



Rally Directions

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

APRIL—MAY 2017



A spin on the Sheffield stage, day 3 Targa Tasmania,
Targa car 667 took one for the CRC.

It will buff out?! Just ordered a new sticker too.

In this issue: Targa Tassie Tales, 2017, April Fool's Rally, Club point scores. Info on rule changes ect. A Wollondilly experience.

Upcoming events: * Rally of the South
(Full details inside) * Tour d'Course

***PLEASE NOTE: THE SHEEP STATION RALLY HAS BEEN RESCHEDULED TO:
23rd OF JULY 2017.**

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Classic Rally Club Inc.,
The Secretary,
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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

JOHN'S JABBER

Hi everyone!

We are well and truly into the rally season with two club rallies down, The Wollondilly 270 and the April Fools Rally, and another just about on us now, Rally of the South. My sincere thanks to all those people who take the time to put the events together and the officials who help out, without you guys we wouldn't have rallies to run in.

Yes, Rally of the South 28th May. I will be doing sweep as my navigator Ross Warner is over in Italy checking out the Mille Miglia Rally, getting ideas for this year's Alpine Classic no doubt. Speaking of Ross, he has done another great job with the Alpine this year, expanding our presentation of this rally, combining with the Yass Classic Car Festival and giving you one hell of a great run through the Snowy Mountains area. Check out the Facebook page and now the Alpine has its own webpage, where eventually you will be able to register, enter and communicate all online. What will they think of next?!

Congratulations to all that ventured down to Tassie for Targa; a lot of clutch problems I believe, may be a few stories to come out of the Tassie week.

A change of date has occurred, thank you to Jonathon and Tina for co-operating as the Shannon's Eastern Creek date was moved forward to 13th August 2017, the scheduled Sheep Station Rally for the same date has been moved to 23rd July 2017. Sorry about any inconvenience. Don't forget, Tony Wise's Alfa/CRC lunch run on 25th June, then off to Gosford for the Motor Museum in the afternoon.

CRC Club Legend Gerry Crown and Club Ambassador Matt Bryson have returned from a reasonably successful rally from one end of Japan to the other. Hear all about it at the June club meeting when Matt will tell us all the goss and why they only came 5th (still not bad eh?).

Club members John Henderson and Jeff West are again in America for another Trans American Rally. We wish them well and no doubt will hear all about it upon their return. You can follow along on Facebook 'John and Jeff do Pan Am 2017'.

That's about all from me.

See you on the rally road, if we can find it!

Cheers,

John



Here's one more pic from Targa to brighten the day of Pres John Cooper who's been thru the wars with his back injury....



COMPETITION SECRETARY REPORT

It's been so long since my last report I am a little out of practice so will go back to basics.

PAST EVENTS - APRIL FOOLS FUN RUN

Although this event is old news, this is the first chance I have had to thank all of the club members who entered and in particular

thank the loyal Officials who stepped-up and ensured that the event would go ahead as planned. A big debt of gratitude goes to the following: Glen and Joyce Innes, Gary and Wendy Maher, Glenn Evans, Jocelyn Vettoretti, Garth Taylor, Steve Blair, Janice Foo and Paul Bailey.

A special mention however must go to Mike Batten, who in my absence, stepped-up at the 11th hour to take over as Director/Clerk of Course, foregoing his own entry in the Event. That he took on the task speaks volumes for his commitment to the CRC - Thanks Mike.

I understand that results are posted on the Club website so congratulations to all place-getters in the various categories. I'll get you next time!!

UP-COMING EVENTS - RALLY OF THE SOUTH This will have been run by the time you read this so I look forward to

having final placings and details in the next edition of Rally Directions.

AROCA LUNCH RUN - SUNDAY 25TH JUNE

Unlike previous years the Event this year will not be a competitive Touring Assembly and will not therefore be a point score event in the CRC Championship. I hope however that members will turn out in force to support AROCA, whose members have provided so many entries over the years in our own Events.

SHEEP STATION RALLY - SUNDAY 23RD JULY

A new Event being run by Jon Mansell and Tina Porod, who have jumped in the deep end and put their hands up (apologies for the mixed metaphor) to have a go at organising a one-day rally. I have been providing assistance and encouragement since the work involved is a lot more extensive than many think and can come as a big time-consuming shock. The navigation instructions, based on Jon's route, are being put together by myself so you know what to expect - simple Instructions and no tricks! Club members are encouraged to enter, especially since any new Director deserves good support. The Event will start and finish in Kiama so will be using roads that have not formed part of our rallies for quite some time. Entry Form and Supp Regs should be on the website as soon as approved by CAMS.

LATER IN THE YEAR

Probably too early to get into details at this time but I know that the organisers of our last 2 rallies of the year - MGCC SPRING CLASSIC and CRC ALPINE CLASSIC - are hard at work planning these Events. Check out the dates and other info on the Club website.

Finally, on a very personal note, I would like to thank all of the Club members who have supported myself and my family as we have dealt with the loss of our grand-daughter Sophie. One day, when time has had a chance to lessen the pain, I may organise another SOPHIES RUN in her memory.

TONY NORMAN - CRC COMPETITION SECRETARY

IMPORTANT NOTICE- FOR ALL MEMBERS OF THE CLASSIC RALLY CLUB INC:

NOTICE OF MOTION TO AMEND CRC INC RULES-

The NSW Government has, in 2016, revised the Associations Incorporation Regulation. This is the legislation that covers clubs such as the Classic Rally Club, and provides a legal framework for the operation of our Club, and many other similar clubs/associations.

In response to this process, the Classic Rally Club Inc, needs to update its Rules (dating from 1998) to accommodate some of the legislated changes, and preferably by September 2017. In most part these changes are minor and reflect more modern ways of engaging with our members such as by email- which weren't so commonplace many years ago when the existing rules were drafted.

Like many other similar clubs, the existing CRC Inc rules are very heavily based on what are called the model rules, and we envisage the updated model rules will still be applicable, in the most part- to how the CRC Inc wants to conduct its activities. The model rules are the procedures that define how a typical association or club, such as ours conducts its activities to acknowledge principles of the member's needs and expectations, fairness, effectiveness and transparency, and sound management generally.

To avoid higher costs with this process to update our rules, we need to pass these changes via a specific vote at one of our meetings, and to register the adoption of the changed rules before the end of September 2017. Accordingly this motion will be proposed and voted on- at, we presently expect- the July meeting of the Club. If this date is to change, such as a postponement to the August 2017 meeting, then an updated further advice will be issued to members.

Meanwhile, the full content of the proposed new rules for the CRC Inc operations, with respect to defining how the Club will meet its "new" NSW legal obligations, for the conduct of its operations, via new rules, will be posted on the Club website soon.

The CRC Inc Executive Committee strongly encourages all members to peruse the proposed new rules and to raise any concerns with the Secretary or the President, by telephone, email or letter, well before the meeting at which the vote will take place. In the main the Executive Committee believes these changes are only of a procedural nature- and they will have no adverse impact on the smooth operations of the Club, only improvements by legally enabling more modern forms of communications. We are sure that an examination of what the new rules actually say in normal modern English, will remove any mystery from what may sound like a complex legal process. It is definitely not the intent of the NSW Government or the Club to make operating the Club more difficult or complex, or to remove the rights of members.

This notice is issued on behalf of the CRC Inc Executive Committee, April 27th, 2017.

Rules for the Classic Rally Club Inc. Championship

Championship categories

There will be three Championship categories, designated as Masters, Apprentice and Tour.

The club Committee will determine which events will count towards the club Championship and this will be shown on the club website. The main requirement will be that an event has at least 300 km/day (average) of navigational rallying. If run in the Sydney region where there is a lot of built up areas the event may be conducted with less kilometres.

Basic scoring system – events with 3 categories

Championship points for events with three categories of entrants corresponding to Masters, Apprentice and Tour will be as in the table below.

Members acting as officials will be eligible for the Championship if they also compete in at least three events. They will receive the points equivalent to a place in an event in their chosen category as shown below:

Rally Director, Clerk of Course, Event Secretary etc:	3 rd
Other Officials	5 th

One day events				
Masters		Apprentice		Tour
1 st	20	1 st	15	1 st 10
2 nd	19	2 nd	14	2 nd 9
3 rd	18	3 rd	13	3 rd 8
4 th	17	4 th	12	4 th 7
5 th	16	5 th	11	5 th 6
6 th	15	6 th	10	6 th 5
7 th	14	7 th	9	7 th 4
8 th	13	8 th	8	8 th 3
9 th	12	9 th	7	9 th 2
10 th	11	10 th	6	10 th 1
11 th	10	11 th	5	etc 1
12 th	9	12 th	4	
13 th	8	13 th	3	
14 th	7	14 th	2	
15 th	6	15 th	1	
16 th	5	etc	1	
17 th	4			
18 th	3			
19 th	2			
20 th	1			
etc	1			

Two day events				
Masters		Apprentice		Tour
1 st	40	1 st	30	1 st 20
2 nd	38	2 nd	28	2 nd 18
3 rd	36	3 rd	26	3 rd 16
4 th	34	4 th	24	4 th 14
5 th	32	5 th	22	5 th 12
6 th	30	6 th	20	6 th 10
7 th	28	7 th	18	7 th 8
8 th	26	8 th	16	8 th 6
9 th	24	9 th	14	9 th 4
10 th	22	10 th	12	10 th 2
11 th	20	11 th	10	etc 2
12 th	18	12 th	8	
13 th	16	13 th	6	
14 th	14	14 th	4	
15 th	12	15 th	2	
16 th	10	etc	2	
17 th	8			
18 th	6			
19 th	4			
20 th	2			
etc	2			

Scoring system – events with different categories

For events with only one entry category, Championship points will be allocated to competitors in each Championship category at their level of entry. For example, if an event is run at Tour level only, Masters competitors will have Tour level points added to their Masters point score.

When an event has more than one category that does not directly correspond to Masters, General and Tour, the club Committee will inform entrants before the event how that event's categories will be treated in Championship scoring.

Qualifying results

To be eligible to score points in the Championship a competitor must be a Current Member of the Classic Rally Club on the day of the event.

A competitor's score for the Championship will come from their best days of rallying (i.e. highest scoring) in the year. A maximum of two thirds of possible Championship rally days will count towards the Championship. This two thirds of days to be counted will be rounded to the nearest whole day. To clarify, if there are 9 rally days in the Championship year, a competitor's best 6 days will be counted. If there are 10 rally days, then 7 days will be counted; if 11 rally days then 7 days will also be counted.

A two-day rally will be treated as two rally days of equal score.

For each competitor, their Championship category will be that of their first rally of the year. They may change categories until the end of their third event for the year with their point score then being adjusted on the basis similar to that in the paragraph of this document headed "Competitors competing outside their chosen category" The Championship points scorer may adjust a competitor's category any time before the last event if it is shown that majority of events the competitor has competed in is different to the one in which he or she is currently listed.

Competitors competing outside their chosen category

If a competitor chooses to compete in an event at a level different from their chosen annual level of competition, they will receive either the placing points applicable to the category entered in that event or the equivalent placing points for their annual chosen category, whichever is the lower.

Eligible vehicles

For inclusion in the Championship an entrant's vehicle must be eligible to be on NSW H-plates i.e. be notionally at least 30 years old at the beginning of the year, or a model run-on. Model run-ons are defined as having identical body shell, engine and suspension as the H-vehicle equivalent. Minor variations such as trim details are acceptable.

Safety related modifications are acceptable for all vehicles. The Eligibility Committee will adjudicate in the event of a vehicle dispute

A modern vehicle may be substituted for two rally days each year and the entrant still qualify for inclusion in the Championship results.

Eligibility Committee

The Classic Rally Club Committee has appointed John Henderson, John Cooper and Tony Kanak to comprise the Eligibility Committee. Other club members may be asked for detailed advice on certain makes of vehicles.

28th March 2017

After 25 years of Targa Tasmania there are still many 'firsts' to be had.....

1/After last year's experience of spending hours in the cold one night fixing the car it was decided that for safety sake, and to ensure that the driver and navigator were well rested for the next day's challenges, this year Team Navin would use the services of a professional spanner crew for Targa. So this left me free, so to speak. Instead of running after the guys I could now get from place to place at my own pace and 'legally' shop and sight see on the way. Way to go Jen!

2/The 'top-of-the-range' Ferrari, La Ferrari made it's way to Tasmania this year. It is the only La Ferrari in Australia and one of twelve Ferraris competing in the Targa Tour stage. The event marked the first time the new GT C4 Lusso, one of only 499 made in the world, was displayed in the Silverdome at Launceston and competed on the first day of the event. Having the car at the Targa was a way to celebrate the 70th anniversary of Ferrari. Targa races are the traditional way of Ferraris and this is the most important Targa for the Southern Hemisphere.

3/Scrutineering day for Targa Tasmania. The Porsche 944 was in the Silverdome with all the other 170 cars. It was then I noticed a Datsun 240 Z 1972. Part of its race logo is an army fatigue print and then I saw the logo; Mates 4 Mates. Mates 4 Mates is a not for profit charity, initiated by the RSL QLD, supporting current and ex serving ADF members (and their families) who are wounded, injured or ill as a result of their defence service. The support they receive covers many facets of healing for both members and families. The support crew for this team involved veterans who assisted and sustained the race crew through the Targa; the Team themselves providing support to the veterans themselves. 'If only we had twelve more of these cars we could help so many more of these guys.'

4/ANZAC Day 2017, second day of Targa Tasmania 2017. In deference to ANZAC Day the GeorgeTown street stage was held between 14.00- 1600 to allow for the ANZAC Day ceremonies to be attended and respected. 2015 saw the Centenary celebrations of the landing at Gallipoli. Shane and I were in Tasmania then and attended the Dawn Service at the Launceston Cenotaph. 2017 is the 75th anniversary of the Battle of Papua New Guinea and the Kokoda Trail conflict. This year, a first for Targa, was a 6pm ANZAC service held at the Silverdome. Initiated by the Mates 4 Mates team it was a moving service that remembered not only the ANZACS and previous theatres of war but the men and women in our ADF'S here, at home and overseas. A special reference was made to those soldiers and the Fuzzy Wuzzy Angels of the Kokoda Track who fought for us and aided our soldiers to keep our shores safe. It was poignant to see the floral tributes laid on the bonnet of the car, a race car that was winning those tarmac roads of Tasmania, a car that acknowledged our veterans in their personal battles with health. It was humbling to spend 15 minutes reflecting on the enormous sacrifices that these men and women made and continue to make so that we may continue to live safely, here in Australia. Team Navin all proudly wore medals of my mother and Shane's father and I was grateful for the Mates 4 Mates Team for giving us the opportunity to honour them at this unique service.

'We have had today so that you may have tomorrow'.



5/Serge is the meerkat and team mascot for a white Porsche 911 Carrera CS. Navigator Stuart Greaves is his owner and he decided to introduce Serge to his first and last Targa Tasmania 2017. Serge made the most of it ! He was at the drivers briefing , the welcome drinks and pub nights and dinners. Down time for Serge saw him in deep reflection on the shores of Macquarie Harbour, Strahan or in the playground at Bernie. He enjoyed the cuddles from Alice, Targa's Senior Administration Officer, to high fives from any one who would take him on. Serge was always available for a second opinion on the mechanical issues of a car and at one stage was seen to be in deep discussion under Team Navin's Porsche with Ben, the mechanic, over an issue with the gear box and he consulted with the officials at the finish of stages, his input being gratefully welcomed. Serge crossed the finishing line at Hobart on a high having successfully finished all stages of the Targa. He was duly presented with his medal of completion and decided to retire from further Targas. His days were followed avidly on Face Book by many. He is missed.

6/ There were three members from the Classic Rally Club who were competing in this year's Targa Tasmania; Geoff Bott driving a Nissan Skyline R33, Steve Brumby driving an 1999 Alfa GTV and Shane Navin in the Porsche 944 Turbo. Geoff again raised money for prostate cancer research, the bonnet of his car bearing signed witness to the importance of this cause. All three had issues with their clutches and Geoff decided to rename the Classic Rally Club the 'Clutch Repair Club.'



7/ Targa Tasmania gives to the state an added dimension of world interest. For six days Tasmania hosts the largest tarmac rally in the world. There is wide Australian and international interest and spectators line the routes and visit the TargaFests

to see these classic and modern cars race the roads and joust with the challenging road conditions that are unique to Tasmania. This year Shane was invited by Chris Hope, owner of a Nissan Skyline R33, to visit a Launceston residential care facility where his sister works. Chris does this each year. It was great to be able to chat with these residents about the cars. They look forward every year to this visit and get a thrill from having a spin in the cars. I spent quite some time with a gentleman whose knowledge of Targa goes way back to the first one where he was a volunteer using 'the stop and go flag.' He didn't last long as no driver took any notice of him so he downed his flag and went! But his memories of that time remained as clear as yesterday and seeing the cars gave him a lot of joy.

8/ This year I took Cordelia, my grand daughter, and it was great having her company. We went on a reccie with the guys and quickly learnt about crests, 7 lefts, six long rights and go, go, go! Cordelia and I then put all we learnt into action whilst driving to Strahan on some of the Targa stages. Cordelia quickly learnt that 'there is a lot to this Targa business.' It is not for the faint hearted but as long as you walked away at the end of the day, car, body and soul together and you had finished your stages for the day; all was good.





Geoff Bott with his Nissan Skyline R33 in a good position.
Geoff checking to see if the clutch is still hanging in there!



9/ Cordelia's and my first up close and personal encounter with a Tasmanian Devil called Mathusa.

It may have been wet, we had no ponchos and we were the only ones traipsing around feeding the kangaroos and checking the bird and reptile life at Trowunna Wildlife Park but we did have an intimate encounter with these amazing marsupials. They are not the feisty, ferocious animals that most people perceive them as. In fact they are shy and rather inquisitive just like Mathusa who enjoys a cuddle.

Thanks to the wonderful research that is happening at this wild life sanctuary, the devil facial tumour disease that was putting this already at risk marsupial at a high risk of extinction, is being positively treated and cured. But this is not the only 'predator' of this animal and other natives; the human in his metal machine on four wheels is also at fault as is evidenced by the fresh road kill that Cordelia and I saw driving the roads early in the morning to beat the road closures.



10/ Being in the top ten of their class....

Each year we have competed in the Targa Tasmania I know Shane and Ashley have a secret desire to podium. Which competitor doesn't dream? But in reality the real aim in this race is to finish each stage safely and to have fun...safely. This year Team Navin finished the first day in the top four of their class. Things were looking good. But further on into the week issues with the gearbox emerged and they slipped further behind. All stops were put out by the terrific service crew but it was decided to make the best of it and to try and finish the race as is and it happened! With no reverse or first gears but with great driving from Shane and solid navigation from Ash, Porsche 667 crossed the finishing line at Hobart in the top ten of their class. It was magic. Targa Tasmania 2017 over for another year. A very happy team loaded onto the ferry for the mainland on Sunday night. Two weeks later and Targa Tasmania 2018 has been booked with new dreams a brewing.



Jen Navin

No longer Support Crew for

Porsche 944 but Team Manager....

(Someone needs to continue with the washing, meals, valet and baggage service, accommodation check in and other essential shopping!)

After Shane had refuelled with calories, Shane and Ashley get ready to head out for another Targa stage.



Some CRCers at Targa 2017 – A lesson for us all.

Wayne Gerlach.

There were a number of CRC members at Targa Tasmania 2017. They represented the club well and all finished with smiles on their faces for a job terrifically well done.

However, there was one gremlin that reared itself for each of these players.

Geoff Bott with co-driver Ray Farrell in the Nissan Skyline R33 GT-R beast ran very fast times in the Duttons Early Modern category. They did miss all of Day 4 with **clutch** problems, but came back with a vengeance to set good times again on the final two days.

Shane and Ashley Navin in the classy Porsche 944 turbo went great guns in Shannons Classic category, until **clutch** fork problems kicked in on Day 5. Shane wondered whether to spend an all-nighter undertaking repairs, or whether to continue the final day with only 2nd and 4th gears and then get a complete clutch overhaul done when the car got back to Sydney. He chose the former and went on to set some very impressive times with only a two speed gearbox and still finished 9th in the Classic competition.

Steve Brumby with co-driver father-in-law Allan Phillips had an awesome time in the TSD Trophy category. First timers in this competition, they spent every day in 4th position waiting to pounce as one of the top three cars fell over. Then, on the final 36th stage of the event on day 6the **clutch** gave up on the very well prepared 1999 Alfa GTV ! They slid from 4th to 8th, but still finished with big smiles knowing that team Brumby can certainly be podium contenders in future.

I spent the week driving a support vehicle for Jim and Evan Kelly in their big Audi RS6 in TSD Trophy competition. Alpine Rally contestants would remember Jim and Jill with the RS6 at Start Controls a couple of years ago. By the time they figured out exactly how Targa TSD competition worked it was too late for them to retrieve a position on the leader board, so they just drove the stages having fun. Evan taught his dad that the 570hp Audi can go very quick around corners as well as awesomely fast in a straight line.... and because their car was an automatic they didn't have **clutch** problems.

I saw Targa from the other side. Having done seven Targas previously in competition with a mixed bag of good and bad results. And yes, for Dianne and me one of those years included a snapped **clutch** cable at speed !

So, Lesson for all of us: Test and check your clutch before an event .

Wisdom is foresight with hindsight....It's easy to be wise after the event !

**STEVE BRUMBY CHECKS A GOOD
LOOKING ENGINE BAY.**



Roads are closed in Tassie for the Targa so some shops are closed too. But watching world class cars race these brilliant roads in this beautiful state certainly makes up for it.



It was a rally that could have been made for me, and a rally that wasn't really meant to be.

My CRC history started at the social as a driver with the 2013 and 2014 Tours d'Course. I then did the last Pas de Deux as a Tour navigator at the end of 2014. I then did four apprentice level events in 2015 as a navigator, the first of which was Highway 31 Revisited. This was the first of four Tony Norman rallies that I have now done.

Highway 31 Revisited had a very similar structure to the April Fools' Day Fun Run (Part 2), with the start and finish in Mittagong and lunch at the Wollondilly Public School. In that rally I got lost almost immediately, struggling to work out that the Wombeyan Caves Road was the correct one to take and forgetting the T-junction rule. I got as far as the manned passage control at Wollumbi Road before deciding to cut and run half run through the division.

I remember one instruction in Division 1 was to visit a five-way intersection which is near Brayton. Through all my drives in the Canberra region, including finding routes for Alfa Romeo club drives, I've never been to Towrang, Carrick, Brayton, or even through the north side of Marulan. Before the April Fools' Run, I knew with the lack of road options to avoid the freeway, I would finally get to most of these towns.

The second division went much better, being on target to finish with a respectable number of errors until I made a mess of my first ever herringbone. Approaching the final control from the wrong direction isn't ideal, but Andrew and I did get to explore the more industrial bits of Mittagong.

The rest of my events in 2015 yielded similar results: about second last place in Apprentices. I got a third place at the start of 2016 with the Wollondilly 270 but I still didn't fully understand what I was doing, especially working with Andrew, to find Z boards (the recent Alpine and Wollondilly 260 suggest no change there). Next up was Tony Norman's Compass Run. In that event I remember saying to Andrew that we had got through the first 45 km without having to turn around. We made at least three errors on questions by not answering them correctly. Getting any one of them correct would have been enough to win the event.

In the wash-up to the Compass Run, Tony suggested that with the large gaps between the best and worst cars in Apprentices that for the Sophie's Run event he would make the Apprentice instructions simpler, and encourage the better Apprentices to step up to Masters. Being in a modern car I took the bait as there were no championship consequences.

Sophie's Run turned out to be one of Tony's easier events, with two cars clean-sheeting Masters. I got a joint third place in Masters on debut (out of six entries), with the only errors on questions. In the advertising for the rally, Tony mentioned that he would be taking a break from being the competition secretary and being a tour director. As it turned out, nobody nominated for competition secretary, and with the Barry Ferguson Classic not being run this year, there are now only eight days of rallying this year, with Tony still running one event and assisting Jon Mansell with another.

Come rally day, and an early start in Canberra, with Andrew picking me up just after 5:30 am. I'd gone over the supplementary regulations and noted that Tony had highlighted out-of-bounds instructions, including that these would apply for both divisions if specified in the first division. That turned out to be a bit of a Greens-to-Communist herring, as it was only the deemed mapped roads that applied to the whole event. Still, at lunch time, I overheard that some people were magnetically attracted to the deemed mapped roads that applied in the afternoon.

We got to Mittagong and fuelled up at the Caltex just north of the RSL as the Shell service station to the south had been turned into a new apartment complex. My first bit of luck was that Jan and Mal

Sinfield pulled up next to us and I could get my CAMS officials form signed for the Southern Mountains Trial Revisited. Unfortunately – note to Mal and me – we only completed half of what was required, so catch you at Mittagong again for the Rally of the South.

Tony had arranged for Mike Batten to take over as clerk of the course on the day. Mike would have been driving in apprentices for Peter Reed, rather than being the man to beat in masters' navigation. Mike, following Tony's script, offered marriage counselling after the event at the RSL bar, while modelling the latest range in Tour Director personal protective equipment.

The rally started with a short route chart to get us on our way to Via 1 in Mittagong and Via 2 was near Sutton Forest. Tony had used combinations of road distance markers before to define routes, but this one was quite simple. We came into Berrima and sailed past the first question while I was plotting the route to Via 3. In the spirit of a fun run, I told Andrew to stop, get out, and walk, so I could use the two minutes of a stable car to plot more accurately. Missing the question also meant that we stopped following Graham and Phill in the Volvo.

Immediately after Via 2, there was a mapped unsealed road that we had to take. Ahead of us at the Illawarra Highway junction had been Peter Reed's Dakar Rally-winning X-Raid BMW tribute car, but waiting for through traffic meant Peter got well ahead of me. Part way along the unsealed road, which is straight on the map, it kinked to the right. Shortly after was a left turn continuing the in original direction. I don't know if it was great navigation from Peter in his first apprentice rally, or if his instructions gave a hint. However, in my indecision, we went on a few metres on the original road, confirming it was going in the wrong direction. The Morey's Alfa GT added to my certainty as we turned around. All up, less than 100m in the wrong direction and no harm done.

Exiting Sally's Corner, disaster struck. Not for us, but following the Reece and Judi's 928 as it accelerated, it left a bit of white smoke. They went to turn right too early for Hanging Rock Road and came to a stop. Accelerating again there was a lot of white smoke and we stopped at the entry of Hanging Rock Road to see if we could be of any assistance. Graham and Phill went by as we waited, presumably after a navigational adventure.

Between Via 4 and Via 5 the instructions had us looking for a windpump and repeater stations and crossing a line that goes through two points. I knew that Tony was quite happy to extend the line either side of the two reference points, but in this case he dropped a strong hint that the line might continue further south. It still took me quite a while to find the \$^@\$!#% windpump.

Andrew had some uncertainty as to what the speed limit was when we went past the rally radar in Marulan, but we confirmed at lunch that we were ok. We had a bit of chat with Glenn and Joyce Innes, and Glenn said positive things about the content of our card. Coming out of Marulan South, disaster struck again as the Austin 1800 had a problem with its left rear. Andrew was able to lend Gary and Mark something out of his tool kit while I plotted the herringbone. In my two years of doing these events, I have found I'm most likely to accrue penalties or just get lost in towns. For Goulburn it would be a mapped herringbone. After checking the start point about five times and reading the instructions carefully I had our route sorted. We stopped before the herringbone started for a bathroom break, and this was a larger diversion than our U-turn near Sutton Forrest, possibly totalling 300 metres all up. Getting through Goulburn proved straightforward.

We just had one more via to get through before lunch, and a couple of questions to answer. Andrew discovered after reading them again that questions 11 and 12 were switched in order. With our stop in Goulburn Graham and Phill had got ahead of us again. After passing question 11, we saw them heading the other way, obviously looking for question 11. These questions were on the route of a

Loop, and Tony had baited us with VRC boards in view in both directions leaving a road junction. I wasn't sucked in, and we went through Via 7 in the correct direction and made our way to lunch. With the exception of the left turn we initially missed in Sutton Forest, I had managed to navigate an entire division with no navigational errors. With no errors, even with our two stops to assist other cars, we were still quite early for lunch. The contrast to two years ago was stark. This time, at least for the morning, the dastardly Tour Director (Tony) hadn't defeated me.

I did start wondering later in the week whether I had recorded questions 11 and 12 in the correct boxes (I hadn't). But at lunch talking to a few of the other navigators, I got the sense that there had be a few dropped points out there and I was still in with a shot at winning.

The afternoon started with a long route chart to get us around some unmapped roads, and then an instruction to cross powerlines six times, including a 2.8km powerline. It wasn't clear to me whether this was a simple length of a line, so I asked Mike Batten, as the Clerk of the Course, before we set off. With that clarification, I identified the correct loop around Goulburn, although we again drove straight passed the question. This time I didn't make Andrew walk.

The next instruction for masters was fairly simple provided you drew a 5km diameter, not radius, circle, indicating that we would be taking the road through Towrang, and not Carrick, to get to Brayton. We initially missed the turn to Brayton as I was still trying to confirm the correct intersection for Via 3. An instruction about longitude and latitude lines being deemed to be due N-S and E-W respectively left me a little discombobulated. The only other time I had used tulips in rally instructions was my first social tour event in 2013, and I was the driver. So I wasn't really sure what I was looking for, but was pretty confident we would be taking the Highland Way. After passing Mike Batten in his Focus RS on the wrong road as we found the right way through Marulan, I got things back on track.

There were various activities around Bundanoon, including a cycle race and Brigadoon. We went via some roads I had never driven before. I initially got my logic wrong for getting to the next via point, and went beyond a road the Masters and Apprentices took, but not the Tour. We also went past a VRC, recording it and forgetting to delete it when I got the route to the via correct. Twelve points right there which turned out to be the difference between first and second place.

After the via, we turned east towards Exeter to start a loop and things got confusing as a question didn't turn up as expected. There also wasn't anything to indicate which side of the railway line to take on the second time to Exeter. We guessed the two questions and headed for the next via point, with me feeling a bit frustrated. A manned passage control helped us out, confirming that we were 4 km ahead of schedule, and put Andrew on the lookout for the next question. Andrew then found the map trace really quickly and from there we got home pretty smoothly.

When we got to the bar at the RSL, I pointed out to Mike that the route I had taken complied with the instructions and was 4 km shorter than the route Tony wanted us to take. The other Masters had similar problems, but some remembered where the winery was, and others had map scaling powers far beyond mine to work out the route Tony wanted us to take.

My thanks to Tony and Mike for mostly allowing me to slay the ghosts from 2015 on my first morning as an apprentice navigator. At some stage I'll drive the road to Carrick to complete my road explorations of that area.

Martin Leaver.



He tried. He won. He left. Wollondilly 260 Tour 'intense'.

By Alan Cummine

In the first Wollondilly (2015), Sylvia and I would have done better than third except for our truly embarrassing mistakes (*Rally Directions*, April 2015). But from the start of 2016, my dear wife had to 'retire' from ten years of the Tour to manage our new accommodation enterprise, 'The Nest at Gundaroo'.

In the Wollondilly 2016, my garbologist mate Boydie from Murrumburrah agreed to sit in the navigator's seat for the first time ever. We did pretty well, but, sadly were not in the top three. Sniff! Being an ace rally driver (as watchers of the Southern Cross Re-run last November will bear witness), Geoff would always rather be the one on the left side.

My next first-timer was my rev-head high-school and uni mate Jim from Gosford. We came second in his first two events, and he intends to do more in 2017, when the dates don't clash with his locum surgery up and down the east coast.

For the Wollondilly 2017, I was accompanied by another long-time rev-head buddy, John 'the sheep whisperer' from Yass. I told him I had NO interest in parking with old 250,000 maps plotting roads that no longer exist. Nor did he. So he was happy to give the Tour a go.

And we won! By the skin of our teeth, to be sure: just one point. But a pretty good start to John's rally career. So I thought.

As we've come to expect, Mike and Peter set the Tour questions and scoring rules so as to not finish up with a handful of clean-sheeting winners. I applaud that approach. And many of the questions were genuinely clever without being smart-arsed. My one suggestion for future events would be to avoid questions that require a navigator to get out of the car and walk around (a village war memorial, for example) to find the answer. Awkward queues of cars are an undesirable consequence.

The roads this year were about as good as can be found in the Greater Sydney Basin while also testing the Masters and Apprentices. No matter how much we might dream otherwise, 'legal spirited driving' and 'proximity to Sydney' have, sadly, become mutually exclusive. It presents a serious challenge for a CRC one-day rally director to find an acceptable balance, and I reckon Mike and Peter do as well as anyone can in the south-west quadrant. Inevitably, though, we spent most of the day confined to 80 km/hr.

Nevertheless, we still worked pretty hard! There was no time all day when you could *not* be paying attention. Many questions close together, lots of VRCs, cunningly positioned manned passage controls. The word 'entrapment' comes to mind. And, as we have experienced in the past Wollondillys—and also in Tony Norman's events—the map-reading sections are just right for Tour competitors, especially the constant measuring and transferring map to road.

So ... overall, we had a great day, and John did very well indeed, first go! Then when I phoned and asked him back for the April Fool's Run, he gave his apology. Why? "I've thought about it some more. And I think I found it a bit too intense."

Message to any Masters and Apprentices who think those of us who prefer the Tour are wimps ... Cop that!

Tour d' Course

25th June 2017

Something Different this Year

Tour d' Course will be a Combined Social Tour, using excellent driving roads finishing with our usual great Lunch. Total distance is 100km from the Cattai Start

We will organize North, South, East and West start locations for transit to [Riverside Oaks Golf Club, Cattai](#) for a combined start at 10am after Coffee on the terrace.

Lunch will be a 3 course Hot Buffet in a beautiful rural location at:

[Linton Gardens, Somersby](#) with plenty of parking.

After the relaxing lunch we have arranged an optional visit to the [Gosford Classic Car Museum](#). The Museum is 15 minutes from the Lunch venue

Only cost is \$35.00/head for Lunch plus the optional Museum visit entry.

CAMS Licenses and scrutineering are not required. Ideal opportunity to take that Historic registered special car for a Run

Entry Form with a pre pay facility for Lunch is essential for catering numbers and can be downloaded from calendar pages at:

www.alfaclubnsw.org.au

www.classicrallyclub.com.au

or Tony Wise 0417 211 848



APRIL FOOLS FUN RUN 2

Saturday 1st April 2017

Tour	Vehicle	Year
1 Heather Worth & Glenda Lawrence	Volvo 121	1965
2 Greg & Karen Yates	Mercedes 500 coupe	1980
3 Tony Quist & Alan Ongley	Mitsubishi Galant GTO	1973
4 Neil and Joy Hood	Mercedes Benz	1990
5 Kevin Peters & Denise Adams	Mini Cooper S	1970
6 Darren & Ruby Taylor	Lancia Fuvia 1.3	1969
7 Alan Cummine & Brian Doyle	Peugeot 504 TI	1973
8 Gerald & Cate Lee	Datsun 260Z	1976
9 Geoff Hemsall & Michael Malgo	Mazda RX8 Coupe	2007
10 David & Ryan Shaw	Ford Mustang	1965
11 Peter Eastham & Janice Yip	Volkswagon Golf	2007
12 Mathew Rath & Alana Dean	Chrysler Galant	1975
13 Dominic Votano & Tanya Arthur	Renault Fuego	1984
14 Wayne Brighton & Joy Williams	Toyota Corolla	1990
15 Reece Robinson & Judi Fenyo	Porsche 928	1982
Social		
21 Paul & Laurie Nelson	Chrysler 300 SRT	2012
22 Sergio & Irene Cariolato	Lexus RCF 003	2015
23 Douglas & Teri McMillan	Porsche 911	1998
24 Gary Fry & Mark Bowen	Austin 1800 Mk 1	1967
25 Peter Carton & Ken Kiernan ?	Hyundai Veloster Turbo	2015
Apprentices		
26 Shane & Jennifer Navin	VW Golf	2015
27 Tony Dirickx & Peter Reed	BMW X3 3.0D	2011
28 Kevin and Tom Payne	Alfa Romeo GT Jnr	1973
29 Joyce Lawrence & Sue Genner	Porsche 912	1968
30 Murray & Nikki Baker	BMW 1 Series M	2012
31 Jann & Mal Sinfield	Nissan 300 2X	1986
32 Collin Segelov & Simon Robinson	Triumph Stag	1977
33 Jon Mansell & Tina Porod	Nissan Bluebird	1984
Masters		
41 Bob & Teresa Morey	Alfetta GT	1976
42 Peter & Valerie Jackrot	Porsche 944	1986
43 Tony Wise & Lui Maclennan	Alfa Romeo	1974
44 Rob Panetta & John Henderson	Alfa Romeo	1972
45 Alan & Pam Watson	Toyota Celica	1984
46 Graham Pettit & Phillip Stead	Morgan Plus 4	1964
47 Andrew Inglis & Martin Leaver	Ford Falcon	2016
48 Ross Warner & John Cooper	Jaguar E-type	1971
49 Gerry & Carol Both	Alfa Romeo 105	1973

APRIL FOOLS FUN RUN - 2017	DIVISION 1							DIVISION 2							TOTAL POINTS LOST IN THE EVENT	FINAL POSITION IN CATEGORY	
	LATE ARRIVAL AT MAJOR CONTROL	WRONG DIRECTION INTO OR MISS A PASSAGE CONTROL	MISS OR INCORRECT RECORDING OF VRC DETAILS	MISS OR RECORD WRONG DETAILS AT QUESTION	ANSWER TO GUES QUESTION MISSING INFORMATION.	PENALTY FOR OVER THE LEGAL SPEED LIMIT.	POINTS LOST IN DIVISION 1	LATE ARRIVAL AT MAJOR CONTROL	WRONG DIRECTION INTO OR MISS A PASSAGE CONTROL	MISS OR INCORRECT RECORDING OF VRC DETAILS	MISS OR RECORD WRONG DETAILS AT QUESTION	ANSWER TO QUESTION MISSING INFORMATION	PENALTY FOR OVER THE LEGAL SPEED LIMIT.	POINTS LOST IN DIVISION 2			
CARNO	60	30	12	11	6	RADAR		60	30	12	11	6	RADAR				
1				11		10	21				11				11	32	8th
2				11			11								0	11	= 2nd
3			24	22			46					6			6	52	11th
4							0				11				11	11	= 2nd
5	D.N.S.																
6				11			11								0	11	= 2nd
7				11			11								0	11	= 2nd
8							0								0	0	1st
9				11			11				11	6			17	28	7th
10				33			33				11				11	44	= 9th
11				11			11				11				11	22	6th
12				44			44				11	6			17	61	13th
13				22		10	32			12					12	44	= 9th
14			12	22		10	44				11				11	55	12th
15	D.N.F.																
25			48	181			229			36	99	6			141	370	14th

APRIL FOOLS FUN RUN - 2017	DIVISION 1							DIVISION 2							TOTAL POINTS LOST IN THE EVENT	FINAL POSITION IN CATEGORY	
	LATE ARRIVAL AT MAJOR CONTROL	WRONG DIRECTION INTO OR MISS A PASSAGE CONTROL	MISS OR INCORRECT RECORDING OF VRC DETAILS	MISS OR RECORD WRONG DETAILS AT QUESTION	ANSWER TO GUES QUESTION MISSING INFORMATION.	PENALTY FOR OVER THE LEGAL SPEED LIMIT.	POINTS LOST IN DIVISION 1	LATE ARRIVAL AT MAJOR CONTROL	WRONG DIRECTION INTO OR MISS A PASSAGE CONTROL	MISS OR INCORRECT RECORDING OF VRC DETAILS	MISS OR RECORD WRONG DETAILS AT QUESTION	ANSWER TO QUESTION MISSING INFORMATION	PENALTY FOR OVER THE LEGAL SPEED LIMIT.	POINTS LOST IN DIVISION 2			
CARNO	60	30	12	11	6	RADAR		60	30	12	11	6	RADAR				
26			96	33			129			66	22				88	217	6th
27			12	11			23			24	11				35	58	1st
28			12	44			56			60	44				104	160	4th
29			24	33			57			12	33	6			51	108	3rd
30			96	44			140			66	55				121	261	7th
31			24				24			36					36	60	2nd
32		30	60	44			134		30	60	77				167	301	8th
33			96	22			118			48	33				81	199	5th
41			12	11			23			24	22				46	69	6th
42			120	88		10	218			24					24	242	9th
43				11		10	21			24	11				35	56	5th
44			12				12			24	11				35	47	4th
45			24	22			46			72	77				149	195	7th
46							0				11				11	11	1st
47				11			11			12					12	23	= 2nd
48			12				12				11				11	23	= 2nd
49			24	11			35		30	72	77				179	214	8th

2017 CRC Events Calendar.

27/01/2017

CRC meetings are held at the Carlingford Bowling Sports & Recreation Club and Denistone Bowling Club, 59 Chatham Rd, West Ryde. The meetings start at 8.00pm sharp. Members often arrive early & enjoy a meal and a chat.

Date	Event - CC indicates CRC championship event	Note	Contact
3/02/17	F.F.F.F.	Details T.B.A.	
19/02/17	Wollondilly 260 C.C.	1 day T.A. Starts at Penrith Panthers , finishes in Picton	Mike Batten – 02 46 809 269 or 0400 174 579 Peter Reed – 0418 802 972 email: crc@leyton.com.au
28/02/17	CRC Meeting		
3/03/17	F.F.F.F.	Details T.B.A.	
28/03/17	CRC Meeting		
1/04/17	April Fools Fun Run - Part 2 CC	1 day T.A. - Start and finish at Mittagong R.S.L. Club	Tony Norman on 0402 759 811
7/04/17	F.F.F.F.	Details T.B.A.	
24/04/17 or 26/4/17	CRC Meeting - April's meeting will not be on the 4th Tuesday as that is Anzac Day	Final date T.B.A.	
5/05/17	F.F.F.F.	Details T.B.A.	
24/05/17	CRC Meeting		
28/05/17	Rally of the South CC	1 day T.A. Start & finish at Sutton Forest	Jane Morey 0423 385 404 email: janemorey@ozemail.com.au
2/06/17	F.F.F.F.	Details T.B.A.	
25/06/17	A.R.O.C.A. Tour d' Course C.C.	1 Day T.A. details T.B.A.	T.B.A.
27/06/17	CRC Meeting		
7/07/17	F.F.F.F.	Details T.B.A.	
25/07/17	CRC Meeting		
4/08/17	F.F.F.F.	Details T.B.A.	
13/08/2017 T.B.C.	Sheep Station Rally CC	1 day T.A. Start & finish at Kiama	Jon Mansell 0467 632 755 email: sheepstation.rally@gmail.com
22/08/17	CRC Meeting		
1/09/17	F.F.F.F.	Details T.B.A.	
9/09/17	10/09/17	MG Spring Rally CC	2 Day T.A. in Hunter Valley T.B.C.
26/09/17	CRC Meeting		
6/10/17	F.F.F.F.	Details T.B.A.	
24/10/17	CRC Meeting		
3/11/17	F.F.F.F.	Details T.B.A.	
4/11/17	5/11/17	Alpine Classic C.C.	2 Day T.R.E. - region T.B.A.
28/11/17	CRC Meeting - AGM		
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

Contributors to this edition: Thank you all.