

# Rally Directions

The official Organ of the Classic Rally Club Inc.

(Affiliated with CAMS)



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### What's in your Shed?

CRC Training day

Mtn. Rally History

*August 2011*

## Classic Car of the Month

The Jaguar Mk2 perfectly fitted the company's motto of 'grace, pace and space'. This design was a refinement of the previous 2.4/3.4 model which was Jaguar's first car featuring monocoque or chassis-less construction.

Introduced in 1969 & produced through till 1967 the Mk2 used the venerable DOHC, inline six with capacities of 2.8, 3.4 or 3.8 litres.

The Mk2 Jaguar saw extensive use on race tracks around the world winning the European Touring Car Championship in 1963. Bob Jane was very successful in Australia with his famous white Mk2.

Garth Taylor's '61 3.8 auto, shown here, is a familiar sight on CRC rallies. Garth bought the car in 1990 and competed in the first Jaguar Mountain rally in 1991.

Garth has upgraded the car with a 4.2 motor from a 420 Jag & also the brakes & Varimatic steering from the same model.

## Coming Events



Back to the 60s. #2

### **THE BARRY FERGUSON CLASSIC 2011**

Sunday 18<sup>th</sup> September.

This year the event will be run in the Southern Highlands and will cover about 370 kms of good touring roads. About 80 kms will be rural dirt roads.

Maps will be authentic maps from the 60s. See inside for more details or log on to the CRC website.

[www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)



**August 20, 2011**

A fun rally without difficult navigation which starts in Newcastle and takes in some of the most breathtaking scenery in New South Wales en route to Kandos.

The Rylstone Classic will include a range of novelty activities concluding with a Classic Mini Trivia Challenge over dinner at the Globe Hotel, Kandos.

This is a free event open to Minis & other classic vehicles on application. Full details inside.

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DEADLINE FOR NEXT NEWSLETTER 16th September 2011



Please make phone calls before 9.00pm

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

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## ROSS' RAVE.



Hello again, and welcome to the August issue of Rally Directions. Lots to talk and think about this month.

Our recent "Driver Training Day" on the 1<sup>st</sup> August at Wakefield Park in Goulburn was a complete success! Contrary to my earlier predictions it wasn't cold at all! It was a beautiful sunny windless day. I think everyone had a great day (even the guys who ended up rolling their car up the top of the track – nobody was injured). I learned much about driving from my time "being instructed" by Robbie who was driving Kim's Porsche. A big thanks to Tony Norman and all of his helpers. I missed the most recent First Friday Free Fling at Harry's Café deWheels in Parramatta. I'm told that the weather was great and the turn up was very encouraging. It sounds like the move to the new venue will work out for the better. Don't forget that this monthly event is on our calendar and therefore you are encouraged to drive you club plate historic cars.

Having just returned from the August Picnic Ramble, I can report that this was also lots of fun and very successful. The weather at the start in Loftus wasn't the best,

but it cleared by lunch just in time for our picnic. We arrived in the carpark in Kiama just in time for Lui to spot a couple of whales heading down the coast. There was no charge for the whale watching.

On a different topic, we have some thinking to do. You may have seen an email that I sent out asking everyone to think about the Club's profile in the community with respect to our carbon emissions. Out of interest, I received many detailed and informative replies to this email and after reading them all I am no clearer on my own personal position, however I am clear about what the more vocal elements of our society think and that is that old cars are polluters and driving them needlessly is wasting resources and contributing to a global warming effect.

Whether you agree with this or not, and indeed whether you even acknowledge the possibility of global warming is not the issue. The issue is how our sport is perceived and how we can best present ourselves going into the future.

For my own education I undertook a little research to see what the quantum of carbon offsetting our events might be and it looks as though it could be as little as \$ 8 - \$ 10 per two day event. Is this worth it? I'm not sure. This is what we need to think about.

What are our risks either way? If we don't offset, then at some stage we might received some bad publicity, but I think it is unlikely that we would be shut down. On the other hand if we do offset then there is some cost, we might be insulated from some bad publicity and if we play our cards

right we might even attract some positive publicity.

Would our Club and our sport become more attractive to younger competitors? Maybe, maybe not. What do you think? Other Clubs have decided to go this way (notably the Holden Club) and I understand that Targa Tasmania will be carbon neutral from next year on. At our next meeting we will be voting on a proposal that the Committee investigates a scheme to offset potential carbon emissions from our rallies. If you are passionate about this issue and would like to have your say, then I recommend that you attend so that you can cast your vote.

I have suggested that some of our members may wish to speak before the vote and will allocate 3 speakers for each side of the argument with a time limit of 3 minutes each. If you would like to speak, please let me know before the meeting as it will be first past the post (not furthest cleanest) for these positions.

It's time to get your entry in for the Barry Ferguson Classic on the 18<sup>th</sup> of September. Don't miss it. Dave is getting trickier (is that a word?) and more inventive with each new event that he sets.

The Alpine is coming up after that. Better get your entry in quick because I understand this one is filling up fast and it is bound to be Lui and Hendo's "finish with a bang" so to speak.

Next year's competition calendar is looking very promising with yet another team putting their hands up to set an event.

See you out there (if I can find the right roads!)

Enough raving ..... Ross.

## The Classic Rally Club and the Environment.

### **An Objective to Consider**

Further to my last month's rant about the pointless accumulation of funds by non profit car clubs, a chance remark in the same magazine by my friend (yes really!) Gary Maher, about not wanting a carbon tax set me to thinking (Oh no, not again, you all cry)!

While we all detest the idea of paying more tax, the unfortunate facts are that with unrestrained access to finite energy resources, we are all heading rapidly down the ever increasing slope of polluting our precious environment.

As users of older and more polluting cars, however miniscule the gross emissions proportionately to the vast bulk of road users, we are targets for the poorly informed when we use our cars on events which are

often very public. Even if it is more environmentally friendly to restore a car than to use the vast amount of resources to make a new one, the sight of a smoky exhaust on an older car or the use of a car for pleasure in a race or a rally, as opposed to necessity only, can over excite some people. If not now, it certainly will in the future.

So here is something that makes us proactive rather than reactive.

Events such as Targa Tasmania now offer the opportunity to make your entry carbon neutral for the duration of the event. I suggest that the Classic Rally Club adopt this concept and becomes involved in such a scheme. The idea being that it is official club policy to be environmentally friendly and becomes a major selling point in the pursuit of goodwill with the general public

and those groups that may otherwise give us flack in the future.

If the CRC does adopt such a scheme, then a small portion of the current assets should be set aside for this objective, thus ensuring good use of the funds and securing a longer term future for the club and the aims of the membership. It would then be utilised as part of our promotions and proposals for events and publicised in our magazine and on our website. It would also require it to be incorporated into our constitution.

In order to pursue this action, I wish to move a motion that the CRC Committee investigates the concept with a view to setting up such a plan within the current calendar year.

**Geoff Bott** (Member No. 1.)

**Garth's viewpoint.** I am in complete support of G.B.'s proposal to offset our classic vehicles pollution. I've had a look at the Holden Club and Green Fleet's websites and I believe we should look to supporting this type of offset. Questions that come to mind?

1. Who should pay? Car owner, CRC or should CRC subsidise a % of the total cost? I would recommend a 50/50 CRC subsidy as the best option.
2. I believe it should be a voluntary scheme, but what do others think?
3. Should it be on an annual basis or per event? I think that annual would be best.

Just some thought starters. Garth Taylor

### **From the Committee.**

Sustainability and Classic Car Interests- a few thoughts to generate some discussion:

Hi everybody. At the July meeting there was some discussion about how the CRC might go about defending the classic motoring interests of its members from potential criticism about the adverse environmental effects of

motoring in a classic vehicle.

Long time original CRC member Geoff Bott has provided some comments, which are also in this issue of Rally Directions, and we've provided a few more points to stimulate discussion- on what may well be a polarising issue. By this I mean some people will agree that action is needed to respond to what are mostly

environmentally themed views, that are critical of older cars being used at all, and some people will want to ignore or brush off such criticism. At the CRC though, it is not our job to agree or strongly disagree with the views of individuals- instead the Executive Committee want to protect the interests of all of us CRC folk so we can continue to do what we do, long into the future.

As a club built on the usage of classic motor vehicles, it our duty to look after the interests of this hobby and activity for the benefit of all with similar interests. So I'll say it again-It is not our intent to dogmatically dictate what our members must personally think about the environmental impacts of classic motoring- whether these views are factual, based on a lack of perspective, misconceptions, some form of anti- fun wowserism, safety obsessions or whatever, as their starting point.

Our best defence will be with facts. It will be important that we can simply explain that we are not environmental vandals, and that can put our environmental footprint from our classic vehicle interests into perspective.

Perhaps also we could consider a strategy that makes it possible for individuals to moderate or cancel the environmental impacts of their classic motoring activities. For example Targa Tasmania is one event that offers a simple option for entrants to offset the carbon impact of their participation. You may have noticed that the V8 Supercars now run on E-85, so it is mostly renewable fuel being used to make all of that power.

We would like to capture all ideas and suggestions about a "CRC Sustainability Strategy" for consideration and discussion over

the next few months, so please come to the meetings if you have a view you would like to share. But mindful of the 1.5 hour limit for the typical duration of the meetings- it may be even better if you can put your thoughts down and snail mail or email them to myself and or Ross Warner at the usual contact arrangements in each issue of Rally Directions. The phone works too (mostly).

Tony Kanak

#### Some points to consider:

\*Classic cars contain a lot of energy and resources from the earth's elements, like steel and glass and aluminium. This is sometimes called embedded energy and resources. Modern vehicle design life is short, and so your classic, by staying in serviceable existence has perhaps saved the planet from the depletion of the resources needed to create 5 or 10 new cars during the last 30 years or so? Classic cars are a counterweight to faster and faster "product to scrap" time scales that are now common with so many manufactured goods.

\* By now however most classic cars see only minimal/occasional usage so their fuel consumption and emissions cannot be regarded as significant. Far more fuel gets spent jetting sportspeople who typically just chase balls of different sizes, around the country and the globe.

\* Most classic cars are well

maintained, serviced and don't emit smoke, and their fuel consumption compare favourably on litres/100km to vehicles still sold in popular numbers for general usage- such as the SUVs that are ubiquitous today, even in city traffic.

\* Classic vehicles are serviceable for the longer term. They can be practically overhauled without exceptional complexity and keep some types of skills alive, retaining employment opportunities. Examples are motor trimmers, engine reconditioners, sheet metal and painting and other trades.

\* Classic vehicles are the nation's privately owned and maintained motoring museum. Like it or not it must be recognised that automotive achievement had a major impact in this country and elsewhere on the 20th century. Some vehicles are even regarded as art-works!

\* Proper attention and priority by governments, planners and others to public transport is in everybody's best interests.

\* Classic motoring activities are a form of, and further promote regional tourism.

\*Classic vehicles are a bona-fide hobby for people of all ages.

\* Classic cars are not over represented in accident statistics (I've been told this- does anyone have facts to support this Quote)?

### **Good News/ Bad News**

Marj anxiously phoned her husband, Nigel, at work during the busiest period of the morning.

"I'm sorry, dear," said Nigel, "but I'm up to my neck in work and I really don't have time to talk".

"Well that's OK," replied Marj, "but I've got some good news and some bad news for you".

"Alright," said Nigel, "because I'm so busy just give me the good news."

"Well, said Marj, "the air bags work".





## TED 'N TONE'S NEXT BIG ADVENTURE. THE 2011 MOUNTAIN RALLY

Ted 'n Tone's Big Adventure #128 in March, a win in the Riverina Run, was followed by a couple of Ted 'n Tones not uncommon character building shockers – stone motherless last, or thereabouts in both the May Medley and the Tour de Corse, all coupled with a pain inducing panel beating bill from a guidepost direct hit near Penrith Lakes (no they aren't plastic!) in one of those events.

All that, enhanced by a Friday evening peak hour crawl to Lithgow didn't have us overflowing with confidence when the Zig Zag motel jumped out of the night time fog. The more than crisp air, dimmed by a sizeable Gin and Tonic from the near legendary Mike Birks/Steve Stuart travelling bar soon had us in more acceptable frames of mind.

It seemed most of the near record 74 car field's teams had decided dinner at the Zig Zag "InterContinental" ( or was it just the \$180 rate?) was the right idea for Friday night. A late-ish, but enjoyable night unfolded punctuated by tall tales of Mountain Rallies past – is it 19 this year?

Saturday morning was clear and relatively frost free, but a brutal reminder that Lithgow's average July minimum is 1 deg - a challenge for Tony getting through his first winter in Sydney after the 9 before it in Singapore.

In Gary Maher's absence out on the road already, Westie and Brian Todd took on briefing duties. Experience dictates that Gary's briefings always include important bits of information, which when missed, inevitably prove costly. This briefing was no exception and the usual "all questions will be on the left" was unusually added to with "not on the right, or straight ahead, on the left"! We should have realised.....!!

Division 1 was Lithgow to Crookwell for lunch. Using 4 maps interchangeably set the weekend's precedent. The resulting constant paper shuffle, cross referencing, marking and so on kept the Challenge navigators even busier than usual. Add to that an interesting embedding of some, but not all 17 questions into the instructions, 4 photos to be identified en-route and both navigator and driver were kept more than occupied through Oberon, Porters Retreat and Taralga. So far, so good – wind driven ice and light snow made us very glad the Escort's 41 year old heater is among its most reliable bits.

Gary had implanted a fixed tripmeter check into the route to be used as a tiebreaker if needed. We'd listened and read carefully, following his instructions to a tee. A less attentive

approach to similar instructions in the Morey's Capital Caper in an earlier 2011 Big Adventure saw an equal first turn into 8<sup>th</sup> place that day. Once bitten etc.....

A manned Passage in Taralga created some angst as it popped up over a crest in town, appearing initially to be on the wrong side of the street. As we stopped to convince ourselves we'd snagged the only correct route through Taralga and this couldn't possibly be a WD, our hearts were sinking. Surely not a WD in Division 1? Huge relief when the official's moniker hit the card without the dreaded WD beside it.

A lengthy dirt piece created a diversion when we stopped to help a stricken Jag. Tony's empathy with the "Ford" logo'd electricals under the big cat's bonnet, and Ted's deep experience with recalcitrant printing presses (but more particularly having the Owners Handbook to refer to) soon had the Inertia Switch reset and the Jag again proceeding as Jags are meant to.



Early into a terrific lunch (all the right “winter food”) and with a good morning’s 216k’s behind us, Division 2 through to Queanbeyan beckoned.

Division 2’s 148kms needed 4 maps to find the correct route through 7 Via points, the answers to 11 questions and locations of 4 mystery photos. We shortly found ourselves needing to “pass a petrol only station on your Right” and another “on your Left”. They were closely followed by a tricky “P” board. Gary was obviously intent on making the most of post lunch navigator fatigue and the euphoria that sneaks in around siesta hour!

Hannans Creek, Bredalbane, Collector and through the “main street” of Bungendore had us smartly on the outskirts of Queanbeyan. A route chart took us the last few k’s to M4 at the Airport International Motel and at only a little after 3pm, the balance of Saturday afternoon to enjoy some serious bench racing, a good deal of reminiscing and – oh yes, a G&T or two from the Birks/Stuart travelling bar.

Bumping into Gary Maher before dinner and hearing the magic words – “keep it up, you’re going well” confirmed our thoughts of a decent day behind us.

Dinner, a good local red and the days results confirming we were leading with just a single point lost, were countered by the hotel manager’s news that no, they didn’t have Channel 1 available. No British Grand Prix qualifying for us then – and in Mark Webber’s home town to boot – unforgivable!!

We were intrigued to know where we’d lost our point – all the more so since the lowest

event penalty was 2 points. ??

Div 1, Q 6 “ What is the LOW CLEARANCE? ” . It was an arched brick railway bridge. Never seen one before with two separate signs on it – one at the top of the arch and one on the LEFT lower down. Confused as to the correct answer and of course completely ignoring Westie’s briefing comment re location of answers to questions, we wrote down both heights. Needless to say the lower height sign to the LEFT was correct. We got a half penalty! Fair cop.

Sunday morning was positively balmy at 3 or 4 deg and soon after 9 we were underway into Division 3. Only 3 maps for Ted to juggle this time, 6 Via points, 13 questions , 8 mixed up Tulips in Gundaroo after 5 crossings of the Yass River, and 4 photos soon had us well into the 217k’s.

A backtrack to look at a dirt road near Gunning on the Old Hume Highway eventually had us tack on an extra 40k’s to the Directors intentions when we found a shorter route. We were one of a number of crews to explore both options, although not everyone took the full scenic round trip.

With our first win in 15 years, earlier in 2011 then providing some new found confidence, the two following crook results had us back to a state of only modest comfort about our winning chances. The extra loop before lunch didn’t improve that and we arrived late to lunch in Marulan, not feeling overly positive.

Lunch was quite superb as we’ve come to expect in the bush, and even the howling wind and Arctic like temperature outside were hard pressed to take away from it.

Late into that lunch guaranteed a late start into Div 4 and its completion in Cobbitty.

The Division’s 139k’s, 7 Via’s, a bunch of questions and photos passed relatively uneventfully save a bit of confusion around an unmapped road near Razorback. The Southern Highlands were in full on Sunday afternoon driver mode with patches of heavy traffic frequently reminding us that Sydney’s urban sprawl continues unabated. Cobbitty and a warm hall soon appeared. Another Mountain Rally was behind us.

It wasn’t until a congratulatory





email on Tuesday that either of us were convinced we'd won our first Mountain Rally, after probably 15 or more go's at it.

It was at this time that the extra penalty points which had appeared beside our names since Saturday night didn't matter any more. Still don't know where they came from or why. It

doesn't matter much now!

Our thanks to Brian Todd and the Jaguar Club, Wendy and Gary Maher, Glenn and Joyce Innes, Arthur and the late Sandra Pugh, Graeme Lord, John Southgate (for what will be his usual superb photos), all the officials who braved the cold and everyone else involved in putting on an

excellent Jaguar Mountain Rally 2011.

Its with great regret that in expressing our thanks, we note the sudden passing of Sandra Pugh, the Event Secretary. We extend our sincere condolences to Arthur, and all Sandra and Arthurs family and friends.

Ted 'n Tone

## John Cooper continues with the history of the Classic Rally Club

I will continue my account of the Classic Rally Club.



For those of you that read my first article and were wondering who the photos were of, let me explain. The red MK1 Cortina was driven by Jeff West with this brother Les as navigator and in the MG TC with the broken windscreen were Danny Castro and Ernie Mitchell with Brian Cooper pointing the way to Canberra where at the time an unknown friendly gentleman by the name of Don Brown lent Danny a spare windscreen so he could continue the rally. This was the first ever Repco Mountain



Rally in 1991.

Before our Club was conceived the Jaguar Drivers Car Club ran a couple of mountain rallies with the help of Geoff Bott. Geoff has provided me with the following information about the concept of the first Mountain Rally which kicked this whole thing off.

Back in the 1980s Geoff opened the Historiar Bookshop and was the Shannon's Insurance agent in NSW. Duke Videos were a profitable line that Geoff was retailing and one motoring event that took his eye in the range was the 1975 Avon Tour of Britain. This event took the cream of race & rally drivers of the day and pitted them against one another in a series of races at various race tracks joined by rally stages. The idea was to provide an opportunity for the best all round drivers to compete against one another on an equal footing and to declare a winner from what would normally be an impossible comparison.

In 1990, the Pirelli Marathon, an all classic car rally event, was run for the first time in Europe. This featured a range of great drivers such as Stirling Moss, Paddy Hopkirk and many others. The Lucas Grand Prix Rally, a support

event for the Adelaide Grand Prix also took place for the first time. In NSW we had nothing remotely like this so Geoff entered my MGA and had a great time. On return, he thought that there was an opportunity for this in NSW and being an active member, decided to put the idea to the Jaguar Drivers Club of Australia in 1990.

The proposal was to be for a 1,000 km road event that visited a series of venues for a sprint, motorkhana or whatever could be dreamed up. The point scoring was to have a way of making the contest relatively even when good drivers in sporting events might be able to make for a poor performance in the rally sections or vice versa. Of course if you had a great driver and a great navigator, this would give you a winning combination! The original written proposal is still in Geoff's files. A small section of that original proposal is reproduced below. The proposal stated that there were a lot of nice motor cars sitting in sheds that are hardly ever used (investment) and this event was designed to give the owners an excuse to use them. The main criteria was to be enjoyment of the vehicles rather than to rewrite the record books!



Essentially designed to cater for road registerable cars manufactured up to 1975, the event will consist of approx 1000km of bitument road sections with some sporting venues thrown in for the more serious drivers. A suggested route may be as follows:

Day 1: Beginning at Parramatta Park and leaving at two minutes intervals, the route will go to Amaroo for a few laps of the circuit and then on up the freeway to Cessnock and the Hunter Valley and an overnight stop.

Day 2: A sprint perhaps then back down the Putty Road, Bells Line Of Road and other back roads to Bathurst for an overnight stay.

Day 3: The morning begins with a run up Bathurst hillclimb, then off South via the best possible route to Canberra via the Plains.

Day 4: A hillclimb in the ACT and then back to Sydney via Macquarie Pass to Oran Park for a further times event and a Grand Finale.

Needless to say it is not quite as simple as that to organise. Problems envisaged are:

1. Organisation: The Jaguar Drivers Clubs in Sydney, Newcastle and Canberra with associated Registers are in an ideal position to organise and man the event plus provide a considerable no. of entrants. The fact that the event is run under then JDC umbrella provides potential entrants with some assurance that it will be properly run. The membership of the Jaguar Drivers Club must surely have a nucleus of people that can provide the enthusiasm to run such an event.

2. CAMS and Other Official Bodies: The event will have to be a timed

rally and comply with all of the appropriate regs and civil controls. This means low average speeds to control the more impetuous and plus time controls with penalties for early and late entries with approx 500 kms per day to cover, this should not be a problem. I envisage about 5 controls on route at 100km intervals plus 2 secret controls for good measure.

3. Sponsorship: The aim of the event is not necessarily to make a profit but to have a good time. Historicar would be interested in providing some sponsorship in conjunction with VGL Insurance Brokers. The degree of sponsorship would be subject to negotiation.

4. Insurance: Would be subject to scrutiny but as several precedents have already been established (ie the Lucas GP Rally and the Kidney Kaper) the way has been found around this problem.

5. Prizes: Some awards will have to be made for the outright categories in competition and road sections but the main emphasis is envisaged to be on the Olympic ideal of participating rather than wining.

6. Categories: Overall pre 1975 with some model run-ons and as follows:

- (a) Sports Car 1961 – 1975
- (b) Sports Car 1951 – 1960
- (c) Sports Car pre 1951
- (d) Saloons 1961 – 1975
- (e) Saloons 1951 – 1960
- (f) Saloons pre 1951

All with sub categories for capacity for sporting sections depending on entries received.

7. Entry Fees: To be adequate to

cover the costs with profits to go proportionally to the participating organising clubs.

8. Entrants: Presently the Lucas GP Rally is oversubscribed in only its second year of operation. The bash type of events are a bit rugged for your average Classic Car unless you wish to do a complete rebuild at the end of it. This means that the average bloke with a Jaguar MG etc in good shape is being left out in the cold. It is envisaged that this type of event would be kinds to cars and drivers but would be long enough and have sufficient fun built into it that no-one would want to miss out.

In conclusion I suggest that members if the Jaguar Club give this proposal very careful thought as it will take a great deal of organisation to run a successful event. In return I feel that the event will give the Clubs a great deal of satisfaction on successful completion and enhance the reputation of the Jaguar movement in Australia enormously. Not only that but a great deal of enjoyment will be had by all participants.

Geoff was invited by the committee to address the club members and did so at the Hunters Hill Bowling Club where they used to meet. The members decided it sounded like a good idea generally but a couple in particular were attracted to it. Shortly after the meeting, Doug Henderson, a relatively new member, visited Geoff to discuss it further as did Michael St. John Cox. They formed a committee to run the event. Doug wanted to be Rally Director, Michael was for the all important scoring and Geoff was to act as a consultant.

Another fellow from the JDC was recruited for the Clerk of Course and the event took shape over the next few months. They decided that the name "Mountain Rally" had a good sound to it and Doug with his wife Marilyn got really stuck into it and found a willing sponsor in Repco, our famous parts and accessory supplier with many racing connections. Doug was a formidable self promoter and organiser and with his business skill took the event to another level. His contacts were extensive and he tapped anyone he could to support the event. No one could ever accuse him of being a shrinking violet! The concept was expanded beyond Geoff's proposal to become a week long event and to incorporate two full track days.

Entries poured in and all was looking good for the inaugural 1991 event with over 110 paying up the \$2000 entry fee. However, only three weeks before the event, the Clerk of Course resigned. A rather concerned Doug rang and informed Geoff that he was volunteering him to be the replacement! On taking up the post, Geoff discovered that the course was set and the instructions largely written, officials found, but there were no regulations written for the event, no control schedules and little else other than marketing and finding the venues. He took his copy of the Pirelli Marathon



regulations and copied large chunks of the procedures and adapted the rest to suit the event. A quick run around the course with Doug took place and then it was showtime!

The event ran very well without too many hitches, rather to all our surprise. Some competitors never really seemed to catch on that a point was the equivalent of 1/10 second lost on the road and to this day will tell tales of having lost 60,000 points on the first day! This was the restart of serious navigation rallies which has continued.

Geoff continued as Clerk of Course for the next two events in 1992 and 1993. He then resigned but Doug continued and Harry Thomas from Melbourne organised the rally to run from Melbourne to Sydney in 1994 and Geoff entered as a competitor for

the first time. He won it outright in 1997 & 1999 in his E-type, being the only Jaguar driver to win the event in the first 10 years in its longer competitive format. Doug then went on to other ventures and various others stepped up to take on the principal roles.

In the next couple off issues I'll go into detail about the first few Mountain rallies and then the formation of the Club, its history, earlier Rallies and profile of some older (long standing members)

Again thanks to Geoff Bott CRC member number 1 for his contribution for this article and when you think of it maybe next time you see Botty shake his hand because I wouldn't be writing all this about the last twenty years motor sport (fun) we've experienced.



Geoff Leuke (Kenley)  
 Brian Jenkins 69  
 Geoff Taylor  
 G 3-8 MOUNTAIN AUTO

Don Harold  
 100/4

JOHN #7.  
 Dodgy Bros



John #93  
 '68 Ford 400  
 PONTIAC  
 #95  
 K RGT HO HO HO!

Macay - WINNER 1991 - CAR 74.  
 PORSCHE 356 B. 1961.  
 D. M. C.

John Howard  
 "STRT"  
 Healey 100  
 84



INAUGURAL PRESENTATION DINNER

Friday May 24, 1991

Don. Kenley  
 John Shaw "STRT"  
 # Navigators are necessary  
 Car 8 Pamela Thomas  
 Ray Jones  
 Carl Chrysler 29  
 Michael Stephenson  
 Larry Thomas  
 E. 1976  
 Danny Jackson  
 MG-TE  
 ERN MITCHELL



# How John Southgate saw some of us on the Mountain Rally 2011





## WHAT'S IN YOUR SHED? TONY SOUTH

(A new feature where we find out what vehicles other club members have apart from their familiar rally cars . Ed.)

*Bob Morey (CRC Editor):* Hi Tony thanks for letting us in to have a look around your shed. You've certainly got some interesting vehicles here.

We can see the red Mk1 Escort we're familiar with from CRC rallies but is that 2 Cosworth Mercedes 190Es? They are pretty

(mostly Mk1 and Mk2 Escorts – can you see a trend here??) and its domination of F1 with DFV series engines, and, Mercedes W201 (190E) sedans superb handling and proven engineering, a collaboration made huge sense.

Development was far advanced when Audi announced its intent

500 were built, all left hand drive, with those remaining now appreciating quickly. Lindsay Fox museum in Melboure has what may be the only genuine Evo 2 in the country. The late Dr Victor Chang was a serious Cosworth Benz fancier and at one point owned two or more.

Track success came for Mercedes through its DTM (German Touring Car Championship) programmes with AMG and other factory backed teams, until the mid 90's when the 190E was replaced by its C Class successor.

*Bob M.:* As I understand it Tony, Mercedes never imported Cosworths to Australia? What sparked your interest in them?

*Tony S.:* Bob, I grew up in Dundas. A close neighbour and mate (aside from CRCers Ted Norman and Mike Birks who also fit the description!!) was Phil Ward, the developer, builder and entrepreneur behind Aussie Racing Cars. Phi's racing began in an Anglia, moved through a rapid Mk1 Twin Cam and later Cosworth powered BDG Escort, the ex Bob Jane Monaro and finally to a trio of 190E Cosworth Benz and a VP Commodore in the early days of V8 Supercars.

Being around those first two Benz racing cars was enough to inspire me to find myself a road car. Through a contact of Phil's I bought the 2.3-16 in the late 1990's. I'm the fourth owner and have all its books and history.

It's a brilliant car – by any measure, but made much more



special Benzs. There must be a story there.

*Tony South:* I guess one would be a story, two is nearly a book. A few months back the CRC mag ran Greg Yates story on the big Mercedes coupes rally history. There was a passing mention of Mercedes intention around 1980 to attack the World Rally Championship of the day with a 190E. That idea began as a decision to conjunct with Cosworth Engineering - engines built around Cosworth designed and manufactured twin cam, four valve heads with Mercedes four bottom ends. Given Cosworth's past successes with Ford based four valve engines (FVA, BDA, BDG) used in everything from open wheelers to touring cars

to chase the WRC with its yet to be seen Quattro 4 wheel drive. With Audi's success, dominating rallying for years, Mercedes decision to cancel the W201 rally programme seems quite clever in hindsight!

Mercedes Plan B was touring car racing. Development continued to deliver the required homologation volume, and the 190E 2.3-16 was born. 15,000 ( a small number in contemporary vehicle mass production terms) The 2.3-16 gave birth to a road going "Evo 1" (yes correct, it wasn't Mitsubishi who coined the Evo descriptor!), a 190E 2.5-16 (5,000 built) and the ultimate Cosworth Benz expression - the wild (by mid 80's standards) bewinged and flaired, Evo 2. Only

interesting for the fact that its first owner (and Australian importer) was Alan Jones, our 1980 world F1 champion. I've been fortunate to talk to Alan about it a couple of times over the years. He remembers the car very fondly, has told me of his ordering it from the factory ("mate, there's nothing not in that car – I ordered every option they had in the book!"), collecting it himself from Stuttgart and the drive back to London. Needless to say it was well run in!

Fair to say its more of a "touring car" than a city hack – the dogleg first, 5 speed manual, big gap first to second Gertrag box and the engine torque characteristics make it much more at home on a highway or CRC type road, than driving to the corner shop.

It did whet my appetite though for a 2.5. Everything I'd read told me the 2.5 was a much "nicer" road car, more power and torque and generally more refined, but not with the loss of any of the attributes of the 2.3. After a lengthy search, I finally bought one in Christchurch, NZ in 2003. Again I have its full history, I'm the third owner – it's a very late model, 88 or 89.

I haven't been disappointed – it's a lovely car, again a superb tourer, top speed near 250kph, very economical and relaxing to boot. I enjoyed a CRC Wakefield Drive Day in it a few years back – outside that its done very few miles since I bought it.

*Bob M.:* I can see some Italian machinery over in the corner too. I'll come back to the Ferrari Dino but I see a couple of bikes. Is that a MV Augusta 1000? That must be an awesome ride.



*Tony S.:* Lets say its faster than I'll ever be Bob. It's a 2004 model F4 1000, 160 bhp, 200 ish kg, 300kph and mind bogglingly quick acceleration. It s like a dog on a leash!

I bought it while I was living in Singapore from a Pommy expat heading somewhere else. He'd bought it new, done a couple of Malaysian track days on it and not much else. Even now its done only 6000k, most of which probably on the freeway from Singapore to Sepang!

MV has had a difficult last few years with multiple owners, sometime lack of commitment and an often unstable financial base. That doesn't alter its proud competition history and past achievements, a lot of it with Giacomo Agostini. The F4 was designed by Massimo Tamburini, father of the Ducati superbikes. The family resemblance is there, but I reckon the F4 is among the most strikingly beautiful bikes ever built – even moreso than the Ducatis, which themselves haven't been whacked with the ugly stick. Its engineering and detail make it a true work of art!

A few Sunday morning laps of the island, and the odd coffee run had me decide it was too hot (with exhaust up under the seat and a lot of radiated engine heat) to ride it there, so I sent it back to Sydney. Its still on Singapore plates, but now I'm home I'll get it

rego'd and get on with riding it.

*Bob M.:* And Singapore plates on the Ducati ST4S, a touring bike with the classic Desmo heart. Same story Tony?

*Tony S.:* I wasn't long without a bike in Singapore before it popped up – quite literally over a beer at a cocktail party. A quick discussion there, I looked at the bike and we agreed a price – deal done. Its a 2004 model with few more k's now than the 1,000 on it when I bought it.

It's a Ducati 916 Superbike motor in a touring frame - an effective "tourer"!!

For years Ted (Norman) and I have been compiling a mental dossier of CRC rally roads for later bike rides. Well now its



"later" ,and we're about to hit the roads.

*Bob M.:* Now to the Dino, arguably one of the most beautiful designs on 4 wheels. What is the history of your car Tony?

*Tony S.:* People say that as we get older and gather the wherewithal, we aspire to things we wanted, but couldn't have when younger. For me that's the Dino!

I've been incredibly lucky in recent years to have some great cars, a couple of Porsche Turbos and a 308 Dino included, but none have given me the same



satisfaction as the Dino (notwithstanding my paltry 200 miles since I bought it 4 years ago) It's a UK spec 1972 model. Although I've got its books and original dealer invoice, I don't know its UK history after the first owner. It passed from its 1988 Brisbane based importer to Gerry Wylie, a Gold Coast (now retired) builder and "car guy". Gerry set about a multi year fully documented body and mechanical rebuild, completed in 1995.

Nearly 10 years later, Gerry sold the car to Steve Milner in Sydney, younger brother of a good friend, Ross Milner. In the meantime, and entirely coincidentally I'd met Gerry Wylie on a visit to Pebble Beach/ Laguna Seca in 2004. Over a meal he'd described his rebuild of a UK imported Dino. I had no clue then as to what was to unfold in the next several years that would see me wind up as the cars owner.

Several years passed. Steve fell ill

and sadly passed away, much too young in 2007. Ross, and Steve's widow knew my interest in the car and contacted me. I said yes, with no price negotiation in late 2007 – right at the top of the market!!

Being Singapore based for so long, I've driven it very little. It's in superb condition, as you'd imagine following its complete restoration in the 90's. I could wax lyrical about it at length – I wont – suffice to say, owning and driving it, even if only rarely so far, is a great pleasure.

The Dino represents an ambition formed as a 20 year old, achieved. Its a car that's much more than just a possession.

*Bob M.:* And to finish of this must be the 'shopping car', a Golf GTI. However I seem to remember this car serving you well in the Riverina Run earlier in the year. Do you like Golfs Tony?

*Tony S.:* Its only the second "new" car I've ever owned (and in reality its Lyn's , not mine – she lets me

drive it!!). The first was a 1970 Escort. I guess that pretty neatly brings us back to where I started!

The Golf is a good car – reasonably priced and a terrific package for the money. Import rules have changed again in the last year or so which stopped me bringing an R32 back from Singapore with me this year. I'd had it 4 years up there and it was as good, or better in some ways than the GTi

So yes Bob, with 2 Golfs in the family for the last several years, you could say that I like them !

*Bob M.:* So Tony, you're back from Singapore permanently, any plans for more additions to the shed?

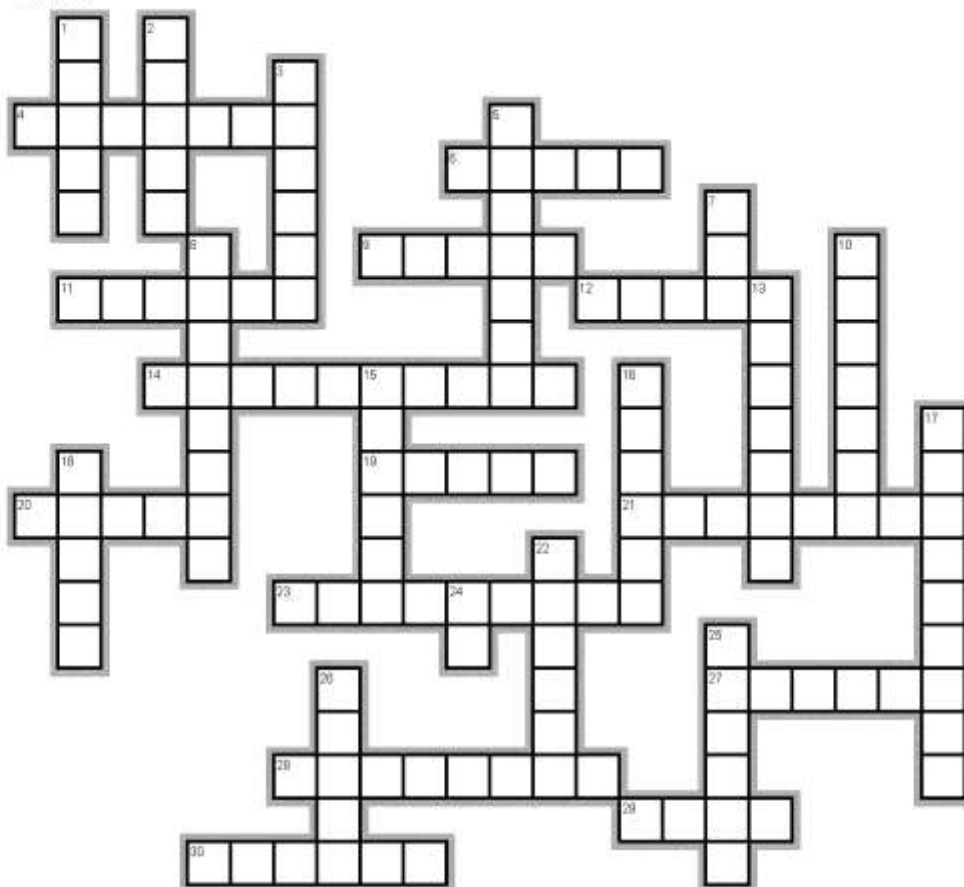
*Tony S.;* I'm quite keen on another Porsche, as a daily driver Bob, but I think I've left my run to buy a 993 too late. Prices have increased dramatically in recent years to the point where I'm not sure the premium over a later model 996 makes sense any more. Time will tell.



**EDITORS NOTE;** If you enjoyed reading about Tony's cars & bikes & would like to share the story of what you have in your shed please contact me. Bob M.

## Cars crossword

Jeff West



EclipseCrossword.com

### Across

4. One of Ford's finest
6. A Vauxhall model
9. Made an air-cooled rear engined V8
11. An almost poetic SAAB
12. Has a red triangle as their symbol
14. Yes it's the Dart
19. They made the Imp and the Elf
20. That were quite some car - so the ad said.
21. An Austin for the Americans
23. A TV programme for Holden in the country
27. Made a fibreglass car in Australia in the late 50's
28. A royal Austin
29. A washing machine for the road
30. Ford's light breeze

### Down

1. A Toyota fit for a king

2. Colin's flower
3. A between the wars French car worth the vote
5. Comes from Modena
7. You will always have a friend with this Citroen
8. To the future of Ireland (2,6)
10. A model made by Stutz
13. An English ray of light
15. They made the Plus Four
16. Won the Monte in a car bearing his own name
17. Flash frog of the fifties (5,4)
18. A snake to dodge
22. Made the mini
24. A very early Jaguar(1,1)
25. Fiat's hottie
26. One of the four rings of Audi

The crossword solution is on page 27





# **First Friday Free Fling** **(Pie Night)** **NEW LOCATION!**

**First Friday of every month from  
around 7.30pm**

**Harry's Cafe de Wheels, 431  
Church Street (cnr Fennell St),  
North Parramatta**

**This event is on the club calendar,  
therefore, historic plated vehicles  
may be used.**



## Wakefield Park Training day

Despite the dire warnings of the Event Secretary regarding the expected cold weather, no-one needed their thermal underwear on what turned out to be a fine and unusually warm day for August in the Goulburn area.



Registration began at 8.00am and was essentially finished by the time of the driver briefing at 9.00am. As always a few tardy entrants, those who were probably too comfy under the doona, arrived a little late but were soon processed by the helpful Wakefield Park staff. Many thanks to them.

A total of 52 entrants were registered and access to the circuit commenced at about 9.20am. A continuous stream of cars were then entering and exiting the track until mid-morning when it became necessary to turn on the red lights and bring all the cars that were running at the time back to the paddock. A small hatchback, a Toyota Starlet Turbo, ran wide at the top of the hill and unfortunately ended up on its roof after a fairly slow-motion rollover. The driver, who shall



remain nameless to avoid any possible embarrassment, managed to exit the car and suffered no physical damage to himself. The car however was less lucky! It is thought that a mix of R spec tyres on the front and road tyres on the rear was the most likely cause of the accident.

It may be necessary at future drive days to carry out a minimal scrutineering check on things like tyres, working brake lights, no steering wheel slack etc prior to allowing cars onto the track. This can probably be done as a rolling check on cars as they line up so as not to cause any delays. A second driver briefing was held while the damaged vehicle was recovered.



It was re-iterated that the event was classified as a Driver Training Day and as such was non-timed and non-competitive, a fact that seemed to have escaped some entrants during the morning. Safety, and consideration for fellow entrants, was identified as the main concern for officials and aside from a couple of later incidents involving some risky and potentially dangerous overtaking

by a couple of younger entrants the remainder of the day proceeded without incident. The afternoon session was considerably quieter with far fewer cars on track at any one time and it was decided to call it quits at 3.30pm and the chequered flag was duly displayed at that time to bring things to a close.

From the comments and thanks received by the event officials from many of the entrants, I believe the general consensus was that the event was a success and therefore a booking has already been made for next year on Monday 6th August 2012. Put it in next years diary!

Thanks should go to CRC members Jeff West and Greg Francis who assisted through the day, to the staff at the Cafeteria and to Robyn and her helpers from Wakefield Park Management.

Tony Norman Event Secretary.



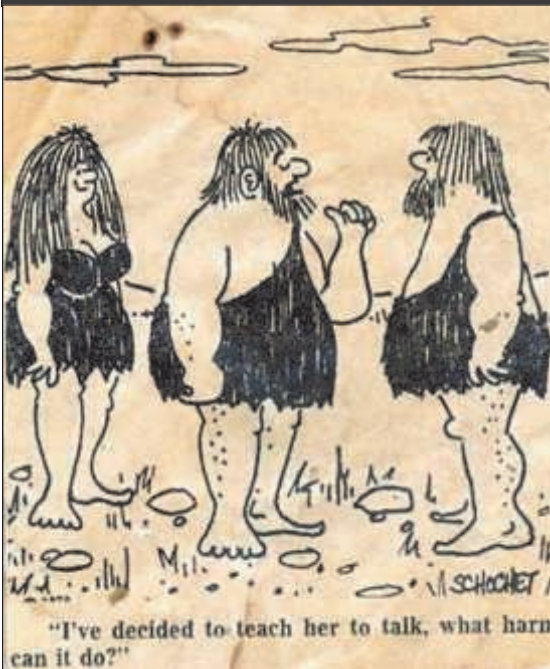


Rally Australia – WRC Round 10 September 8 – 11. Coffs Coast, NSW

On behalf of the World Rally Championship, Rally Australia, and the Australian Rally Championship we invite you to be a part of a unique yet diverse opportunity in creating history at the 21st running of Rally Australia in 2011.

Rally Australia, the 10th round of the 2011 FIA World Rally Championship, is an epic motorsport competition bringing you the worlds' greatest drivers on the picturesque Coffs Coast of New South Wales battling for supremacy in the toughest and most varied motorsport championship.

Watch some of the world's greatest drivers - Loeb, Raikkonen, Block, Hirvonen, Latvala, Solberg up close driving on the edge. Real cars on real roads - no margin for error! See why this sport attracts millions of fanatical fans across the globe.



Is this the real Dom?





Hel p wanted.

I recently acquired a genuine rally Cooper S which is as last rallied. I bought it from a friend who had it in his shed for the last 20 years. The car will be restored sympathetically, very little will be done to the interior, outside cleaned and painted after panel work. I am trying to establish it's competition history and identify some of the drivers. Perhaps some of your members may be able to help with this. I attach photos of the car as it is now, it has been very well prepared using a Morris 850 shell with fibreglass boot and bonnet, a full rollcage as well as a Halda and rally dash. Purchased in Mosman NSW about 1991/2 by my mate from a gentleman selling it for his son who was overseas. Last registered in NSW December 1986, numberplate GOJ 928 (?). Who knows maybe someone will remember it ?

Regards Mike McGee [wiregully@activ8.net.au](mailto:wiregully@activ8.net.au)

## Are we becoming our cars?

If my body were a car, this is the time I would be thinking about trading it in for a newer model. I've got bumps and dents and scratches in my finish and my paint job is getting a little dull...

But that's not the worst of it. My headlights are out of focus and it's especially hard to see things up close. My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather. My whitewalls are stained with varicose veins. It takes me hours to reach my maximum speed. My fuel rate burns inefficiently. But here's the worst of it...

Almost every time I sneeze, cough or splutter, either my radiator leaks or my exhaust backfires!



Taking in some of New South Wales' most breathtaking scenery, the **1st Annual Rylstone Classic** will run from Newcastle, wind through to Wiseman's Ferry and finish in gorgeous Rylstone.

This **free** event is for Mini owners and enthusiasts and will feature an Observation Challenge, Classic Mini Teams Trivia, Spark Plug Removal & Replacement Masters, and a People's Choice Award.

Overnight accommodation is available but be quick to **secure your entry today!**

**AUGUST 20 - 21, 2011**

WIX.COM/SHOOTERDESIGN/RYLSTONECLASSIC  
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C.R.C.

# 2011 ALPINE CLASSIC

## Calling all Alpine Classic Entrants!

This will be your last chance to enter an Alpine run by Hendo & Lui.

Yes, the rumours are true. After thirteen years, we are hanging up our boots and handing the baton to the Gerlach team, who I'm sure will put their own special slant on the event.

So get your entry in now and lets go out with a bang!  
Lui 5/2 Hamilton Avenue Naremburn NSW 2065

Ph.: 02 94606909 M. 0418 645623

### Farmer John

Farmer John lived on a quiet rural road, but, as time went by, the traffic built up at an alarming rate. The traffic was so heavy and so fast that his chickens were being run over at a rate of three or six a day. So, one day Farmer John called the sheriff's office and said "You've got to do something about these people driving so fast and killing off my chickens." "What do you want me to do?" asks the sheriff. "I don't care, just do something about those crazy drivers!" So the next day, he had the county workers go out and erect a sign that said: **SLOW: SCHOOL CROSSING**. Three days later, Farmer John called the sheriff and said, "You've got to do something about these drivers. The 'school crossing' signs only seem to make them go even faster." So, again the sheriff sends out the county workers and they put up a new sign: **SLOW: CHILDREN AT PLAY**. That really sped them up, so Farmer John said to the sheriff, "Your signs are doing no good. Can I put up my own sign?" The sheriff told him "Sure thing, put up your own sign." He was going to let Farmer John do just about anything to stop him calling every day to complain. The sheriff got no more calls from farmer John. Three weeks later, curiosity got the better of him and he decided to give Farmer John a call. "How's the problem with those drivers? Did you put up your sign?" " Oh, I sure did and not one chicken has been killed since then. " The sheriff was really curious now and he thought "I'd better go out there and take a look at that sign. So the sheriff drove out to Farmer John's house and his jaw dropped the moment he saw the sign.

It said **NUDIST COLONY - Slow down and look for chicks.**

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New, second  
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Alfa race and  
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# Penrith Pas de Deux

13<sup>th</sup> November 2011

Promoted by the Classic Rally Club.

Come and join us for a round of the CRC's and the Thornleigh Car Club's championships and the JDCA's Coventry Spares trophy for 2011.

A one day classic rally with three levels of navigation –

Masters- challenging navigation,  
Apprentices- challenging navigation but with some extra help, and  
Tour- route charted with perhaps a tiny bit of mapping involved.

Start and finish at Penrith covering approximately 320 kms for the day with maybe two or three kms of unsealed road

Bring your own lunch or buy some from the various outlets at the lunch break at Picton.

Entry fee is \$70 for a crew of two.  
Additional passengers are free.

The event is being run as a CAMS approved Touring Assembly so all the usual requirements will apply eg Scrutineering, CAMS licences etc.

When approved, the Supplementary Regulations will be published on the CRC website- [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au).

For further info contact-

Jeff West at- [jj.west@bigpond.com.au](mailto:jj.west@bigpond.com.au) or 0427 263757 or  
Gary or Wendy Maher at- [wenandgaz8@bigpond.com](mailto:wenandgaz8@bigpond.com).





Classic Rally Club Championship 2011										
Apprentices Navigators										
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Riverina Run	Classic Capital Caper	May Medley	Tour d'Corse	Mountain Rally	Barry Ferguson Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	1 day	1 day	2 day	1 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Alan Walker	28	15	14m	15m					72	1
Julie Braithwaite	2	12	12	14	28				68	2
Deborah Hallam		10		13	30				53	3
Peter Dunlop	26		15		2				43	4
Jake Francis	30m	14m							30	5
Tony Norman	30m	14m							30	5
Vince Harlor	24								24	7
Guy Brand	22								22	8
Tim McGrath	22								22	8
Ben Yates		13			2				15	10
Brian Sommerville			13m						13	11
Shane Navin			11m						11	12
Jennie Smith			10m						10	13
Chris MacDonald		1							1	14

Classic Rally Club Championship 2011										
Apprentices Drivers										
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Riverina Run	Classic Capital Caper	May Medley	Tour d'Corse	Mountain Rally	Barry Ferguson Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	1 day	1 day	2 day	1 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Tony Wise	28	15	14m	16					73	1
Jeremy Braithwaite	2	12	12	14	28				68	2
Greg Yates	26	13	15	7	2				63	3
Chris Hallam		10		13	30				53	4
Ron Cooper	22				26				48	5
Greg Francis	30m	14m							30	6
Kay Harlor	24								24	7
Ian Wilson	22								22	8
Lauren Mackie				15m					15	9
Kirsten Sommerville			13m						13	10
Jennifer Navin			11m						11	11
Bruce Smith			10m						10	12
Julia MacDonald		1							1	13



**Never  
Overtake  
An  
Elephant!**

## Classic Rally Club Championship 2011

### Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Riverina Run	Classic Capital Caper	May Medley	Tour d'Corse	Mountain Rally	Barry Ferguson Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	1 day	1 day	2 day	1 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Ted Norman	40m	16	13	12	40				121	1
Teresa Morey	36m	16	16	14	36				118	2
Ross Warner	38	13	17	18	28				114	3
Wayne Gerlach	22	20		16	34				92	4
Michael Stephenson	26	8	20m	20					74	5
Harriet Jordan	8m		19m	17m	38				74	5
John Henderson	20	16	18	19					73	7
Helen Young	18	20			30				68	8
Lui MacLennan		14	16		32				62	9
Carol Both	16		15		24				55	10
Pam Watson	24		14m	15					53	11
Ray Arthurs	28	15							43	12
Wendy Maher				8	32				40	13
Adrian Kinslor	32m	20m		1					37	14
Graham Thompson	34m			1m	22m				34	15
Winton Brocklebank	30m	12m							30	16
Geoff Bott					26m				26	17
Alan Watson					20				20	18
Starr Mifsud	14m			1m					14	19
Dave Johnson				13m					13	20
David Booth	10								10	21

## Classic Rally Club Championship 2011

### Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Riverina Run	Classic Capital Caper	May Medley	Tour d'Corse	Mountain Rally	Barry Ferguson Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	1 day	1 day	2 day	1 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Tony South	40m	16	13	12	40				121	1
Bob Morey	36m	16	16	14	36				118	2
Dianne Gerlach	22	20		16	34				92	3
Robert Panetta	20	10	18	19	32				83	4
Kim Warner	38	13			28				79	5
Michael Olsson	8m		19m	17m	38				74	6
Gerry Both	16		15	16	24				71	7
John Young	18	20			30				68	8
Dominic Volano	26		20m	20					66	9
Alan Watson	24		14m	15					53	10
Garth Taylor	32m	20m	12	1	26m				49	11
Lui MacLennan	30m			18					48	12
David Shaw	28	15							43	13
Gary Maher				8	32				40	14
Kay Thompson	34m				22m				34	15
Peter Thomson	10	14							24	16
Barry Ferguson			8	13m					21	17
Mike Batten		20							20	18
Robert Mifsud	14m			1m					14	19
Geoff Bott			12						12	20
Winton Brocklebank				1m					1	21



## Classic Rally Club Championship 2011

### Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Riverina Run	Classic Capital Caper	May Medley	Tour d'Corse	Mountain Rally	Barry Ferguson Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	1 day	1 day	2 day	1 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Ian Packard	4	10	10	5	2				31	1
Doug Barbour	20		9						29	2
John Cooper		10	7	6	2				25	3
Steve Annabel					20				20	4
Henry Stratton	16				2				18	5
Len Zech	18m				2m				18	5
Steve Bicket					18				18	5
Dave Johnson		10m	6						16	8
Jim Richardson	14	1							15	9
Peter McAlpine					14				14	10
Shane Navin		10m		1m	2m				11	11
Steve Friend			2	7	2				11	11
Peter Evans		10							10	13
Brad Dopper			8	1					9	14
Nick Both				9					9	14
Tony Kanak		1		8					9	14
Chris Mackertich	8m								8	17
Ramin Shoushtarian			7	1					8	17
Mike Birks	2	3			2				7	19
Bill Stevenson			6						6	20
Kim Votano			6						6	20
Peter Cale	6m								6	20
Bruce Smith				5					5	23
Geoff Mills	2	2							4	24
Laurie Bromley	2				2				4	24
Chris Greaves		2		1					3	26
Don Dux	2	1							3	26
Eric Young	2	1							3	26
Terry Gunter				3					3	26
Alan Cummine	2								2	30
Rick Woskett	2								2	30
Rob Clare	2								2	30
Sergio Cariolato	2m				2m				2	30
Simon Duff					2				2	30
Tim McGrath					2m				2	30
Colleen Dunlop					2				2	30
Ben Gerlach					2				2	30
Geoff Scott					2				2	30
Ernst Luthi					2				2	30
Edul Dhondy					2				2	30
Merzi Mody					2m				2	30
Andrew Wilson				1					1	42
Danny Castro			1						1	42

### A Bad Taxi Experience.

A passenger in a taxi tapped the driver on the shoulder to ask him something. The driver screamed, lost control of the taxi, nearly hit a bus, drove up over the kerb and stopped just millimetres from a large plate glass window.

For a few moments, there was silence in the cab the the driver said, "Please, sire, don;t ever do that again; you scared the daylight's out of me."

The passenger, who was frightened, apologised and said he didn't realise a

tap on the shoulder could frighten him so much, to which the driver replied, "I'm sorry, it's really not your fault at all. Today is my first day driving a cab .... I've been driving a hearse for the last 25 years!"

## Classic Rally Club Championship 2011

### Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Riverina Run	Classic Capital Caper	May Medley	Tour d'Corse	Mountain Rally	Barry Ferguson Classic	Alpine Classic	Penrith Pas de Deux		
	2 day	1 day	1 day	1 day	2 day	1 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Steve Maher	4	10	10	5	2				31	1
Xanthea Boardman	20		9						29	2
Jayne Annabel					20				20	3
Donna Smith					18				18	4
Glenn Evans	18m				2m				18	4
Julie Stratton	16				2				18	4
Wendy Cooper		10		6	2				18	4
Bev Richardson	14								14	8
Sharyn McAlpine					14				14	8
Lauren Mackie		10	2						12	10
Natalie Evans		10m	2						12	10
Jenifer Navin		10m		1m	2m				11	12
Michael Friend			2	7	2				11	12
Cheryl Evans		10							10	14
Jody Dopper			8	1					9	15
V Plimsoll-Kanakova		1		8					9	15
Allana Mackertich	8m								8	17
Amir Shushtarian			7	1					8	17
Jane Morey		6							6	19
Sally Crocker			6						6	19
Tammy Cale	6m								6	19
Jenny Smith				5					5	22
Fran Bromley	2				2				4	23
Stephen Stuart	2				2				4	23
Trish Mills	2	2							4	23
Christine Birks		3							3	26
Heather Dux	2	1							3	26
Jenny Young	2	1							3	26
Lorraine Gunter				3					3	26
Beryl Woskett	2								2	30
Deborah Knight		2							2	30
Hugh Norris					2				2	30
Irene Cariolato	2m				2m				2	30
Ken Parsons					2				2	30
Liz Kornhaber					2				2	30
Ngarie McGrath					2m				2	30
Shaneen Dhondy					2				2	30
Sonja Luthi					2				2	30
Sue Clare	2								2	30
Sylvia Gleeson	2								2	30
Tanaz Dhondy					2				2	30
Alan Cummine				1					1	42
Frances Stephenson		1							1	42
Jenny Castro			1						1	42

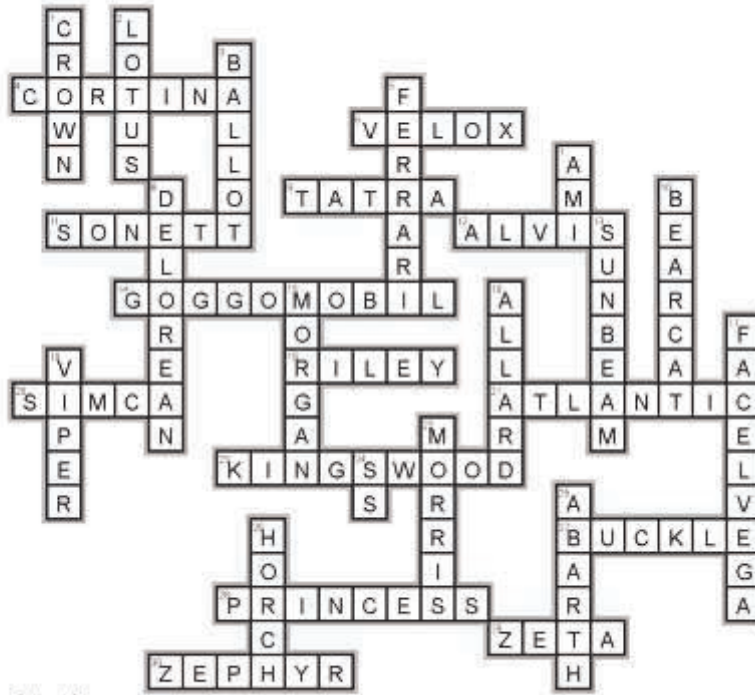
Contributors to this edition; Geoff Bott, John Cooper, Heather Dux, Steve Friend, Dave Johnson, Tony Kanak, Lui MacLennan, Mike McGee, Tony Norman, Ted Norman, Evan Redman, Tony South, Garth Taylor, Ross Warner, Jeff West.

**Thank you all.**



## Cars crossword

Jeff West



EclipseCrossword.com

## Club Regalia For Sale

CRC Embroidered Cloth Patch	\$5.00
CRC Windscreen Sticker (120mm x 65mm)	Free to members
CRC Windscreen Sticker (323mm x 174 mm)	Free to members
CRC Polo Shirts (with pocket & club logo)	\$25.00
CRC Nylon Jacket (with hood & club logo)	\$37.00
CRC Sloppy Joes (with club logo)	\$25.00
CRC Tee Shirt (with club logo)	\$18.00
CRC Cap	\$10.00
CRC Black Chambray Shirt (club logo & long sleeves)	\$33.00
CRC Drizabone Jacket (with club logo)	\$75.00

All club regalia available at Club Meetings through John Cooper

Or phone orders to 0414 246 157

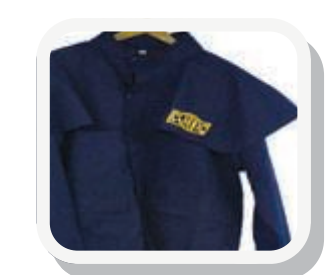
Cheques made payable to Classic Rally Club

A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

**Prestige Embroidery**

**4/29 Coombes Drive, North Penrith, NSW 2750**

**Phone: 0402 127 230**



# 2011 Events Calendar

Date	Event	Documents	Contact
3 Jun	<a href="#">CRC First Friday Free Fling</a>		
<b>19 Jun</b>	<b>CC Tour d'Corse</b> Entries by 10 Jun	<a href="#">Flyer</a> <a href="#">Supp Regs</a> <a href="#">Entry</a>	<a href="#">Tony Wise</a> 0417 211 848
28 Jun	<a href="#">CRC meeting</a>		
1 Jul	<a href="#">CRC First Friday Free Fling</a>		
<b>9-10 Jul</b>	<b>CC Jaguar Mountain Rally</b>		Gary Maher 0408 271 848
26 Jul	<a href="#">CRC meeting</a>		
1 Aug	CRC Driver Training Day at Wakefield Park	<a href="#">Info</a> <a href="#">Entry</a>	Tony Norman 9804 1439 or 0402 759 811
5 Aug	<a href="#">CRC First Friday Free Fling</a>		
14 Aug	Lunch Run		Kim or Renai Warner – 02 9772 2860 or klwarner@optusnet.com.au
21 Aug	Shannons Display Day		
23 Aug	<a href="#">CRC meeting</a>		
2 Sep	<a href="#">CRC First Friday Free Fling</a>		
<b>18 Sept</b>	<b>CC Barry Ferguson Classic</b>		Dave Johnson 0428 299 443
27 Sep	<a href="#">CRC meeting</a>		
7 Oct	<a href="#">CRC First Friday Free Fling</a>		
<b>15-16 Oct</b>	<b>CC Alpine Classic</b>		<a href="#">Lui MacLennan</a> 0418 645 623
25 Oct	<a href="#">CRC meeting</a>		
4 Nov	<a href="#">CRC First Friday Free Fling</a>		
<b>13 Nov</b>	<b>CC Penrith Pas de Deux</b>		<a href="#">Jeff West</a> 0427 263 757
22 Nov	<a href="#">CRC meeting</a>		
2 Dec	<a href="#">CRC First Friday Free Fling</a>		
11 Dec	Christmas Party		

[CC = Club Championship Event]

*Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)*



Classic Rally Club Inc.

The Secretary, PO Box 2044, North Parramatta, N.S.W. 1750