

Rally Directions

Meetings : 4th Tuesday of Jan to Nov from 7:30 pm
Denistone Sports Club 59 Chatham Road West Ryde

October 2009

Muscle Car Masters



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The Official Organ of the Classic Rally Club Inc (Affiliated with CAMS)
Postal Address: The Secretary, P.O. Box 2044, North Parramatta NSW 1750

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Scrutineers

Please remember that these people are volunteers and carry out the scrutineering role as a service to fellow CRC members. If you are using a regional scrutineer please take a scrutineering form appropriate to the event.

Beb Fox	BRONZE	Canberra	W: 02 6295 1115
John Henderson	BRONZE	Killara/Bathurst	M: 0408 118 427
Ivan Hughes	BRONZE	Bexley	W: 02 9587 9399
Tony Kanak	BRONZE	Eastwood (H)	H:02 9858 2662 or M: 0419 233 494
Gary Maher	BRONZE	North Richardmond (H)	H: 02 4571 1229
Tim McGrath	BRONZE	Wollongong/Illawara	M: 0419 587 887
Rob Panetta	SILVER	Killara (H)/Brookvale (W)	W: 02 9939 2069 or M: 0418 963 091
Wayne Patterson	SILVER	Blaxland	M: 0418 200 949
Jim Richardson	BRONZE	Baulkham Hills (H)	H: 02 9639 0638 or M: 0418 644 284
Matthew Windsor	BRONZE	Kelso/Bathurst	W: 02 6332 1594

Please make phone calls before 9.00 pm

Deadline for next Newsletter - Friday 13 November 2009 (spooky!)



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

Ms Pres Says

Well, the weekend of the Alpine is in the past, the event has been run and won and what a tremendous weekend it was! A mighty field of 86 lined up at the start in Lithgow and a slightly depleted field of 82 made it to the final control. Alternator issues seemed to be the flavour of the month, with no fewer than three failures contributing to withdrawal, change of vehicle or a quick cut and run to the finish. I'm sure that those who competed have now recovered from their big weekend – it seems to take this little organiser a bit longer – the bags and dark circles under the eyes are testament to the combination of stress and late nights.

Can I take this opportunity to thank each of my fantastic officials for all their hard work over the running of the Alpine and also to John & Glennie Henderson for their hospitality at Womboyne Park. Without our volunteers, this event simply wouldn't happen. Some have worked with us since the first event in '99 and their dedication is second to none. Due to Southy and Anne, who were seen standing on various scenic corners of the route over the weekend, we now have a permanent photographic record of all the wonderful machinery that was out on the roads and an indication of the amount of fun you were all having at the weekend. I will be getting the disc of photos from Southy, so if anyone would like a snap of their car, let me know and I'll email it through. Some of our newer competitors seemed to struggle with the fact that a Passage Control is there for a reason and were seen to sail straight past, though often giving the control officials a friendly wave and a toot as they went, which was greatly appreciated!! Their scores reflected the effect of this habit....

Thanks also to Kaye Kilsby from Melbourne, who stepped in at the last minute to act as one of our CAMS stewards. Kaye also acted as the event secretary's personal secretary and kept me sane all weekend.

To Heather Dux from Queensland, an enormous thankyou for the gorgeous hampers of home produced goodies that we raffled at the dinner on Saturday night. \$1000 is now winging its way to the Childrens Cancer Institute of Australia. Also thanks to my raffle ticket sellers, John and Nikki from Canberra with their "don't take no for an answer and sorry, we don't have change" attitude. Everyone dug deep.

The weather at the weekend really couldn't have been better and if those who have results were wondering, my comment was tongue in cheek!

It was also fantastic to see more younger competitors this year. We all understand that if we don't get the



younger ones in, the club and the sport will simply have no future. It was great to see them having a go and Ben Yates result of 2nd in Tour, a triumph!

A special thanks to our sponsors, Shannons Insurance and Andrew Williamson from Pacific Motors at Pymble. Not only does Andrew provide us with a fabulous scrutineering venue and pay for the trophies, we had eight entries out of the staff and friends of Pacific Motors. I bet every organiser wishes they had a friend like that!!

Last but by no means least – the winners!
Masters 1st: Jeff West & Rob Panetta
Masters 2nd: Starr Mifsud & Rob Mifsud
Masters 3rd: Robert Smith & David Wigley

Apprentices 1st: Tony Norman,
John Pattison & Greg Francis
Apprentices 2nd: Mark Tolhurst & Justin Bedingfield
Apprentices 3rd: Brian Foster & Garth Taylor

Tour 1st: Marie Cherry & Alan Cherry
Tour 2nd: Ben Yates & Greg Yates
Tour 3rd: Frances Stephenson & Kim Votano

Motorshans: Tony Norman
Teams: Team Tristar (An all Mercedes team)
Team Tristar= Chrissie Jeffery & Richard Banks, Steve Friend & Peter Dunlop and Ben Yates & Greg Yates.
Heading fast on the heels of the Alpine is the Penrith Pas de Deux to be held on Sunday 8th November. Aply organised by Jeff West, Dave Johnson and Gary Maher, this event is sure to give us a new challenge. Running as a scatter rally, it will be a bit different to what we've become used to and the really good thing is that there's no way to be WD'd!! That's got to be an advantage. It will also be our last event for the year and may well be a decider for the championship. The event secretary, Clare Catt, is patiently waiting for the entries to start cascading in, so don't disappoint her.

We will be celebrating end of the rally year at our Christmas function on Sunday 13th December. We will be partying again at Alan & Pam Watson's house and will be led there by Steve Friend and his son, Michael. The details are on the website, so please let us know soon if you'll be there. As well as our championship trophies, we also present our Sportsmanship award on that day. I've had a couple of nominations but would be curious to hear the story of the over-exuberant competitor that was dragged out of the ditch on the Alpine!!

Cheers to all and see you out on the rally road.
Lui

Another month and another call for mystery member photos. This feature will sadly become a bi-monthly feature of the magazine in 2010 as we don't have the photos to sustain this each month. I will welcome more photos if anyone has them, and hopefully we can have enough images to continue having these each month.

Other than this, I have nothing else to report so I hope that you all enjoy the 2nd last newsletter for the year.

Thanks to everyone for their contributions.

Congratulations to Simon Duff on the birth of baby Jensen, born on 11 October 2009.

Speed Secrets - Ross Bentley

Ross Bentley, internally recognised race driving trainer & coach, author of the Speed Secrets series of books, former CART Indy car driver and winner of the Rolex 24hrs of Daytona is coming to Australia in March 2010 to present his inner speed secrets seminars.

Shave seconds off your lap times using Ross's proven strategies and techniques. Inner speed secrets is a must for drivers, trainers and coaches at every level. Be part of the motorsport training revolution which is sweeping Europe and the US.

To register, visit
www.speedsecrets.com.au

SAD NEWS

FAT QUARTER TRAIL POSTPONED

It is with much regret that we need to postpone this year's Fat Quarter trail. Our sincere apologies to everyone who expressed interest in attending. It's a long story but circumstances do not permit the time required to complete and put it all together. We believe it will be back on the calendar for next year.

Those that are still interested in the Braidwood Quilt Event can find the info at "The Airing of the Quilts" on the web.

Once again thanks for those interested enquiries including all your relatives that wanted to join in, but sorry not this year (maybe next).

For further information please contact me on 0414 246 157.

John & Wendy Cooper

Mystery Member



Who is this young mystery member?

If you've got any newsy snippets about CRC members or classic rallying please email the Editor

2009 Muscle Car Masters

By Steve Maher

Two weeks after the Shannons Combined Motor Clubs Display Day it was Fathers Day and that means it was time to head back to Eastern Creek Raceway for the 2009 Muscle Car Masters. A friend of mine was out at the Masters on Saturday to check out the cars along with qualifying and some races and he told me that I should go early on Sunday morning as the Saturday crowd was their biggest Saturday crowd yet and Sunday was definitely going to be bigger so there I was at the main entry gate at 7am. Seems I got the jump on just about everyone, as I was one of the first in scoring a premo parking spot. I sat in the car for about an hour eating breakfast (courtesy of Maccas) and getting in the mood by reading the latest issue of Australian Muscle Car magazine. By around 8 there was a buzz humming around and a bit of activity so it was time to venture out soak in all the nostalgia.

One of the first groups I came across was the Capri Club. The Ford Capri was a featured marque at this years masters as it turned 40 years old this year and there were plenty of good looking Capris to check out. The oldest being the predecessor to the Capri range, the Consul Capri. First time I had seen one, as Ford in Australia didn't sell these, this one was a private import. Of course there were plenty of Mk1, 2 and 3s but strangely no Aussie (Mazda based) Capris. I guess they were just interested in pommy ones. Here I ran into a mate's brother in law, Owen, whose family owns a couple of Capris including a rare V4 engined Mk1. Naturally Owen gave me a guided tour of Capri Land which was great but I had to push on as there was plenty to see and hear.

I wandered down under the race track and popped up in the pit



area where I ran into an old friend, Bob Williamson who used to work at Leyland and was responsible for cleaning out the train load of P76s that were caught in the Queensland floods in 1974. Bob had also raced at Bathurst several times in a variety of cars including Cooper S's so it was great to tag along with him while he chatted to his old Bathurst racing mates. Somewhere around lunchtime I had a planned meeting with Neil Byers who raced the 6cyl Marina at Bathurst in 1974.

We chatted for quite a while and I learnt heaps about that rather special Marina. We finally went our separate ways with Neil confirming a special auction gift for the 2010 P76 Nationals and an affirmation to get together soon to write an article about the Bathurst Marina and other special vehicles.

By now the old legs were starting to give out so I thought of going over to the Grandstand to sit and watch the racing. Just then my mobile phone goes off with Eric Rudd on the other end. "Are you at the Masters?" he says – hell yeah. And so there we were, a couple of old blokes (he's older than me), along with many others settling in for the afternoon to watch some great classic Touring Car action.

What a great day, perfect weather, fine friends and great motor racing. What more could you want on Fathers Day! The only P76 that I can say was there was Eric's blue Targa. I'll definitely have mine there next year.



今 Race to Unite 2010

ROTTERDAM - SHANGHAI
同心之路

Race to Unite 2010 – Experience of a Lifetime

- ∞ Join classic car enthusiasts, driving some of the world's finest classic cars as they compete in a month-long race over a beautiful yet challenging course starting in the Netherlands and finishing in China. Participants will navigate through ancient cities, across arid deserts and along lush mountain ranges, experiencing new cultures, new lands, and making new friends as they put themselves to the ultimate endurance test. Take a journey back in time, an adventure that will challenge both participants and cars – an experience of a lifetime.

What is a classic car rally?

- ∞ Race to Unite 2010 is a classic car endurance rally in which teams of two (driver and navigator) race in vehicles older than 30 years along a multi-stage, multi-day course in attempt to meet a stage-specific target time. Every minute over or under the predetermined time results in penalty points. The team with the lowest amount of penalty points wins the rally.

The 2006 Amsterdam-Beijing Rally

- ∞ In 2006, 170 individuals competed in 85 cars for the month-long rally from Amsterdam to Beijing. Although the cars were on average more than 40 years old, a remarkable 95% completed the grueling 17,500 km rally, including a 1934 Bentley Speed Six – the oldest car in the field. Participants were warmly welcomed in every country and city they visited and received daily coverage on both Dutch (RTL) and Chinese (CCTV-5) television and were featured in both print and online press, including BusinessWeek. As one participant described it: "The Rally was the most unique, exotic, and memorable experience of my life!"

Why the Race to Unite?

- ∞ Race to Unite will provide adventurers and thrill-seekers with an amazing experience. Participants will take part in an exciting event covered by media around the globe. Daily news reports, special shows, and online rally tracking with videos and blogs will bring the world into your car as they follow your progress. You will race in a truly international field with more than 15 nationalities represented. First-class hotel accommodation and cuisine will provide you comfort and luxury as you rest between stages. VIP events will entertain and give you a chance to mingle with celebrities and dignitaries. From Europe to Asia, you'll have a unique and unparalleled journey that will take you to the World Expo in Shanghai!





A MINUTE WITH*Brian Madigan*

Nickname: BJ, Mad Madigan

Member of CRC since: 2005

Driver or navigator and why?: Driver , Because I know what I'm better at.

Favourite Rally as a competitor: Alpine since 2006, and 2nd in 2008.

Current Rally Car(s): 1973 VW Beetle in Flipper Blue, First (dirt) Rally Car 1974 Corolla KE20 or so raced on tracks Oran Park , Amaroo 20 years ago.

My Dream Car: 911 GT3 complete with Factory Roll Cage.

Favourite Racing Car Driver: Peter Brock, Jim Richards and Craig Lowndes

Favourite - Movie Topgun because my wife hates it, and car chase movies e.g Blue Brothers, James Bond .

- Actor/Actress Pierce Brosnan, Cameron Diaz, Rowan Atkinson.

- Food Roast Pork with baked vegs and peas, lots of gravy

- Drink Coke on the rocks

Favourite Place to Visit in NSW: Blue Mountain in Winter and a hot coffee

Other Interests/Hobbies: Boy's Brigade Leader (like Scouts)

What would you do with \$100,000: After a run with Kay in her beautiful 260ZX @ Oran

Park on Monday, I'll have what she's got !!! What a great race car

My Pet Hate: Safety Cars when there seems no real reason for it???

My Greatest Fear: Snakes

Five words that describe me: Friendly, Trustworthy , enjoy a good laugh ,not too serious

LOVE THE BEAST

by Vince Harlor

“Beast” just does not seem to describe my beautiful Datsun 240Z. All the same, I would love to tell you a little about its history.

It all began in 2001 when my son Graeme said, “Hey Dad, it's time you got your own project.” You see, I had been helping him for a couple of years with his 1600's.

Graeme had seen a 240Z on the side of the road. \$500 made it mine.

In hindsight the whole restoration should have been aborted when I saw how much damage from rust there was when it came back from the sand blasters.

I have to give credit to Graeme for his inspiration and the concept of installing a late model turbo-charged engine (Skyline RB25). I purchased the engine in a front cut that included the gear box. I was able to use the large brakes, the power steering pump, the air conditioning compressor along with the instrumentation. The rear suspension was fabricated from a similar model Skyline. This required narrowing of the cradle. Mechanical modification of the car was achieved without any alterations to the chassis or body. The car has since been fitted with power windows and remote entry. The restoration took 18 months.

My 1970 model 240Z has been turned into a comfortable touring car with the ability to perform quite well on the track if I was inclined. I enjoyed a great run in the car at the recent CRC Track Day at Oran Park.

My Z has been driven to Adelaide along the Great Ocean Road (within a week of completion), a touring holiday in Tasmania (with a number of other Z's from Vic and NSW), a trip to Philip Is, Great Alpine Road Rally (last Christmas). To date we have enjoyed 30,000 k's of exhilarating driving the “NEW 240” and are looking forward to many more.



Penrith Pas de Deux

8th November 2009

Promoted by the Classic Rally Club.

Come and join us for a round of the final round of the Classic Rally Club's championship for 2009.

A classic rally with a difference!

This year it is being run as a Scatter rally. Check out the info on the website to see how a Scatter rally works.

This mainly affects the Masters and Apprentices; the Tour instructions will be similar to previous events with perhaps a small amount of mapping

Start and finish at Penrith covering between 250 to 300 depending upon category

Entry fee is \$60 which included maps, a mid to late afternoon BBQ and many hours of FUN.

Additional crew members are \$20 per person.

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

The Supplementary Regulations are on the CRC website-
www.classicrallyclub.com.au.

So bring out your old classic mate (and car if you want to) and discover the wild, wild west.

For further info contact Jeff West at-
jj.west@bigpond.com.au or 0427 263757.

PS you will need a working non-resettable odometer and you also need to bring a long your own map. The map you need to bring is the NRMA No 3 map with P 2503 06/07 on the back It is called either "Sydney and Suburbs" OR "Metropolitan Sydney". The maps are the same only the names have changed.

The map called "Sydney Surrounds" is NOT the correct map.

There! ... I Fixed It - A Man's Perspective



Secretary's Stuff - October 09

By Tony Kanak

Hello Everybody,

I have a number of seemingly unrelated subjects to cover on this occasion, on the subject of motoring related matters.

Firstly, there is no doubt that radio has been a great source of information to the motorist, pretty much anywhere on the relatively beaten track that you might drive you can pick up local radio. News about road closures, the weather and so on mixed with the usual, er, mix of chat and music and news. Sometimes you can even learn of new scientific theories or discoveries that escape the attention of capital city radio or television. For example during August, on breakfast radio I was told that driving in the snow had extra hazards, and amongst other things, no one should park with the handbrake applied in, such cold/wet/snowy conditions. The reason for this the audience was told that to do so initiated a risk of the handbrake exploding....

As a reasonably competent mechanic I pondered this for a moment, as did the breakfast co-host on the very same station. It appeared from the attempted explanation that the cause and effect was not a cryogenic explosive tendency of certain friction materials commonly used in rear axle applications- but the tendency of the handbrake cables to fail to release and then violently and suddenly snap when a later attempt was made to drive off. Hmm, I suppose this could happen if any water present instantly turned to substantial and strong ice betwixt pad/lining and the handbrake friction surface after stopping. However if rain and cold and wind chill factors had never produced this problematic condition in general motoring experience then it would appear that residual heat in the brakes would usually be sufficient to disperse any water present at the pad/lining surface? Either that, or it is only a problem in theory, and whilst in theory, theory and practice are the same, in practice they are er.....

The other explanation for spontaneously snapping cables is fairly frightening, and that is cold temperature embrittlement of common metals. A phone call to a Phd scientist associate confirmed the content of long ago lessons about metallurgical changes as temperatures approach absolute zero. Even before global warming, few of us were likely to get our cars started in temperatures approaching minus 273 degrees Celsius- so this risk appears to

be self managing. That's good to know.

The moral of this story, take along a selection of CDs to satisfy your aural cravings, sometimes even well meaning people talk rubbish.

Secondly, have any of you actually carried out a full restoration or basket case rebuild of a classic vehicle? One way to split motoring aficionados into two groups is to divide the group into those who have and those who haven't. Whilst those who "have" should be considered carefully before they might be invited as guests to a dinner party- lest they embark on a chapter and verse account of the whole story- there is wisdom gained from their work.

I know this because I have almost completed the recreation of a certain early 1950's classic motor cycle from boxes of disparate parts from a range of models stretching over about a 14 year period. I know the second world war was a factor in the design shortcomings, such as hurry up and export and export some more. I know some materials and tools of production were limiting and I now know much more about obsolete thread forms such as cycle thread always at 26 threads per inch, on all diameters and UNEF with 20 threads per inch on a one inch diameter tube. I'll stop the illustrations now before ending all of my dinner party invitations- but believe this: Those who have completed such an endeavour will be a little (or perhaps a lot) wiser, a little more knowledgeable and more attached to the resulting machine than those who have not made the journey. Each group should display empathy to the other. I also suspect that some offspring of the same earnest families who toiled in those poorly equipped factories in England over fifty years ago, were able to improve themselves, make new lives for themselves and eventually wind up in jobs in rural radio stations in Australia.

Thirdly, the 40 kph speed limit imposed on the Old Pacific Highway, mentioned in an earlier column has been discontinued, the limit is back to 60 kph, at the time of my last check.

Fourthly, at a meeting of the Council of Motor Clubs, before the proceedings began I listened to various theories about fuel and oil which seemed to indicate

that there are a range of disparate views about the qualities of modern products and earlier products. I wasn't rude enough to take immediate lengthy notes but you may have your own opinion on whether modern gear oils contain additives which form acids in infrequently used vehicles which corrode bronze parts such as bushings. Brass radiator components are also corroded by modern anti-freeze, it was claimed, so only use soluble oil as an additive and drain the system if it gets likely to freeze. Brake linings, clutch facings and head gaskets without asbestos aren't any good. Modern petrol is only stable and usable for three or four, or perhaps six weeks after refining etc.

Thankfully the meeting started, because I would have had to draw the line at listening to a vigorous defence of various cars with the characteristics of grey porridge, or perhaps a defence of British auto electrics of the early post war period.

As I said before empathy to all fellow enthusiasts is to be encouraged, though the 'marque obsessed' and 'restoration accomplished' types may need an extra measure...

Sometimes it is best to just listen, and find another table after the drinks break.

Lastly, we at club Headquarters encourage everyone to assess and improve their driving skills and we have had specific events to do this conducted under the club's banner. Even with the closure in NSW of the Oran Park facility- there are and will be various opportunities for anyone so inclined to participate in courses designed to enhance driver skills. I was reminded of this after the Shannons Weekend at Eastern Creek in NSW in August. A car club offers a range of benefits to all members but not all members want or need all that is on offer. No harm in this, and smaller informal groups within clubs often form naturally, such as a restorer's circle, or concours type interests, or paint and panel specialists or whatever. The club can provide a coordination and communication role to better serve the interests across the spectrum of relevance to classic rallying. If you want to speak up and get involved it is as easy as coming to a meeting, waiting for the segment that is unimaginatively called 'General Business' and putting your hand up.

If you are interested in one man's very qualified story about high level driving skills we have received a missive here at CRC HQ describing an opportunity

taking place next year with some first-hand information from someone who has won the Indy 500 as part of a list of stellar career achievements. I can't vouch for the quality and value of this opportunity personally at this stage, but I'm considering taking the effort to "get the message". If nothing else there should be access to alternate sources of information on how to approach driving, other than the government endorsed limited information and content, but maximum compliance model.

You will find more information on this event in the magazine, and probably on the club website too.

The Medical Profession Speaks out on the Financial Bail-Out Package

The allergists voted to scratch it, and the dermatologists advised not to make any rash moves.

The gastroenterologists had sort of a gut feeling about it, but the neurologists thought the administration had a lot of nerve, and the obstetricians felt they were all laboring under a misconception.

The ophthalmologists considered the idea shortsighted; the pathologists yelled, "Over my dead body!" while the pediatricians said, "Oh, Grow up!"

The psychiatrists thought the whole idea was madness, the radiologists could see right through it, and the surgeons decided to wash their hands of the whole thing.

The internists thought it was a bitter pill to swallow, and the plastic surgeons said, "This puts a whole new face on the matter"

The podiatrists thought it was a step forward, but the urologists felt the scheme wouldn't hold water.

The anesthesiologists thought the whole idea was a gas; and the cardiologists didn't have the heart to say no.

In the end, the proctologists left the decision up to the arseholes in Canberra.

Mini Monty Rally 43 Years Ago

By Dick McCaughey



The article by Tony Shepherd in last month's Rally Directions prompted me to tell a little tale which happened 43 years ago when Tony was navigating for me in the Mini Monty Rally.

We started the rally in the Corso at Manly on the Thursday evening before Easter Good Friday. The first break for a rest was not until the next night when we all slept on the floor of the Lithgow Showground Exhibition building like corpses laid out in our sleeping bags.

Next day, Saturday, included a lap around Catalina Race Circuit and Tony was a top navigator and clever bloke so I followed his advice.

The instructions called for an average speed to be maintained around the circuit. We did not know there were to be two secret controls on the circuit.

We were required to stop the car, Tony had to get out and have our card stamped, get back into the car, figure out now what speed we would have to get up to maintain our average. Tony quickly calculated our new average and said if there is another control "I will jump out, get the card signed, you start the car moving and I will jump in as it is taking off". Sure enough another secret control. Plan was put into action. Tony running beside the accelerating Mini when suddenly the control card blew out of his hand and over the Armco fencing. Quick as a flash Tony went over the Armco to get the card. Meanwhile I had the Mini running at peak revs ready for a quick take off and after what seemed like an eternity Tony did not appear. In his haste to jump over the Armco he did not know there was a three metre drop on the other side. Finally he did appear, with the control card but covered in blackberry scratches and nursing a few bruises.

On a Cobra Car Club picnic day recently at Catalina Park we had a walk around the old circuit and a good look at the spot where Tony disappeared 43 years ago. The photo here shows the exact spot and it is now overgrown with trees.

Tony recovered from his mis-adventure and navigated us on to be the first private entry and the first Morris 850 to feature in the results.

Tommo

By Carol Both



In a group as large as the CRC there will always be the members who, for some reason, stand out. One of these is Peter Thomson. At rallies he will be therein his Sunbeam Tiger convertible. It does have a top, but in the nearly 40 yrs that Thommo has owned the Tiger he has never put it on. The only creatures to enjoy it are the spiders. A golf umbrella is kept in the boot for use on rainy days. Thommo will hold the broly for his long-suffering navigator, David Booth, in the minutes leading up to the start, but after that David is on his own. The maps must be hell to follow when the marker pen runs everywhere!

Thommo first came to our notice when we were on the way to our first Alpine. There was the Tiger parked outside the pub at Kurrajong Heights (surprise, surprise) with him under the car. As we didn't know then that he was one of "ours" we didn't stop. Probably a good, thing as neither of us is really mechanically minded. What ever was wrong that day was nearly fatal, but he managed to stick it back together again enough to get back to Sydney, replace the part and join the rally at lunchtime on the Saturday. Now that's dedication. In the effort to get the car on the road again Thommo inflicted third degree burns on himself.

Many club members have been doing rallies as long, or longer than Thommo, but there would be very few



who still use the same car they started in. The Tiger was originally painted orange, but Thommo had it resprayed soon after he bought it in about 1970. The change of colour was only bought to the attention of the authorities late last December when the Tiger was clocked at some awful speed in Victoria.

Life began for Thommo at 16. He had left school with an undistinguished academic record and his parents were wringing their hands and worrying about what young Peter was going to do.

Without telling anyone, his sister had sent away an application form to Qantas for an engineering apprenticeship for him. He started out with the worst jobs, as apprentices do. One of these was fishing false teeth out of aeroplane toilets. Why anyone would want their teeth back after that Thommo couldn't understand. (neither can I). As we know, anything mechanical and Thommo are a marriage made in heaven and he worked for Qantas for many years. There were short periods in America and New Zealand when he was qualifying for his tickets, but mostly he was based in Sydney.



Some of the things that he got up to make one wonder why they kept him on. Imagine being the mechanic under the engine cowling when Thommo





climbs into the cockpit and presses the starter button. When travelling as cabin crew, ties were supposed to be worn. "They give me migraines", was Thommo's reason for not wearing one. However he suffers from migraines even without the tie.

The best was still to come. Just as he was becoming disillusioned with Qantas, United Airlines came calling, and Thommo accepted. Thus began the best 18 years of his working life.

Now I'm not very good with the stats of vehicles so can't go into a lot of detail of what Thommo has in his shed but there is the BSA Bantam motorbike that made an appearance at last year's Christmas lunch and the Triumph Bonneville bike. His father's 1940's 8/40 Morris lives

alongside the 60's Sunbeam Rapier, which is the shopping car. For going on holidays there is the Commervan with Minilite wheels and fitted up inside with a bunk and all the necessities of a home away from home. The 1971 Falcon ute quite often comes to the monthly meetings. Then there is the one that we all know so well, the Sunbeam Tiger with the V8 engine. Unfortunately the fuel tank capacity was not increased with the bigger engine and it is a thirsty little car. Like most of us, Thommo likes speed, but drives with skill and great enjoyment.

There is also a Sunbeam Alpine being rebuilt as a race car for group Sa regularity racing. Can't wait



to see that. Let loose, there is only one speed for Thommo-flat out!



But wait: there's more. Somewhere on the west coast of America there is another Tiger or two. Can't remember if it is every year or second year, there is a Sunbeam Rally over there. Thanks to United Airlines, there is usually a cheap fare for Thommo so that he can attend these rallies and have his own his car there waiting for him. On occasions he will be away for 3 months at a time. What happens over there nobody knows and Thommo's not telling.

Despite this vast array of vehicles, Thommo likes to walk. Up every morning at 6am, he starts the day with an hours walk; something the rest of us could try! You'll have to agree he's in good shape. Another great love, besides cars, is water skiing at which he excels.

Any opportunity to drive a car and Thommo is there. This year he entered Speed on Tweed for the first time. In 2003 he and Ted Norman entered the Redex rerun and Thommo drove from Townsville to Darwin. There were numerous Repco mountain rallies he competed in, and on this year's Repco rerun he was service crew for Gerald Lee, and anyone else he could find with a mechanical problem.



There is an enthusiasm for trying something new or different at least once. New places appeal too, and

sometimes a place name will catch his eye and he's off to see what's there - like the time in Qld where there was a Thompsons Road marked on a survey map. He travelled the length of it just because he could. It was, he said, dead straight and boring. Not like our Thommo who is a kind hearted, generous and caring man. Last year he spent 3 months in Cambodia with an aid agency helping to building schools and houses

So if you are ever on a rally and need a little mechanical help, ask Thommo. He's a great bush mechanic (saved me from having to hold my door shut through a 3 day rally by fixing the catch with a bit of fencing wire) and he'd love to meet you and your car.

Finally, to quote himself, "I'll chortle off".

Gentleman please note: He does all his own cooking, washing, cleaning (including the windows) and ironing. He does not snore.

Two Crocodiles were sitting at the side of Lake Burley Griffin in Canberra.

The smaller one turned to the bigger one and said, 'I can't understand how you can be so much bigger than me. We're the same age, we were the same size as kids. I just don't get it.'

'Well,' said the big Croc, 'what have you been eating?'

'Politicians, same as you,' replied the small Croc.

'Hmm. Well, where do you catch them?'

'Down the other side of the lake near the parking lot by the Parliament House.'

'Same here. Hmm....How do you catch them?'

'Well, I crawl up under one of their Lexus cars and wait for one to unlock the car door. Then I jump out, grab them by the leg, shake the shit out of them and eat 'em!'

'Ah!' says the big Crocodile, 'I think I see your problem. You're not getting any real nourishment. See, by the time you finish shaking the shit out of a Politician, there's nothing left but an asshole with a briefcase.'

Two bowling teams, one of all Blondes and one of all Brunettes, charter a double-Decker bus for a weekend trip to Louisiana.

The Brunette team rode on the bottom of the bus, and the Blonde team rode on the top level.

The Brunette team down below really whooped it up, having a great time, when one of them realized she hadn't heard anything from the Blondes upstairs. She decided to go up and investigate. When the Brunette reached the top, she found all the Blondes in fear, staring straight ahead at the road, clutching the seats in front of them with white knuckles. The brunette asked, "What the heck's going on up here? We're having a great time downstairs!"

One of the Blondes looked up at her, swallowed hard and whispered... "YEAH, BUT YOU'VE GOT A DRIVER!?!"






One winter morning a couple was listening to the radio over breakfast. They hear the announcer say, "We are going to have 8 to 10 inches of snow today. You must park your car on the even-numbered side of the road so the snow ploughs can get through." Norman's wife goes out and moves her car. A week later while they are eating breakfast again, the radio announcer says, "We are expecting 10 to 12 inches of snow today. You must park your car on the odd-numbered side of the road so the snow ploughs can get through." Norman's wife goes out and moves her car again.


The next week they are having breakfast again, when the radio announcer says, "We are expecting 12 to 14 inches of snow today. You must park" Then the power goes out! Norman's wife is very upset and with a worried look on her face she says, "Honey, I don't know what to do. Which side of the street do I need to park on so the snow ploughs can get through?" With the love and understanding in his voice that all men who are married to blondes exhibit, Norman says "Why don't you just leave it in the garage this time?"

CRC Classifieds - For Sale and Wanted

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Photo	Details
24 Sep 2009	<p>Parts for sale 4 x Minilites wheels 13x6, 4x100 pcd. \$300. 2 set of Hitachi (S.U) carburetors (twin)with manifold and linkages fit Datsun (1600,180B, 200B). \$100 each set. Yokohamas tyres, 13 ", 14 " and 15 " used, most A32R (tarmac racing type) 2 x set of Extractors to fit Datsun, used. \$100 each. Contact Danny Castro - dcastroATbigpond.net.au</p>
10 Aug 2009 	<p>Terratrip 303+ with wheel probe This unit is surplus to our needs as we've upgraded to a 303+ with the additional display. The unit is in very good condition and worked perfectly before the swap. \$600 + shipping costs For more information call Robert on 0414301100 or email hambriATgmail.com</p>
6 June 2009 	<p>1962 Triumph TR4 with genuine aluminium Surrey Top, painted in the Works rally colour 'Wedgewood Blue. Built for Classic Adelaide [Three first in class and three targa trophies] and has been featured in Rally Sport magazine. This vehicle has been completely rebuilt and has photographic evidence and receipts. It includes the original equipment including seats (re-upholstered) and bumper bars, carburetors, radiator, hub caps, plus numerous other bits. Has three sets of wheels, one steel, one set of minilite replica with good road tyres and one set of genuine minilite (alloy) wheels with Yokohama Advan tyres. Sparco race seats with 3 inch 4 point seat belts. Terraphone, Terratrip, Cams approved Roll cage, map lights, rev limiter, long range fuel tank, front and rear roll bars S/S braided brake lines, TwinWeber carburetors on a stage three head, Overdrive gearbox, (third and fourth) stainless steel exhaust system with extractors, alternator, lightweight radiator, oil cooler, electronic ignition, balanced engine inc. flywheel with TR6 clutch, Cams log book, and the list goes on ... There is a car trailer for the vehicle available if required at a reasonable price. Currently on club plates but can be fully road registered. Genuine reason for sale. \$33,000.00 Terry Standing standitdATbigpond.net.au</p>
28 Mar 2009  	<p>1972 W108 Mercedes Benz 280se 3.5L Excellent condition inside and out Mechanically A1 4th owner Matching numbers Comes with all original documents and log books \$27,500 Phone Darren Taylor on 0419 016 075 or email dtaylor1234AToptusnet.com.au</p>
28 Mar 2009 	<p>Original Italvolanti steering wheel Refurbished wood \$400.00 Phone Darren Taylor on 0419 016 075 or email dtaylor1234AToptusnet.com.au</p>

<p>25 Mar 2009</p> 	<p>1964 Mercedes 220 SEB - \$12,500 Great condition, drives well, serviced by Autohaus since new. Recently serviced and plenty of rego remaining (February 2010). Located in Northbridge, Sydney, and is available for inspection/test drive. Phone Scott on 0414447967 or email skindredATevanspeck.com</p>
<p>26 Feb 2009</p>	<p>Wanted for Datsun 1600: driver's side (both) doors, bonnet, and front bumper bar. Contact Roger Gottlob 02 6274 6690 (bh) 02 6241 3169 (ah) 0418 962 312 (m) or rogerandgillianATactewagl.net.au</p>
<p>24 Nov 2008</p>	<p>Refurbished Philtronics Rallytrip OR Halda Twinmaster After last week's Classic Adelaide, I now have a redundant Philtronics Rallytrip, refurbished by Phil@philtronics, for sale.</p> <p>It failed during scrutineering, so I sent it to be refurbished. But as it did not arrive back in Adelaide in time, I purchased a new Monit and that is now installed in the car.</p> <p>As I cannot be bothered taking out the Monit to replace the Rallytrip, I'll sell the Rallytrip to the best offeror. It needs a probe/sensor, available from Philtronics for \$100.</p> <p>Alternatively, I also have a genuine Halda Twinmaster, metal casing, with plenty of gears and a T piece, in my 67 Alfa Duetto. I might sell that instead of the Rallytrip – and install the Rallytrip in the Alfa. But probably not, as it's nice to have a period Halda in the Alfa!</p> <p>The choice is yours. First in best dressed.</p> <p>Kingsley Wallman - 0421 685820</p>
<p>13 May 2008</p>	<p>Car Storage I'm moving houses in Sydney shortly and will then have more cars than spaces. I'm sure I won't be the only one in that boat. I'm thinking about buying a small factory unit in Gladesville or nearby, and wonder whether any CRCers have interest in co-investing or renting with or from me. I'm not looking to do anything more than break square on any sharing, so the price will be right! I haven't done the numbers yet, just wanted to see now if there's interest or not. Email or phone Tony South on tony.southATihg.com or (in Singapore) on 0011 65 9018 7054</p>

Alpine Classic 2009 - The Clerk of Courses Retrospective

By John Henderson

A fair bit of work goes into one of these events and we, the organisers, are a bit on edge to make sure it goes as well as we can make it. But nothing is perfect – or even close to it – so after the event we try and analyse what worked and what didn't to try and improve for next year.

This year was the biggest field ever – we cut off at 85 entrants, although the administrator's inability to count meant that 86 cars actually started out of Lithgow on Saturday morning. Any more than about 85 in my view means too much waiting around for competitors. It also makes it very difficult for officials to be able to work controls in both the morning and afternoons.

I've received various comments about the level of difficulty of the event. When I get people in all 3 categories telling me it was either a bit harder than before, or a bit easier (different people, of course!) then I know it was about right. And some clean sheets in every division in every category confirm that. The final scores also support it – a reasonable gradient from very few points lost to some rather bigger scores, but certainly no phone numbers.

Timing was a little tighter than in previous years – probably a reaction to the 2008 Alpine being a bit generous in that regard. At first I was concerned that might be problematic but the general comments were that people enjoyed the extra pressure that a tightly timed TRE brings. Certainly the drivers seemed to like helping out slower thinking navigators by making up time on the road.

And the roads were generally pretty good. One thing going for the Alpine is that it is run in spring when the country is looking at its best. Last weekend was no exception. Lui and I certainly sacrificed the odd fatted calf to the gods of the weather - and the beasts did not die in vain. A tad chilly in the mornings, clear skies leading to some clouds in the afternoon. But no rain and no gales – a pleasant change from recent weather in the Central Tablelands.

The motorkhanas were enjoyed by the 66% of the field that did them. Enough did them to justify the ploughing up of one of my paddocks. I had considered the option of letting people who didn't want to dirty their cars, run them on foot. Then I looked at the fitness levels of some of our entrants and changed my mind!

Average speeds. Who needs tie breakers when you have average speeds? Results this year were not as good as in previous years, but that might just be

influenced by having a question very early on. Just goes to show you should read your instructions earlier rather than later. And remember them! Similarly reading and remembering relevant bits from Supp Regs (aren't they all relevant?) can be handy, as Mt Conqueror demonstrated to several of the Masters.

We did have a bit of chaos at the end of divisions with quite a few cars merrily driving in early past the M boards and trying to nominate, despite John Schryver at Drivers' Briefing telling them not to, and my putting it in bold in the instructions as well. I will try something different next year, because I really don't like penalising people. However, it all gets out of hand for the overworked control officials if there isn't a system.

In the same vein, the out controls at lunchtime were a bit of a shambles. I'd thought the instructions were clear enough about when to leave, but our out control officials destroyed their vocal chords screaming for people who were due out but were nowhere in sight. Of course we could have just penalised them (it's in Supp Regs!) but we try to avoid that. I'll try something different here next year also. Suggestions welcome to both of these problems.

Food was a mixed blessing. Breakfasts and lunches were generally favourably received, as were the several special dietary needs. Both beverage and meal service at the Saturday dinner were a little slower than we would have liked. We'll probably be eating elsewhere next year.

I do thank all of you for coming. I especially thank our officials who volunteer to give up their precious weekend time to do the job of keeping the event running so that you, the competitors, can enjoy yourselves. *Unsung heroes.*

2009 Alpine Classic Results - Sunday 18 October 2009

Masters		Division 3										Division 4										Radar		D 1-4		Final	
No	Driver	Navigator	Car	Div 1-2	Time	WD	PC	Q	VRC	AvS	Total	Time	WD	PC	Q	VRC	Total	Total	Total	Place	Place	No	No				
1	Rob Panetta	Jeff West	Alfa 105 GTV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
16	Rob Mifsud	Starr Mifsud	Porsche 911 Carrera	0	0	0	0	10	0	6	16	0	0	0	0	0	0	0	0	0	0	16	2	16			
9	David Wigley	Robert Smith	BMW 323i JPS	15	6	0	0	0	0	0	6	21	0	0	0	0	0	0	0	0	0	21	3	9			
12	Wendy Gibbs	Ian Gibbs	Nissan Skyline	20	12	0	0	0	0	0	12	32	0	0	0	0	0	0	0	0	0	32	4	12			
3	David Shaw	Ray Athurs	Datsun 280 ZX	10	0	0	0	0	0	30	30	40	0	0	0	0	0	0	0	0	0	40	5	3			
14	Peter Thomson	David Booth	Sunbeam Tiger	36	0	0	0	0	0	2	2	38	5	0	0	0	0	0	0	0	0	43	6	14			
4	Bob Morey	Teresa Morey	Alfa Alfetta GT	44	0	0	0	0	0	2	2	46	0	0	0	0	0	0	0	0	0	46	7	4			
10	Darren Keen	Darren Taylor	Lancia Fulvia	20	0	0	0	0	0	30	30	50	1	0	0	0	0	0	0	0	0	51	8	10			
8	Michael Olsson	Harriet Jordan	Mazda MX5	47	0	0	0	0	0	5	5	52	10	0	0	0	0	0	0	0	0	72	9	8			
5	Gerry Both	Carol Both	Alfa 105 GTV	50	0	0	0	0	0	27	27	77	0	0	0	0	0	0	0	0	0	87	10	5			
15	Laurie Mason	Ted Norman	Peugeot 404	28	17	0	0	0	10	18	45	73	4	0	0	0	0	0	0	0	0	87	10	15			
11	Barry Ferguson	Dave Johnson	Nissan 300ZX	41	5	0	0	0	0	30	35	86	15	0	0	0	0	0	0	0	0	91	12	11			
2	Dianne Gerlach	Wayne Gerlach	Audi Quattro	20	5	0	30	10	0	21	66	76	6	0	0	0	0	0	0	0	0	97	13	2			
7	Ian Packard	Alan Watson	Peugeot 504	42	3	0	0	10	0	30	43	85	27	0	0	0	0	0	0	0	0	122	14	7			
6	Dominic Volano	Mike Stephenson	Holden VB Cdore	75	28	0	30	20	0	25	104	179	0	0	0	0	0	0	0	0	0	179	15	6			
17	Gordon Lennox	Jamie Lennox	Datsun 260 Z	515	0	0	0	0	0	0	0	515	1	0	0	0	0	0	0	0	0	526	16	17			
13	Michael Malgo	Hamish Duff	Jaguar E Type	19	DNF	-	-	-	-	-	DNF	DNF	DNF	-	-	-	-	-	-	-	-	DNF	DNF	13			

Apprentices		Division 3										Division 4										Radar		D 1-4		Final	
No	Driver	Navigator	Car	Div 1-2	Time	WD	PC	Q	VRC	AvS	Total	Time	WD	PC	Q	VRC	Total	Total	Total	Place	Place	No	No				
38	Greg Francis	Tony & John	Subaru WRX	0	0	0	0	0	0	9	9	9	0	0	0	0	0	0	0	0	0	9	1	38			
24	Justin Beddingfield	Mark Tolhurst	Volvo 240 GL	20	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	20	2	24			
19	Garth Taylor	Brian Foster	Jaguar Mk II	10	0	0	0	0	0	12	12	22	0	0	0	0	0	0	0	0	0	22	3	19			
37	Richard Banks	Christie Jeffery	Mercedes 250 SL	10	0	0	0	10	0	5	15	25	0	0	0	0	0	0	0	0	0	25	4	37			
33	Ron Cooper	Tim McGrath	Volvo 142	13	0	0	0	0	0	1	1	14	15	0	0	0	0	0	0	0	0	29	5	33			
28	Kim Warner	Ross Warner	Jaguar E Type	24	6	0	0	0	0	8	14	38	1	0	0	0	0	0	0	0	0	39	6	28			
32	Chris Hallam	Phillip Stead	Jaguar XK 120	32	8	0	0	0	0	10	18	50	3	0	0	0	0	0	0	0	0	53	7	32			
25	Kay Harlor	Vince Harlor	Datsun 240 Z	34	4	0	0	0	0	30	34	68	0	0	0	0	0	0	0	0	0	68	8	25			
23	Lauren Mackie	Alan Walker	Alfa 105 GTV	24	5	0	0	10	0	10	25	49	17	0	0	0	0	0	0	0	0	76	9	23			
21	Cathy Moore	Bob Moore	BMW 318i S	42	4	0	0	0	0	30	34	76	9	0	0	0	0	0	0	0	0	85	10	21			
20	Beb Fox	Winton Brocklebank	Volvo 142 S	31	7	0	0	20	0	12	39	70	1	0	0	0	0	0	0	0	0	91	11	20			
18	Doug Hyde	Sandy Hyde	JBA Tourer	55	3	0	0	50	0	11	64	119	2	0	0	0	0	0	0	0	0	121	12	18			
22	Rob Annett	Peter P Ring-Shambler	Porsche 911T	58	17	0	0	0	0	10	27	85	16	0	0	0	0	0	0	0	0	121	12	22			
27	André Breit	Charlie Head	Datsun 2000	75	4	0	0	10	0	30	44	119	4	0	0	0	0	0	0	0	0	123	14	27			
29	Richard Bennet	Liz Bennet	MG B Roadster	95	14	0	0	0	0	30	54	149	15	0	0	0	0	0	0	0	0	164	15	29			
35	Terry O'Reilly	Helen O'Reilly	Mitsubishi EVO	138	30	0	0	10	0	30	70	208	15	0	0	0	0	0	0	0	0	233	16	35			
82	Michael Hills	Kerrie Hills	Porsche Boxter	40	59	0	30	140	20	0	249	289	9	0	0	0	0	0	0	0	0	348	17	82			
30	Steve Cox	Brenda Cox	Nissan Z32	148	0	0	0	40	0	30	70	218	1	0	0	0	0	0	0	0	0	359	18	30			
36	Scott Warner	Amy Warner	Datsun 240 Z	107	47	0	0	60	0	30	137	244	28	0	0	0	0	0	0	0	0	412	19	36			
31	John Dunkley	Sean Dunkley	Alfa Giulia Super	264	DNF	-	-	-	-	-	DNF	DNF	DNF	-	-	-	-	-	-	-	-	DNF	DNF	31			
34	Tony Wise	Bruce James	Alfa Alfetta	DNF	-	-	-	-	-	-	DNF	DNF	-	-	-	-	-	-	-	-	-	DNF	DNF	34			

2009 Alpine Classic Results - Sunday 18 October 2009

Tour	No	Driver	Navigator	Car	Division 3				Division 4				Radar	D 1-4 Total	Final Place	Car No						
					Div 1-2	Time	WD	PC	Q	VRC	AvS	Total					Time	WD	PC	Q	VRC	Total
55	Alan Chery	Marie Chery	Peugeot 504	1	0	0	0	0	0	0	0	0	0	0	0	1	55					
63	Greg Yates	Ben Yates	Mercedes 500 SLC	0	0	0	0	0	0	0	0	0	0	0	0	3	63					
59	Kim Volano	Frances Stephenson	Peugeot 407HDI	0	0	0	0	0	0	0	0	0	0	0	0	4	59					
79	Todd McPherson	Stephan McPherson	Datsun 260 Z	7	0	0	0	0	0	0	0	0	0	0	0	9	79					
39	John Calabria	Amanda Calabria	Ford Capri V6	10	0	0	0	0	0	0	0	0	0	0	0	10	39					
77	Chris Batty	Michael Goodchild	Subaru impreza WRX	10	1	0	0	0	0	0	0	0	0	0	0	11	77					
78	Greg Richard	Bob Smith	BMW 325 is	10	0	0	0	0	0	0	0	0	0	0	0	16	78					
75	Andrew Smith	Cory Smith	Nissan R32 GTST	10	1	0	0	0	0	0	0	0	0	0	0	17	75					
45	Steve Friend	Peter Dunlop	Mercedes 220S	0	0	0	0	0	0	0	0	0	0	0	0	18	45					
80	Preter McAlpine	Sharyn McAlpine	Ford Galaxie	18	0	0	0	0	0	0	0	0	0	0	0	18	80					
43	Leonard Zech	Glenn Evans	Porsche 928 GT S	20	0	0	0	0	0	0	0	0	0	0	0	20	43					
67	John Cooper	Wendy Cooper	Ford Escort	12	0	0	0	0	0	0	0	0	0	0	0	20	67					
74	Mark Smith	Rollo Smith	MG B	0	0	0	0	0	0	0	0	0	0	0	0	24	74					
57	Jim Richardson	Bev Richardson	MG B Roadster	22	0	0	0	0	0	0	0	0	0	0	0	28	57					
66	Ken Parsons	Marzena Kepinski	Triumph TR8	4	19	0	0	0	0	0	0	0	0	0	0	29	66					
56	Cherie Collins	Phil McFarlane	Ford XR4	0	0	0	0	0	0	0	0	0	0	0	0	30	56					
86	Steve Blair	Jim White	Lancia Delta Integrale	0	4	0	0	0	0	0	0	0	0	0	0	33	86					
62	Stephen Clifton	Lisa Wilkins	Jaguar XJ6	10	0	0	0	0	0	0	0	0	0	0	0	35	62					
64	John Whealy	Tricia Whealy	Porsche 911	10	0	0	0	0	0	0	0	0	0	0	0	35	64					
46	Eric Young	Jenny Young	Fiat 124	10	0	0	0	0	0	0	0	0	0	0	0	37	46					
70	Graham Lane	Jim Barrett	Porsche Carrera	5	1	0	0	0	0	0	0	0	0	0	0	36	70					
54	Andrew Williamson	Don Williamson	Alfa GTV 6	0	0	0	0	0	0	0	0	0	0	0	0	39	54					
85	Tony Shepherd	Pam Shepherd	Sunbeam Tiger	12	0	0	0	0	0	0	0	0	0	0	0	42	85					
76	Samantha Parsons	Michael Magee	Jaguar 420	30	0	0	0	0	0	0	0	0	0	0	0	43	76					
42	Shane Navin	Jenny Navin	Porsche 928 GT	12	0	0	0	0	0	0	0	0	0	0	0	44	42					
40	Gerald Lee	Cate Lee	Austin Cooper S	0	0	0	0	0	0	0	0	0	0	0	0	45	40					
53	Adrian King	Janet King	Alfa GTV	31	0	0	0	0	0	0	0	0	0	0	0	49	53					
68	Ramin Shoushtarian	Amir Shoushtarian	BMW 320	14	0	0	0	0	0	0	0	0	0	0	0	54	68					
48	Michael Peters	Kevan Peters	Mini Cooper S	46	0	0	0	0	0	0	0	0	0	0	0	55	48					
84	Roger Barnham	Debbie Barnham	Sunbeam Alpine	48	0	0	0	0	0	0	0	0	0	0	0	55	84					
41	Peter Gale	Fanny Gale	Mini Cooper S	26	0	0	0	0	0	0	0	0	0	0	0	56	41					
65	Rob Neilson	Terry Godde	Datsun 1600 P510	28	0	0	0	0	0	0	0	0	0	0	0	58	65					
49	Don Dux	Heather Dux	Triumph Stag	13	9	0	0	0	0	0	0	0	0	0	0	59	49					
44	Lindsay Farrell	Heather Farrell	Alfa Alfetta GTV6	10	0	0	0	0	0	0	0	0	0	0	0	61	44					
52	Warren Daly	Karen Daly	Subaru Forester	40	0	0	0	0	0	0	0	0	0	0	0	63	52					
73	James McLaren	Les McLaren	Alfa Sud	30	4	0	0	0	0	0	0	0	0	0	0	65	73					
69	Ed Lendrum	David Lendrum	Nissan Skyline GTR	32	0	0	0	0	0	0	0	0	0	0	0	69	69					
72	Brian Madigan	Steve Maher	VW Beetle	32	3	0	0	0	0	0	0	0	0	0	0	75	72					
81	Gillian Levett	Brian Todd	Jaguar XJS	30	0	0	0	0	0	0	0	0	0	0	0	89	81					
83	Robert Gambino	John Davis	Ferrari 308 GTB	64	0	0	0	0	0	0	0	0	0	0	0	89	83					
50	Henri Hendricksen	Nicki Hendricksen	Peugeot 404	52	7	0	0	0	0	0	0	0	0	0	0	125	50					
71	Stuart Pinn	Ryan Cook	Alfa Spider	65	0	0	0	0	0	0	0	0	0	0	0	125	71					
26	Sergio Carliato	Irene Carliato	Ford XR8	88	10	0	0	0	0	0	0	0	0	0	0	138	26					
47	Arthur Bransgrove	John Grist	Honda CR - V	96	16	0	0	0	0	0	0	0	0	0	0	191	47					
51	Ernst Luthi	Sonja Luthi	MG B GT	20	12	0	0	0	0	0	0	0	0	0	0	265	51					
60	Will Brown	Ben Hamblett	Austin Healey Sprite	111	0	0	0	0	0	0	0	0	0	0	0	273	60					
58	Ben Gerlach	Rachelle Mackintosh	Saab 9000	1000	0	0	0	0	0	0	0	0	0	0	0	1081	58					
61	Colin Brown	Merrilee Brown	Austin Healey Sprite	64	DNF	-	-	-	-	-	-	-	-	-	-	DNF	61					

2009 ALPINE TEAMS

Congratulations to Team Tristar!!!

Car No	Class	Driver	Navigator	Colour	Year	Car	Model		
TEAM 105									
1	M	Rob Panetta	Jeff West	Red	1972	Alfa	105 GTV	0	
23	A	Lauren Mackie	Alan Walker	Blue	1974	Alfa	105 GTV	76	
5	M	Gerry Both	Carol Both	Blue	1973	Alfa	105 GTV	87	
TEAM ROMEO								Total	163
34	A	Tony Wise	Bruce James	Red	1974	Alfa	Alfetta	DNF	
4	M	Bob Morey	Teresa Morey	Red	1976	Alfa	Alfetta GT	46	
44	T	Lindsay Farrell	Heather Farrell	Red	1987	Alfa	Alfetta GTV6	61	
TEAM ITALIANO MISTO								Total	DNF
46	T	Eric Young	Jenny Young	White	1970	Fiat	124	37	
53	T	Adrian King	Janet King	Red	1983	Alfa	GTV	51	
54	T	Andrew Williams	Don Williamson	Red	1986	Alfa	GTV 6	39	
TEAM QUATREFOIL								Total	127
31	A	John Dunkley	Sean Dunkley	White	1965	Alfa	Giulia Super	DNF	
71	T	Stuart Pinn	Ryan Cook	Cream	1978	Alfa	Spider	125	
73	T	James McLaren	Les McLaren	Red	1983	Alfa	Sud	65	
TEAM DEUTSCHLAND								Total	DNF
2	M	Dianne Gerlach	Wayne Gerlach	White	1984	Audi	Quattro	97	
68	T	Ramin Shoushtarian	Amir Shushtarian	Blue	1977	BMW	320	54	
21	A	Cathy Moore	Bob Moore	Red	1990	BMW	318i S	85	
TEAM BLACK BIMMER								Total	236
78	T	Greg Richard	Bob Smith	Black	1988	BMW	325 is	16	
9	M	David Wigley	Robert Smith	Black	1985	BMW	323i JPS	21	
52	T	Warren Daly	Karen Daly	White	2001	Subaru	Forester	63	
TEAM 760 OUNCE								Total	100
17	M	Gordon Lennox	Jamie Lennox	Blue	1978	Datsun	260 Z	526	
36	A	Scott Warner	Amy Warner	Red/White	1971	Datsun	240 Z	412	
79	T	Todd McPherson	Stephen McPherson	Blue	1975	Datsun	260 Z	9	
TEAM TRISTAR								Total	947
37	A	Richard Banks	Chrissie Jeffery	White	1967	Mercedes	250 SL	25	
45	T	Steve Friend	Peter Dunlop	Grey	1961	Mercedes	220S	18	
63	T	Greg Yates	Ben Yates	Silver Green	1980	Mercedes	500 SLC	3	
TEAM BEE								Total	46
29	A	Richard Bennet	Liz Bennet	Red	1972	MG	B Roadster	164	
57	T	Jim Richardson	Bev Richardson	Red	1968	MG	B Roadster	28	
74	T	Mark Smith	Rollo Smith	Red	1969	MG	B	24	
TEAM BLUE OVAL								Total	216
26	A	Sergio Cariolato	Irene Cariolato	Green	2009	Ford	XR8	138	
39	T	John Calabria	Amanda Calabria	White	1980	Ford	Capri V6	10	
56	T	Cherie Collins	Phil McFarlane	Blue	2008	Ford	XR4	30	
TEAM CLASSIC FORD								Total	178
58	T	Ben Gerlach	Rachelle Mackintosh	Maroon		Saab	900	1081	
67	T	John Cooper	Wendy Cooper	Blue	1974	Ford	Escort	20	
80	T	Peter McAlpine	Sharyn McAlpine	White	1967	Ford	Galaxie	18	
TEAM SPORTING CATS								Total	1119
28	A	Kim Warner	Ross Warner	Blue	1971	Jaguar	E Type	39	
32	A	Chris Hallam	Phillip Stead	Silver	1953	Jaguar	XK 120	53	
13	M	Michael Malgo	Hamish Duff	Grey	1966	Jaguar	E Type	DNF	
TEAM PUSSYCAT								Total	DNF
62	T	Stephen Clifton	Lisa Wilkins	Blue	1970	Jaguar	XJ6	35	
76	T	Samantha Parsons	Michael Magee	Green	1967	Jaguar	420	43	
81	T	Gillian Levett	Brian Todd	Black	1988	Jaguar	XJS	89	
TEAM ITALIAN JOB								Total	167
10	M	Darren Keen	Darren Taylor	Red	1969	Lancia	Fulvia	51	
86	T	Steve Blair	Jim White	White	1988	Lancia	Delta Integrale	33	
83	T	Robert Gambino	John Davis	Red	1976	Ferrari	308 GTB	89	

TEAM BRICK							Total	173
41	T	Peter Cale	Tammy Cale	Blue	2002	Mini	Cooper S	56
48	T	Michael Peters	Kevan Peters	Red	1970	Mini	Cooper S	55
40	T	Gerald Lee	Cate Lee	Red/White	1964	Austin	Cooper S	49
TEAM SUNBEAM							Total	160
14	M	Peter Thomson	David Booth	Silver	1965	Sunbeam	Tiger	43
84	T	Roger Banham	Debbie Banham	Blue	1964	Sunbeam	Alpine	55
85	T	Tony Shepherd	Pam Shepherd	Blue	1966	Sunbeam	Tiger	42
TEAM DATSUN							Total	140
25	A	Kay Harlor	Vince Harlor	Silver	1970	Datsun	240 Z	68
27	A	André Breit	Charlie Head	Blue	1969	Datsun	2000	123
65	T	Rob Neilson	Terry Godde	White	1972	Datsun	1600 P510	58
TEAM OVLOV							Total	249
20	A	Beb Fox	Winton Brocklebank	Cream	1967	Volvo	142 S	91
24	A	Justin Bedingfield	Mark Tolhurst	White	1984	Volvo	240 GL	20
33	A	Ron Cooper	Tim McGrath	Red	1974	Volvo	142	29
TEAM BLAU PORSCHE							Total	140
16	M	Rob Mifsud	Starr Mifsud	Blue	1989	Porsche	911 Carrera	16
43	T	Leonard Zech	Glenn Evans	Blue	1995	Porsche	928 GTS	20
64	T	John Whealy	Tricia Whealy	Blue	1986	Porsche	911	35
TEAM RALLY BEAST							Total	71
38	A	Greg Francis	Tony & John	Red	1998	Subaru	WRX	9
77	T	Chris Batty	Michael Goodchild	Silver	1998	Subaru	Impreza WRX	11
35	A	Terry O'Reilly	Helen O'Reilly	Blue	200?	Mitsubishi	EVO	233
TEAM SKYLINE							Total	253
12	M	Wendy Gibbs	Ian Gibbs	Silver	199?	Nissan	Skyline	32
69	T	Ed Lendrum	Mitchell Lendrum	Grey	1990	Nissan	Skyline GTR	69
75	T	Andrew Smith	Corey Smith	Black	1993	Nissan	R32 GTS-t	17
TEAM PUG							Total	118
7	M	Ian Packard	Alan Watson	Bronze	1978	Peugeot	504	122
50	T	Henri Hendriksen	Nicki Hendricksen	White	1969	Peugeot	404	125
55	T	Alan Cherry	Marie Cherry	Yellow	1974	Peugeot	504	1
TEAM BRITS							Total	248
19	A	Garth Taylor	Brian Foster	White	1961	Jaguar	Mk II	22
49	T	Don Dux	Heather Dux	Green	1974	Triumph	Stag	59
66	T	Ken Parsons	Marzena Kepinski	White	1981	Triumph	TR8	29
TEAM RISING SUN							Total	110
11	M	Barry Ferguson	Dave Johnson	White	1986	Nissan	300ZX	91
30	A	Steve Cox	Brenda Cox	Red	1990	Nissan	Z32	359
47	T	Arthur Bransgrove	John Grist	Black	2005	Honda	CR - V	191
TEAM POT LUCK							Total	641
6	M	Dominic Votano	Mike Stephenson	White	1978	Holden	VB Commodore	179
61	T	Colin Brown	Merrilee Brown	Green	1960	Austin Healey	Sprite	DNF
51	T	Ernst Luthi	Sonja Luthi	BRG	1969	MG	B GT	265
TEAM RED SPORTS							Total	DNF
8	M	Michael Olsson	Harriet Jordan	Red	1992	Mazda	MX5	72
18	A	Doug Hyde	Sandy Hyde	Maroon	2003	JBA	Tourer	121
60	T	Will Brown	Ben Hamblett	Red	1962	Austin Healey	Sprite	273
TEAM RED WHITE & BLUE							Total	466
15	M	Laurie Mason	Ted Norman	White	1971	Peugeot	404	87
59	T	Kim Votano	Frances Stephenson	Red	2008	Peugeot	407HDI	4
72	T	Brian Madigan	Steve Maher	Blue	1973	VW	Beetle	75
TEAM PORKER							Total	166
22	A	Rob Annett	Peter Pring-Shambler	Blue	1968	Porsche	911T	121
42	T	Shane Navin	Jenny Nevin	Black	1989	Porsche	928 GT	44
70	T	Graham Lane	Jim Barrett	White	1989	Porsche	Carrera	37
TEAM CAUGHT SHORT!							Total	202
3	M	David Shaw	Ray Arthurs	White	1973	Datsun	280 ZX	40
82	A	Michael Hills	Kerrie Hills	Silver	2003	Porsche	Boxter	348
							Total x 3/2	582

MOTORKHANA RESULTS

Car No	Driver	Car	Model	Test 1	Test 2	Total	Placing
38	Greg Francis	Subaru	WRX	35.35	31.93	67.28	1
46	Eric Young	Fiat	124	36.65	32.11	68.76	2
2	Dianne Gerlach	Audi	Quattro	37.32	31.78	69.10	3
48	Michael Peters	Mini	Cooper S	35.80	33.82	69.62	4
74	Mark Smith	MG	B	36.43	34.88	71.31	5
30	Steve Cox	Nissan	Z32	38.12	34.40	72.52	6
63	Greg Yates	Mercedes	500 SLC	38.16	34.57	72.73	7
77	Chris Batty	Subaru	Impreza WRX	43.18	30.00	73.18	8
84	Roger Banham	Sunbeam	Alpine	38.50	35.64	74.14	9
57	Jim Richardson	MG	B Roadster	41.52	33.65	75.17	10
45	Steve Friend	Mercedes	220S	41.56	34.07	75.63	11
65	Rob Neilson	Datsun	1600 P510	38.25	38.06	76.31	12
5	Gerry Both	Alfa	105 GTV	42.71	34.23	76.94	13
43	Leonard Zech	Porsche	928 GTS	41.08	36.06	77.14	14
12	Wendy Gibbs	Nissan	Skyline	41.90	35.47	77.37	15
35	Terry O'Reilly	Mitsubishi	EVO	41.56	35.94	77.50	16
37	Richard Banks	Mercedes	250 SL	39.02	39.03	78.05	17
34	Tony Wise	Alfa	Alfetta	41.34	37.34	78.68	18
40	Gerald Lee	Austin	Cooper S	44.56	34.52	79.08	19
8	Michael Olsson	Mazda	MX5	41.12	39.30	80.42	20
39	John Calabria	Ford	Capri V6	43.51	37.00	80.51	21
55	Alan Cherry	Peugeot	504	42.65	37.96	80.61	22
3	David Shaw	Datsun	280 ZX	45.84	35.03	80.87	23
44	Lindsay Farrell	Alfa	Alfetta GTV6	43.55	37.68	81.23	24
28	Kim Warner	Jaguar	E Type	40.61	40.86	81.47	25
18	Doug Hyde	DBA	Tourer	43.53	38.54	82.07	26
76	Samantha Parsons	Jaguar	420	42.08	40.10	82.18	27
33	Ron Cooper	Volvo	142	45.31	37.06	82.37	28
9	David Wigley	BMW	323i JPS	45.35	37.09	82.44	29
32	Chris Hallam	Jaguar	XK 120	46.64	36.54	83.18	30
17	Gordon Lennox	Datsun	260 Z	44.43	39.44	83.87	31
11	Barry Ferguson	Nissan	300ZX	44.17	40.54	84.71	32
7	Ian Packard	Peugeot	504	45.33	40.28	85.61	33
41	Peter Cale	Mini	Cooper S	50.51	37.63	88.14	34
1	Rob Panetta	Alfa	105 GTV	51.76	37.31	89.07	35
72	Brian Madigan	VW	Beetle	59.10	34.12	93.22	36
15	Laurie Mason	Peugeot	404	60.63	38.06	98.69	37
69	Ed Lendrum	Nissan	Skyline GTR	78.85	29.60	108.45	38
56	Cherie Collins	Ford	XR4	53.56	55.93	109.49	39
36	Scott Warner	Datsun	240 Z	78.85	33.37	112.22	40
14	Peter Thomson	Sunbeam	Tiger	78.85	33.68	112.53	41
82	Michael Hills	Porsche	Boxter	78.85	35.21	114.06	42
60	Will Brown	Austin Healey	Sprite	78.85	35.75	114.60	43
25	Kay Harlor	Datsun	240 Z	78.85	35.95	114.80	44
75	Andrew Smith	Nissan	R32 GTST	78.85	36.44	115.29	45
16	Rob Mifsud	Porsche	911 Carrera	78.85	37.04	115.89	46
10	Darren Keen	Lancia	Fulvia	78.85	37.41	116.26	47
23	Lauren Mackie	Alfa	105 GTV	78.85	37.50	116.35	48
13	Michael Malgo	Jaguar	E Type	78.85	38.13	116.98	49
53	Adrian King	Alfa	GTV	78.85	41.92	120.77	50
67	John Cooper	Ford	Escort	78.85	42.51	121.36	51
6	Dominic Votano	Holden	VB Commodore	78.85	44.66	123.51	52
24	Justin Bedingfield	Volvo	240 GL	78.85	47.24	126.09	53
4	Bob Morey	Alfa	Alfetta GT	78.85	47.62	126.47	54
79	Todd McPherson	Datsun	260 Z	78.85	50.78	129.63	55
66	Ken Parsons	Triumph	TR8	78.85	50.93	129.78	56
62	Stephen Clifton	Jaguar	XJ6	78.85	55.93	134.78	57

Classic Rally Club Championship 2009

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Riverina Run	Tour d'Course	Highland Fling	Mountain Rally Tour	MG Classic	Alpine Classic	Pas de Deux		
	2 day	1 day	1 day	2 day	2 day	2 day	1 day	Points to date	Position to date
Competitor									
Alan Watson	40	16	20	6	32			111	1
David Wigley	22	17		24	32			95	2
Robert Panetta	38		19		38			95	2
John Young	20	19	15	30	20			94	4
Bob Morey	32	15	16		22			85	5
Gerry Both	28	13	13		18			72	6
Lui MacLennan	26			10	26			62	7
Gary Maher	24	12		22				58	8
Dianne Gerlach			11	30	16m			57	9
Tony South				26	28			54	10
Gerald Lee	24		16					40	11
Geoff Bott		20m	18m		40m			40	11
Peter Thomson	36							36	13
Dominic Votano					36			36	13
Barry Ferguson	34m	18m						35	15
David Shaw	30m	4m			34m			34	16
Gordon Lennox					30			30	17
Michael Olsson	2m	14m	12m		24m			26	18
Winton Brocklebank			17					17	19
Jocelyn Vettoretti	16							16	20
Wendy Gibbs			16					16	20
Matthew Gorrick		16						16	20

Classic Rally Club Championship 2009

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Riverina Run	Tour d'Course	Highland Fling	Mountain Rally Tour	MG Classic	Alpine Classic	Pas de Deux		
	2 day	1 day	1 day	2 day	2 day	2 day	1 day	Points to date	Position to date
Competitor									
Pam Watson	40	16	20	6	32			111	1
Robert Smith	22	17		24	32			95	2
Helen Young	20	19	15	30	20			94	3
Teresa Morey	32	15	16		22			85	4
Mike Stephenson	38				36			74	5
Jeff West	32	20m	18m		40m			72	6
Carol Both	28	13	13		18			72	6
Darren Taylor	26			10	26			62	8
Ted Norman		8		26	28			62	8
Wendy Maher	24	12		22				58	10
Wayne Gerlach			11	30	16			57	11
John Henderson			19		38			57	11
David Booth	36							36	13
Dave Johnson	34m	18m						35	14
Ray Arthurs	30m				34m			34	15
Lui MacLennan		16	17					33	16
Ian Reddoch	16		16					32	17
Jamie Lennox					30			30	18
Harriet Jordan	2m	14m	12m		24m			26	19
Ian Gibbs			16					16	20

Classic Rally Club Championship 2009

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Riverina Run	Tour d'Course	Highland Fling	Mountain Rally Tour	MG Classic	Alpine Classic	Pas de Deux		
	2 day	1 day	1 day	2 day	2 day	2 day	1 day	Points to date	Position to date
Competitor									
Garth Taylor	2	15	9	16	28			69	1
Tony Wise	28	11			26			65	2
Kim Warner	30	14						44	3
Greg Francis	22m				30m			30	4
Pip Lennox	28							28	5
Beb Fox	24			2				26	6
Kay Harlor		9		14				23	7
Ron Cooper	20				2			22	8
Eric Young	16	1		2				19	9
Simon Duff	18							18	10
Steven Cox		13m						13	11

Classic Rally Club Championship 2009

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Riverina Run	Tour d'Course	Highland Fling	Mountain Rally Tour	MG Classic	Alpine Classic	Pas de Deux		
	2 day	1 day	1 day	2 day	2 day	2 day	1 day	Points to date	Position to date
Competitor									
Ross Warner	30	14						44	1
Tony Norman	22m	12			30m			42	2
Gordon Lennox	28			6				34	3
John Pattison	22m				30m			30	4
Brian Foster					28			28	5
Adrian Kinslor		15	9					24	6
Vince Harlor		9		14				23	7
Tim McGrath	20				2			22	8
Jenny Young	16	1		2				19	9
Shaun Dudley	18							18	10
Alex Bratovic		13m						13	11

Classic Rally Club Championship 2009

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Riverina Run	Tour d'Course	Highland Fling	Mountain Rally Tour	MG Classic	Alpine Classic	Pas de Deux		
	2 day	1 day	1 day	2 day	2 day	2 day	1 day	Points to date	Position to date
Competitor									
Jim Richardson	14	2		20	12			48	1
Rob Clare	10	1		16	14			41	2
Brian Madigan	18	3	9	4	2			35	3
Ian Packard		10	5	2	16			33	4
Peter Cale	20m			12m				20	5
John Cooper	16	1		2				19	6
Steve Annabel				18				18	7
Cherie Collins					18m			18	7
Alan Cherry	8	7		2				17	9
Mike Birks	2m			2	12			16	10
Bruce Smith	12	1						13	11
Ray Arthurs		5	7					12	12
David Shaw			10m					10	13
Steve Blair	4m		8m					10	13
Len Zech	2m	8m		2m				9	15
Neil Brain		1	6	2				9	15
Tim McGrath		6		2				8	17
Todd McPherson	6							6	18
Greg Yates				6				6	18
Don Dux	2			2				4	20
Chris Mackertich			2	2				4	20
Stephen Friend		1	1	2				4	20
Geoff Scott				2	2			4	20
Lyn Cooper				2	2			4	20
Ernst Luthi				2	2			4	20
Peter McAlpine		1		2				3	26
Jeff Whitten	2							2	27
Alan Butler	2m							2	27
Shane Navin	2m	1m		2m				2	27
Henry Stratton				2				2	27
Colin Tseris			1m	2m				2	27
Garth Bransgrove		1						1	32
Terry Gunter		1						1	32
Mark Pentecost		1m						1	32
Arthur Bransgrove		1m						1	32
Ramin Shoushtarian		1						1	32
Will Brown			1					1	32

Classic Rally Club Championship 2009

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Riverina Run	Tour d'Course	Highland Fling	Mountain Rally Tour	MG Classic	Alpine Classic	Pas de Deux		
	2 day	1 day	1 day	2 day	2 day	2 day	1 day	Points to date	Position to date
Competitor									
Bev Richardson	14	2		20	12			48	1
Sue Clare	10	1		16	14			41	2
Steve Maher	18	3	9	4	2			35	3
Tammy Cale	20m			12m				20	4
Wendy Cooper	16	1		2				19	5
Jayne Annabel				18				18	6
Bill Stevenson				2	16			18	6
Phil McFarlane					18m			18	6
Stephen Stuart	2			2	12			16	9
Marie Cherry	8	7						15	10
Neil Watt		10	5					15	10
Jenni Smith	12	2						14	12
Kathleen Arthurs		5m	7m					12	13
Jessica Shaw			10m					10	14
David McCowatt		1	6	2				9	15
Glen Evans	2m	8m		2m				9	15
Michelle Cruze			8m					8	17
Ngarie McGrath		6		2				8	17
Stephen McPherson	6							6	19
Ben Yates				6				6	19
Alan Butler					6			6	19
Gary Bartley	4							4	22
Kate Shaw		4m						4	22
Heather Dux	2			2				4	22
Allana Mackertich			2	2				4	22
Liz Kornhaber				2	2			4	22
Sonja Luthi				2	2			4	22
Sharyn McAlpine		1		2				3	28
Michael Friend				2				2	29
Paul Morton	2							2	29
Jennifer Navin	2m	1m		2m				2	29
Cameron Tseris			1m	2m				2	29
Julie Stratton				2				2	29
Ron Cooper				2				2	29
Maureen Friend			1					1	35
Peter Dunlop		1						1	35
Adam Bransgrove		1						1	35
Lorraine Gunter		1						1	35
Elizibeth Trist		1m						1	35
Judith Bransgrove		1m						1	35
Amir Shushtarian		1						1	35
Trevor Eisler		1						1	35

FOR SALE CLUB REGALIA



- CRC Embroidered Cloth patch \$5.00
(navy blue with yellow writing)
- CRC Windscreen Sticker Free Members
(120 x 65mm)
- CRC Windscreen Sticker Free Members
(323 x 174mm)
- CRC Polo Shirts \$25.00
(with pocket and club logo)
- CRC Nylon Jacket \$37.00
(with hood and club logo)
- CRC Sloppy Joes \$25.00
(with club logo)
- CRC Tee Shirt \$18.00
(with club logo)
- CRC Cap \$10.00
- CRC Black Chambray Shirt \$33.00
(with club logo- Long sleeves)
- CRC Drizabone Jacket \$75.00
(with club logo)

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 and caps are
available (with CRC Logo) for your
Classic Rally Team Members
through -

Prestige Embroidery

4/29 Coombes Drive, North Penrith 2750

Ph: 0402-147-230

Fax: (02) 4727-0893

2009 Events Calendar

Date	Event	Contact
27 Jan	CRC monthly meeting	
15 Feb	Summer Lunch Run	John Young 0412 246 911
24 Feb	CRC monthly meeting	
7-8 Mar	Riverina Run	Jeff West 0427 263 757
24 Mar	CRC monthly meeting	
28 Apr	CRC monthly meeting	
1 May	Desktop rally #3 (Dave Johnson)	
24 May	AROCA Tour d'Corse Entries due 15 May	Tony Wise 0417 211 848
26 May	CRC monthly meeting	
29 May	Desktop rally #4 (Ted Norman)	
6-7 Jun	June Long Weekend in Temora (Aviation Museum and flying displays)	Tony Kanak
14 Jun	Highland Fling Entries due 7 June	Ian Gibbs
23 Jun	CRC monthly meeting	
28 Jun	Christmas in June - Winter Lunch Run	Brian Madigan 0400 736 637
18-19 Jul	Jaguar Mountain Rally Entries due 26 Jun	Wendy+Gary Maher 02 4571 1229
24 Jul	Desktop rally #5 (Pam and Alan Watson)	
28 Jul	CRC monthly meeting	
3 Aug	CRC Annual Drive Day (Oran Park) FULL	Sharyn McAlpine 0407 330 075
8-9 Aug	MG Classic	Robert Smith 0407 600 632 02 9440 2498
25 Aug	CRC monthly meeting	
4 Sep	Desktop rally #6 (Ernst and Sonja Luthi)	
22 Sep	CRC monthly meeting	
2 Oct	Desktop rally #7 (Carol and Gerry Both)	
17-18 Oct	Alpine Classic	Lui MacLennan 02 9460 6909
27 Oct	CRC monthly meeting	
6 Nov	Desktop rally #8 (Gary and Wendy Maher)	
8 Nov	Penrith Pas de deux (to be run as a scatter rally)	Jeff West 0427 263757 Dave Johnson 0428 299 443
24 Nov	CRC monthly meeting	
13 Dec	Club end-of-year/Christmas function	Pam and Alan Watson 9653 1036

BOLD = Club Championship event

Information, entry forms and supplementary regulations for events can be downloaded from www.classicrallyclub.com.au

**Please make phone calls before 9.00pm.
Classic car folk need their sleep!**

This month's Mystery Member is Heather Dux

