

# Rally Directions

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



## IN THIS ISSUE

The Brother Brian Award  
2011 Alpine Results  
Kidney Kruse & Shine

October 2011

## Classic Car of the Month

Our feature car this month is the Datsun 'Z' car. Datsun Z sports cars are still produced today but the classic models are the 240Z, 260Z & 280Z. These cars feature a 6 cyl. SOHC Inline motor, 4 or 5 speed gearbox, independent suspension front & rear & front discs in a coupe body. They were made from 1969 till 1978 and were a great success, particularly in America.

While very popular in club sports car racing the most significant successes came with 240Zs in the East African Safari. Covering 6,000 kms over 5 days through Kenya, Uganda & Tanzania this event was a severe test of car & crew. Shekhar Metha won the event twice and other legendary Z drivers were Edgar Herrmann, Ranuo Aaltonen & Tony Fall. 240zs also featured in the Monte Carlo.

Kay & Vince Harlor's 1974 260 Z, shown at the recent CRC Training Day, has undergone extensive brake and suspension modifications. The engine is now 3.1 litres with 3 x 45 mm Webber carburettors.

## Coming Events



### Penrith Pas de Deux

13<sup>th</sup> November 2011

A one day rally with three navigation levels Masters, Apprentices & Tour.

Start and finish at Penrith covering approx. 320 kms for the day with maybe 2 or 3kms of unsealed road. Bring your own lunch or buy some at the lunch break at Picton.

Full details & entry form inside this edition. For further info contact Jeff West 0427 263757, [jj.west@bigpond.com.au](mailto:jj.west@bigpond.com.au)

Gary or Wendy Maher at [wenandgaz8@bigpond.com](mailto:wenandgaz8@bigpond.com)

### C.R.C. Go Kart Social Night

Where: Eastern Creek International Karting Raceway, Peter Brock Drive

When: Friday 2nd December 2011.  
7.00pm for a 7.30pm start.

How Much: \$160.00 Please make cheques payable to Classic Rally Club

Afterwards: Relive the fun & participate in the lie telling at the First Friday Free Fling at Harry's Café de Wheels, Church St North Parramatta

Contact: Ross Warner  
[crcpres@classicrallyclub.com.au](mailto:crcpres@classicrallyclub.com.au)  
post to P.O. Box 648 Padstow, NSW 2211

# Classic Rally Club Officers and Contacts 2011

Position: Name	Email	Phone
President: Ross Warner	crc.pres@classicrallyclub.com.au	(02) 9772 2860 or 0409 810 553
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	(02) 9858 2662 or 0419 233 494
Treasurer: Tim McGrath	crc.treas@classicrallyclub.com.au	(02) 4285 1438 or 0419 587 887
Membership: Ian Packard	crc.mem@classicrallyclub.com.au	(02) 9451 6869 or 0414 516 869
Newsletter Editor: Bob Morey	crc.editor@classicrallyclub.com.au	(02) 6292 9661 or 0402 479 661
Competition Secretary: Tony Norman	crc.comp@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Championship Pointscorer: Jeff West	crc.scorer@classicrallyclub.com.au	(02) 6331 5342 or 0427 263 757
Regalia & Club Historian: John Cooper	crc.regalia@classicrallyclub.com.au	(02) 4731 6933 or 0414 246 157
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	(02) 4261 3018 or 0417 285 138
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	(02) 9568 3103 or 0418 275 308
Webphotomaster: John Southgate	crc.wpm@classicrallyclub.com.au	(02) 9731 2213 or 0421 112 073
Officials Registrar: Dave Johnson	crc.cm3@classicrallyclub.com.au	(02) 9979 7629 or 0428 299 443

## Committee

John Henderson	crc.cm1@classicrallyclub.com.au	(02) 9499 8141 or 0408 118 427
Garth Taylor	crc.cm2@classicrallyclub.com.au	(02) 4784 3301 or 0418 207 306
Dave Johnson	crc.cm3@classicrallyclub.com.au	(02) 9979 7629 or 0428 299 443
Tony Norman	crc.cm4@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811

## Inspectors: Vehicles with HV Plates

Tim McGrath	tpmcgrath@bigpond.com.au	(02) 4285 1438 or 0419 587 887
Danny Castro	dcastro@bigpond.net.au	(02) 9688 2318 or 0419 981 063
Peter Thomson	prt108@bigpond.net.au	(02) 9419 5774
John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Ivan Hughes (Bronze)	Bexley	(02) 9688 2318 or 0419 981 063
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	North Richmond (H) (02) 4571 1229 (H)
Tim McGrath (Bronze)	Wollongong / Illawara	0419 587 887
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Patterson (Silver)	Blaxland	0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284

DEADLINE FOR NEXT NEWSLETTER 11th November 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

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.

Unless credited otherwise all photos supplied by author of item or Classic Rally Club Photographers John Southgate & Ann Bloomfield.

## Ross's Rave

Hi everyone, and welcome to the October issue of Rally Directions.



What a great weekend I just had at the Alpine! Actually I guess I should qualify that by saying what a lot of fun I had competing in the Alpine, so by great, I didn't mean that my performance was great, because it wasn't. However notwithstanding my inability to get from one place on a map to another etc. etc, it was great to see how much everyone was enjoying themselves. Despite the rain that had been predicted, the weather was very kind to us and in particular to the officials and those in open cars. I hope that there has been time for someone to put together an article for this issue of the magazine.

I must say a really big thank you to the whole Alpine team but in particular to Lui and Hendo who have done a fantastic job of confounding and entertaining us for the past 12 years. It sort of feels a bit sad that they won't be the head and neck of the event (not sure which is which) next year but the good news is that there will be an Alpine next year and that the new head and neck will be Wayne and Dianne

Gerlach. We all know and love Wayne and Dianne, which will of course temporarily change as soon as we get our first WD, or my case my third, and yet for some strange reason, I can't wait for next year's event. (We will of course love them again a couple of days after)

The diabolical duo (Wayne and Dianne) will also be setting this year's Christmas party run, so I would suggest that anyone who wants to get inside their heads in preparation for next year's Alpine should get into the Christmas run. (and it's free!)

Only one entry received so far for the Go Kart Racing Social Night, and that is mine! Guess I'll have a chance to actually win something. Why don't you enter and spoil my chances. There should be a flyer included somewhere in this issue of the magazine (and on the web site). This event will go ahead irrespective of the lack of entries because we have paid our deposit!

Some bad news is that the Riverina Run won't run next year (it won't even walk!). Unfortunately due to real life commitments Tim and Ron won't be able to get this event set and sorted in time. Let's hope that it sprints back onto our calendar for next year.

They say (I don't know who they are?) that when one door closes, that another one opens. Well in our case the closing of the Riverina door has been followed with the opening of at least one other door, possibly two. A one day event will run on Sunday 1<sup>st</sup> April (yes this is April Fool's Day, and no this is not a trick), Tony Norman and Greg Francis are

putting this together with help from some more experienced mentors, stay tuned for more details. A second possibility is an event that was discussed during the Alpine weekend that might be run by Ian and Wendy Gibbs on the north coast. Anyone that has driven the Oxley Highway, Thunderbolts Way, the Waterfall Way etc. will know how great this area is and now that I think about it, if this event happens Kim and I might enter the tour so I can drive.....

Please try and get along to the November First Friday Free Fling at Harry's Café deWheels in Parramatta. I have made arrangements for the weather to be perfect and that there may be an unexpected sighting of a celebrity for your entertainment. You are encouraged to drive your club plate historic cars to this event, so please try to get along to next month event and invite all your classic car friends too!

The Penrith Pas de Deux is our next and the year's final competition event. I'll be sending my entry in this week, so better get yours in quick, because I said so. (Sorry that was the parent in me coming out for a minute).

The November meeting will be our Annual General Meeting. I won't be there due to other commitments (Holiday in Bali ...) but I will stand for President again, however if you would like to put your hand up for this position or any other Club position, then please let us know as soon as you can (we won't be offended and don't be shy). Tony Wise has agreed to act as Returning Officer again (Thanks Tony).

Finally, my apology for last month's photo, guess I just come from a bad gene pool? We'll see what Bob digs up this month.

See you out there (probably at lunch because as it turns out I can't find the right roads!)

Enough raving ..... Ross.

## Standing in for Sebastien Loeb by John Littler

Early in September G.M.M (Gary Maher Motorsport) received a phone call which went along the lines of "Hey Gaz, Sebastien Loeb here, just ringing to let you know that I won't be able to drive for you in the Barry Ferguson Classic Rally, I have a fairly big event on in Coffs Harbour around that time, why don't you give John Littler from T.C.C a ring he might be able to help you out". Well, as it happened I was free that weekend and told Gary that I would love to drive the Escort. I'm now in my mid 60's and have decided to go back into competition surfboard riding (albeit in the veterans division) and now my first pro drive, hope I don't stuff up, even though Gary is one of my oldest friends in club motorsport, I knew I wouldn't be able to live it down if I screwed up.

Sunday 18<sup>th</sup> September was a cold and chilly day as we drove down from North Richmond to the start at Sutton Forest. A field of 20 cars had entered, but it turned out to be 16 of us who finally got away from the start control which was being manned by the ever smiling face of Barry himself.

*"I certainly was enjoying my pro drive."*

DIVISION 1: comprised of three sections for the Tour Category (there being a Tour & Trials Category). We travelled south and west on many fantastic little used roads on either sides of the Hume Highway, basically heading towards Marulan & Brayton. In section 1, we were to use one of the roads made famous in the 1955 Redex Trial. The division finished at Crookwell Public School where the school P&C put on a scrumptious BBQ lunch for all the crews. During this division Gary seemed to be working overtime keeping up the navigation and looking out for the answers for the 14 questions. There were also heaps of V.R.Cs scattered along the route. The Escort handled the dirt roads like a dream, I certainly was enjoying my pro drive. Division 1 was about 170km's with very good roads, great lunch, friendly officials and the weather being now warm and sunny.

DIVISION 2: was about 200km's in the area around Crookwell, Gunning, Grabben Gullen, Parkesbourne & Goulburn.



We refuelled the Escort mid stage at Goulburn and then headed back through the Southern Highlands to finish at Sutton Forest. We only had two sections in this division but still had heaps of V.R.C's and 18 questions to be completed. Most of the dirt roads were in good condition, with some very long and fast straights thrown in. Gary kept saying 'come on John, give it a real good squirt'. I thought we were going quick, I can just imagine what speed John Cooper got up to in his Falcon Rally car (it really does look just the part), I know and it was real quick.

Well done to Dave Johnson who set a really challenging event for all of the TRIAL competitors. The event was very full on and challenging for all the Tour crews as well. I particularly enjoyed catching up with old rally friends which I had not seen for some years. Two of these, were my old mates, John Bryson & John Cooper who I hadn't seen since The 2008 Red Centre to Gold Coast Rally. Alfa Romeo was the most represented car in the event with (4).

A very big Thank you goes out to David Johnson & Barry Ferguson and all the smiling control officials from the CLASSIC RALLY CLUB we encountered along the rally. You all did a great job. Finally, many thanks to Gary for inviting me to drive the escort, tough luck Sebastian, you stick to the W.R.C this is much more fun.

John Littler,  
Thornleigh Car Club

Kidney Health Australia(KHA) has been running the "Kidney Kar Rally" for over 20 years and this year marked the start of the "Kruise & Shine" class to accompany the Rally.

This is the brainchild of Jim Londregan, a long time rally peddler and Volvo driver(a good thing). All you need is a classic car (easy for CRCers), \$2000 donation to KHA, someone special by your side and a sense of adventure. All meals are included in the price and Jim had booked the accommodation for all of us. Route instructions were similar to CRC Tour with questions and trivia to keep us busy.

We were one of five crews to take part in the 8 day, 2000km journey.

1. Jim and Warren – Volvo
2. Bevan and Corrine – Mercedes
3. George and Jill – Chev Impala
4. Glen and Craig – FC Holden Wagon
5. Peter and Sharyn – Ford Mustang

It all began at Wagga Wagga on Saturday 13<sup>th</sup> August with the Rally cars leaving first. A big field of some 50 bash cars set out for some fun in the dirt whilst the Kruise cars stuck to the black top, coffee shops and museums.

DAY 1 – Wagga to Goulburn. (368km)



Highlight of the day was a guided tour of the Temora Aircraft Museum and lunch at Temora Rural Museum. Also, in the tradition of Kidney Kar Rallies of the past, an afternoon bonnet party on the way to Crookwell. Everyone chipped in with biscuits, cheese and Three Threes Gherkins (of course).



DAY 2 – Goulburn to Cessnock (352km)

The day started with a pleasant drive to Bowral for coffee and cake at the Bradman Museum then plenty of time to look around. After lunch at Mittagong RSL we headed through Sydney to Wollomi for another afternoon bonnet party. Then a short squirt to Cessnock for drinks and dinner.

DAY 3 – Cessnock to Port Macquarie (315km)

Headed north through Dungog for more coffee and cake to keep us going before stopping at a lookout over Gloucester. After lunch at Wingham we met up with the Rally cars at the start of a stage into Port Macquarie. All entrants met for dinner and a silent auction at the Westport club.

DAY 4 – Rest day and fancy dress dinner.

A beautiful winter's day greeted us and what better way to spend it than watching humpback whales. It was fantastic and all of us enjoyed the offshore experience. A relaxing afternoon was followed by a fun night of playing "doctors and nurses" with all crews and officials at dinner.



## DAY 5 – Port Macquarie to Scone (405km)

A sunny start to the day soon turned grey and wet as we headed towards Walcha over the Great Dividing Range. Nevertheless we enjoyed the sights of Aspley Falls before stopping at Bendemeer Pub for a fantastic hot lunch. During the afternoon we stopped at the Power House Bike Museum at Tamworth to view a private collection. Soon we were back on the New England for the drive straight down to Scone. We stayed at a great Motel with great people who kindly supported KHA with a donation.



## DAY 6 – Scone to Gulgong (172km)

A nice easy day with coffee and cake at Merriwa Bakery followed by lunch at Gulgong Bowlo. The afternoon was spent at the Pioneer Museum to look at “more rusty stuff” (says Corrine). A few drinks were had at the pub where some of us met the local “lonely” characters.

## DAY 7 – Gulgong to Forbes (236km)

Our first stop on the road to Forbes was Wellington Caves where we enjoyed a tour of the cave and phosphate mine with school kids in tow. Lunch was provided before we headed off to Parkes then onto Forbes and the McFeeters car museum.

## DAY 8 – Forbes to Cowra (90km)

Final day began with a short squirt to Cowra where we arrived for a Show and Shine car display with some rare cars from the Cowra Vintage car club. The dirt rally cars arrived late afternoon and we all got together for the presentation dinner at the RSL. We all received a Kidney Kar Rally pin and the top ten crews were rewarded with trophies. KHA received in excess of \$500,000 as a result of the funds raised by all the “kars”.

Many thanks to Jim for organising a great event and we look forward to next year with perhaps a few more CRC crews.

For more information: [www.kidneykarrally.com.au](http://www.kidneykarrally.com.au)



On a recent visit to Bathurst to watch the V8 supercars practice, I took some time to look through the Bathurst Motor Museum where I found hanging on a wall the CAMS NSW Trials Championship Honour Board where our club members Barry Ferguson and Dave Johnson were listed. Barry eight times and Dave twice teaming up with Barry. Also exhibited was Brocky's original Repco Round Australia victory rally Commodore from which Barry has his second place car still active. Mike Batten was also listed for NSW Rally Championship driver in 1978 and 1982. John Cooper



## **BUSMAN'S HOLIDAY** By Gary Maher

It's no secret that I prop up my Super. & support my expensive hobby with a part time job. I drive a school bus up & down the mountains, 100km. round trip twice a day, 5 days a week, 40 weeks a year. It's actually a big 'fang', well as big as it can be in a 4 pot naturally aspirated diesel, which has just clicked over half a million kms.

Like school teachers, I enjoy ten weeks holidays – but unpaid. The April holidays include Easter and sometimes ANZAC Day so you'd be bloody mad to go away then. July holidays have, for the past 7 years, been totally consumed by the Mountain Rally. Christmas, like Easter is a 'no no', so that leaves the September / October break when the weather is warmer. So what does a bus driver do for his holidays? He goes for a drive!

This year, we decided to visit my 95 year old adopted Mum in Scarborough – a northern Brisbane suburb. Sounds dreadful - but actually, it's a hoot. She maintains her own 3 bedroom house, does her own shopping, can motorkhana her electric scooter around plastic buckets, tells jokes like Richo and has the Sauvignon Blanc capacity of Lui.

We planned a motor sport free ten days and decided to go north VIA the New England Highway – making it to Armidale for lunch - where it was 8° at 2pm and snowed that night. We stayed overnight in Warwick in a howling gale – so much for better weather up north! Warwick is one of those places that you just blast through but for various reasons we decided to stop this time. What a great town! Friendly people, comfortable motel and a mecca for Motor sport. The town boasts a fantastic racing circuit complex, Morgan Park, owned & operated by Warwick District Sporting Club. It has 11 different circuit layouts ranging from 720 metres to 3.1 kms on undulating ground, not unlike the late Oran Park, complete with pit garages, control tower etc. I believe they have a

very good web site which may be worth a look. Elsewhere near the town, they have a full drag strip and at Leyburn, only a few kms away, they regularly hold a 'round the houses' type Sprint meeting – all only 160 kms from Brisbane. Maybe our competition secretary could plan a track day there and combine it with a rally over a few days.

Those who attended the September CRC meeting will remember Kevin Elliott accepting the 'Brother Brian Award' on behalf of George Minassian. George lives in Tweed Heads and is probably our most distant member, but his saving grace is that he is a Volvo man. The 142 he has registered with the club is a beautifully maintained works rally car with quite a history. Kevin navigated for George in several major rallies, hence his accepting the

award. But, now, what to do with the certificate and the much sought after gold top Mr Sheen? When I suggested to Kevin that

we knew George and would be passing through Tweed Heads sometime soon he jumped at the chance to pass it on.

Some research unearthed the fact that the Volvo Club of Qld was holding a display day in a Brisbane suburb not too far from 'Mums' and that George would be there. Wendy & I 'crashed' their day and during the speech making, I did a 'Gary Maher Special CRC Presentation', explaining that the 'Brother Brian Award' is made by our H Plate Registrar, Ron Cooper, to the member who sends in the best presentation when renewing Historic Plate Registration. The award is made by Ron in honour of his brother & past CRC President Brian Cooper. The significance of the can of Mr Sheen is that Brian is well remembered for polishing his rally car inside & out with that product before – and indeed during – rallies. Jerry Lister, the 'Volvo King' and honoured guest at the event, represented CRC with the stopwatch on my speech. George was delighted and thanked CRC for the award - his wife Vicki took the attached photo.



A day or two later we were staying with a cousin at Kungala, in the hinterland between Grafton & Coffs Harbour just near Russell Crowe. My cousin, while

not a motor sport type, had a passing interest in the recent World Rally Championship in that part of the world and navigated us through the 'Plum Pudding Road' Stage. Great fun – but made a hell of a mess of Wendy's Tribute.

A couple of days later again found us at Foster with friends Bernie & Carol King from the MGCC & Hastings Valley Historic CC. Our visit coincided with the local club's equivalent of our First Friday Pie Night – with a twist. They (about 60 people) met for a cheap dinner at a Pub in Tuncurry then moved to the local cinema where the numbers swelled to about 80, with other members arriving from Taree. It's amazing how many motor sport personalities have retired to the Mid North Coast. Of course the movie was a great drawcard – 'Senna'. If you haven't seen it and have even the slightest interest in motor racing, make the effort. It's very interesting – and no Hollywood style embellishing.

All up, we covered about 3000 kms with no motor sport overtones – well perhaps just a few!

**HEAR YE, HEAR YE**– The 2011 Annual General Meeting of the Club will take place prior to the usual CRC Inc Monthly Meeting on November 22<sup>nd</sup> at 8 pm at the Denistone Sports Club.

At this stage I have not been advised with full certainty, whether we expect to have any vacancies for any of the official positions that help to keep this club functioning smoothly- as all the current folks are free to again offer their services. However if you feel you would like to contribute your skills to the club in this way, please contact me, or Pres. Ross Warner prior to the meeting. Tony Kanak

## Sydney Gold Cup 2011

SUNDAY 23RD OCTOBER FROM 10.30AM

Peter & Rebecca Higgins extend a personal invitation to

**A CELEBRATION OF POLO AND AUTOMOBILE EXCELLENCE**

Set in the beautiful surrounds of the Hawkesbury River, Sydney Polo Club is proud to host THE SYDNEY GOLD CUP, where we would love for you to bring your classic cars along to grace the sidelines of this unique polo event.

General admission \$10 per car - bring a picnic on the sideline or VIP tickets can be purchased on [www.showbiz.com.au](http://www.showbiz.com.au) or call 1300 361 936

Sydney Polo Outdoor Lounge Bar: \$85 per person. Includes entry, lunch & private cash bar  
VIP Grand Marquee: \$240 per person. Includes entry, lunch & free flowing bar

**GET YOUR TICKETS NOW**

**Showbiz**  
Great shows & seats

For more details visit: [www.sydneypolo.com](http://www.sydneypolo.com) or our Facebook page – Sydney Polo



LET OTHER PEOPLE  
PLAY AT OTHER  
THINGS. THE KING  
OF GAMES IS STILL  
THE GAME OF KINGS:  
-ANONYMOUS





## Thoughts from tony

As I write this the October long weekend has just passed and the usual news media focus on traffic accidents seems to be an unbreakable habit around these holiday times. As usual there are quotes from tut-tutting police, and this year the bad weather was attributed as a possible factor in keeping the accidents/fatalities down. That is unusual- the theory being that the bad weather made people more careful. Maybe- or kept them at home. Decoupling the Bathurst race from the football focus of the long weekend may be a real reduction factor too.

Record numbers of RBT traffic interruptions were also conducted over the long weekend, with about a 0.02% rate of positives, in the figures I saw in the SMH. Again some would say this is a good strategy but there is a lot of effort involved to produce these statistics that are linked positively to keeping the road-toll down. By now though we've had RBT and RBT blitzes for so long that no one knows whether stopping them, or resting the concept would make any real difference to behaviour? Officially the RBT process is a great deterrent to drink driving, and the numbers of tests conducted are reported with pride by the police media unit, and a lot of police get paid to do easy work. Sometimes I'm sure that bureaucracies will always seek to evolve in ways that suit themselves, and questions about effectiveness can't be brought up, especially by "non-experts".

Now I don't condone drink driving at all, neither does this club, but there is a real cost to all of these blitz type programs, and unlike radar/laser/camera, the conduct of all of this RBT is a pure cost that is likely to increase the need for the issue of the fines for other offences. Those with longer memories may recall that originally an RBT occasion would not involve a check of your licence unless a positive result was recorded. Now it seems that every time I'm stopped for RBT, I'm asked for my licence. No doubt this extra step helps to justify the costs of the officer's time, and some extra fine revenue is now obtained for this effort, and trouble for the licenceless, who are caught in these checks.

It is a long time ago now that my parents and teachers at school told us that if you have done nothing wrong the police won't bother you. This has become an obsolete notion.

Again I can't condone driving without a valid licence, but I wonder whether the career bureaucrats, including the police are hooked on repeating a never-changing mantra about how to manage road safety- which can be summed up as treating the motorist as childlike idiot, a cash cow and someone who needs to be told in more and more minutae how to drive, park, stop for a break etc.

Nowhere in the world have I seen more pieces of painted metal sheet on galvanised steel poles (signs wanting my attention) per journey than here in NSW. The signs, which appear with monotonous regularity every 5 km on many secondary roads and which try to frighten us to drive at no more than 99kph because of the speed cameras in use in NSW- are particularly annoying.

When you drive into NSW from Corryong in Victoria into Khancoban in southern NSW, the moment you cross the Murray River (and the state border) there is sign threatening the hapless driver with the might of the motor traffic act and regulations and the powers of the NSW Police. Now I know all of this is "power" is reality anyway, but to have it plastered on a large sign just over the border may be an effective deterrent in the view of some, but it is an affront to me, a piece of arrogant muscle flexing by the state. Some welcome!

OK, time for a lighter side to all of this, or not – a piece from a recent Blue Mountains paper article:

It was like this- there is a section of new divided road between Blackheath and Mt Victoria. This is the upgraded Great Western Highway. It is much better than the previous road alignment and surface. Eastbound it is dual lane with a centre barrier protecting opposing traffic, and there are a couple of kilometres posted at 80 kph, before approaching the truck checking station, which is west of Blackheath.

Many readers would be familiar with this piece of road. It is of good standard and has no problems with bad surface, tricky curves etc, yet it is "only" 80 kph, after the upgrade work and expense. The newspaper report indicated this event took place on a Sunday afternoon, admittedly a poor choice of time for noteworthy or different driving in this area.

Now that we've described the setting- here are the facts of this story- two motorists were caught "street racing" on this section, travelling eastbound

and were doing more than 80 kph and perhaps even more than 100kph. Accordingly their cars were confiscated under current powers and strategies to control such illegal racing. That's the official version reported in the paper.

But I wonder a little about this, one driver was 59 years old and the other 63! This is not youthful testosterone, or inexperience. I don't have knowledge of any alternate explanations about how they came to going significantly faster than the posted limit, and near each other, when apprehended- or what they were driving. The journalist's article did not state that they were both flat chat in 3<sup>rd</sup> gear approaching the merge of the two lanes into one, having run several other cars of the road to reach this point...

There was no more information at all. We don't know what cars they were driving, or how close together they were- when is a race a race? Did they know each other? The tone and the purpose of the article seemed to be again to shock/outrage and scare us. For myself, I think it is about equally sad and amusing at the same time. Perhaps though don't forget this possibility from the spectrum of law enforcement next time you are following another entrant in one of our events on secondary roads where it might seem reasonable to take a little latitude. Remember too every car you pass today probably has a mobile phone, an outraged ordinary motorist doesn't need to find a phone booth to report "different" driving.

Be careful out there..... Tony Kanak

### **Gotta Love those Queenslanders!!!**

Recently a routine police patrol was parked outside a local neighbourhood tavern. Late in the evening the officer noticed a man leaving the bar so intoxicated that he could barely walk. The man stumbled around the carpark for a few minutes, with the officer quietly observing. After what seemed an eternity and trying his keys on five vehicles, the man managed to find his car which he fell into. He was there for a few minutes as a number of other patrons left the bar and drove off. Finally he started the car, switched the wipers on and off (it was a fine dry night) flicked the

indicators on, then off, tooted the horn and then switched on the lights. He moved the vehicle forward a few inches, reversed a little and then remained stationary for a few more minutes



as some more vehicles left. At last he pulled out of the car park and started to drive slowly down the road. The police officer, having patiently waited all this

time, now started up the patrol car, put on the flashing lights, and promptly pulled the man over and carried out a breathalyser test. To his amazement the breathalyser indicated no evidence of the man having consumed alcohol at all! Dumbfounded, the officer said "I'll have to ask you to accompany me to the Police station this breathalyser equipment must be broken. "I doubt it," said the man, "tonight I'm the designated decoy". True story!!!!!!

**People involved with old cars are different!** This ad. Appeared in the Historic Sports & Racing Car Ass. Newsletter. *"LOST OVERALLS: Left behind at September Wakefield Park meeting in carport #2. Blue, although hard to tell after decades spent under cars. Nobody would have stolen them or even wanted to put them in their boot. No reward although wife willing to pay if you keep them, but great sentimental value. Call ..... (hang up if female answers)."*

## History Lives

Continuing on from last month's story about the very first Repco Mountain Rally in 1991, which re-birthed our current sport of classic rallying. I have gone through the entry list and can point out a few current CRC members who either took part as entrants or officials. I have no doubt missed someone and if so give a yell and I'll include you in a later edition.

Those competitors either driving or navigating were John Cooper, Liz Kornhaber, Peter Thompson, John Vickery, Danny Castro, Garth Taylor, Jeff West, Jocelyn Vettoretti, Bruce Smith, Joe Lester, and officials Geoff Bott, Margaret Brown, Graham Lord and many others are still active within other Car Clubs especially the Jag Club.

A few points of interest about this rally are included, there was a full semi along for the week being Dick Johnson's race car transporter accompanying the rally which carried luggage for competitors with no room, carried spares and even the odd broken down car. It was provided by Doug Partington and the Shell Racing Team and was



always at the finish control each evening and the start of every morning.

An International entrant came from Japan who leased a Fiat 124 Spyder to compete in (see photo). The driver Mr Oka and his navigator Shimazoki spoke very little English but were well received. They were apparently writing for a Japanese Car magazine. On the second day a special sweep car had been allocated to find our Japanese late competitors beaming oriental smiles their rescuers were always greeted with cheerful statement "We are rost". Their favorite exclamation "Unbereevabul". At Canberra's Fairbairn Sporting Complex at the hill climb, which goes up and then returns down the hill, the driver Mr Oka always

dressed in full race suit, neat as a pin and looking like he was taking a shot at pole for Indy. On his decent the Fiat disappeared over a crest on the circuit, then reappeared in the air, then



disappeared again. It hit a tyre wall, soared some 40 feet and belly flopped into a second tyre wall, which was a dam filled in with old tyres a most spectacular crash.

Shimazoki San explained "I think it was cold, tyre is not warm, the track a bit wet" I think he went too fast. They damaged the steering box and front end subframe. They were towed into Queanbeyan and the first steering shop they found happened to be a Fiat 124 specialist who repaired the damaged steering for the next day restart.

Another great thing with the first and many of the Mountain Rallies was that NRMA sent along Trevor Fellows with a complete service van to follow the rally and Graham Lord who worked tirelessly to repair any cars, lend assistance or advice and became a great friend to many of us.

Melburnian Bob Stewart lost the plot at the Mountain, Mt Panorama in misty drizzle. The top of the mountain was under cloud for most of the hill climb. In the wet Bob the navigator and driving Malcolm Clark's beautiful Sunbeam Tiger V8 went head on into the wall at Forrest's Elbow and was a trailer case (see photo). They spent \$80 and got the dings pulled out with a Portapower and returned for the slalom. Bob who was forgiven by the car owner who said "with motor racing these things happen." It's a very powerful car and he's used to driving his 1948 Sunbeam Talbot 80. Next morning there at the starting line was the Green Sunbeam Tiger, nose well bandaged, a going concern with the



front wings pulled off the wheels, grille and bumper pulled roughly into shape and temporary headlights race taped into place. Those headlights were the doing of our own "Thommo" who knew of a mate in Orange who they visited overnight to take the lights out of an old Hillman, returned to Bathurst and worked on the car overnight and probably a few ales.

These first Mountain Rallies were a six day event where as our current club rallies are over two, there are a lot of stories with the amount of rallying we did and these are just a few. Until next time, happy Classic Rallying.  
John Cooper



## 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.

Supplementary Regulations are 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- [wenandgaz@bigpond.com](mailto:wenandgaz@bigpond.com).

On 2nd December 2011, come along to the Classic Rally Club's

## Go Kart Racing Social Night

Well, you asked for it!

So, here is your opportunity to get together for a social night of Go Kart racing and bench racing (afterwards at Harry's Café deWheels).

The grid will be strictly limited to 20 Karts so get your name down quickly. First in best dressed.

The format will be a Reduced Mini Grand Prix and will consist of a warm up, two heats and a grand final!, and yes there will be trophies.

Contact—Ross Warner [crcpres@classicrallyclub.com.au](mailto:crcpres@classicrallyclub.com.au)  
post to P.O. Box 648 Padstow NSW 2211



### IT'S ON—2ND DECEMBER 2011

**Where?** - 50 Peter Brock Drive  
(Formerly Brabham Drive)  
Eastern Creek NSW 2766

**When?** - 7:00 pm for a 7:30 pm start.

**How Much?** - \$ 160 per person.  
Please make cheque payable to  
The Classic Rally Club

**Then What?** - Afterwards please continue (in your car, not your kart) to our First Friday Free Fling at Harry's Café deWheels at Church St. North Par-

<http://www.easterncreekkarts.com.au/>



Part 1 of an interesting article on modern oils courtesy of Geoff Bott.

Part 2 next month

## Oil is Killing our Cars—Part 1

By  
Keith Ansell, President  
Foreign Parts Positively, Inc.  
[www.ForeignPartsPositively.com](http://www.ForeignPartsPositively.com)  
19900 NE 189th Street  
Brush Prairie, Washington 98606  
360-882-3596  
November 2006



About a year ago I read about the reduction of zinc dithiophosphate (ZDDP) in the oils supplied with API approval that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oil was based on the fact that zinc, manganese and/or phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A month or so ago I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them!! I immediately contacted the camshaft re-grinder and asked how this could happen. They were well aware of this problem as they were starting to have many failures of this type. In the past, the lack of a molybdenum disulfide camshaft assembly lubricant, at assembly, was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly and followed correct run in procedures.

This got me on the phone to Delta Camshaft, one of our major suppliers. Then the bad news came out: It's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines.

Next call: To another major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during run-in so that the camshaft and lifters won't fail in an unreasonably short period of time. They also suggest using a diesel rated oil on flat tappet engines.

Next call: To a racing oil manufacturer that we use for the race cars (Redline). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products". They continued to tell me they are not producing API approved oils so they don't have to test and comply. Their oils were NOT the "new, improved and approved" ones that destroy flat tappet engines! "We just build the best lubricants possible". Sounds stupid, doesn't it, New-Approved but inferior products, but it seems to be true for our cars.

To top this off: Our representative from a major supplier of performance and street engine parts (EPWI) stopped by to “warn us” of the problem of the NEW oils on flat tappet engines. This was a call that the representative was making only because of this problem to warn their engine builders! “The reduction of the zinc, manganese and phosphates are causing very early destruction of cams and followers”. They are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines, beyond the liberal use of molydisulfide assembly lube. They have been told that the first oil is the time the additives are needed but remain sceptical that the first change is all that is necessary. Their statement: Use diesel rated oils such as Delo or Rotella that are usually available at auto stores and gas stations.

This problem is BIG! American Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem. I had a short discussion with their engineer and he agreed with all that I had been finding.

Next phone call was to a retired engineer from Clevite, a major bearing and component manufacturer. First surprise was that he restored older British Motor bikes. The second surprise was that he was “VERY” aware of this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verify all the “bad news” we have been finding.



Comp Cams put out “#225 Tech Bulletin: Flat Tappet Camshafts”. They have both an assembly lube and an oil additive. The telling sentence in the bulletin was “While this additive was originally developed specifically for run-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper run-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from the off the shelf oil”.

Next question: Now what do we do?

From the camshaft re-grinders (DeltaCam): “Use oils rated for diesel use”, Delo (Standard Oil product) was named. About the same price as other quality petroleum based oils. They are not API formulated and have the zinc dithiophosphate we need in weights we are familiar with. From the camshaft manufacturer (Crane): “use our additive” for at least the first 500 miles.

From General Motors (Chevrolet): add EOS, their oil fortifier, to your oil, it's only about \$12.00 for each oil change for an 8 ounce can (This problem seems to be something GM has known about for some time!).

From Redline Oil: Use our street formulated synthetics. They have what we need!

From our major oil distributor: Distributing Castrol, Redline, Valvoline and Industrial oils: "After over a week of contacts we have verified that the major oil companies are aware of the problem". "The representatives of the oil companies today are only aware of marketing programs and have no knowledge of formulation". The only major oil companies they were aware of for doing anything to address this are Valvoline that is offering an "Off Road 20W-50" and Redline.

From Castrol: We are beginning to see a pattern emerging on older cars. It may be advantageous to use a non-approved lubricant, such as oils that are Diesel rated, 4 Cycle Motorcycle oils and other specified diesel oils.

Last question: So what are we at Foreign Parts Positively going to do?

After much research we are switching to Redline Street rated oils and stocking the Castrol products that are diesel rated. Castrol, owned by British Petroleum, is now just a brand name. This is a difficult decision as we have been a dealer and great believer in all Castrol Products for over 40 years. We have been using Castrol Syntech oil in new engines for about 3 years so the cost difference in changing to Redline is minimal. The actual cost in operation is also less as the additive package in Redline makes a 1-year or up to 18,000 mile change recommended!

Yes, it is a long change interval but with lowered sulphur levels and the elimination of lead and many other chemicals in the fuels there are less contaminants in our oil from the fuel, which is the major contributor to oil degradation. We will continue to offer the Castrol products but will now only stock the suggested diesel oils that they produce.

Too many things are starting to show up on this subject and it has cost us money and time. Be aware that "New and Improved", or even products we have been using for many years, are destroying our cars as it isn't the same stuff we were getting even a year ago.

For the cars that use "engine oil" in their gearboxes this may even pose a problem as these additives that have been removed could be very critical in gear wear. We will be using oil specifically formulated for Manual Gearboxes with Brass Synchronizers. The only oils we are aware of that fit the criteria are from General Motors and Redline.

**Oil is Killing our Cars — Part 2 next month**  
**With recommended oils for older engines**





## ALPINE CLASSIC 2011 THE DIRECTOR'S CUT

I must start with a belated thanks to Geoff Bott. If he hadn't written the Alpine Prelude back in 1998 and then dumped it unceremoniously on us all those years ago, I wouldn't be writing this today.

An entry list of 70, 68 started and 57 finished - a higher attrition rate than usual for no obvious reasons. Perhaps this was affected by the Gen-Y contingent who decided to improve on Division 4 by defining their own route to the finish.

There was also a much greater number of tyre failures than usual – including a Sprite with 3 flats! Again there was no obvious reason why because the sealed roads were pretty much as normal and the small amount of unsealed was in much better condition than usual.



Before the event, my greatest worry was the risk of rain. The central west had received about 75mm over the last couple of weeks and the forecast was not encouraging for Saturday. On Tuesday before the event I had actually bogged my Jackaroo leaving the motorkhana field. But the weather gods smiled all weekend. A couple of cars did leave one of the unsealed roads but I'm putting that down to operator error.

We had a problem with official time on Saturday morning. The

display/start clock was exactly 1 minute fast compared with the other clocks. This was dealt with by allowing a 1 minute window at the end of Stages 1a and 1b to the satisfaction of all and perhaps the benefit of some.

Our only other issue was a printing glitch which saw all of the Apprentices receive Masters instructions for Division 3. Once this was realised they were allowed an extra 10 minutes for both stages to help them with the more difficult navigation. To the Apprentices' great credit they coped admirably. As a result of this several are now talking of giving Masters a go: win-win!

Division 1 was a fairly straightforward run from the start at Lithgow Public School to Cullen Bullen, ultimately ending up at my farm for motorkhanas. Competitors visited old favourites like Sunny Corner, Tarana and Oberon on the way.

Several missed the Mudgee turnoff to Cullen Bullen from the Great Western Hwy – and also the VRC on the flyover. A realignment in Lidsdale caught most napping. I had hoped this would provide a winner from the Apprentices, but all missed it and only 3 Masters got it. Gotta watch the maps, chaps!

An unmapped (but defined) road caught a few out in Cullen Bullen. A similar feature caught people in Millthorpe later in the day.

A big loop down to Oberon and up to the lunch venue via Oberon, Tarana and Brewongle completed the morning. My thanks to the competitors who helped unstick the 2 cars that left the road near Brewongle. Some damaged pride

there but no injuries.

Motorkhanas on my airstrip paddock were attacked with zeal by about half the field. A little damage to the pasture, but nothing that ploughing, reseeding and a year's growth won't fix. Eric Young and his team did a great job timing and organising there. And I'm delighted to report that FTD on the long motorkhana was set by a 2 ¼ tonne 4WD, albeit driven by an official not a competitor. 33 seconds flat.

Lunch was provided by Meadow Flat Public School as usual. They do a great job and we are their major fund raiser for the year. I really like the way that the Alpine, and most other rallies, can help local communities like this. It benefits both them and us.

After lunch the route headed through a neighbouring petrol station for refuelling. Several competitors misunderstood my intentions here and assumed there was a trap – and wasted valuable minutes looking for non-existent VRCs in the area. As if I'd do that...

The route then headed for Peel via another unmapped road. Competitors were pleased to see Official Photographers Southie and Ann capture them as they splashed through a water hazard.

Not long after this was an average speed section. Now how hard could that be? It was done well by the Masters but less so by Apprentices and Tour. A question at a mere 0.84km into the stage caused many competitors to DAF CUT, which is never a good way to achieve a clean average speed section. To my surprise a

VRC on the average speed – a first for the Alpine – was noticed by nearly everybody.



Various roads then took competitors to the outskirts of Orange, then back to Millthorpe, Blayney and ultimately to the finish at the Goldfields Inn, Lucknow. It wasn't a particularly easy afternoon and the scores that night reflected the fact. Well done to the Gibbs (Masters), the Richardsons and Chris Batty and Michael Goodchild (Tour). Only these 3 cars clean sheeted the day.

Dinner was the usual raucous affair at the Orange Ex-Services Club. Several people spoke and I was most humbled by the public compliments Lui and I received there. My wife Glennie was slightly embarrassed at the rousing rendition of "Happy Birthday" sung to celebrate her happy occasion. Thank you all for that!

I also thanked, on behalf of all the competitors, our long suffering band of officials, without whose support the Alpine would have died many years ago. Thanks again, guys and gals!

The Gerlachs were introduced so all would see the faces of Lui and my successors as organisers of future Alpine Classics. I know they will set a fantastic event and I know you will all have a ball

doing it.

On Sunday morning, slightly the worse for wear, it all started again at 8am from Orange. After hearing with mortification about the upgraded Apprentice instructions, I consoled myself with the thought that they were a fine bunch of people and would easily survive the added task of being temporary Masters. They were up to the task!

The route went north of Orange and off the map (for Masters and Apprentice/Masters) to Euchareena and an unmapped herringbone. The route was actually the only road you could use, but the long distance between some junctions on the herringbone did cause some crews a little stress. And of course, it was supposed to! This part of the route was just a wonderful drive through country that we had never visited before. I drove it while setting up at about 7:30. Not another car in sight and a clear sky overhead. There were a couple of times I must have been quite close to exceeding the speed limit.

After that a little loop north of Molong caught a few people napping – including at least one podium member. Then we went out to Garra along yet another really good road and back to Molong to pass the world's best gelato factory. Unfortunately it was closed as I went past. Damn, I was looking forward to a lemon gelato!

By now the end was almost in sight so I eased off the difficulty for Masters and Apprentices. A little. Not enough for some. The old chestnut "proceed to M3 at **the end of** the following

tulips" (my bold) meant quite a few crews found a WD as their appetiser before lunch. So many times you see errors being made close to the end of a division when people are getting a little weary.

Lunch was provided by the Byng RFS. It must have been a good lunch because the queue was long at times. Bellies filled and it was time to head home. A few minor issues on the way but only one WD all afternoon! I really must have been getting generous. Mind you many people added points from missed VRCs and questions. Counting advisory signs still seems to be a challenge to many – although I do grant you that 50 is a big number. Also anybody who found the other road that crossed the Coxs River within 5km of Little Hartley found a lot more than most.



And so many people didn't do the U-turn I told them to do around the silent cop. That cost 15 points - and only 230m from the finish.

Many, many thanks to all of you who have done the Alpine or been officials on the Alpine over the last 13 years. It wouldn't have been the same without you.

John Henderson

## The Alpine Classic from Car 30 - Lol lies, boot lid handles and wayward resonators

Ascending into the fog of the Blue Mountains on Friday evening we looked forward to our first Alpine Classic. We holed up at Mt Victoria for the evening, providing easy access to Lithgow for the early start. Being only our second rally together my nav and I didn't really know what to expect from a timed event.



Navigator, Grace has recently turned 12 and expressed an interest in getting involved so having used the Barry Ferguson Classic as a bit of a practice (We got a top 5 finish in the tour. There were 5 entries!) We were set.

Sat morning dawned with a bacon and egg roll and a drivers brief from Lui. Among the flocks of Porches and Minis there was a smattering of Alfas to support our efforts in our '77 GTV. Our departure time arrived and we were off.

Grace settled into her duties of calling the directions, capturing info and eating the lollies handed out by the wonderful officials at the P boards like it was something she was born into and I settled into those glorious roads! We seemed to spend that first division being overtaken by Porches and at one stage had to take evasive action to avoid being hit by a wayward XK120 boot lid handle. It was duly recovered and presented back to its owners at the lunch stop.

A sausage on a roll and a spirited attempt at a motorkhana course followed. Now, is it the driver's or navigator's fault if you go around a cone the wrong way? We both obviously need work on our short term memory.

Back out onto those wonderful roads and some more spirited driving followed again, being punctuated again, this time mostly by Subaru's. I personally think the highlight of the day was the sight of some 20 odd cars parked up on the side of the road trying to figure out that a milk churn can be used as a LETTER BOX!

A soothing beer at Lucknow pub and we choofed off to our accommodation pretty happy with our performance for the day. A well organised motel and a splendid dinner in good company was had with some very entertaining attempts by the staff to get the very big screen going. Grace said she would have been happy if they had left the G – Force hamster film on. We left early to get a good night sleep, looking forward to more of those roads the next day.

Up early on Sunday with a post-breakfast visit to Macca's to appease the navigator we headed for the start. Before we knew it we were off again and reading a map what's more! With the country side flashing past and wonderful old townships cropping up here and there we landed at the oval for lunch. Division 3 was to turn out to be our first ever clean sheet and Grace was rightly proud of her work (Perhaps not quite as proud as her Dad was of her though!) Not bad for a 12 yr old!

A quick steak sanger and back in we got. Mid way through the afternoon and the little Alfa got noticeably louder. A holed exhaust? Shortly afterward our suspicion was answered by the rear quarter of the exhaust leaving us. Resonator recovered with little damage we set about counting one too many speed advisory signs and checked in at Donnybrook for a beer.

What better way could you spend a weekend with your daughter than ripping around those endless roads of the central west. We are both firmly hooked and looking forward to doing it all again as soon as possible. A sincere thanks to all those wonderful people that made the event run so smoothly and thanks to my wonderful navigator for keeping me on track.

Steve Brumby



## ***CRC Christmas Lunch Fun Run***



An enjoyable 90km for you and your car.

On the way to the CRC Christmas Party at Kay and Vince Harlor's house/acreage/"Z" collection.

Having your family or significant other(s) in your car will help with spotting answers to questions. A copy of observation questions/photos will be provided for rear seat passengers.

Easy, easy navigation for all levels (maybe have an analogue Sydway or UBD Sydney street directory in your car...or go digital for once on a CRC drive....a GPS/Navman is fine too). No need for a rally computer or 100% accuracy, but a functional tripmeter on your dash could be useful.

Two passage controls and observation questions only.

***Date: Sunday 11 December 2011***

***Start: McDonalds on South side of M4 Freeway at Eastern Creek***

***Time: Arrive 9.00am-9.30am for coffee (or breakfast if you are a late riser)***

***Cars will depart from 10am. You should arrive at the lunch venue by 12noon.***

Prizes for 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>. Doesn't matter if you are Masters, Apprentice or Tour Level – it will be a level playing field !! Come along, enjoy!



## 2011 Alpine Classic Results - Saturday 15 October 2011

Tour	No	Driver	Navigator	Car	Division 1					Division 2					Radar	Div 1-2 Total	Day 1 Place	Car No			
					Time	WD	PC	Q	VRC	Total	Time	WD	PC	Q					VRC	Avg	Total
29	Kim Volano	Frances Stephenson	Peugeot 407	0	0	0	0	0	0	0	0	0	0	22	22	0	22	14	29		
30	Steve Brumby	Grace Brumby	Alfa Alfetta GTV	2	0	0	0	0	2	12	0	0	0	6	18	0	20	11	30		
31	Garth Bransgrove	Arthur & Adam	Volvo 142S	0	0	30	80	45	155	0	0	0	0	9	9	0	164	38	31		
32	Mark Hellmund	John Vorras	Mazda MX5	10	0	0	40	15	65	6	0	0	50	15	15	0	151	37	32		
33	Doug Barbour	Xanthea + Jamie	Porsche 911	0	0	0	0	0	0	0	0	0	0	4	4	0	4	4	33		
34	Len Zech	Glenn Evans	Porsche 928 GTS	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	34		
35	Shane Navin	Jenny Navin	Porsche 928 GT	0	0	0	0	0	0	0	0	0	0	22	22	0	22	15	35		
36	Peter McAlpine	Sharyn McAlpine	Ford Mustang	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3	36		
37	Peter Cale	Tammy Cale	Mini Cooper S	1	0	0	0	0	1	0	0	10	0	9	19	0	20	12	37		
38	Steve Pryor	Penny Dmitrieff	Datsun 240 Z	0	0	0	10	0	10	28	0	0	50	0	10	88	0	98	38		
39	Chris Mackertich	Allana Mackertich	Datsun 260Z	0	0	0	0	0	0	0	0	20	0	25	45	0	45	21	39		
40	Bill Stevenson	Nathan Miller	Mini Cooper S	1	0	0	0	0	1	22	0	0	0	15	30	0	67	27	40		
41	Kyle MacLennan	Kelly Maree Bond	Mini Cooper S	22	0	0	0	0	22	0	0	0	10	15	19	44	0	66	25	41	
42	Neil Brain	David McCowatt	Ford Escort	3	0	0	0	0	3	0	0	0	10	0	15	25	0	28	18	42	
43	Merzi Moody	Tanaz Dhorndy	Mitsubishi Evo 8	0	0	0	20	0	20	0	0	0	60	0	4	64	0	84	31	43	
44	James McLaren	Les McLaren	Alfa Sud	0	0	0	0	0	0	33	0	0	0	0	25	59	0	58	23	44	
45	Geoff Cranna	Jane Cranna	BMW 2002 Til	0	0	0	0	0	0	0	0	10	0	7	17	0	17	9	45		
46	Malcolm Drummond	Lorraine Drummond	Porsche 356	7	0	0	20	0	27	0	0	0	20	15	13	48	0	75	28	46	
47	John Needs	John Diggins	Austin Healey Sprite	0	0	0	0	0	0	0	0	0	10	0	30	40	0	40	20	47	
48	Terry Lawlor	Louise Lawlor	Porsche 911	3	0	0	0	0	3	13	0	0	0	4	17	0	20	13	48		
49	Geoff Boyd	Alan Cummine	Peugeot 203	DNS															49		
50	Jim Richardson	Bay Richardson	Ford Cortina	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	50	
51	Edui Dhorndy	Shaneen Dhorndy	Toyota Corolla	1	0	0	30	0	31	1	0	0	20	0	30	51	0	82	30	51	
52	Robert Brell	Sarah Brell	Triumph TR4	18	0	0	20	0	38	40	0	0	40	0	30	110	0	148	36	52	
53	Geoff Scott	Liz Kornhaber	Jaguar XJ6	31	0	0	0	15	46	0	0	0	0	0	30	30	0	76	29	53	
54	Jeff Whitten	Terry Godde	Datsun 260 Z	0	0	0	0	0	0	0	0	0	0	7	7	0	7	6	54		
55	Zubin Moody	Nina Dhorndy	Mazda 3	0	0	0	40	30	70	7	0	0	10	0	22	39	0	109	34	55	
56	Ian Packard	Steve Maher	Peugeot 504	0	0	0	0	0	0	0	0	0	10	4	14	0	14	8	56		
57	Geoff Mills	Trish Mills	Mazda RX7	0	0	0	0	0	0	0	0	0	0	22	22	0	22	16	57		
58	Graham Lane	Mariene Fransen	Porsche 911 Carrera	0	0	0	0	0	0	21	0	0	10	0	29	60	0	60	24	58	
59	Michael Dunn	Dianne Dunn	Alfa Giulia Ti	26	0	0	0	30	56	2	0	0	0	0	30	32	0	88	32	59	
60	John Calabria	David Calabria	Ford Capri V6	0	0	0	0	0	0	0	0	0	10	0	0	10	0	10	7	60	
61	Joyce Lawrence	Jennie Smith	Porsche 912	0	0	0	0	0	0	12	0	0	0	15	30	0	57	22	61		
62	John Cooper	Wendy Cooper	Ford Escort	0	0	0	0	0	0	0	0	0	0	30	30	0	30	19	62		
63	Greg Strange	Dianne Lawlor	Austin Healey Sprite	8	0	0	20	0	28	0	0	0	0	0	500	0	528	41	63		
64	Ben Hamblett	Chaele Plowright	Triumph Spitfire	2	0	0	150	0	150	5	0	0	200	105	14	324	0	476	39	64	
65	Joshua Ball	Isabelle Baker	Austin Healey Sprite	0	20	0	10	0	30	12	0	0	40	15	23	100	0	130	35	65	
66	Will Brown	Gillian Teear	Austin Healey Sprite	0	0	0	0	15	15	0	0	0	0	500	0	515	40	66			
67	Michael Malgo	Angie Malgo	Jaguar E Type	0	0	0	20	0	20	0	0	0	10	30	6	46	0	66	26	67	
68	Gary Maher	Wendy Maher	Volvo P1800	0	0	0	0	0	0	0	0	0	0	0	18	18	0	18	10	68	
69	Tom Gilligan	Lauren Mackie	Holden Astra	11	0	0	0	0	11	0	0	0	0	13	13	0	24	17	69		
70	Chris Baty	Michael Goodchild	Subaru Impreza WRX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	70	

## 2011 Alpine Classic Results - Saturday 15 October 2011

### Masters

No	Driver	Navigator	Car	Division 1					Division 2					Radar	Div 1-2 Total	Day 1 Place	Car No		
				Time	WD	PC	Q	VRC	Total	Time	WD	PC	Q					VRC	Avs
1	Dominic Volano	Mike Stephenson	V8 Commodore	0	0	0	0	15	15	0	0	0	0	0	0	0	15	2	1
2	Tony South	Ted Norman	Ford Escort	0	20	0	0	15	35	0	0	0	0	0	0	0	15	6	2
3	Bob Morey	Teresa Morey	Alfa Alfaetta GT	0	0	0	10	15	25	0	0	0	0	0	0	15	0	5	3
4	Dianne Gerlach	Wayne Gerlach	Audi Quattro	0	0	0	0	15	15	20	0	0	0	0	0	3	23	4	4
5	Gerry Both	Carol Both	Alfa 105 GTV	0	0	0	0	15	15	0	20	0	0	15	0	35	0	7	5
6	Wendy Gibbs	Ian Gibbs	Nissan G37S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
7	Roger Barham	Roger Barlow	Sunbeam Alpine	0	0	0	10	30	40	0	0	0	20	0	9	29	0	7	
8	Gordon Lennox	Jamie Lennox	Datsun 260 Z															9	8
9	Kim Warner	Ross Warner	Porsche 930	18	0	30	0	0	48	0	0	10	0	0	0	10	0	8	9
10	Jim Barrett	Alan Watson	Triumph 2500PI	12	20	0	0	15	47	16	0	0	20	0	1	37	0	10	10
11	Rob Panetta	Jeff West	Alfa 105 GTV	0	0	0	0	0	0	4	0	30	0	0	0	34	0	3	11
12	David Shaw	Ray Arthurs	Datsun 280 ZX	40	20	0	0	15	75	0	0	0	0	0	10	10	0	11	12
13	Graham Thompson	Winton Brocklebank	Mitsubishi GTO	37	20	0	10	75	142	43	0	0	20	15	18	96	0	13	13
14	Barry Ferguson	Dave Johnson	Nissan 300ZX	33	20	0	0	15	68	4	0	0	20	15	30	69	0	12	14

### Apprentices

No	Driver	Navigator	Car	Division 1					Division 2					Radar	Div 1-2 Total	Day 1 Place	Car No		
				Time	WD	PC	Q	VRC	Total	Time	WD	PC	Q					VRC	Avs
15	Simon Duff	Hugh Norris	Lancia Beta Coupe	7	0	0	0	15	22	0	0	0	0	0	22	22	0	4	15
16	Stan Wilson	Guy Brand	Mini Cooper S	8	0	0	10	15	33	5	0	0	30	0	14	49	0	10	16
17	Justin Bedingfield	Mark Tohurst	Audi A4 Quattro	0	0	0	0	15	15	15	0	0	30	30	0	75	0	11	17
18	Greg Francis	Jake F+Tony Norman	Subaru WRX	5	0	0	0	15	20	0	0	10	15	0	25	0	45	5	18
19	Tim McGrath	Ron Cooper	Datsun 280 ZX	0	0	0	0	15	15	0	0	0	0	15	1	16	0	2	19
20	Richard Bennet	Liz Bennet	MG B Roadster	0	0	0	0	15	15	0	0	20	15	15	50	0	65	9	20
21	Chris Hallam	Phil Stead	Jaguar XK 120	0	0	0	0	15	15	0	0	0	0	15	30	45	0	8	21
22	Bruce Smith	John Vickery	Nissan Skyline GTR	0	20	0	0	15	35	0	20	0	0	3	23	0	58	7	22
23	Greg Yates	Peter Dunlop	Mercedes 500 SLC	0	0	0	0	15	15	5	0	0	0	0	2	7	0	1	23
24	Vince Harlor	Kay Harlor	Datsun 240 Z	13	0	0	0	15	28	33	20	0	0	30	30	113	0	14	24
25	Mike Branson	Peter Invin	Austin Healey 3000	0	0	0	30	15	45	11	0	0	40	15	0	66	0	13	25
26	Jeremy Braithwaite	Julia Braithwaite	Mitsubishi Starion	0	0	0	0	15	15	0	0	30	0	4	34	0	49	6	26
27	Scott Graham	Darren Taylor	A-H 3000 BJ7	0	0	0	0	15	15	0	20	0	10	30	15	75	0	12	27
28	Tony Wise	Alan Walker	Alfa Alfaetta	0	0	0	0	15	15	0	20	0	0	0	0	20	0	3	28

## 2011 Alpine Classic Results - Sunday 16 October 2011

Tour	No/Driver	Navigator	Car	Division 3							Division 4							D 1-4 Total	Final Plac	Car No					
				D 1-2	Time	WD	PC	Q	VRC	Total	D 1-3 Total	Time	WD	PC	Q	VRC	Total								
70	Chris Barry	Michael Goodchild	Subaru Impreza WRX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	70		
36	Peter McAlpine	Shayn McAlpine	Ford Mustang	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	36	
33	Doug Barbour	Xanthea +Jannie	Porsche 911	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	3	33	
56	Ian Packard	Steve Maher	Peugeot 504	14	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	14	4	56	
37	Peter Gale	Tammy Gale	Mini Cooper S	20	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	20	5	37	
60	John Calabria	David Calabria	Ford Capri V6	10	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	10	20	6	60
35	Shane Navin	Jenny Navin	Porsche 928 GT	22	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	22	7	35	
54	Jeff Whitten	Terry Godde	Datsun 260 Z	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	7	27	8	54
68	Gary Maher	Wendy Maher	Volvo P 800	18	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	18	28	9	68
42	Neil Brain	David McCowatt	Ford Escort	28	2	0	0	0	0	0	2	30	0	0	0	0	0	0	0	0	0	30	10	42	
57	Geoff Mills	Trish Mills	Mazda RX7	22	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	22	11	57	
69	Tom Gilligan	Lauren Mackie	Holden Astra	24	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	24	12	69	
30	Steve Brumby	Grace Brumby	Alfa Alfetta GTV	20	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	20	13	30	
45	Geoff Cranna	Jane Cranna	BMW/2002 Ti	17	3	0	0	0	0	0	3	20	9	0	0	0	10	0	19	39	14	45	14	45	
62	John Cooper	Wendy Cooper	Ford Escort	30	0	0	0	0	10	0	10	40	0	0	0	0	15	15	55	15	62	15	62		
61	Joyce Lawrence	Jennie Smith	Porsche 912	57	0	0	0	0	0	0	0	57	0	0	0	0	0	0	0	0	0	57	16	61	
44	James McLaren	Les McLaren	Alfa Sud	58	0	0	0	0	0	0	0	58	0	0	0	0	0	0	0	0	0	58	17	44	
39	Chris Mackertich	Allana Mackertich	Datsun 260Z	45	0	0	0	0	0	0	0	45	5	0	0	10	0	15	60	18	39	18	39		
34	Len Zech	Glenn Evans	Porsche 928 GTS	5	0	0	0	0	0	0	60	65	0	0	0	10	0	10	75	19	34	19	34		
58	Graham Lane	Marlene Fransen	Porsche 911 Carrera	60	0	0	0	0	0	0	0	60	28	0	0	10	0	38	98	20	58	20	58		
43	Merzi Mody	Tanaz Dhondy	Mitsubishi Evo 8	84	0	0	0	0	10	0	10	94	0	0	0	10	0	10	104	21	43	21	43		
46	Malcolm Drummond	Lorraine Drummond	Porsche 356	75	6	0	0	0	20	0	26	101	0	0	0	10	0	10	111	22	46	22	46		
67	Michael Malgo	Angie Malgo	Jaguar E Type	66	3	0	0	0	10	0	13	79	9	0	0	20	15	44	123	23	67	23	67		
38	Steve Pryor	Penny Dmitreff	Datsun 240 Z	98	2	0	0	0	0	0	2	100	15	0	0	20	0	35	135	24	38	24	38		
51	Edul Dhondy	Shaneen Dhondy	Toyota Corolla	82	10	20	0	0	10	0	40	122	0	0	20	0	20	142	25	51	25	51			
55	Zubin Mody	Nina Dhondy	Mazda 3	109	0	0	0	0	10	0	10	119	0	0	0	30	0	30	149	26	55	26	55		
40	Bill Stevenson	Nathan Miller	Mini Cooper S	68	12	0	0	0	10	0	82	150	3	0	0	10	0	13	163	27	40	27	40		
31	Garth Bransgrove	Arthur + Adam	Volvo 442S	164	0	0	0	0	0	0	0	164	0	0	0	10	0	10	174	28	31	28	31		
52	Robert Breil	Sarah Breil	Triumph TR4	148	2	0	0	0	0	0	2	150	4	0	0	20	15	39	189	29	52	29	52		
32	Mark Hellmund	John Vorrass	Mazda MX5	151	0	0	0	0	10	0	10	161	0	0	0	40	0	40	201	30	32	30	32		
53	Geoff Scott	Liz Kornhaber	Jaguar XJ6	76	2	0	0	0	0	0	2	78	24	0	0	70	30	124	202	31	53	31	53		
63	Greg Strange	Dianna Lawlor	Austin Healey Sprite	528	0	0	0	0	0	0	500	1028	65	0	0	60	15	140	1168	32	63	32	63		
29	Kim Volante	Frances Stephenson	Peugeot 407	22	0	0	0	0	0	0	0	22	DNF										29		
41	Kyle MacLennan	Kelly Maree Bond	Mini Cooper S	66	0	0	0	0	0	0	0	66	DNF										41		
47	John Needs	John Diggins	Austin Healey Sprite	40	0	0	0	0	0	0	0	40	DNF										47		
48	Terry Lawlor	Louise Lawlor	Porsche 911	20	DNF																		48		
49	Geoff Boyd	Alan Cummine	Peugeot 203	DNF																			49		
50	Jim Richardson	Bev Richardson	Ford Cortina	0	0	0	0	0	0	0	0	0	DNF										50		
59	Michael Dunn	Dianne Dunn	Alfa Giulia Ti	88	10	0	0	0	0	0	0	158	DNF										59		
64	Ben Hamblet	Chelcie Plowright	Triumph Spitfire	4/6							500	976	DNF										64		
65	Joshua Ball	Isabelle Baker	Austin Healey Sprite	1/30	16	0	0	0	20	15	51	181	DNF										65		

2011 Alpine Classic Results - Sunday 16 October 2011

Masters			Div 1-2							Division 3							D 1-3							Division 4							D 1-4							Final Place
No	Driver	Navigator	Car	Total	Time	WD	PC	Q	VRC	Total	Total	Time	WD	PC	Q	VRC	Total	Total	Time	WD	PC	Q	VRC	Total	Total	Final Place												
11	Rob Paranta	Leif West	Alfa 105 GTV	34	0	0	0	0	0	0	34	0	0	0	0	0	0	10	0	0	0	0	0	0	10	44	1											
1	Dominic Votari	Mike Stephens	V8 Commodore	15	0	20	0	0	0	20	35	0	0	0	0	0	0	10	0	0	0	0	0	0	10	45	2											
4	Dianne Gerlach	Wayne Gerlach	Audi Quattro	38	4	0	0	0	0	4	42	0	0	0	0	0	0	10	0	0	0	0	0	0	10	52	3											
6	Wendy Gibbs	Ian Gibbs	Nissan 337S	0	0	20	0	0	0	20	20	11	0	0	0	10	15	36	56	0	0	0	0	0	36	56	4											
3	Bob Morey	Teresa Morey	Alfa A166 GT	40	0	20	0	0	0	20	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	5											
2	Tony South	Ted Norman	Ford Escort	50	0	20	0	0	0	20	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	6											
7	Roger Barham	Roger Barlow	Sunbeam Alpi	69	5	0	0	0	0	5	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	7											
5	Garry Both	Carol Both	Alfa 105 GTV	50	0	0	0	0	0	0	50	2	0	0	0	0	15	27	77	0	0	0	0	0	27	77	8											
2	David Shaw	Ray Athurs	Datsun 280 ZX	85	7	0	0	0	0	17	102	0	0	0	0	0	0	10	10	112	0	0	0	0	10	112	9											
9	Kim Warner	Ross Warner	Porsche 930	58	8	20	0	0	15	43	101	0	0	0	0	0	15	25	126	0	0	0	0	0	25	126	10											
3	Graham Thom	Winton Brock	Mitsubishi GT	238	9	0	0	10	0	19	257	6	0	0	0	0	0	6	263	0	0	0	0	0	6	263	11											
0	Jim Barrett	Alan Watson	Triumph 2500F	84	37	60	0	20	30	147	231	27	0	0	0	10	15	52	283	0	0	0	0	0	0	52	12											
8	Gordon Lennox	Jamie Lennox	Datsun 280 Z																																			
14	Barry Ferguson	Dave Johnson	Nissan 300ZX	137	DNF																																	
Apprentices			Div 1-2							Division 3							D 1-3							Division 4							D 1-4							Final Place
No	Driver	Navigator	Car	Total	Time	WD	PC	Q	VRC	Total	Total	Time	WD	PC	Q	VRC	Total	Total	Time	WD	PC	Q	VRC	Total	Total	Final Place												
15	Simon Duff	Hugh Norris	Lancia Beta C	44	3	0	0	0	0	3	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	1										
28	Tony Wise	Alan Walker	Alfa A166	35	0	20	0	0	0	20	55	7	0	0	0	0	0	7	62	0	0	0	0	0	0	7	62	2										
19	Tim McGrath	Ron Cooper	Datsun 280 ZX	31	24	20	0	0	0	44	75	9	0	0	0	0	0	9	84	0	0	0	0	0	0	9	84	3										
23	Greg Yates	Peter Dunlop	Mercedes 500	22	4	40	0	0	15	59	81	0	0	20	0	0	0	20	101	0	0	0	0	0	0	20	101	4										
21	Chris Hallam	Phil Stead	Jaguar XK 20	60	0	20	0	0	0	20	80	5	0	0	0	10	15	30	110	0	0	0	0	0	0	30	110	5										
22	Bruce Smith	John Vickers	Nissan Skyline	58	0	40	0	0	10	65	123	0	0	0	0	0	0	0	123	0	0	0	0	0	0	0	123	6										
17	Justin Bedingfield	Mark T Ollivier	Audi A4 Quatt	90	0	20	0	10	15	45	135	0	0	0	0	0	0	0	135	0	0	0	0	0	0	0	135	7										
26	Jeremy Bralby	Julia Bralby	Mitsubishi Sta	49	0	40	0	60	15	115	164	0	0	0	0	0	0	10	174	0	0	0	0	0	0	10	174	8										
20	Richard Bennet	Liz Bennet	MGB Roadster	65	4	40	0	0	15	59	124	36	0	0	0	0	15	61	185	0	0	0	0	0	0	61	185	9										
16	Shan Wilson	Guy Brand	Mini Cooper S	82	0	20	0	0	30	50	132	47	0	0	0	10	0	57	189	0	0	0	0	0	0	57	189	10										
27	Scott Graham	Darren Taylor	A-H 3000 BJ7	90	0	20	0	60	15	115	185	9	0	0	0	0	0	9	194	0	0	0	0	0	0	9	194	11										
24	Vince Harlor	Kay Harlor	Datsun 240 Z	141	26	20	0	0	0	46	187	0	0	0	0	0	0	10	197	0	0	0	0	0	0	10	197	12										
25	Mike Branson	Peter Ivin	Austin Healey	111	1	40	0	20	15	76	187	23	0	0	0	20	15	58	245	0	0	0	0	0	0	58	245	13										
18	Greg Francis	Jake F+Tony N	Subaru WRX	45	DNF																																	



2011 Alpine Classic Teams List							
Congratulations to Team White!!							
Car No	Driver	Navigator	Colour	Year	Car	Model	Score
<b>Team Alfetta</b>							
3	Bob Morey	Teresa Morey	Red	1976	Alfa	Alfetta GT	60
28	Tony Wise	Alan Walker	Red	1974	Alfa	Alfetta	62
30	Steve Brumby	Grace Brumby	Red	1977	Alfa	Alfetta GTV	36
<b>Team Quatrefoil</b>							
5	Gerry Both	Carol Both	Blue	1973	Alfa	105 GTV	77
44	James McLaren	Les McLaren	Red	1983	Alfa	Sud	58
59	Michael Dunn	Dianne Dunn	Green	1964	Alfa	Giulia Ti	DNF
<b>Team Blue Oval</b>							
36	Peter McAlpine	Sharyn McAlpine	Red/White	1966	Ford	Mustang	1
50	Jim Richardson	Bev Richardson	White	1968	Ford	Cortina	DNF
60	John Calabria	David Calabria	White	1980	Ford	Capri V6	20
<b>Team Teutonic</b>							
4	Dianne Gerlach	Wayne Gerlach	White	1984	Audi	Quattro	52
17	Justin Bedingfield	Mark Tolhurst	Silver	2000	Audi	A4 Quattro	135
45	Geoff Cranna	Jane Cranna	Red	1973	BMW	2002 Tii	39
<b>Team Pug</b>							
29	Kim Votano	Frances Stephenson	Red	2008	Peugeot	407	DNF
49	Geoff Boyd	Alan Cummine	Yellow	1954	Peugeot	203	DNS
56	Ian Packard	Steve Maher	Bronze	1978	Peugeot	504	14
<b>Team Escort</b>							
2	Tony South	Ted Norman	Red	1970	Ford	Escort	70
42	Neil Brain	David McCowatt	White	1977	Ford	Escort	30
62	John Cooper	Wendy Cooper	Blue	1974	Ford	Escort	55
<b>Team Z Car</b>							
8	Gordon Lennox	Jamie Lennox	Blue	1978	Datsun	260 Z	DNS
19	Tim McGrath	Ron Cooper	Red	1979	Datsun	280 ZX	84
38	Steve Pryor	Penny Dmitrieff	Orange	1973	Datsun	240 Z	135
<b>Team 2468Z</b>							
12	David Shaw	Ray Arthurs	White	1973	Datsun	280 ZX	112
24	Vince Harlor	Kay Harlor	Lime Green	1971	Datsun	240 Z	197
39	Chris Mackertich	Allana Mackertich	Silver	1977	Datsun	260Z	60
<b>Team Triumphant</b>							
10	Jim Barrett	Alan Watson	White	1972	Triumph	2500PI	283
52	Robert Brell	Sarah Brell	White	1982	Triumph	TR4	189
64	Ben Hamblett	Chelcie Plowright	Red	1962	Triumph	Spitfire	DNF
<b>Team Cats</b>							
21	Chris Hallam	Phil Stead	Silver	1953	Jaguar	XK 120	110
53	Geoff Scott	Liz Kornhaber	White	1969	Jaguar	XJ6	202
67	Michael Malgo	Angie Malgo	Grey	1966	Jaguar	E Type	123
<b>Team Mitsubishi</b>							
13	Graham Thompson	Winton Brocklebank	Red	1990	Mitsubishi	GTO	263
26	Jeremy Braithwaite	Julia Braithwaite	Gold	1983	Mitsubishi	Starion	174
43	Merzi Mody	Tanaz Dhondy	Silver	2004	Mitsubishi	Lancer Evo 8	104

<b>Team Sprite</b>							
63	Greg Strange	Dianne Lawlor	Green	1965	Austin Healey	Sprite	1168
65	Joshua Ball	Isabelle Baker	Green	1960	Austin Healey	Sprite	DNF
66	Will Brown	Gillian Teear	Red	1962	Austin Healey	Sprite	DNF
<b>Team Healey</b>							
25	Mike Branson	Peter Irvin	Blue/White	1962	Austin Healey	3000	245
27	Scott Graham	Darren Taylor	Green	1963	Austin Healey	3000 BJ7	194
47	John Needs	John Diggins	BRG	1960	Austin Healey	Sprite	DNF
<b>Team Mazda</b>							
32	Mark Hellmund	John Vorrias	Red	2001	Mazda	MX5	201
55	Zubin Mody	Nina Dhondy	Blue	2004	Mazda	3	149
57	Geoff Mills	Trish Mills	White	1984	Mazda	RX7	32
<b>Team Nissan</b>							
6	Wendy Gibbs	Ian Gibbs	Grey	2008	Nissan	G37S	56
14	Barry Ferguson	Dave Johnson	White	1986	Nissan	300ZX	DNF
22	Bruce Smith	John Vickery	White	1996	Nissan	Skyline GTR	123
<b>Team 911</b>							
33	Doug Barbour	Xanthea Boardman	Green	1976	Porsche	911	4
48	Terry Lawlor	Louise Lawlor	Red	1970	Porsche	911	DNF
58	Graham Lane	Marlene Fransen	White	1988	Porsche	911 Carrera	98
<b>Team Porker</b>							
9	Kim Warner	Ross Warner	Gold	1980	Porsche	930	126
34	Len Zech	Glenn Evans	Blue	1995	Porsche	928 GTS	75
35	Shane Navin	Jenny Navin	Black	1989	Porsche	928 GT	22
<b>Team Sport</b>							
7	Roger Banham	Roger Barlow	Blue	1964	Sunbeam	Alpine	74
20	Richard Bennet	Liz Bennet	Red	1972	MG	B Roadster	185
46	Malcolm Drummond	Lorraine Drummond	Green	1962	Porsche	356	111
<b>Team Mini</b>							
40	Bill Stevenson	Nathan Miller	Red/White	1968	Mini	Cooper S	163
41	Kyle MacLennan	Kelly Maree Bond	Blue/White	1970	Mini	Cooper S	DNF
69	Tom Gilligan	Lauren Mackie	White		Holden	Astra	34
<b>Team Red</b>							
11	Rob Panetta	Jeff West	Red	1972	Alfa	105 GTV	44
54	Jeff Whitten	Terry Godde	Red	1976	Datsun	260 Z	27
51	Edul Dhondy	Shaneen Dhondy	Red	1993	Toyota	Corolla	142
<b>Team White</b>							
1	Dominic Votano	Mike Stephenson	White	1978	Holden	Commodore	45
15	Simon Duff	Hugh Norris	White	1980	Lancia	Beta Coupe	47
68	Gary Maher	Wendy Maher	White	1966	Volvo	P1800	28
<b>Team Blue</b>							
31	Garth Bransgrove	Arthur & Adam	Blue/Silver	1969	Volvo	142S	174
37	Peter Cale	Tammy Cale	Blue	2002	Mini	Cooper S	20
61	Joyce Lawrence	Jennie Smith	Blue	1968	Porsche	912	57
<b>Team Pot Luck</b>							
18	Greg Francis	Jake Francis Tony Norman	Red	1998	Subaru	WRX	DNF
23	Greg Yates	Peter Dunlop	Silver/ Green	1980	Mercedes	500 SLC	101
70	Chris Batty	Michael Goodchild	Silver	1998	Subaru	Impreza WRX	0
<b>Team 'Got No Friends!'</b>							
16	Stan Wilson	Guy Brand	Green	1968	Mini	Cooper S	189

## 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
Competitor										
Tony South	40m	16	13	12	40		30		139	1
Bob Morey	36m	16	16	14	36	8	32		136	2
Robert Panetta	20	10	18	19	32	17	40		130	3
Dianne Gerlach	22	20		16	34		36		128	4
Dominic Votano	26		20m	20			38		104	5
Kim Warner	38	13			28		22		101	6
Gery Both	16		15	16	24		26		97	7
David Shaw	28	15				14	24		81	8
Michael Olsson	8m		19m	17m	38	11m			74	9
John Young	18	20			30				68	10
Garth Taylor	32m	20m	12	1	26m	8			57	11
Alan Watson	24		14m	15					53	12
Lui MacLennan	30m			18					48	13
Gary Maher				8	32		4		44	14
Mike Batten		20				20			40	15
Graham Thompson						19	20		39	16
Kay Thompson	34m				22m				34	17
Wendy Gibbs							34m		34	17
Barry Ferguson			8	13m		8	2m		30	19
Roger Banham							28		28	20
Peter Thomson	10	14							24	21
Jim Barrett							18		18	22
Robert Mifsud	14m			1m					14	23
Geoff Bott			12						12	24
Steven Cox						12m			12	24
Winton Brocklebank				1m					1	26

### 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
Competitor										
Ted Norman	40m	16	13	12	40		30		139	1
Teresa Morey	36m	16	16	14	36		32		136	2
Ross Warner	38	13	17	18	28	18	22		132	3
Wayne Gerlach	22	20		16	34		36		128	4
John Henderson	20	16	18	19		17	32		122	5
Michael Stephenson	26	8	20m	20			38		112	6
Lui MacLennan		14	16		32	16	32		110	7
Jeff West	32	20		12	2	20	40		109	8
Carol Both	16		15		24		26		81	9
Ray Arthurs	28	15				14	24		81	9
Harriet Jordan	8m		19m	17m	38	11m			74	11
Winton Brocklebank	30m	12m				19	20		69	12
Helen Young	18	20			30				68	13
Pam Watson	24		14m	15					53	14
Wendy Maher				8	32		4		44	15
Alan Watson					20		18		38	16
Adrian Kinslor	32m	20m		1					37	17
Graham Thompson	34m			1m	22m				34	18
Ian Gibbs							34m		34	18
Dave Johnson				13m		16	2m		30	20
Roger Barlow							28		28	21
Geoff Bott					26m				26	22
Starr Mifsud	14m			1m					14	23
Brenda Cox						12m			12	24
David Booth	10								10	25

## 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		15	28		116	1
Greg Yates	26	13	15	7	2		24		86	2
Jeremy Braithwaite	2	12	12	14	28		16		83	3
Chris Hallam		10		13	30		22		75	4
Ron Cooper	22				26	7			55	5
Ian Wilson	22					14			36	6
Simon Duff					2		30		32	7
Greg Francis	30m	14m					2m		30	8
Tim McGrath					2		26		28	9
Kay Harlor	24								24	10
Bruce Smith			10m				20m		20	11
Justin Bedingfield							18		18	12
Lauren Mackie				15m					15	13
Richard Bennet							14		14	14
Kirsten Sommerville			13m						13	15
Jennifer Navin			11m						11	16
Vince Harlor							8		8	17
Julia MacDonald		1							1	18

### 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		15	28		115	1
Julie Braithwaite	2	12	12	14	28		16		83	2
Peter Dunlop	26		15		2		24		67	3
Deborah Hallam		10		13	30				53	4
Guy Brand	22					14			36	5
Hugh Norris					2		30		32	6
Jake Francis	30m	14m					2m		30	7
Tony Norman	30m	14m					2m		30	7
Tim McGrath	22					7			29	9
Ron Cooper							26		26	10
Vince Harlor	24								24	11
John Vickery							20m		20	12
Ben Yates		13			2				15	13
Liz Bennet							14		14	14
Brian Sommerville			13m						13	15
Guy Brand							12		12	16
Shane Navin			11m						11	17
Jennie Smith			10m						10	18
Darren Taylor							10		10	18
Kay Harlor							8		8	20
Chris MacDonald		1							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 2 day	Classic Capital Caper 1 day	May Medley 1 day	Tour d'Corse 1 day	Mountain Rally 2 day	Barry Ferguson Classic 1 day	Alpine Classic 2 day	Penrith Pas de Deux 1 day		
<b>Competitor</b>									<b>Points to date</b>	<b>Position to date</b>
Ian Packard	4	10	10	5	2	9	14		52	1
Doug Barbour	20		9				16		45	2
John Cooper		10	7	6	2	8	2		35	3
Peter McAlpine					14		18		32	4
Steve Annabel					20				20	5
Henry Stratton	16				2				18	6
Len Zech	18m				2m		2m		18	6
Peter Cale	6m						12		18	6
Steve Bicket					18				18	6
Jim Richardson	14	1					2		17	10
Dave Johnson		10m	6						16	11
Shane Navin		10m		1m	2m		8m		14	12
Steve Friend			2	7	2				11	13
Chris Mackertich	8m						2		10	14
Peter Evans		10							10	14
John Calabria							10		10	14
Brad Dopper			8	1					9	17
Geoff Cranna						7	2		9	17
Nick Both				9					9	17
Tony Kanak		1		8					9	17
Bill Stevenson			6				2		8	21
Jim Barrett						8			8	21
Kim Votano			6				2m		8	21
Ramin Shoushtarian			7	1					8	21
Steve Brumby						6	2		8	21
Mike Birks	2	3			2				7	26
Geoff Mills	2	2					2		6	27
Jeff Whitten							6		6	27
Bruce Smith				5					5	29
Edul Dhondy					2		2m		4	30
Laurie Bromley	2				2				4	30
Merzi Mody					2		2m		4	30
Chris Greaves		2		1					3	33
Don Dux	2	1							3	33
Eric Young	2	1							3	33
Terry Gunter				3					3	33
Alan Cummine	2								2	37
Ben Gerlach					2				2	37
Colleen Dunlop					2				2	37
Ernst Luthi					2				2	37
Geoff Scott					2				2	37
Rick Woskett	2								2	37
Rob Clare	2								2	37
Sergio Cariolato	2m				2m				2	37
Neil Brain							2		2	37
Graham Lane							2m		2	37
Malcolm Drummond							2		2	37
Steve Pryor							2		2	37
Zubin Mody							2m		2	37
Kyle MacLennan							2		2	37
John Needs							2		2	37
Garth Bransgrove							2		2	37
Terry Lawlor							2		2	37
Andrew Wilson				1					1	54
Danny Castro			1						1	54

## 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	9	14		52	1
Xanthea Boardman	20		9				16		45	2
Sharyn McAlpine					14		18		32	3
Jayne Annabel					20				20	4
Wendy Cooper		10		6	2		2		20	4
Donna Smith					18				18	6
Glenn Evans	18m				2m		2m		18	6
Julie Stratton	16				2				18	6
Tammy Cale	6m						12		18	6
Bev Richardson	14						2		16	10
Jenifer Navin		10m		1m	2m		8m		14	11
Lauren Mackie		10	2				2		14	11
Jane Morey		6				6			12	13
Natalie Evans		10m	2						12	13
Michael Friend			2	7	2				11	15
Allana Mackertich	8m						2		10	16
Cheryl Evans		10							10	16
Gary Maher						10			10	16
David Calabria							10		10	16
Jane Cranna						7	2		9	20
Jody Dopper			8	1					9	20
V Plimsoll-Kanakova		1		8					9	20
Amir Shushtarian			7	1					8	23
Grace Brumby						6	2		8	23
Jenny Smith				5			2		7	25
Sally Crocker			6						6	26
Trish Mills	2	2					2		6	26
Fran Bromley	2				2				4	28
Liz Kornhaber					2		2		4	28
Shaneen Dhondy					2		2m		4	28
Stephen Stuart	2				2				4	28
Tanaz Dhondy					2		2m		4	28
Christine Birks		3							3	33
Frances Stephenson		1					2m		3	33
Heather Dux	2	1							3	33
Jenny Young	2	1							3	33
Lorraine Gunter				3					3	33
Beryl Woskett	2								2	38
Deborah Knight		2							2	38
Irene Cariolato	2m				2m				2	38
Ken Parsons					2				2	38
Ngarie McGrath					2				2	38
Sonja Luthi					2				2	38
Sue Clare	2								2	38
Sylvia Gleeson	2								2	38
David McCowatt							2		2	38
Marlene Fransen							2		2	38
Lorraine Drummond							2		2	38
Penny Dmitrieff							2		2	38
Nina Dhondy							2m		2	38
Arthur Bransgrove							2		2	38
Adam Bransgrove							2		2	38
Louise Lawlor							2		2	38
Alan Cummine				1					1	54
Jenny Castro			1						1	54



### FOR SALE - 1962 Mini

998 cc motor, remote gearshift, Deluxe doors plus many other upgraded parts. Well cared for, 9mths rego. \$8950.00 Contact Anthony 0419 219 512

### Contributors to this edition of Rally Directions were:

Geoff Bott, Steve Brumby John Cooper, Heather Dux, Wayne Gerlach, John Henderson, Tony Kanak, John Littler Lui MacLennan, Wendy & Gary Maher, Ross Warner, Jeff West. **Thank You all.**

## 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

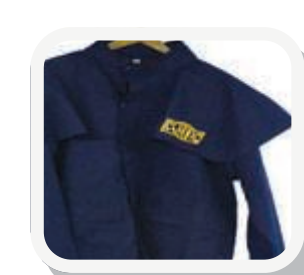
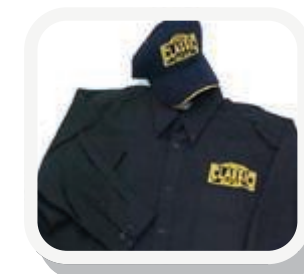
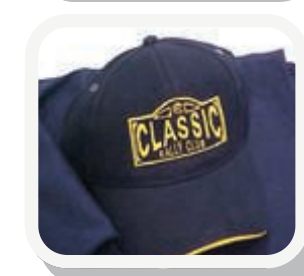
A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

### Prestige Embroidery

4/29 Coombes Drive, North Penrith, NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893



# 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
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	Hosted by Kay & Vince Harlor	

[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