



# Rally Directions

The official Organ of the Classic Rally Club Inc.  
(Affiliated with C.A.M.S.)

**March 2018**  
**Dates to remember**

March 27th - Club Meeting

April 20th - Entries close  
for The Run with No Beer.

April 29th - The Run with No  
Beer.



## Notices

- The March Club Meeting will be held at the usual venue - The Denistone Sports Club.
- The Entry Form and Supp Regs are now available for The Run with No Beer.

## Turn the page to read about;

- The Thornleigh Car Club's 100 mile Trial
- The Autumn Challenge results.
- How the winning Masters crew did the Autumn Challenge in comfort.

## Johns Jabber

Hi everyone, already March *Rally Directions*! What's that old saying? "The older you get the quicker the years pass you by". It seems like only yesterday we were celebrating Christmas.

Don't forget we are back to the normal venue for the March meeting at Denison Bowling Club with their new kitchen facilities, new cook & catering staff. I'm not sure what the new menu will be like but we will soon find out. Come along early for dinner and chat before the meeting gets underway.

Some of you may already know, and some of you may be wondering why I haven't been around recently. Now that I have all the correct diagnoses, after numerous tests trying to find out what was up with me, including a two week stay back in Macquarie Hospital, it is no longer a secret. I can let you all know that I am in my own fight with cancer of the bone and muscle. I have started on my chemo pathway and have already lost all my hair (not a pretty sight). It's something that a lot of our fellow CRC members, friends, relatives and loved ones have been through and endured. It is something that I will overcome so I can get on with things, and hopefully not miss too many more CRC events or meetings this year.

Tony Norman ran a very successful training day with good numbers attending and participating, followed up with the Club's first event for 2018, his *Autumn Challenge Rally*. The event also attracted good number entries, except Tour, which is most surprising as previously Tour would draw the large entries. Not sure of the reason, if any, at this stage but this is something to look into.

Bob Morey and Phil Stead have come up with something a little different, which sounds like a lot of fun, with their pub crawl rally (without the beer) out west. Ross has put our entry in and I am certainly looking forward to this one, driving some open roads. Entries are now open so get yours in for *The Run with No Beer*.

I look forward to catching up with you all along the rally road somewhere.

Cheers for now, John.

### Highlights from February 27<sup>th</sup> Meeting, held at the Brush Park Bowling Club.

*(Editor: This report of the previous month's club meeting is a new feature we hope to bring to you each month)*



This was a quiet meeting, which was only partially due to the absence of President John Cooper, on sick leave for some evaluation of recent back pain. Secretary Tony Kanak conducted the meeting, which began at 7.53 pm (against the planned 7.45 pm start which had been intended for the Brush Park venue meetings).

No Treasurer's Report was tabled, due to absence of the Treasurer in NZ.

HCRS: a report earlier from Ron Cooper indicated that although many renewals had been received, many were still awaited and would be appreciated as a matter of urgency.

Correspondence: the CAMS affiliation certificate for 2018 had been received, also the CMC paper work for the Shannons weekend later in the year, plus magazines from the customary car clubs.

Membership: Glenn Evans advised that notionally 415 members were now part of the CRC, but about 90 of this number had yet to renew, before the end of the membership year at the end of March.

Publications: The e version of *Rally Directions* had been issued and the meeting was encouraged to keep the editor supplied with news and information of interest.

Competition Secretary: Tony Norman advised that the recent training day had been a success, but that the March 10<sup>th</sup> event was filling slowly, with only 16 entries received as at 27<sup>th</sup> February, with not much time remaining for entries. The 29<sup>th</sup> of April will be the next event- as per the flyer in *Rally Directions*.

Advice from Phil Stead was that CAMS approval of the supp regs was expected soon. Watch for more info on the "Run with no Beer".

*(continued on next page)*

New members/visitors: Mel Redwin introduced himself and was welcomed by the meeting into the CRC scene. Mel is seeking a classic vehicle and some options are under consideration.

Next Meeting: The Secretary advised he had, on 27/2 inspected the well-advanced kitchen renovations at the Denistone Sports Club, and had been advised the kitchen changes were about ten days away from full completion. Accordingly, there is no impediment to returning to DSC for the March meeting. The Secretary will accordingly provide DSC, in print, with the actual dates for the 2018 CRC meetings from March to November inclusive- to hopefully avoid the unfortunate double booking which existed on the occasion of the 2017 Annual General Meeting. Those present noted that the Brush Park venue had been a very satisfactory substitute venue for a CRC meeting.

General Business: Some brief discussion ensued on the form of trophy presentations, with a suggestion that subject to availability and time, some thought be given to using a model car, corresponding to the entrant's vehicle, as part of the trophy. This idea is something event directors may wish to consider, for even some of the trophies that get produced and distributed?

Meeting closed 8.32 pm

Next meeting of the CRC Inc is on March 27<sup>th</sup> back at the Denistone address. Why not arrive early, and try out the new catering arrangements.

### **COMPETITION SECRETARY REPORT FOR MARCH**

The first pointscore event of 2018, The Autumn Challenge, was run on Saturday 10th March in the Lower Hunter Region. Unfortunately the entry list was smaller than anticipated based on similar rallies and as such this will result in a financial loss for the Club. Masters and Apprentice categories were well supported, with 11 and 7 crews respectively, but Tour only had 1 entry and there was 1 Social entry adding up to a grand total of 20! I am not sure where all the usual Tour competitors disappeared to this year - does anyone have any thoughts they would like to share.

Considering the time and effort that is needed to organise and run an event, it is essential for Event Directors and their Officials that a minimum of approx. 30 entries are received to make the whole exercise worthwhile and viable for the club and caterers etc.

Phill Stead and Bob Morey are heavily promoting their event scheduled for Sunday, April 29th outside the club membership and may have to consider cancelling this event if it appears there won't be at least 30 entrants. Entries for club events usually close about 1 week before the event. The organisers need to know well before this time that they are going to have sufficient entries. It is now in the hands of Club members to support the efforts of those who put in the hard yards to allow members to compete in and hopefully enjoy our navigation rallies. Please advise as soon as possible your intentions regarding competing in this event.

I would like to thank the members who helped me on the day - Glen and Joyce Innes, Ron Cooper, Tim McGrath, Garth Taylor and Paul Morton - and also Karen and Greg Yates for their help as my electronic Event Secretaries! Also thanks to the staff and volunteers at the Cessnock East Public School for the excellent lunch.

And so now onto upcoming Events: **SUNDAY 29TH APRIL - THE RUN WITH NO BEER**. Phill Stead and Bob Morey are working hard on preparations for this Event and members who need copies of the Entry Form and Supp Regs should contact Jane Morey at [janemorey@ozemail.com.au](mailto:janemorey@ozemail.com.au) or on her mobile 0423 385 404. The Event will start in the Blue Mountains at Mt Victoria and I am sure that you will find yourselves on some enjoyable roads west of the Mountains - some of which may even be new to our most experienced competitors. Please get your entries in EARLY to ensure that the rally proceeds as planned.

**SUNDAY 27TH MAY - THE AUTUMN CLASSIC** . This Event is being put together by Dave Johnson and Mal Sinfield under the banner of the Historic Rally Club - HRC - and I believe it will be based in the Southern Highlands/Goulburn area (but don't take my word on this!) *(continued on next page)*



I understand that the event documentation now with CAMS and once approved the Entry Form and Supp Regs will be available shortly thereafter. **SUNDAY 24TH JUNE - AROCA TOUR D'COURSE** Our good friends in the Alfa Club will once again be running this Event (*Editor; see the event flyer later in this edition*) and I understand that all CRC members will be cordially invited to enter. Further details will be available closer to the time but you should put all of the above rallies on your Calendar since all will be pointscore events for the CRC Championship. I trust that the small entry for our first Event of the year was a statistical anomaly and hope that Club members will once again turn out in force to keep the CRC a dynamic motorsport organisation.

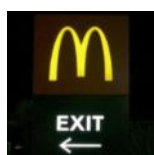
TONY NORMAN - COMPETITION SECRETARY

### **100 Mile Trial (our first ever night time rally) - Peter & Valerie Jakrot.**

This was an event run by Thornleigh Car Club with the Classic Rally Club invited. Set in our neck of the woods by Gary and Wendy Maher, we just had to be there. The first to register, we were car number 1! The day finally came and we took the trusty Porsche 944, even though it was a 39 degree day! What were we thinking? We made it to the alleged meeting spot at McDonald's Mulgrave around 5pm, however when we drove into the car park we thought we must have got the place wrong since we couldn't see any other rally cars.

We drove around for a while and then spotted a familiar red Alfa and a yellow Stanza, that was it. Nobody to be seen. Then Val (she's the navigator you know) said "they're all inside" - of course, inside in the air conditioning! The reason we didn't see many rally cars was that all the smart people brought their modern cars with Air Con, didn't they.

We went inside to register, and cool off. The crews were gathered up as Gary wisely decided to hold the driver's briefing inside the air conditioned comfort of McDonald's. Maps were handed out and swatting was going on. Once the route charts and instructions were received, everyone spread out to plot.



Here is a picture of the first M board - we duly wrote on the road card M(Exit). The course took us along scenic roads and it soon got dark. We began falling into traps as we used local roads we thought we knew and therefore didn't pick up some of the clever details Gary had put in. We learned a few things, particularly around the turf fields in the lowlands of Windsor.

We think we had experienced twilight driving in one of the Barry Ferguson Classics, but navigating in the dark takes things to the next dimension. We made sure to plot the whole route whilst there was still some daylight. Once it got dark we struggled to see the street signs, so P boards were even more challenging. And, if your distance wasn't spot on, so were the questions!

When we arrived at the final control, Gary greeted us and we were surprised to learn we were the first car back, even though we knew we had spent extra time looking for 6 or so km that we were missing. Crews arrived in quick succession and the banter and chat increased exponentially. Turns out everyone had a good run, with some better than others, and a few surprises.

Wendy had put on a feast of sandwiches, scones, pies, dips, the list goes on. They even had a bottle of port out, apparently a long-standing tradition leading to a segment of the evening titled "Discussion & Port". Very enjoyable indeed, especially as we didn't have far to go to get home.

The evening drew on and a few hours later as we were leaving Maher Manor, we were met by a crew who had just arrived back! Now that is dedication.

*(continued on next page)*

Results are listed below.

<u>NO.</u>	<u>DRIVER</u>	<u>NAVIGATOR</u>	<u>CLUB</u>	<u>CAR</u>	<u>MAIN CONTROL</u>	<u>VRCs / ILLEGAL</u>	<u>QUESTIONS</u>	<u>TOTAL</u>	<u>PLACE</u>
	<b>CHALLENGE</b>								
3	Alan Watson	Pam Watson	CRC	Mini	0	6	0	6	1
4	Neil Hood	Joy Hood	TCC	Mercedes	0	12	0	12	2
6	Paul O'Neill	Arthur Evans	TCC	Stanza	0	15	0	15	3
1	Peter Jakrot	Valerie Jakrot	CRC	Porsche	0	15	2	17	4
11	Robbie Panetta	Glenn Evans	CRC	Alfa	0	18	0	18	5
9	Geoff Horn	Glenn Inkster	TCC	Mini	0	12	8	20	6
10	Brett Manewell	Belinda Manewell	TCC	Subaru	0	21	2	23	7
7	Rod MacKay	Nicole Crowley	TCC	Lancer	0	21	4	25	8
8	Geoff Horler	Phil Coffey	TCC	Accord	5	33	10	48	9
2	Anthony Quist	Alan Ongley	CRC	Nissan	15	33	2	50	10
5	Kevin Payne	Tom Payne	CRC	Alfa	5	30	16	51	11
<b><u>TOUR</u></b>									
	John Crowley	Carol Crowley	TCC	Toyota	0	6	0	6	=1
	Garry Elliott	Aron Elliott	TCC	Pajero	0	6	0	6	=1
	Stephen Lansley	Janelle Lansley	TCC	Escort	0	3	4	7	3

Congratulations to the winners, Pam and Alan Watson in their modern Mini, with air conditioning! We really enjoyed the rally and company, in particular Gary and Wendy's hospitality, and look forward to the next one!

Peter & Valerie Jakrot,  
Car #1



*The Autumn Challenge Briefing*



# THE AUTUMN CHALLENGE - FINAL RESULTS

CAT.	NO.	DRIVER - NAVIGATOR	SECTION A POINTS LOST	SECTION B POINTS LOST	TOTAL	POS'N IN CAT.
A	1	MURRAY BAKER - NIKKI BAKER	0	116	116	2
A	2	JENNIFER NAVIN - SHANE NAVIN	76	81	157	3
A	3	JON MANSELL - TINA MANSELL	72	119	191	4
A	4	DONNA WILKINSON - SCOTT WILKINSON	12	50	62	1
A	5	BRIAN DOYLE - LINDSAY TREVITT	73	239	312	6
A	6	JIM BARRET - LACHLAN WATKINS	244	165	409	7
A	7	LAURIE CUNNINGHAM - ALEX BRATOVIC	27	170	197	5
M	16	ANDREW INGLIS - MARTIN LEAVER	0	15	15	1
M	17	MIKE BATTEN - PETER REED	0	74	74	7
M	18	DOMINIC VOTANO - MIKE STEPHENSON	0	42	42	3
M	19	GRAHAM PETTIT - PHILL STEAD	0	45	45	4
M	20	ELI DAGHER - ROSS WARNER	0	66	66	6
M	21	BOB MOREY - TERESA MOREY	12	12	24	2
M	22	JANN SINFIELD - MAL SINFIELD	121	98	219	11
M	23	TONY SOUTH - TED NORMAN	12	167	179	9
M	24	NATALIE MARTIN - GLENN EVANS	56	143	199	10
M	25	JERRY BOTH - CAROL BOTH	23	88	111	8
M	26	LAUREN WALKER - ALAN WALKER	0	65	65	5
T	31	GREG YATES - KAREN YATES	22	0	22	1
S	32	SCOTT WARNER - AMY WARNER	17	0	17	-

## NOTES:

- COMPETITORS ARE WELCOME TO CONTACT ME SHOULD YOU WISH TO KNOW WHERE YOU ACCRUED YOUR PENALTY POINTS AND TO HAVE THE ROUTE EXPLAINED WHERE YOU MAY HAVE GONE WRONG. - 0402 759 811.
- TROPHIES SHOULD BE AVAILABLE AT THE **APRIL CRC MEETING**  
**TONY NORMAN - EVENT DIRECTOR**

**Winning the Masters category of the Autumn Challenge and deciding on the best classic rally car.**  
**by Martin Leaver**

The Autumn Challenge was the first event for my purpose-bought BMW 535i and it is likely to be the last event Tony Norman sets in the Hunter Valley region following his move to Albion Park. Tony's route used more residential roads in the little towns of the region than some people are happy with, but as a navigator that doesn't bother me, except when I can't find the correct roads... Tony gave us an A3 NRMA map of Newcastle and Surrounds and seemed to use two thirds of it in crafting the route for us.

The map was a 1:100,000 scale, but with a 45 mm grid, so my new stainless steel romer wasn't that useful for this event, but since I have a magnetic map board, I could use it as a ruler and not lose it. I have more of these coming for anyone who'd like to buy as I needed to make a minimum order of 50.

There were a couple of new things for 2018, with the day divided into sections rather than divisions, due to changes in the National Rally Code. Tony has also worked to clarify the meaning of vias and points, something that should make things easier for people new to navigation. Phill Stead has picked this up for the Run with No Beer, too. We also had an afternoon break with tea, coffee and hot chocolate provided by a Café 2 U van with a very nice caramel slice to supplement the usual lollies at manned passage controls.

The entry list for the event was small, with an unusual mix of 11 masters, 7 apprentices and two tour entries. We will all be keen for a better turn out on for Phill's event on 29 April, to keep the club thriving. Understanding whether this was a result of the event being on a Saturday, the location, or some other factor would be interesting to know. Tony had given the tour a different route to follow, and he used some of the tour VRC boards to tempt entrants in the navigation categories onto the wrong roads. But because there were only two tour cars in the event, and I only saw one of them briefly, the effect of 'why are they going that way?' was minimised.

You may ask why I bought a BMW, especially when both crew members were wearing Alfa Romeo t-shirts? Mike Batten suggested at lunch that an E34 5 Series seemed a bit good to be a classic car, to which I replied that the air conditioning isn't working – which is true at the moment. I started reading car magazines regularly in 1985 as an eight-year-old, so cars from the second half of the '80s were the first ones that I had imagined driving. Classic cars then were usually from the '50s and earlier, with cars from the sixties and seventies just being old, like my mum's Fiat 125. There are now cars from that time that I'd be interested in owning, but I don't have the money or space to have several so that I would feel comfortable using one of them on some of the rougher gravel roads we sometimes get in rallies.

Seeing Phill and Graham in Graham's Morgan was impressive, but coming from Canberra I didn't really want to do a four hour freeway slog in that type of car to get to the start. So I was looking for a car that would just qualify for entry to the championship, preferably using concessional registration rather than a follow-on model

The Alfa Romeos of the 1980s were mostly derived from 1970s Alfetta and Alfasud and had key limitations in a few areas that meant Andrew and I weren't keen on running one. We tried competing in an Alfa 164 Q a few years ago, before it was eligible, but apart from a nice engine, it was feeling a bit tired, with the interior starting to fail. Its first competitive life ended with two kangaroos on the 2016



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Barry Ferguson, before it was rescued by a Victorian who took it to a 24 hours of Le-mons style event at Winton in 2017.

One of my reference points for considering cars were the various car-of-the-year awards from the time. With these awards you get the best cars regardless of the category and for some awards, such as the Wheels COTY, the summaries can be quite detailed.

The Honda Prelude was Wheels' winner in 1987, and I found an immaculate example for sale in Bungendore. The four-wheel steering gave it great handling with especially sharp steering. The very tight turning circle would also have come in handy for all of the navigation mistakes. There were a couple of key concerns with the Honda. For medium-to-long term ownership, access to replacement parts may be a problem. The 105 series Alfas have a complete industry for second hand parts in the UK, which solves any failures with an internet search and international air delivery within a week. For the Prelude, I was not confident that this would be the case. The interior space was also a bit tight on headroom, which is a point to consider for Andrew in particular.

The 1988 Honda CRX would be a bit better for parts, as they were quite popular in the United States, but most of them get modified and it is difficult to find a good one. I always like the CRX as small coupe, but it was quickly overshadowed by the 1989 car of the year, the Mazda MX-5. The CRX was one of the great handling front wheel drive cars, and being lighter than the MX-5 and having more power it was a bit faster, but the rear wheel drive handling of the MX-5 is likely to see the NA series become a popular classic from next year. For those after a bit more performance, 1989 also saw the release of the Nissan Skyline GT-R and the 300ZX Twin Turbo. My mechanic in Canberra said that the Nissans of that era are starting to show problems with electrics. For more reliability, the 1986 Supra, or the turbo from 1988, might be a better choice and both are eligible now.

Some of the CRC events end up being at least two nights away, and in 2016 my girlfriend took part in two events so we needed three seats to get her to her driver's car, so I was after something with a bit more space than an MX-5. The Peugeot 405 only arrived in Australia in 1989, but it was released in Europe in 1987 and the 1989 and 1990 models would have qualified as follow-on variants under the CRC rules. Finding a good example of the 405 is difficult, but with production continuing for a long time in Iran, there should be a good chance of getting parts if anyone chooses one. The 405 wasn't the first Peugeot I'd looked at either. The 205 GTi was released in Australia in 1987, several years after its European debut. Many of the 1987 cars were either press cars or used as rentals, so now that 1988 is the latest year of

manufacture to qualify for championship points, anyone keen on an iconic hot hatch has a few more options for cars without chequered histories.

The E34 version of the BMW 5 series was one of the four finalists in Wheels' 1988 Car of the Year, the Honda Civic (the CRX is a coupe version of this model), Commodore and Falcon were the other three. In hindsight, Wheels seems to have admitted that the award probably should have gone to the Civic with the BMW losing on value, being five times the price. I'm not certain of the price of my car when new, but I believe it would have been over \$100,000 as a manual 535i Executive with a few options.

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The BMW has quite a few qualities that seemed to suit CRC events well:

Comfortable seats – makes getting to and from the events much easier, although the leather can get hot quickly in the sun.

Space – enough width so that my map board wasn't getting in the way of changing gear.

Map pockets and other cubby holes provided a place to key navigation tools without losing them under the seat if Andrew enjoys the bends a bit too much.

Fuel range – an 80 litre tank should mean that we will get through a day of the Alpine Classic without having to refuel during a timed section or a break.

Ground clearance – it should avoid losing the exhaust system on rough roads, such as one washed-out road early in the Autumn Classic.

Ride comfort – not jiggly, which makes it easier to plot, and can help with travel sickness.

Good visibility – most cars of this time are good, but some of the Japanese coupes have thick B-pillars, which can make that second look for a question harder.

Cruise control – handy for being fresh for the event itself and getting home safely after a day of plotting and looking out for boards and questions.

The downsides are that it looks more like a small wedding car or a former taxi than a sports car. The turning circle seemed okay on the few occasions when I needed Andrew to turn around. I'll know more when we're having a bad day on finding the correct route – or more optimistically, finding lots of Z boards on the Wollondilly.

The car has pretty good grip and braking performance, so the primary safety is good. Crash safety would only be good by 1988 standards, in part thanks to that long bonnet. I enjoy driving it, noting that it prefers smooth inputs to avoid upsetting the relatively soft springs. There seems to be a reasonable parts market for the car, and the fundamentals of the 3.4 litre single overhead camshaft engine have a reputation for being robust, more so than some of the later E34 engines that featured dual overhead camshafts in both the V8 and six-cylinder configurations.

Unlike NSW, where there is the annual inspection, in the ACT cars only require inspection at the point of registration by a new owner. So there isn't quite the same option of buying an old bomb with 9 months rego, pay third party insurance and bingo you have a rally car for the season. I first saw the BMW when I was going for a walk in the next suburb. It was missing the fuel flap and I assumed it would be an automatic, so I wasn't that interested in what looked like a tired car. A couple of weeks later – just before Christmas - I saw that it had just been advertised on Gumtree for \$3700. After a test drive that confirmed that it seemed to drive well and then an inspection that identified things like a failing sump gasket, drive shaft coupling, rear suspension bushes, I bought the car for \$2000.

Getting all of the necessary remedial work done for passing registration including four new tyres quickly took the total to \$5000 to get a registered and insured car. I have since spent more money on improving the cosmetic appearance. The wheels in particular were looking very tired. It looked like the paint had been etched through in many places. The multiple spokes made it an expensive job, but it helped lift the look of the car a lot. I did a few stone chip touch ups and repaired the fuel flap myself, but I've paid for all of the mechanical work. The replacement hinge from eBay isn't well designed and made, being too big, so I'll do that again at some stage with a factory part and much greater cost.

My only rally-specific modification was to get a 12V power plug added to the dashboard to power the Monit trip meter and a USB socket to run other devices if required. In the future I may need to look at different wheels as there are very few options for the 225/60/15 tyres that the car uses. The Kumho tyres that I fitted seem to be the most modern design available and better than what was on the car before. One of the previous front tyres is now on the spare wheel, replacing the original Pirelli P600 from 1988 that had never been used. I have kept the original 1988 aspirin in the first aid kit. Hopefully no one tries to take it.

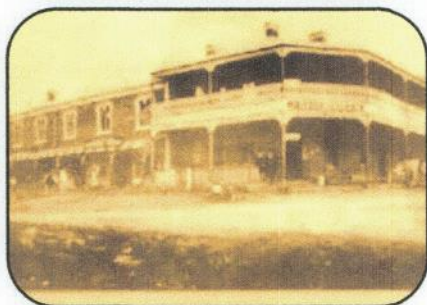
The Autumn Challenge turned out to be a successful event for me, the first win I've managed to get in any category. There were a few moments of befuddlement in the afternoon, especially after the coffee break where N-S became a horizontal line, but I was eventually able to work everything out. I collected one board that I shouldn't have, double bluffing myself while feeling some trick from Tony was at play, but otherwise I found the correct route. My thanks to Tony, Greg and all the support team who ran the event for us.

# THE RUN WITH NO BEER



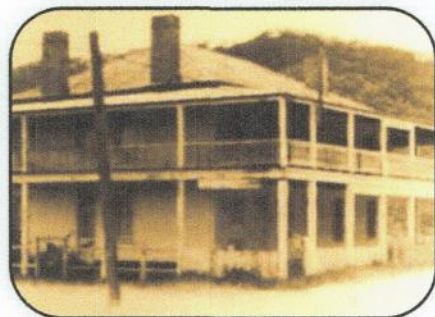
## A CLASSIC PUB CRAWL

Sunday 29th April 2018



*Rally Director Phill Stead is always intrigued by the beautiful and historic country pubs we pass on our events so he has set a rally in the Central Tablelands which passes many old hotels. In doing so he has found some roads that haven't been used in a CRC event before.*

*Starting at Mount Victoria Museum the event will finish at Tarana, at the pub of course. This one day event will feature the usual three categories of a C.R.C. Championship rally plus a Social Run for those who just prefer a non competitive run in the country.*



*A C.A.M.S licence is required for all categories except the Social Run. Social Run entrants do not need to have their cars scrutineered. The Entry fee for a crew of two is \$110 which includes lunch and all maps.*

Supp. Regs & Entry Form will be available on the C.R.C. website  
[www.classicrallyclub.com.au](http://www.classicrallyclub.com.au) when approved by C.A.M.S.  
Enquiries to Jane Morey at [janemorey@ozemail.com.au](mailto:janemorey@ozemail.com.au) or 0423 385 404



## Tour d' Course Sunday, 24th June 2018



*Owners' Club  
of Australia*  
New South Wales



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

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

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

The **TOUR d' COURSE** is known for the fine food and this year will be no exception.

By popular demand lunch will again be at the **Southern Highlands Winery**

Finish will be at the **Sutton Forest Pub**.

The start and sign-on will be at the **Mittagong RSL Club** corner of **Hume Hwy** and **Bessemer St**, Mittagong where there will be good coffee and light breakfast if required from 7.30, **first car away at 9.00am**

Entry Form and Supplementary Regulations are available from:

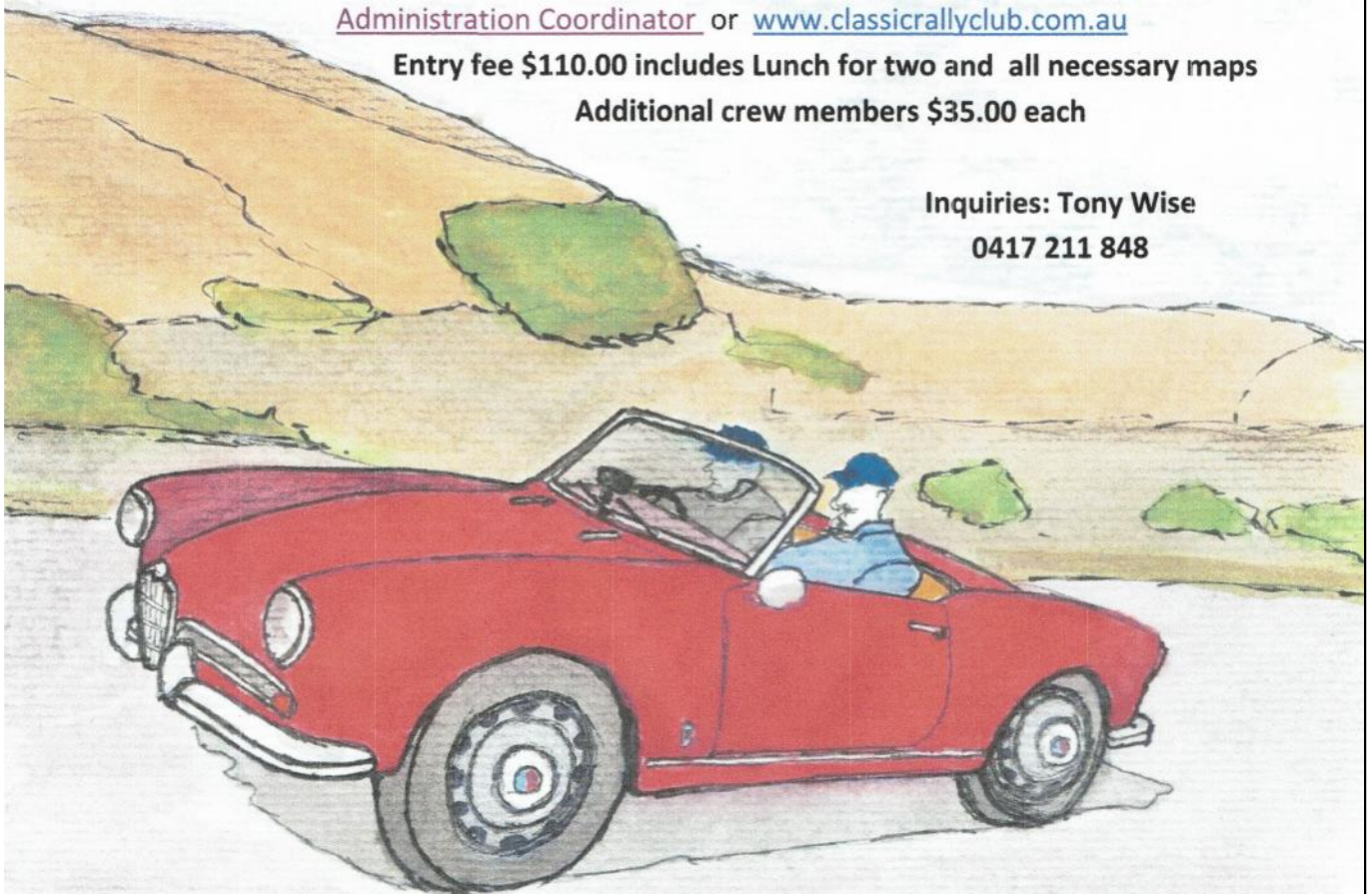
[Administration Coordinator](#) or [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)

**Entry fee \$110.00 includes Lunch for two and all necessary maps**

**Additional crew members \$35.00 each**

**Inquiries: Tony Wise**

**0417 211 848**



From the Autumn Challenge - Ladies at lunch,  
Hard working officials and The arvo coffee stop.



## Classic Rally Club Officers and Contacts 2017

Position: Name	email	Phone (please make calls before 9.00pm)
President: John Cooper	crc.pres@classicrallyclub.com.au	0414 246 157
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	0419 233 494
Treasurer: Peter Reed	crc.treas@classicrallyclub.com.au	0418 802 972
Membership: Glenn Evans	crc.mem@classicrallyclub.com.au	0414 453 663
Newsletter Editor: Bob Morey	crc.editor@classicrallyclub.com.au	0402 479 661
Competition Secretary: Tony Norman	crc.comp@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Championship Pointscorer: Mike Batten	crc.scorer@classicrallyclub.com.au	0400 174 579
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	(02) 4261 3018 or 0417 285 138
Webmaster: Harriet	crc.wm@classicrallyclub.com.au	
C.A.M.S. Scrutineers	email/location	Phone (please make calls before 9.00pm)
Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Paterson (Silver)	Blaxland	(02) 4739 0577 (H) or 0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot	Willoughby	0419 983 247
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774

21/3/18

## CRC Events Calendar.

The CRC meeting for March will be held at the Denistone Sports Club, 59 Chatham Rd, West Ryde at 8.00pm sharp. The renovations at the club have been completed.

Date		Event - CC indicates CRC championship event	Note	Contact
	27/03/18	C.R.C. meeting	Denistone Sports Club	
	24/04/18	C.R.C. meeting	Venue T.B.C.	
	29/04/18	The Run with No Beer CC	One day rally in Central Tablelands of NSW	Jane Morey
	22/05/18	C.R.C. meeting	Venue T.B.C.	
	27/05/18	H.R.C. David Johnson Autumn Classic CC	One day rally in Southern Highlands & Southern Tablelands of N.S.W.	Mal Sinfield & David Johnson
	24/06/18	AROCA Tour d' Course CC	Southern Highlands NSW	Tony Wise
	26/06/18	C.R.C. meeting	Venue T.B.C.	
	22/07/18	Wollondilly 250 CC	One day rally in Wollondilly Shire	Mike Batten & Peter Reed
	24/07/18	C.R.C. meeting	Venue T.B.C.	
25/08/18	26/08/2018	M.G. Spring Rally CC	Two day rally in the Hunter Valley	Jim Richardson & Doug Barbour
	28/08/18	C.R.C. meeting	Venue T.B.C.	
	Sept. Date event T.B.C.	Possible one day C.R.C. rally or Lunch Run	Details T.B.A.	
	25/09/18	C.R.C. meeting	Venue T.B.C.	
	23/10/18	C.R.C. meeting	Venue T.B.C.	
3/11/18	4/11/18	Alpine Classic CC	Location T.B.A.	Ross Warner & John Cooper
	December	C.R.C.Presentation & Xmas Party	Details T.B.A.	

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.



**Strange things seen on the Autumn Challenge!**



**Thanks** to John Cooper, Tony Norman, Andrew Inglis, Martin Leaver, Peter & Valerie Jakrot, Greg Yates.