In the morning he drove up and said, 'Sorry son, but I have some bad news. The camel's died.'

Paddy replied, 'Well just give me my money back then.'

The farmer said, 'Can't do that. I've already spent it.'

Paddy said, 'OK then, just bring me the dead camel.'

The farmer asked, 'What are you going to do with him?'

Paddy said, 'I'm going to raffle him off.'

The farmer said, 'You can't raffle a dead camel!'

Paddy said, 'Sure I can. Watch me. I just won't tell anybody he's dead.'

A month later, the farmer met up with Paddy and asked, 'What happened with that dead camel?'

Paddy said, 'I raffled him off. I sold 500 tickets at \$2 each and made a profit of \$998'

The farmer said, 'Didn't anyone complain?'

Paddy said, 'Just the guy who won. So I gave him his \$2 back.'

Paddy now works for the Commonwealth Bank but yesterday Paddy got an offer to work for the Prime Minister as a Financial Planner!

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 <a href="mailto:crc.editor@classicrallyclub.com.au">crc.editor@classicrallyclub.com.au</a>
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 <a href="mailto:crc.editor@classicrallyclub.com.au">crc.editor@classicrallyclub.com.au</a>
	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 <a href="mailto:crc.editor@classicrallyclub.com.au">crc.editor@classicrallyclub.com.au</a>
	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 <a href="mailto:janemorey@ozemail.com.au">janemorey@ozemail.com.au</a>
	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; <a href="mailto:xanth@primus.com.au">xanth@primus.com.au</a>
	16/09/16 Deadline for September edition of Club magazine		Jen Navin <a href="mailto:crc.editor@classicrallyclub.com.au">crc.editor@classicrallyclub.com.au</a>
	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 <a href="mailto:alpineclassic@hotmail.com">alpineclassic@hotmail.com</a>
	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 <a href="mailto:crc.editor@classicrallyclub.com.au">crc.editor@classicrallyclub.com.au</a>
	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](http://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	<a href="http://www.classicoutbacktrial.com.au">www.classicoutbacktrial.com.au</a>
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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.