



Rally Directions

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

February/March 2019
issue #02

Dates to remember

- March 23rd - Club Meeting
- April 5th - F.F.F.F. (T.B.C.)
- April 14th - Hawkesbury
Ramble
- 23rd April - Club Meeting



Notices

- The Supp. Regs & Entry Form for the Hawkesbury Ramble are now available [here](#) on the Club's website.
- The April edition of this magazine should be available in the weekend before the monthly Club Meeting as usual.

Turn the page to read about;

- Tony Norman's 'Mea Culpa' re the Escarpment Escape.
- How one team managed to win the Apprentice category on the Escarpment Escape without their mascot!
- Our Future Star's C.A.M.S. Award.
- Plus much more.....

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Johns Jabber

Hi Everyone, you may be wondering what happened to your February edition of Rally Directions. Well Bob is going away, we hadn't had any events and a lack of content from you all made it necessary to combine the February & March editions together. So welcome to this edition of our Club magazine. The next edition will be bigger and better if you start sending your stories in now and don't forget photos!

Summer is now passed and I hope you all got through some pretty hot days without too much discomfort. Australia; with record temperatures in Sydney, drought in western NSW, massive floods in Queensland, and bush fires in Tassie. What a country of extremes we live in.

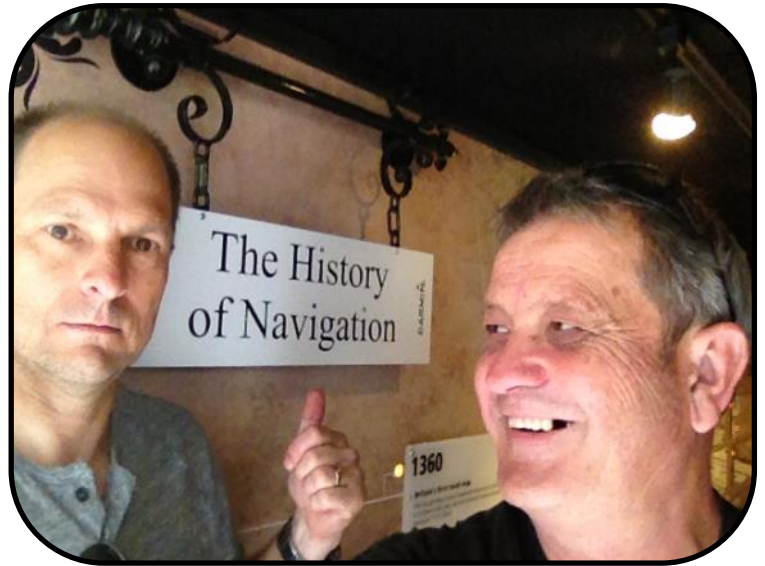
Our Classic Rally calendar started off with a great roll up for the first event, The Escarpment Escape Rally run by Tony Norman. The event featured a fantastic start location at the Motorlife Museum at Dapto. There was plenty of time for registration, a look through the museum, a social chat and catch up, driver's briefing and a cuppa in a real mug. Tony put together a great days rallying/driving through some fantastic country side with great roads and some magnificent scenery down the south coast and the escarpment. There were a few navigational issues but we managed to finish the day with a smile on our faces having a cold drink in the Shellharbour Club. Well Done and thanks to Tony for all the effort and time you put into organising one of our rallies, and thank you also to all the officials. We will now be looking forward to our next club rally on the 14th April, The Hawkesbury Ramble. I hope we can keep the pleasing number of entries up in future events.

We had a fairly good roll up at our first General Meeting in January as well as at the February meeting. Not only do we discuss club business, register reports and rallies etc, it's a monthly catch up to socialize, chat, meet other members and have a feed together. So if you haven't been along for a while we would love to see you there.

Dave Johnson's Historic Rally Club are running The Black Stump Rally at the end of March, the 28th, 29 & 30th. Check out the flyer later in this mag. or the CRC or HRC website for more details. It has something for everyone including a Tour category on sealed roads or dirt special stage sections and night navigation. You can chose the level of competition that suits you. The event will be a great few days in the central west area of NSW centred on Parkes returning there each night. At the conclusion there will be a presentation dinner on the Saturday night. Many crews are coming up from Victoria to take it out, so they reckon! They believe they have it over us New South Wales crews, we will have to see. Hurry up entries close very soon.

I will be heading down to Victoria this weekend for the Phillip Island Historic races with a fair few other CRC members attending. Hopefully we'll have a BBQ catch up whilst we are there and there is a good chance of bumping into some of those over confident Mexicans. I will tell you more about it next month and maybe include some photos. Talking of photos don't forget to send your photos from our events to Bob for the mag.

Well that's my bloomin lot for now , say safe and hope to see you soon, Cheers John Cooper President.



Editor's Note. This month we are making use of our revamped web site to distribute the magazine. If you are on the email magazine distribution list you will have received an email containing a link to this copy of the magazine file on the web site.

There are a number of reasons for changing the method of distribution of the monthly magazine. Harriet Jordan, our Webmaster, has extensively revamped the web site to give it better look and make it a hub for supplying information about the Club. Distributing the magazine from the web site is part of this strategy. Another reason is that sending the magazine to members in this way makes the editor's job much easier 😊

Since we stopped sending out printed copies of the magazine each month I have spent a large part of one whole day a month sending 250 emails to members using home software on a domestic, non NBN, connection. This is not fun!

I hope the Club's members are happy with this change.

Bob Morey

Secretary's Stuff- February 2019

Hello everyone, a couple of things to report from the January meeting:

It is virtually certain that the MG Spring Classic will not be a feature of the CRC program this year. This is a shame after such a long period of having this reliably good fixture in the calendar. However all good things come to an end and it may be that in the future the MG Car Club's new management will examine its activities and priorities, and in conjunction with some new blood, take up the event organisation challenge again. Meanwhile thanks especially to Jim Richardson and his assistants and predecessors for making this event so successful.

HCRS- The renewal process for the permitting of HCRS vehicles for Club members, will commence soon, and Ron Cooper will advise those folks so affected.

Mike Batten outlined an event to be known as the Hawkesbury Ramble on April 14th. This will give the Wollondilly area a rest. Provisionally the event will start and finish at Pitt Town, though knowing Mike's devious plans, I wouldn't entirely rule out lunch at Thirlmere again?

President John Cooper presented Harriet Jordan with the 2018 President's Trophy/Award for her extensive work over many years with the CRC website, and particularly for its major overhaul recently. Many thanks Harriet!

CRC 25th Anniversary- planning has begun to observe this milestone later this year, and the C'tee is assessing a number of options. More news as it comes to hand....

A suitably talented and available person is sought for the position of Regalia Officer. It is timely for the Club to look at some new ideas and items for regalia. If you think you are ready, willing and able to help, please contact the Secretary or President, any time.

Now, not from the January 2019 meeting, but from the Daily Telegraph of 30th January-as they printed it; "On this day in 1919 Stanley Roy Mc.Alpine registers his food manufacturing company Three Threes, which began with Roy and his wife Winifred Grace making pickles in their Sydney home and delivering them by horse and cart."

Still going strong in family hands, as Three Threes, the CRC congratulates the Mc.Alpine Family on this achievement! (By the way Peter, the Mighty Mite didn't help with the gearbox whine..... maybe I should try one of the relish products)?

Tony Kanak

COMPETITION SECRETARY REPORT FOR FEBRUARY/MARCH

Our competition year got underway on the 23rd February with the running of **The Escarpment Escape**. This Event was very well supported with a total of 37 entries on the day. Although this can put pressure on the officials on the day it always makes the efforts in planning and organising an Event so much more satisfying - thank you to all the crews and to the Club members who gave up their time to work as officials. They were Tim McGrath, Ron Cooper, Glen and Joyce Innes, Shane and Jen Navin, Garth Taylor and Paul Morton. Results can be found elsewhere in the magazine.

THE HAWKESBURY RAMBLE - SUNDAY 14th APRIL. This is the next rally on the agenda. The Supp Regs and Entry Form have now been approved by CAMS and can be downloaded from the CRC website. I am sure that Mike Batten and Peter Reed will be looking forward to a good response with entries after the great turn-out for the first Event. Please get your entries in as early as possible as this helps with the processing of the paperwork - as I well know!

AROCA TOUR D'COURSE - SUNDAY 23rd JUNE. I am sure that the Alfa Club members who are organising, and running this event, will be well underway with their route planning and documentation preparation. Please keep an eye on our website where the entry paperwork will be placed when signed off by CAMS. Although not being run by the CRC this rally will still form part of our Clubs Championship pointscore.

LATER EVENTS. Following the TOUR D'COURSE our next 2 Events will be run on **SUNDAY 4th AUGUST** and **SUNDAY 8th SEPTEMBER**. More details will be provided closer to the dates of these rallies.

THE ALPINE CLASSIC - SATURDAY 19th/SUNDAY 20th OCTOBER. As the Clubs premier event you should make particular note of the weekend in question - cancel that trip to the Caribbean or Europe and come along on the only planned 2 day rally on this years calendar. At present, this will be the final rally of the year unless we can persuade some members to consider having a go at organising and running an Event on either the 23rd or 24th November. Advice and assistance will be available to any members who think they would like to see an Event from the other side, rather than from behind a steering wheel. Have a think about it - some of our current crop of Event Directors are in serious burn-out mode, I certainly know I am!

TONY NORMAN - A tired COMPETITION SECRETARY.,

Escarpment Escapades by Nikki Baker.

So 2019 has rolled in, the Xmas silly season and New Year hiatus are behind us and Team Baker is looking forward to the first rally of the year. Or to be more precise, the Navigator is worrying about remembering how to navigate whilst the Driver shows absolutely no empathy.

I am still at the learning stage where, whilst keen to participate, I have to pull out previous rally instructions and maps and practice plotting, remembering the Supp Reg rules, OOBs and other tricky things. So it's back to some homework a few days before the rally.

Friday afternoon rolls around, the car is ready, Team Baker is ready and we are off to Wollongong after a quick local detour to drop the 'boys' (2 Burmese cats) into Cat Hotel for their weekend away!

It was an easy drive down, a quick registration and off to the pub for a surprisingly good pizza. Saturday morning dawns ... shock, horror... we have forgotten a vital piece of our rallying equipment! No, it wasn't the rally meter, the pencil, ruler or anything so mundane – it was the rally mascot!



(Continued on page 6)

On one of our early rallies in the Apprentice Class, the Registration and Briefing was at Penrith Panthers and on leaving we passed one of those games where you had to position the metal claw to retrieve a prize. The Driver particularly wanted to try, whilst the Navigator protested that it was a waste of money and rarely could you get the claw to grab anything.

Needless to say the Navigator was overruled, and with only 2 attempts, the Driver managed to snare the prize and proceeded to gloat for the entire rally. However, I think the expression of our Mascot pretty much sums up our expression on some parts of every single event!

The rally start was at the Australian Motorlife Museum, and I would really like to be able to comment on the venue, but careless alarm setting by the Driver meant that we were fashionably late, and just arrived in time for the Briefing. However, thank you Tony for arranging entry to the museum as I heard many positive comments from rally participants.

The morning drive of Section 1 saw us heading south and we were gaining some confidence as we found VRC boards and question answers on the route that the Navigator had plotted. Successfully plotting the Herringbone was a major achievement for the Navigator and so we rocked into lunch at Cambewarra Public School fairly happy – particularly as we were not the last car into lunch (which we usually seem to be).

Lunch was very pleasant – thank you Cambewarra PS and it fortified us for the afternoon drive to come. Getting out of M5 and picking up the correct route and questions had us trying a number of options before we finally worked out we had to drive via Tapitalee. Then there was a glorious drive up the escarpment with a sneaky little loop in in the middle. Then up through picturesque Kangaroo Valley, whilst taking note of the many highway patrol cars cruising up and down the road.

By the time we exited the mandatory rest stop at Fitzroy Falls, the Navigator was still trying to plot the next section – and this is pretty much where it went pear shaped. We thought we were on the correct route, but when we came through Burrawang and spotted a manned Passage Control on the ‘wrong’ side of the road, we knew things were not good. Luckily they were busy looking at a car coming in the correct direction, and we managed to make a quick turn into a side street (hoping that they hadn’t seen us and we could avoid a WD).

Well, for the next 45 minutes I think we must have driven almost every road surrounding Burrawang, but not necessarily in the correct order or direction. Question answers weren’t coming up where we expected them, but there was some consolation that we saw plenty of other teams with an equally bemused and frustrated look on their faces.

At this point, time was getting away, and the Navigator decided that we would simply head to M8, whilst looking out for question answers anywhere and everywhere. Amazingly we did manage to pick up a least one answer (even if it was on the ‘wrong’ side of the road but we were very light on VRC boards).

So a deep breathe and start again on the last section. A clever little loop over the railway (was it 3 times?) and then back down the escarpment to Jamberoo. The Navigators brain was pretty tired and confused by this time, and after the Herringbone we headed directly for the finish, only to realise that we were 10km short in distance, so clearly there was another sneaky loop somewhere, but it was a unanimous decision to drive into the M control where a tired, but satisfied Event Director, Tony N. was collecting road cards.

Team Baker had a great drive over some excellent roads and thoroughly enjoyed the day (interspersed with moments of great frustration). Rallies continue to be a big learning curve for this Apprentice Navigator in interpreting the instructions (and remembering to accurately measure, to look at the tiny map details plus not make assumptions).

Many thanks to Tony and to all the Route Officials and Volunteers. Your efforts in creating such an enjoyable event are greatly appreciated .



Nikki Baker

THE ESCARPMENT ESCAPE - THE DIRECTOR'S MEA CULPA by Tony Norman.



I must start this Report with a couple of apologies before getting into the 'nuts and bolts' of the Event.

Firstly to the APPRENTICE entrants for the lack of sufficient additional clues and instructions to assist in plotting the correct route. The penalty totals recorded by crews in this category were testament to the above issue. This has been a problem that has been discussed by Directors in the past and determining the extent of help within APPRENTICE Instructions has always been seen as a problematic area. In this case I got the balance wrong but I hope that crews who obviously struggled will not give up with this category.

Secondly, I must apologise to the TOUR and SOCIAL RUN entrants for my inexcusable error in the Navigation Section Instructions, and I can't even blame my computer, just my brain! SECTION 3A of the rally has been deleted from the Event scoring to ensure no crews are unfairly penalised. As for MASTERS - I never apologise!

And so to details of the Event:

SECTION 1A - No major issues here except some adverse comments about some 'speed bumps' in Albion Park - but you were warned in advance.

SECTION 1B - In my original draft of the intermediate instructions from M2 to VIA 4 the words 'while W of GL 12-13' were included. During my numerous re-writes these got omitted which resulted in MASTERS and APPRENTICES finding a different SMR to that which I had envisaged. Bugger! No penalties have been recorded for the missed questions on the alternative route. Between VIA 4 and VIA 5 there was a requirement to 'Pass 2 only WINERY symbols'. These were both located on COOLANGATTA RD. The symbol for the Crooked River Winery was not 'passed' when using the PRINCES HIGHWAY because the highway was not the closest road to the symbol. 2 crews detoured through Gerringong and found a 'False Passage Control'.

SECTION 1C - After travelling the mapped herringbone it was necessary to 'Pass' a DISTANCE number with digits totalling 11. The correct route passed a 2.9 number on MOSS VALE RD while there was a 15.5 number which was more obvious but would require a visit to Berry and beyond. One crew chose this option. Their names have been deleted from this Report to maintain their anonymity!

SECTION 2A - Except for the first 250 metres to VIA 1 crews were instructed that they should not oppose rally traffic from DIVISION 1. The correct route included 3 small loops using HOCKEYS LA, TANNERY RD and WALKERS LA on an otherwise straight run to M6 at Fitzroy Falls Reservoir. I trust that teams were suitably impressed by the DEVILS GLEN CK signage on WALKERS LA - the result of my own handiwork. It was removed by sweep so may arise again on future events!

SECTION 3A - After a fairly easy plot from M7 to VIA 1 the fun started. VIA 2 was located approx. 500 metres north from VIA 1 and a Passage Control was set up between the 2 points. A loop to the east was required to meet the intermediate instruction to 'Pass McGRATHS HILL on your R'. Only one crew determined that the most obvious route was not the shortest option, using the mapped but un-named BURRAWANG STN RD on 2 occasions rather than 2 trips along CHURCH ST. The Passage Control on SHEEPWASH RD was then able to be entered in order to reach VIA 2. It was then a case of finding the SMR to M8 using CHURCH ST, WILDES MEADOW RD and PEARSONS LA.

SECTION 3B - The requirement to Exit W from the VIA 3 location in Robertson required a loop to the south of the town centre on the ILLAWARRA HWY - or so I thought.

(Continued on page 8)

A number of MASTERS spotted a short section of red road immediately adjacent to the HWY which, if used, would provide a shorter route to the VIA RJ. I hadn't realised that Electron Scanning Microscopes were now available to fit into navigators pockets. Being smart, these navigators soon realised that the Director was not in possession of portable ESM and proceeded to find the 'correct' route. A loop back to the VIA 3 location was then needed to make 4 of the 5 required 'RW crossings' before proceeding on JAMBEROO MTN RD to the next VIA at the TJ with JAMBEROO RD. From this TJ the provided mapped herringbone worked in both direction i.e. north towards to Albion Park and also through Jamberoo village. The former route however had been used travelling south in DIVISION 1 and was therefore off limits.

Had I not screwed up the route instruction in SECTION 1B I was hoping to catch crews going against rally traffic from DIV.1 instead of looping around Jerrara - I am sure I might have caught out a crew or two here. And then it was plain sailing to the finish at The Shellharbour Club and a well-earned drink!

These notes obviously apply to the Navigation categories but TOUR crews might begin to understand the ongoing battle between the Director and APPRENTICE and MASTERS participants. As long as we all remember the Classic Rally Club motto - 'WE'RE NOT PLAYING FOR SHEEP STATIONS'. Thanks for your entries and good luck in the upcoming HAWKESBURY RAMBLE.

TONY NORMAN - Chastened EVENT DIRECTOR.

Some of the field on the Escarpment Escape



This list will help you understand the results of the Escarpment Escape which are on the following pages.

THE ESCARPMENT ESCAPE - ENTRY LIST

NO.	CAT.	DRIVER - NAVIGATOR	VEHICLE
1	A	PETER PARRY - IAN GILHOME	1993 NISSAN BLUEBIRD
2	A	MURRAY BAKER - NIKKI BAKER	2012 BMW 1 SERIES M
3	A	DENNIS OSTE - JOHN LEARSON	1989 R31 SKYLINE
4	A	NATALIE MARTIN - GLENN EVANS	1977 PORSCHE 911
6	A	MARK HOYLE - TANAZ DHONDY	2000 MAZDA MX5
7	A	JIM BARRETT - LACHLAN WATKINS	1966 AUSTIN COOPER
16	M	PETER JAKROT - VALERIE JAKROT	1986 PORSCHE 944
17	M	DAVID BATTEN - MIKE BATTEN	2007 FORD FOCUS
18	M	ANDREW INGLIS - MARTIN LEAVER	1988 BMW 535i
19	M	BOB MOREY - TERESA MOREY	1976 ALFETTA GT
20	M	JOHN COOPER - ROSS WARNER	FORD ESCORT
21	M	TONY WISE - ALAN WALKER	1974 ALFETTA 1.8
22	M	MICHAEL OLSSSEN - HARRIET JORDAN	1992 MAZDA MX5
26	S	STEWART BLANEY - NEIL BLANEY	1959 SEBRING SPRITE
27	T	ALLAN CHILCOTT - MICHELLE CHILCOTT	2010 COMMODORE
28	T	DAVID MASSEY - LINDSAY TREVITT	2015 M. BENZ A45
29	T	SCOTT WARNER - JENNI WARNER	1971 DATSUN 240Z
30	T	BRIAN DOYLE - PAUL DOYLE	1986 M. BENZ 190E
31	S	MERZI MODY - KAINAAZ VARIAVA	2004 EVOLUTION 8
32	T	JOHN CROFT - ANNETTE CROFT	1968 MGB MARK II
33	T	ANTHONY QUIST - ALAN ONGLEY	1973 GALANT GTO
34	T	CHRIS McDONALD - ROGER WOOD	2015 ALFA GULIETTA QV
35	T	BRUCE SMITH - DAVID WIGLEY	1995 M. BENZ C36
36	T	EDUL DHONDY - SIMONE DHONDY	2001 SUBARU WRX
37	T	COLLIN SEGELOV - SIMON ROBINSON	1971 TRIUMPH STAG
38	T	JONATHAN LOOSLI - JEREMY LOOSLI	2002 M. BENZ C240
39	T	ANDREW TAURINS - BRUCE MILLER	1980 M. BENZ 280CE
40	T	STEVEN DAVIS - ROCHELLE PRATTLEY	2015 MAZDA MX5-NDGT
41	T	JOHN BOSS - LYNN BOSS	1968 MGC - GT
42	T	MICHAEL MALGO - GEOFF HEMPSALL	2010 AUDI A5
43	T	CHRIS HOLLAND - LEEZA HOLLAND	1978 PORSCHE 930
45	S	STEPHEN FRIEND - DIANA FRIEND	1988 M. BENZ 300SEL
46	S	MICHAEL BRANDT - ANDREW CALLUS	2001 ALFA ROMEO GTV
47	S	ADRIAN WALMSLEY - JOANNA WALMSLEY	1963 FIAT 1600S
48	S	STRAT MAIRS - TONY NUSCO	2016 JAGUAR XE-S
49	S	GEOFF MILLS - TRISH MILLS	1966 FORD MUSTANG
50	S	STEVEN BYRNES - MARGARET BYRNES	1970 ALFA 1750 GTV

DIVISION I APPRENTICES & MASTERS

CAR NO.	VRC - MAJOR CONTROL	PASSAGE CONTROL	PENALTIES	QUESTION PENALTIES	OTHER PENALTIES	PENALTIES THIS DIV.
1	4Y	12		88	15	127
2	XH			22		34
3	7V			88	60	184
4	XE			88		160
5	D.N.S					
6	4X	12		55	15	130
7	PC.I			88	15	199
16	M7	12		33	25	94
17	M6			22		22
18	M7					0
19	M7			11		83
20	M7			33		57
21	M7	12				12
22	M7	12			25	37

DIVISION 2 & 3 APPRENTICES & MASTERS

CAR NO.	VRC - MAJOR CONTROL - PASSAGE CONTROL PENALTIES												QUESTION PENALTIES	OTHER PENALTIES	PENALTIES THIS DAY	TOTAL PENALTIES	POSITION	
	F2	F1	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12						
1	12	12	12	12	12	30	12	12	12	12	12	12	12	187		373	500	4
2			12	12	12	12	12	12	12			12		132	20	248	282	1
3	12	12	12	12	12	30	12	12	12	12	12	12	12	209		341	525	6
4					12	12	12	12	12	12	12	12	12	99		201	361	2
5	D.N.S.																	
6	12		12	12	12	30	12	12	12	12	12	12	12	187	25	362	492	3
7	12		12	12	12	30	12	12	12	12	12	12	12	132	20	302	501	5
16	12	12	12	12	12	30	12	12	12	12	12	12	12	110	20	310	404	6
17												12		11		23	45	1
18			12	12	12	30	12	12	12	12	12			22	60	172	172	3
19	D.N.F.																	
20			12	12	12	30	12	12	12	12	12	12	12	33		111	168	2
21	12		12	12	12	30	12	12	12	12	12	12	12	99		225	262	4
22			12	12	12	30	12	12	12	12	12	12	12	132	35	281	318	5

DIVISION I TOUR

CAR NO.	4	XE	UH	7V	PC.I	HC	M7	A6	A8	RW	7N	MII	H9	GT	MB	F2	QUESTION PENALTIES	OTHER PENALTIES	PENALTIES THIS DAY
27	12	12	12		12												55		103
28							12										33		45
29																	22		22
30											12								12
32		12				12	12										11		47
33							12					12					28		52
34																			0
35																	22		22
36																	6		6
37																	28		28
38																	11		11
39													12				17		41
40																	6		6
41																	44		44
42																			0
43																	55		55

DIVISION 2 & 3 TOUR

CAR NO.	VRC - MAJOR CONTROL - PASSAGE CONTROL PENALTIES										QUESTION PENALTIES	OTHER PENALTIES	PENALTIES THIS DAY	TOTAL PENALTIES	POSITION									
	MB	F2	L2	GM CONTROL	M4	EB	TZ	DZ	PC.2	EB	PC.3	4C	M17	GM	GM	AG	XC							
27													12	12	12				77			113	216	14
28		D.N.F.																				-	-	
29		D.N.F.																						
30					12																	23	35	5
32					12																	23	70	11
33					12								12									35	87	12
34					12																	12	12	1
35					12																	23	45	8
36																						22	28	4
37					12																	67	95	13
38																						11	22	2
39					12																	12	53	9
40																						22	28	3
41																						0	44	7
42					12																	37	37	6
43																						11	66	10

SECTION 3A NULLIFIED DUE TO NAVIGATION INSTRUCTION ERROR

**Read all about how the general media described our own Heather Brumby's recent C.A.M.S. Award
"Future Star" recognised**



Classic Rally Club member Heather Brumby was surprised and honoured to be awarded the 2018 Future Star of Motorsport award by the Confederation of Australian Motorsport (CAMS) NSW at the state awards ceremony at Homebush recently.

Heather, both a driver and very competent navigator, became the youngest ever competitor in the 27-year history of Targa Tasmania when she navigated her father and their 1999 Alfa Romeo GTV into fourth position in their category in 2018, at just 14 years of age.

"Heather is very competent in the car and knows exactly what she wants to happen" said her father

Steve Brumby. "She is also great fun and we really enjoy our time when competing. It was well deserved recognition of what she has achieved so far and the sky is the limit for her".

Heather is now focussed on improving the team's performance and getting into the top 3 at this year's Targa Tasmania event which will take place over 30 Apr to 5 May all over the island state.

"I was a bit shocked by the award. I'm just looking forward to getting back into the car" said Heather. "Competing is just great fun"



ORGANISERS of the "Fourth Wollongong 300" last night still were working out placings in the district's most important car trial of 1966. Bulk of the \$200 prize money was provided by the University College Car Club's sponsor, Mr Neil Johnson, of Warrawong.

PICTURE: Trial driver John Bryson, of Liverpool, Trial director, Glen Innes, of Wollongong, and driver George Shepherd, of Concord.

Glen Innes recently found this interesting cutting from 1966.

HISTORICAL FEATURE - The beginning of the hatchback automotive style? by Tony Kanak

If you were to think about the earliest example of what became the very popular hatchback style of motor vehicle, which manufacturer would you place at the beginning of this trend?

Perhaps Renault with its 16 model of 1965 would be a contender? That was long ago. Or maybe the Hillman Imp which was unveiled in May 1963?

Probably there are quite a few other contenders for a mass produced passenger car that bridged the gap between station wagon and sedan, without absorbing a commercial vehicle's utilitarian characteristics, such as to become what we in Australia, call a panel van.

From an old National Geographic magazine I learned that a hatchback had been offered from 1950 by the Kaiser-Frazer Corporation who made cars at a huge plant, which they had leased from the US Government, which was located at Willow Run, Michigan. Hence their company slogan "The Pride of Willow Run". By the way Henry Ford had built Liberator bombers at this plant so after 1945 it was no longer required by the government... Negotiations were conducted by the War Assets Administration and an attractive 5 year lease was negotiated.

The Kaiser-Frazer arrangement was between the former President of the Graham Paige Company, Joseph Frazer, and Henry J Kaiser (an industrialist) who formed the Kaiser-Frazer Corporation in July 1945. Later in 1947 the company acquired the automotive related assets of the Graham Paige company, where Frazer had been President at the close of the second world war, after it came to pass that the Graham Paige company, like some other US companies, would not resume civilian auto production, on its own behalf.

Frazer was certainly no automotive novice having previously been in the employ of Packard, General motors, Chrysler and Willys-Overland. It would be true to say that he understood the strengths and weaknesses of the marketplace.

Kaiser-Frazer unveiled stylish new post war cars in 1946 at the Waldorf Astoria Hotel in New York and these were in production in 1947, beating the "Big Three" to the market with fresh designs. K-F used engines including the Continental Red Seal L head in line six, and they made over 10,200 of the 1951 Frazer models, seen in the advert- against an order book of over 50,000. Why the shortfall?

Well claims of obstruction by the big three auto companies, and political and commercial hurdles (such as component supply shortages and with sheet steel supply) were made by some people, but according to some sources the real core issue was that the abrasive friction between Frazer and Kaiser caused Frazer to leave during 1951, and the Frazer nameplate was immediately dropped. All the cars were now Kaiser named products. So in 1952 the company was renamed the Kaiser Motors Corporation and it made passenger cars in the USA until 1955.

The Frazer 4-door sedan... with its astonishingly low price, definitely the value leader in the fine-car field for 1951.

How many cars on this page?

You see two, but actually there are three! Above is the luxurious 1951 Frazer 4-door Sedan. Below is the glorious 1951 edition of an original Kaiser-Frazer idea — the Frazer Vagabond.

It's really 2 cars in 1! For on a moment's notice, it converts from sedan to spacious cargo carrier with room to take with you anything portable for sports or business.

The other magnificent 1951 Frazer models include America's only 4-door Convertible, and two versions of that stunningly smart Frazer original, the "hardtop". Aptly called the Frazer Manhattan, it comes with a "Convertible Look", solid steel top, either painted in gleaming metal, or covered with shimmering nylon.

All Frazer models are powered by the new Super-sonic Engine! All have completely proved Hydra-Matic Drive at extra cost; all have handcrafted quality throughout. All are priced astonishingly low! All are built to better the best on the road!

KAISER-FRAZER SALES CORPORATION, Willow Run, Mich.

The handcrafted

1951 FRAZER

The Pride of Willow Run

The famous successor to the station wagon... the 2-in-a-1 Frazer Vagabond converts in 10 seconds from luxurious 4-passenger sedan to spacious carrier.

© 1950 KAISER-FRAZER SALES CORP., WILLOW RUN, MICHIGAN

(Continued on page 16)

By this time the big three had well and truly caught up with new overhead valve V8 engines made in-house, as opposed to the now seriously out-powered, and outsourced side valve Continental made engines that had powered many of the post war products of Kaiser- Frazer and then Kaiser. Clearly Mr Kaiser was astute enough to see this trend, but to still recognise bargains and opportunities. In 1953 the Kaiser business empire bought the troubled Willys-Overland company for a bit over \$60 million. Willys-Overland had seen the order book for Jeeps decline like the orders for the Liberator bombers had before, notwithstanding the conflict in Korea.

By the end of the 1955 US auto market year (so around September 1955) Kaiser had decided to exit the passenger car market in the USA, preferring to watch the struggles of Hudson/Nash, which had merged in 1954 to become American Motors, and the Studebaker/Packard merger, from the sidelines and not be part of the game to compete with the GM, Ford, Chrysler "Big Three", without development funds for new models and comparable economies of scale. The proposed 1955 Willys cars were virtually stillborn following acquisition of the Willys company by Kaiser.

During 1956 Willys now manufactured only utility vehicles, largely for export, and it was profitable from this strategy. Later, in 1970 the no longer profitable Kaiser Jeep Corporation as it was now known, was purchased by American Motors (AMC), the struggling manufacturer of Rambler cars for \$70 million. So Jeep, reinvigorated with some money from Renault/AMC, was to be an important element of another company again, for at least a time. Chrysler would later purchase Jeep in 1987, and today Jeep SUVs are a common sight on Australian roads- though Daimler and then Fiat have been involved as owners lately and some of the 21st century Jeep vehicles were largely made in Austria at Steyr!

TRIVIA- The early 1947 model year Kaiser-Frazer products were badged as Graham Paige cars, before becoming Kaiser and Frazer branded models. Graham Paige had had a quality reputation.

After the purchase of Willys-Overland in 1953 the Willow Run facility was sold to General Motors who had had a major fire at their plant where Hydra-Matic automatic transmissions were manufactured. GM needed to get back quickly into production of these increasingly must-have options. Kaiser shifted its principal activities to the Willys facility at Toledo, progressively from 1953.

The startling Kaiser Darrin sports car in fibre glass beat the new Chevrolet Corvette to the market by one month in 1953, and featured as inspiration, it would seem, for the car known as the Tomahawk, in a period racing film with Tony Curtis and Piper Laurie, which now seems more inspired by reality than perhaps it did on my first viewing....The movie, which was called Johnny Dark, was released in 1954. I think you can watch it on YouTube. The Kaiser Darrin production car that was for sale was a marginal success, or failure, depending on your point of view, with about 430 made in 1954. Darrin had assisted Kaiser and Frazer with styling work, on an on and off again basis.

In the USA between May 1946 and September 1955 over ¾ of a million Kaiser/Frazer vehicles were produced, in total.

Another story altogether- but Kaiser made its early 1950's design cars in Argentina for local/South American markets until at least 1962, so that is where some of the tooling went. I don't know what happened to the tooling for the four door convertible Frazer Manhattan of 1951...

Kaiser production in Israel began in 1951, and this operation became a significant industrial entity there. By the end of the 1950s the Kaiser models were rather aged designs, and in 1959 the company started to assemble six cylinder Studebaker Larks there!

As early as 1947, Kaiser-Frazer constructed a new factory in Rotterdam in the Netherlands (all in a day's work for the tireless Mr Kaiser). This business assembled 6,000 cars from US supplied 1949 Kaiser assembly kits, with European sourced tyres, batteries, glass, electrical components etc. In 1955 Kaiser obtained an order for 4,000 Jeep derived military vehicles for the Royal Netherlands Army. These were brought in from the USA, as CKD kits as above. About another 1600 were supplied later, and some saw service still in the 1990s.

So I'll raise a glass to the memory of Joseph W Frazer and Henry J Kaiser- two very clever, agile and significant businessmen, in automotive history. This is only a small slice of their life stories....

Tony Kanak

Changes to the regulations covering our competition events.

Mike Batten advises of the following changes.

2019 National Touring Code (NTC): The Confederation of Australian Motor Sport (CAMS) maintains Sporting Regulations for various disciplines.

Navigation Assemblies are run under the 2019 National Touring Code, this document can be found by using the following links:

- CRC Website: https://www.cams.com.au/docs/default-source/manual/rally/rr04-nationaltouringcode-navigationassembly.pdf?sfvrsn=9f8a1cef_13
- CAMS website: https://www.cams.com.au/docs/default-source/manual/rally/rr04-nationaltouringcode-navigationassembly.pdf?sfvrsn=9f8a1cef_13

CAMS have shown the changes to the 2018 NTC in blue font.

NSW amendments to the National Touring Code:

Amending Rules for use within NSW have been adopted as NSW Standing Touring Bulletin 4 (NSW STB 4), use these links.

- CRC Website: <http://www.rallynsw.com.au/wp-content/uploads/2019/02/NSW-STB-4.pdf>
- NSW Rally Panel 'About Rallying' page: <http://www.rallynsw.com.au/info/about/>

It is planned that the Supp Regs for each Navigation Assembly will include a copy of this document.

Differences from the former NSW Touring Code: Rallies in NSW were previously run under the 2018 National Touring Code with NSW Amendments. This combined document has now been cancelled. From 2019 there will be no combined document.

List of major changes:

- NTC Article 1 – Late Time Limit removed
- NTC and NSW STB – standardise on the terminology Crew not participants
- NTC and NSW STB – standardise on capitalisation for words found in Definitions – e.g. Major and Passage Control, Crew, Division, Road Card, Route Instructions, Section and Shortest Mapped Route
- NTC Article 2.8 – Division defined more accurately
- NTC Article 2.19 – Shortest Mapped Route defined more accurately
- NTC Article 2.24 – VIA now fully capitalised, not via or Via
- NTC Article 3.1 – Route Interpretation – minor changes
- NTC Article 3.2 – Route Instructions – minor changes and 3. 2 (h) Z Boards added from NSW STB
- NTC Article 3.4 – Abbreviations – some additions e.g. GL, GS, EOS, OOB, RA, RS, RW, SMR and NOTE for TJ, all from NSW STB
- NTC Article 3.5 – Maps – minor changes and 3.5 (g) Z unmapped roads added from NSW STB
- NTC Article 3.6 (e) Shortest Mapped Route – Intermediate Instructions defined more accurately
- NTC Article 3.8 – Out of Bounds – minor changes
- NTC Article 4.1 – Control/Course Markers – major changes. Additional information found in NSW STB 4
- NTC Article 6.2 – Penalties – three out of date ones removed and disqualification used instead of exclusion
- NTC Article 6.2 – Penalties – there has been no 10% tolerance for speed over the posted limit since the 2016 NSW Touring Code (Provisional)
- NSW STB 4 – Point to Point and VIA to VIA considered synonymous
- NSW STB 4 – most other Sections taken from 2018 NSW STB 2 & 3
- NSW STB 4 – Review Request - included to give Crews a simple procedure to resolve a query. It is aimed at making lodging a Protest unnecessary

Hawkesbury Ramble

“Back to the 60s”

Sunday 14th April 2019



- **A One-day event covering approximately 270 km**
- **A round of the 2019 C.R.C. Championship**
- **Start – Lynwood Country Club, Pitt Town. Breakfast, coffee and tea available**
- **Lunch – a secret location in the Hawkesbury River valley. Good quality food supplied**
- **Finish – Lynwood Country Club, Pitt Town**
- **The Categories will be:**
 - **Masters**
 - **Apprentices**
 - **Tour**
 - **Social Run – a non-competitive category with no CAMS licence required**
- **Masters and Apprentices:**
 - **Navigation is a mixture of that used in the usual CRC events as well as the style of the recent Wollondilly Rallies. Accurate map reading will be rewarded**
 - **The plotting will be relatively straight forward**
 - **Not many questions and no tricks**
- **Tour and Social Run:**
 - **Route Charts supplied**
 - **Fair yet challenging questions**
 - **The answers to questions will be found in safe locations**
- **Enjoyable roads for drivers, lots of twisty sections and great scenery**
 - **Tour & Social Run – approximately 10 km of smooth unsealed roads**
- **Entry fee \$110**
- **Enquiries to:**
 - **Mike Batten – 02 46 809 269 or 0400 174 579**
 - **Peter Reed – 0418 802 972**
 - **<http://www.classicrallyclub.com.au/index.php/the-club/calendar/hawkesbury-ramble>**

BLACK STUMP TOUR of CENTRAL WEST - 28 to 30 March 2019



There is something for everyone at the Black Stump this year.

The Cruising Tour will have the best roads possible and will see some great countryside as well as being up close and personal at the closed road tests that the Road Runner teams will be doing. Cruising Tour participants can do a convoy inspection of the closed road sections as part of the deal.

Social competitors can do the Cruising Tour course and visit the test areas as well.

Just want speed then the Road Runner is for you. Fully route charted Touring Direct Sections will take you around the course to the Closed Test Areas. There will be about 14 Closed Road Sections up to 5kms long over the 3 days and possibly 6 khanacross road tests to keep you on your toes.

For those who like the old style rallies of yesteryear there will be Touring Road Sections interspersed with navigation tests (designed from the Barry Ferguson Classic events - BFCs) to get you to the Closed Test Areas.

Yes, you can do the Road Runner events as well as the BFC tests. The timing and course has been designed for that.

To top it all there is a rebirth of the Night Owl. Arthur Evans' great event of almost a decade ago is being reborn. He will be running the new "Owlet" over 4 hours on the evening of the first day. Again trying to get the game back to where it was.

There will be the normal presentation on the Saturday evening and a few of the wild and woolly stories from Barry Ferguson, Bob Watson and Dave Johnson during the course of the evening.

Now about vehicles for the Black Stump.

Apart from the Road Runner you can bring what you like as long as it is registered and in good condition.

A sump guard might be a good idea if you are doing the "Back to the 60s" but the rest will be good graded roads.

For the Road Runner you will be restricted to Historic or Classic Cars that are Two-wheel drive and normally aspirated. While roll over protection (ROP) is recommended, cars without ROP will be accepted in the Road Runner.

Licences: The equivalent of a CAMS 2NS (or better) licence is needed for all. except the Road Runner. For the Road Runner the equivalent of a 2S or better required.

Enquiries - Dave Johnson, 0428 299 443, david@nswrallyheritage.com

2/3/19

CRC Events Calendar.

CRC meetings are usually held at the Denistone Sports Club, 59 Chatham Rd, West Ryde at 8.00pm sharp.

Date	Event - CC indicates CRC championship event	Note	Contact
26-3-19	CRC Meeting		
5-4-19	F.F.F.F. (First Friday Free Fling)	T.B.C.	
14-4-19	Hawkesbury Ramble CC	1 day Navigational Assembly set in the Hawkesbury Valley	Mike Batten 02 46 809 269 or 0400 174 579 Peter Reed - 0418 802 972
23-4-19	CRC Meeting		
3-5-19	F.F.F.F.	T.B.C.	
28-5-19	CRC Meeting		
7-6-19	F.F.F.F.	T.B.C.	
23-6-19	AROCA Tour d'Course CC		
25-6-19	CRC Meeting		
5-7-19	F.F.F.F.	T.B.C.	
23-7-19	CRC Meeting		
2-8-19	F.F.F.F.	T.B.C.	
4-8-19	Sheep Station Rally CC	T.A. details TBA	
27-8-19	CRC Meeting		
6-9-19	F.F.F.F.	T.B.C.	
8-9-19	Phill Stead/Bob Morey event CC	T.A. details TBA	
24-9-19	CRC Meeting		
4-10-19	F.F.F.F.	T.B.C.	
19-10-19	20-10-19	Alpine Classic CC	R.R. (Road Rally i.e. TRE) details TBA Ross Warner & John Cooper
22-10-19	C.R.C. Meeting		
1-11-19	F.F.F.F.	T.B.C.	
24-11-19	Possible Club event	TBA	
26-11-19	CRC Annual General Meeting		

Thanks to John Cooper, Tony Norman, Tony Kanak, Nikki Baker, Laurie Mason, Michael Olsson, Steve Brumby, Glen Innes and Mike Batten.



THE END.

