

# Rally Directions

The official Organ of the Classic Rally Club Inc.

(Affiliated with CAMS)



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Penrith Pas de Deux

2011 CRC Championship Results

December 2011

### Classic Car of the Month

The Alfa Romeo Alfetta was introduced in Italy in 1972 as a sedan. A coupe version, the Alfetta GT was introduced in 1974.

The engine is a front mounted inline 1.8 litre all alloy twin cam fitted with twin Weber or Delorto carbies This drives a 5 speed transaxle (rear mounted gearbox) with a De Dion tube coil spring rear axle. Front suspension is double wishbones with torsion bars. This configuration gives 50:50 weight distribution & excellent handling. Disc brakes, inboard at the rear, are fitted all round

In 1977 the engine was upgraded to 2 litres & the Coupe was designated the GTV. The coupe only was given a further engine upgrade in 1981 when a 2.5 litre V6 was fitted. Alfetta production ceased in 1987.

Tony Wise's car, shown here in this year's Classic Alpine, is a '74 model. Tony bought the car in 1998 from the second owner and has used it almost exclusively on classic rallies. The engine is standard and the suspension has been lowered using re-rated rear coils & stiffer front torsion bars.

Thanks to servicing by Robbie Panetta, Tony has enjoyed 100% reliability, apart from tyre issues, and anticipates this will continue in the future.

We wish all CRC  
members a safe and  
happy Christmas and  
New Year.

We also look forward  
to seeing you all out  
enjoying classic  
rallying in 2012



# 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

|                |                                 |                                |
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| 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 19th February 2012



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 item or Classic Rally Club Photographer John Southgate.

## Ross' Rave.



Well, we did it. 2011 is done and dusted. What a great year. I hope you have all enjoyed it as much as I have.

As this is the last issue of Rally Directions for the year, I would like to take this opportunity to thank everyone, yes everyone, for their input into the Club. Without everyone doing their bit (from officials to competitors, committee members to those who just come along to the First Friday Free Fling) we would not have the super successful club that we have.

Our recent Christmas party was generously hosted by Vince and Kay Harlor and was a resounding success. We had a little bit of rain but that just helped to herd everyone into the marquee for lunch. Lunch was provided by the same catering company that we had used previously, and what a great job they did again. The presentation ceremony went mostly without a hitch even if there was some heckling from the crowd. Peter and Sharyn McAlpine donated two huge hampers of Three 3's products as lucky door prizes, thanks guys.

The diabolical duo of Wayne and Dianne Gerlach ran this year's Christmas party run (The "oh no not another letter box rally") and despite my inability to count anything, letterboxes included, we had a great time and I know that everyone else did too. Everything ran just perfectly and I guess that is an indication of how the 2012 Alpine will be, hopefully without the bloody letterboxes!

Since last month we also held our first Go Kart Social Night and despite my initial concern that I would be racing against myself, we ended up with 10 competitors and had a fabulous time, even if it was a little exhausting. (No power steering on those Go Karts)

Please try and get along to the January First Friday Free Fling at Harry's Café de Wheels in Parramatta. This will be on the 6<sup>th</sup> January. 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!

Everything is in place for the "training run" on the 18<sup>th</sup> March 2012. This is specifically targeted at competitors who are currently competing in Tour category and would like to try Apprentice but without the pressure, however of course competitors of all levels will be welcome. The details are all settled and can be accessed via the Club web site and in this magazine. Please think about participating in this event either to pick up a bit of tuition or to provide it to others, or perhaps just to lend a hand. I'm sure it will be a lot of fun either way.

We will be having a non-meeting in January, which is not an "official" Club meeting, just a social get together. Same time same place, just no microphone....

Finally I would like to wish everyone a very happy and safe holiday season. Please look after yourselves and take care. Also get some rest because you are going to have a busy year next year.

See you out there.

Enough raving ..... Ross.

## Record of the Classic Rally Club Inc. Annual General Meeting held at Denistone Sports Club at 8pm on 22/11/2011.

The AGM was opened at 8.01 pm by past president Lui MacLennan, in the absence of President Ross Warner, who was away on holidays. The attendance book was circulated for noting of those in attendance.

1. Moved by Ted Norman, 2<sup>nd</sup> Garth Taylor to adopt the minutes of the 2010 AGM, carried. No matters arising.
2. The President provided a printed verbal summary of the year's events and achievements of the CRC, and thanked all of the volunteers and officials. (read by L MacLennan)
3. The Treasurer provided a report which indicated that an operating surplus of about \$2900 net had been achieved over the year. There were no further questions of the Treasurer, Tim Mc Grath.
4. The Secretary gave a short verbal report traversing the year's events, especially with CRC linkages with kindred bodies such as the Council of motor clubs. A printed report from the secretary will be provided to the magazine editor by secretary A Kanak.
5. The Membership Secretary reported that 435 members were currently on strength, and renewals for 2012 were to be sent out soon (I Packard).
6. The high quality of the club magazine and also the website was commented on favourably by the Committee and the production team and webmaster congratulated by the meeting.
7. HCRS- R Cooper provided a report indicating that 90 vehicles in the club were on the scheme at present, and the system was generally working well.
8. CRC Pointscore Manager- J West was thanked in absentia for his role and efforts in management of the pointscore system.
9. Competition Secretary – Tony Norman reported the track day at Wakefield Park circuit had been successful, and would be repeated in 2012.
10. Regalia Manager- J Cooper provided a brief report- a successful year in summary.
11. Election of office bearers for 2012- The C'tee vacated the meeting for the conduct of the election by Tony Wise, who took the chair, as returning officer for the proceedings of the election, reporting uncontested nominations for all positions.

Results were:

President: Ross Warner

Secretary: Anthony Kanak

Treasurer: Tim Mc Grath

C'tee personnel: John Henderson, Garth Taylor, Tony Norman, Dave Johnson, Peter McAlpine

Membership Secretary: Ian Packard

Newsletter Editor: Bob Morey

Competition Secretary: Tony Norman

Pointscore Mgr: Jeff West

HCRS: Ron Cooper

Webmaster: Harriet Jordan

Photo Mgr: John Southgate

12. Tony Wise was thanked for his assistance as returning officer.
13. Club fees for 2012 were left unchanged from 2011, as determined by the meeting, on the basis of the satisfactory financial performance, and the c'tees recommendation. Moved G Taylor, 2<sup>nd</sup> Tony Norman, carried.
14. There was no further business.
15. The meeting was declared closed at 8.23 pm.

A Kanak

Ross Warner

Secretary

President

Classic Rally Club Inc- **Secretary's Report for 2011 operating year: prepared for**  
the 22/11/2011 Annual General Meeting.

This year has been another successful period for the club. The calendar of formal CRC events has had a good level of support, and has included some new ideas and corresponding events from new event directors, and some new wrinkles on some long standing events. The three tier structure of tour/ apprentice and master level of difficulty for our rally events continues to work well, though we will try to develop new incentives to move people up to the next level in the coming years.

Membership numbers are healthy for 2011, and we always expect some movement in and out with some people only wishing to be shorter term members to enter some specific event. People move house too, but even at major distance from Sydney many stay as members, even if they are not still active in events. A large part of this reason to remain a member is due to the continuing high quality of the club's printed magazine and the website. The CRC is fortunate to have such a pool of talent available to share the workload and produce such a smoothly working machine based on volunteers.

So it is important to remember and sincerely thank not only the event directors who design the fun (?) into the events, but also to recognise and thank all of our volunteer officials, helpers, the Executive C'tee and everyone who makes a contribution to the CRC. Well Done! We look forward to your continuing assistance to keep this club and its level of activities and participation something of a standout amongst car clubs.

During the year we participated in the Council of Motor Clubs meetings and special forums, and the bigger than ever Shannons Eastern Creek weekend. We also watched CAMS attempt some new ideas to engage with car clubs, in an attempt to attract younger people into car club interests. This can only be good, as some clubs have a seriously greying member age profile. Fortunately at the CRC we have next generation people coming through, and a continuing stream of new membership enquiries from people of all ages. There are no stumbling blocks with CAMS on the horizon at present, which is pleasing. No legal action involving the club is underway either, and a financial report from the Treasurer indicates a surplus of about \$2900, for the operating period.

Safety on events has not been a problem issue during 2011 and this is another pleasing result, which will help to keep insurance costs under control, keep the local councils happy to see another CRC event roll through their countryside and put a little more money into local businesses.

For 2012 the event calendar has largely taken shape already, and we will again affiliate the CRC with CAMS for next year. We look forward to your renewed membership and ongoing participation in the club's activities. If it has been a while since you attended one of the monthly meetings at the Denistone Sports Club, it must be a positive indicator that so many regular attendees do make it to the meetings early enough to have an inexpensive meal and a chat with fellow members.

Tony Kanak

## Pas de Deux – A bright grey day by Steve Brumby

Several years ago someone put me onto the CRC website and I must admit I realized that I wanted to get involved but back then I didn't have the time (and perhaps not the right car) so I put it to the back of my mind. I've gotta say I am kicking myself now.

Arriving at Penrith early Sunday morning was a bit magic. After only a few rallies Grace and I now feel like part of the club and I thank all of those welcoming smiles in the compound. Over those three rallies I have been continually amazed by the fantastic organisation of the events. All the officials do such an awesome job.

The weather for Pas de Deux turned out to be terrific especially considering I was in fear of rain, having discovered only several days before that the Alfa's windscreen wipers had a propensity toward falling off when operating. So with them secured to the arms by cable ties (what did we do pre-cable ties?) we checked in, received our number (14) and said G'Day around the traps; well I did. Grace stayed in the car and continued to sleep.

A lively driver's brief followed with Jeff providing a very thorough and at the same time entertaining presentation. And we were off. The questioning technique was certainly different to what we had seen before, with questions falling between A and B nearly catching us out several times. And the photo questions were something new to us as well.

After negotiating the maze out of Penrith we found ourselves on some quite nice, quiet roads, spending most of the day stumping around our own backyard of Camden. For us the morning was mostly uneventful although there was some backtracking at times to find that elusive sign, the school program being a highlight. Another was being



chased up the hills by Steve and Michael Friend in the sinister black Mercedes.

A pie on top of the berm at Picton was a well received break in the proceedings and another chance to look over the field of cars is always a highlight for me at the lunch stop. Lots of Mercs, Porsches and Alfas with a smattering of Jags and the odd Escort. Not a Mini in sight? For me it is all about the cars and what I look most forward to for each event.

Off we went again and we seemed to spend most of the afternoon in isolation spotting the odd car here and there. Always makes me nervous. We found the first photo question so challenging that it beat us but the roads again were fantastic especially considering where we were and our proximity to the big smoke. Again our run in the afternoon was relatively uneventful. The wipers stayed intact, none of the exhaust fell off and no attacks from bits of other cars.

This wonderful drive ended where it started with a cold drink. Again the excellent support from organizers and officials ensured a seamless day and just great fun.

### MANNING MOTORS



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& reconditioned.  
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## Pas de Deux—Masters Category with Pam & Alan Watson

Competing in a rally set by Jeff West is always a lot of fun. Navigators tend to be very sure of their calculations, and when things don't work out, blame it as an 'error by the director', but this is not the case with a rally set by Jeff!

Jeff will try to use as many 'tricks' as possible, and when he mentions that a particular street name OUT of BOUNDS, it is important to check for all occurrences of that street name. It is also important to read all the Supplementary Regulations, and use a highlighter on rules such as order of precedence of maps.

The rally started at John Cooper's Westco Building site at Penrith, where we enjoyed raisin toast and coffee. Two maps were used, which partly overlapped – NRMA Metropolitan Sydney and an A4 excerpt from Sydney 1:250,000. On the NRMA map, the indicators for North-South did not align with the grid squares, and this was a fact exploited by Jeff when we had to find the most easterly intersection in a grid square. A 'Cartoscope Touring Map' was also given to competitors. It was not used for plotting, but was a great help for road names and



town maps.

We wandered west of Penrith, over the Nepean and off the edge of the NRMA map using a mixture of places on the NRMA map, and grid references on the 1:250000. Somewhere in this area we

encountered a smiling Lui. After heading south via the well known St Thomas Road at Mulgoa we had to follow unmapped roads using instructions given in a mixture of herringbones and tulips – confusing! Finally we reached Picton for lunch with little time to spare.

The afternoon took us over various combinations of 'single track' and 'multiple track' railway lines. The area on the map around Couridjah and Bargo was easy to plot – but the roads in real life are nothing like those on the map! It was good to see the photographers – Anne and John – as good as a Passage Control.

Eventually we returned to John Cooper's Westco building for a welcome coffee. Thank you John for the lend of the shed.

The Masters and Apprentices did not have any questions to answer – just lots of 'P' boards. Usually, if the navigator does not find a question at the stated distance this means that the incorrect route has been plotted, and a new route needs to be plotted. We did not have this benefit. However, the distances at various Vias helped with plotting the route.

This Pas de Deux resulted in two crews tying for 1<sup>st</sup> in the Masters – Bob and Teresa Morey, and Pam and Alan Watson, with Robert Panetta and John Henderson in 3<sup>rd</sup> place. Thanks must go to all the competitors, and those who manned the passage controls and helped with the organization. It is great to find friendly faces where we thought they should be. Wendy and Gary Maher, and Sonja and Ernst Luthi deserve special thanks. The distance of around 160km both before lunch and after worked well for a day's competition.

This was the first time we had competed in the 380SL, so we had more speed up the hills, and air conditioning!

Pam and Alan Watson

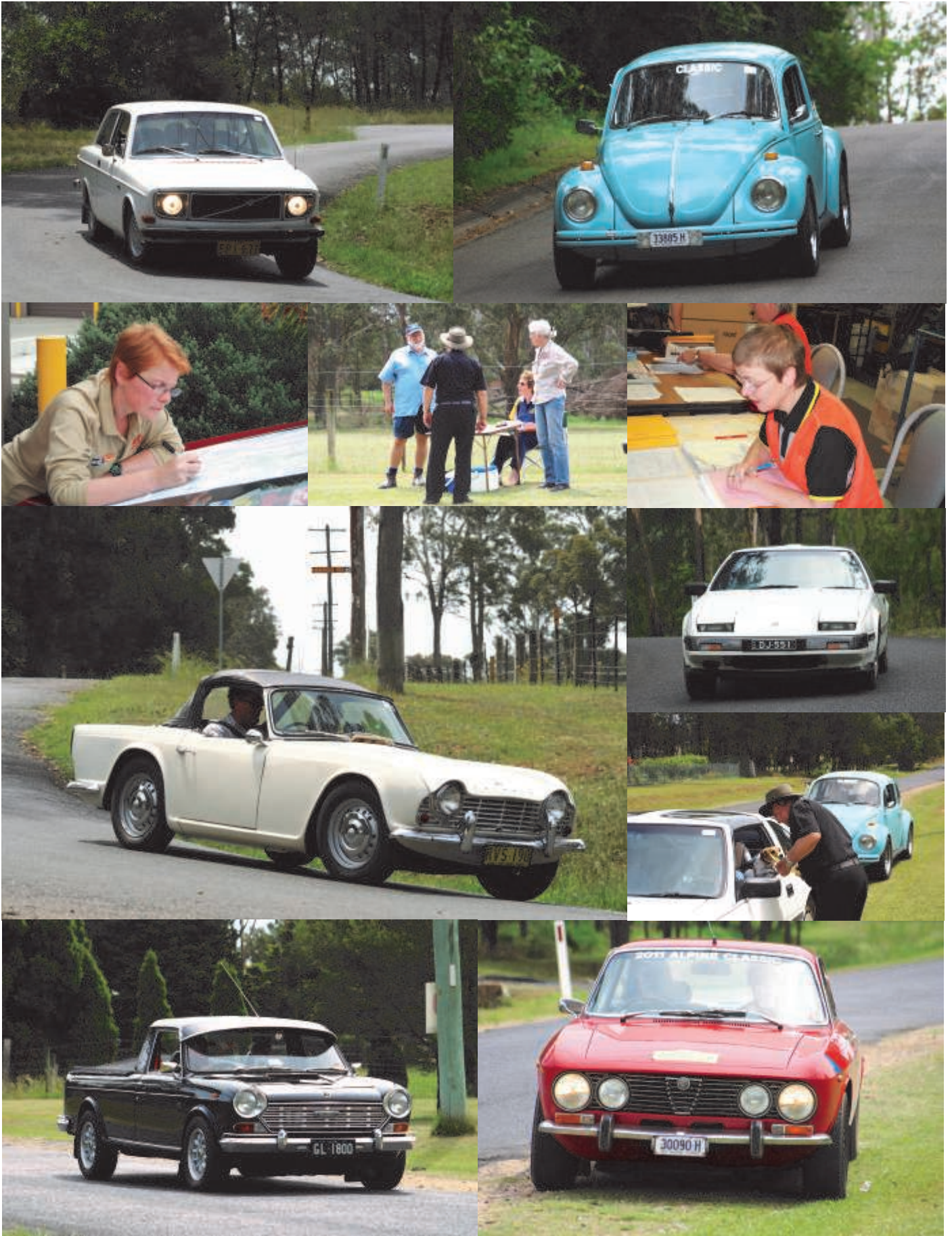
**Best speeding excuse ever:** An 83-year-old woman was pulled over by a Highway Patrol Officer, "Do you know you were speeding?" he asked.

The lady replied "Yes, but ..... I had to get there before I forgot where I was going."

The officer put his ticket book away and bid her good day.

Makes perfectly good sense to me!

The Pas de Deux through the lenses of Southy & Anne







## 2012 Permit and Licence Fees News

The CAMS Board recognises the financial environment operating across the sport and continues to pursue cost efficiencies in order to make the sport as cost effective as possible. Club level motor sport has again been the focus of the CAMS Board in its review of fees for 2012.

The 2012 CAMS budget includes the following significant achievements:

- Level 2 licence fee have decreased by almost 8%;
- All other licence fees remain unchanged;
- Permit fees – State level and below have decreased on average 15%, this is on top of the 10% reduction in 2011.

CAMS President Andrew Papadopoulos said "the continued focus on grass roots level motor sport remains vitally important. It is imperative that we concentrate on keeping the entry level costs of the sport minimised, to encourage more people to get involved in motor sport activity. Stable licence and reduced permit fees provide CAMS affiliated car clubs with opportunities to run successful events with improved competitor numbers. The flow on effect of this is a healthy and sustainable motor sport industry".

### For Sale 1969 Mk1 Morris Cooper S.



Vehicle has travelled only 10,000 kms since a complete mechanical and bare metal rebuild. Work completed includes all new rubber seals, new wiring loom, new steering rack, engine and gearbox rebuild. Paintwork was applied on a spit – lots of photos. The car was rebuilt to be as original as possible.

The car has matching original numbers (body number 5406 engine 51163). Full history known, one owner for the last 30 years.

The car is on heritage plates but full registration can be arranged if required.

Contact Alan Watson 9653 1036 0405 386 206



# CRC Navigation training day

11<sup>th</sup> March 2012

(Note change of date)

Want to brush up on your mapping navigation skills?

Then come along to the CRC navigation training day

The format is as follows-

8:30 Assemble at the North Richmond Community Centre, William St, between Charles and Campbell St, North Richmond

9:00 – 11:30 Navigation school presented by John Henderson.

11:30 Social run route instructions issued. (Apprentice level)

11:30 – 13:00 Time to plot and have lunch.

13:00 – 15:30 Social run based on the previously issued route instructions.

15:30 – on Individual debrief to participants and socialize.

For those who don't want to attend the theory but would like to do the run, turn up between 11:30 and 13:00 and get the instructions.

Entry is FREE

The event is being run as a CAMS approved Social event so members of other CAMS affiliated car clubs are most welcome.

For further info contact-  
Jeff West at- [jj.west@bigpond.com.au](mailto:jj.west@bigpond.com.au) or 0427 263757

Please notify Jeff West of your intention to attend by **Monday 5<sup>th</sup> March** so sufficient notes and instructions can be printed.  
(even if you only want to do the run and not the theory).

We need experienced Masters and Apprentice navigators to help on the day with individual guidance to participants and for passage controls

**DON'T FORGET TO BRING YOUR DRIVER AND CAR WITH ODOMETER/HALDA ETC.**

There is a children's playground nearby to entertain the drivers if they get bored during the school.

## The CRC Navigation Training Day explained.

The aim of the Club's navigation training day is to explain and apply the features & techniques used when navigating during a rally from maps. By doing this we hope to encourage members who are currently running in the Tour category to try this aspect of our sport. The day will be organised by Jeff West & John Henderson, two of our most experienced rally navigators who have had extensive experience setting & running classic rallies. They will be assisted by members who regularly compete in the Apprentice & Masters categories.

The program for the day will be divided into easy stages and at all times questions will be answered & assistance given by the experienced crews. First John Henderson will take participants through the various aspects of navigation from maps. This will cover such things as determining grid references, map conventions, VIA points, 2mm rule, Tulip Diagrams, Herringbones and all the usual details required to plot a route in one of our rallies.

The second stage of the day, run by Jeff West, will be the interpretation of a set of rally instructions written at Apprentice level. This will be done by individual crews together exactly as required at the start of a rally. During this part of the program the experienced crews will assist, where required, to make sure everyone plots the correct route.

Thirdly crews will set out to follow the route they have previously plotted. This section of the day will be run exactly like a rally with Controls, VRCs & questions etc.

Finally there will be a debrief session where the run just completed will be analysed and explained with all questions being answered & all aspects of the instructions explained.

We urge all members to be involved in the day and we aim to help those who aren't experienced in rally mapping enjoy learning the secrets of this part of our sport in a relaxed, friendly environment.

## FIRST FRIDAY KARTING – by Peter McAlpine



who would end up with the slowest kart. But once the flag dropped the bullsh!t stopped and we had 5 warm-up laps, 2 twelve lap races with a 20 lap grand prix to finish. There was plenty of action with many spins and excursions onto the grass. A good night had by all and many thanks to Ross for organising it.

**1st Peter McAlpine, 2nd Ross Warner, 3rd Ted Norman.**

Upon arrival at Eastern Creek we were greeted by Pres Ross and soon after the rest of the team, being only 10 in total. (The others that put their hand up at the meeting must have been scared off by the competition :-). Anyhow, after completing the usual paperwork we were sent up the viewing tower for the driver's briefing.

There were the usual pre-race comments, something about driver's weight, a handkerchief was offered, and there was some mumbling about



# CRC Christmas Party & Annual Presentation

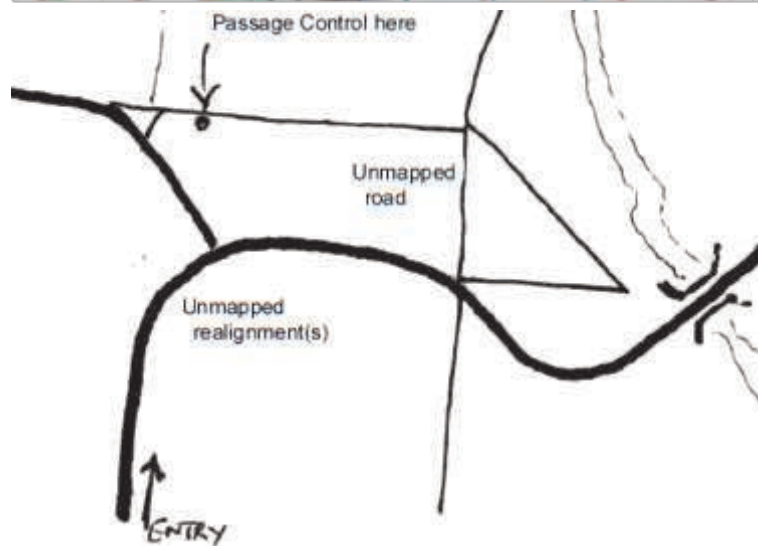




### 3 Lakes Rally – Mexican Navigation with Wayne Gerlach & Jeff West.

So, for the navigators in our Club, here's an analysis (with reasons and excuses) of just a few Via points in the 3 Lakes Rally. Remember it's "the road as mapped" so realignments are in play, and the 2mm rule is thrown out the window. Also, no other maps or GPS allowed in the car – it was simply a matter of work with only the old maps supplied (yep, this was Dave Johnson territory!).

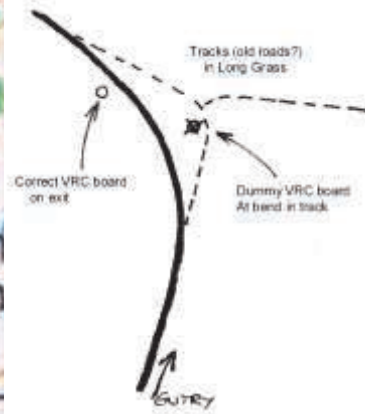
The maps were 1:250,000 so they might be magnified in the accompanying illustrations. Also, for some fun just type the place names into Google Earth to see what they really looked like.



**Day 1, Via 11.** Near "Eddington", circle on map. The instruction was "MRJ @ GR 7537 9145 Enter from East. Note: The Director used approx 400m of unmapped road to access Via 11".

We were entering from the SSW and the road straight in was now closed and realigned NE to the main C276 road. The trick was to catch the realignment, then turn right on the C276, and travel to the bridge above the "g" in Eddington. Then come into the Via from the West (or more likely WNW) using the minor road that started out to NE from just before the bridge. But.....the entry to the minor road near the bridge was now apparently blocked. In fact, we didn't even go to the bridge; we caught a new unmapped road North of the second "d" in Eddington to rejoin the mapped minor road and enter the manned passage control from the East as directed.

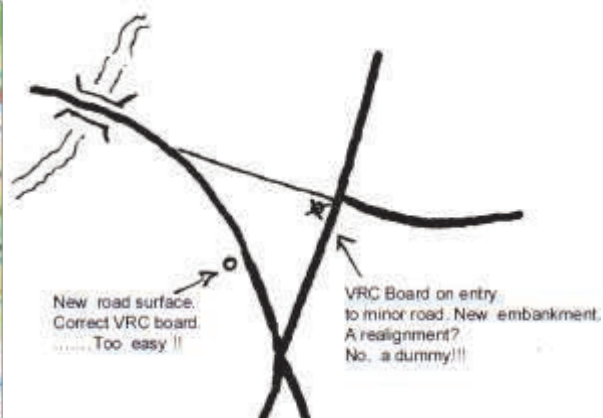
**Moral of this Via:** We was lucky, a "Z" board at the bridge would have stuffed us 'cos we didn't even go there.



**Day 2 via 11.** A sweeping left hander entering from the SSW on C327 “Bendigo-Redesdale road” about 6km NNW of Redesdale. Circle on map. The instruction was simply “MRJ @ 2780 9047 Exit to the North West”.

We entered from the SSW. Navigator correctly called that there would be a realignment there. There was. It was an old track that headed directly in from the sweeping left hander on today’s road. There was VRC clearly visible on today’s road, on the sweeping bend. Too easy, it had to be a dummy board. There was also a VRC in the long grass where the track turned direction. That had to be it, so we decided it was correct. It wasn’t! The easy-to-see board on the main road was correct, the VRC in the long grass was a dummy!! Interesting, ‘cos both Jeff and I admitted afterwards that we thought the VRC in the long grass was in the wrong position – it was just before the track turned left, so it wasn’t on exit as specified. However, neither of us spoke up to each other. We simply accepted that the difficult VRC must be the right one.

**Moral of this Via:** Drivers and Navigators must speak up to each other if there seems to be something a bit wrong at a Via point (but, see next Moral for proviso).



**Day2 Via 17.** About 1km ESE of “Mandurang”. The instruction was “MRJ @ 2593 9209 Exit to the NorthWest”.

It’s the little complex just East of the bridge in the centre of the picture. Entering from the WSW we could see a VRC on a left hand sweeper just East of the bridge. It was too easy to see, seems like from 500m away, it was just toooo easy! So we looked and found a partly hidden VRC on an unmapped slip road just north of the start of the sweeper. Had there been a realignment? Navigator Jeff asked me what I thought. Big mistake! I said that there must have been a realignment sometime in the past, and that the difficult VRC was likely the right one. Jeff said “I do think that the easy VRC is correct, but we’ll go with the difficult VRC if that’s your call”. Boom, crash, wrong!! Again, the difficult-to-find VRC was the dummy.

**Moral of this Via:** Never, ever let a driver make a navigation call.

### Days 1,2,3 One Via each day.

At the team briefing prior to the event Rally Director Rowan stated that "Z" boards are always right, so always write them down if you find them. Some wag in the audience shouted out "as distinct from VRCs with the initials 'DH' which are always wrong". Much guffaws and laughter from those in the know. It took us a while to understand that DH stands for "d--- h---", you fill it in or SMS Jeff West for the answer, and that's why DH has always been used by Director Rowan as a dummy board.

Well, the DH board was out there at a Via somewhere every day. Even as we came to the final Via point on the final day, there it was, with Jeff saying "Look at that. Bloody DH at the last Via point". In fact, it was a correct Via on all three days, never a dummy. First time ever, now three days in a row!

**Moral of the DH Via points:** Director's delight in messing with our heads!

(WG + JW)



This is Glen Innes enthusiastically driving his 1930 Austin 7. Glen was competing in a motorkhana at the old Hume Weir circuit during the 1970 International rally from Sydney to Melbourne. The car still looks as good now as it does in the photo.

### Secretary's Stuff – as at the end of 2011, and the beginning of 2012.

Hello Everybody,

Compliments of the Season to you all! A couple of news type items to share with you this time.

November is the month for Annual General Meetings for motoring related clubs of interest to us, it seems. Firstly our own AGM at the CRC was held on November 22<sup>nd</sup>. Thanks to all of those who attended. There is a record of this meeting elsewhere in this edition. You will see the Committee positions are scarcely changed, and that the membership fees for 2012 are unchanged, due to our satisfactory financial position.

Then on the 28th it was the turn of the Council of Motor Clubs (CMC). If you are so inclined, the report to the CMC AGM by President Terry Thompson is well worth a read. I expect that you can find it at [www.councilofmotorclubs.org.au](http://www.councilofmotorclubs.org.au). It appeared in the October/November copy of the CMC magazine, The Preserve. Amongst other things there is an update on what is happening with the NSW government and some of the other players who impact the classic car movement. Rather than

me trying to summarise this information, if you are interested read it in the 100% version from Terry Thompson, who is directly involved with most of the negotiation with the NSW RTA, now RMS, about the HCRS for example.

Here at the CRC Inc we now have about 90 cars on HCRS so that's at least 90 people who should be interested. By the way it was reported that the CMC website had over 700,000 hits during 12 months! Also there are now 155 car clubs affiliated with the CMC. This would seem to equal some politically audible voice. This is a good situation in which to be...

Wow, that amount of website traffic is evidence of the level of interest in classic motoring matters, fuelled in part by interest in the major Eastern Creek weekend, which goes from strength to strength. For 2012, this event is set down for the weekend of 19 August, and we will be organising our Classic Rally Club participation again, starting from the next CMC meeting at the end of January! National Motoring Heritage Day is also set already



for May 20<sup>th</sup>, 2012, with much the same list of destinations/locations expected, as for 2011.

For January, the Golden Era Auto Racing Club (GEAR) is having a major celebration in Goulburn and at Wakefield Park over three days from 13-15 January. This is a celebration of the early major, and significant autosport history around Goulburn. Check with GEAR or Wakefield Park for more information. This could be an enjoyable diversion from other holiday activities?

However if you're chasing some hard to find parts, or bargains, or want to shift some surplus parts then you should note the HUGE Hawkesbury Swap Meet on Feb 19<sup>th</sup>, at the Hawkesbury Showground.

Now it only remains for me to mention an issue which bewilders, and annoys many of us I expect. Imagine a normal right hand turn across oncoming traffic, at a set of traffic lights with a right turn arrow. Now the traffic is queued up to the full length of the dedicated RH turn lane, and all are awaiting the arrow to turn green. It does and eventually the 1st car slowly moves around the corner, as if it is carrying nitroglycerin. The second car must believe this too, because it leaves a 20 plus metre gap to the car in front, at the apex of this turning movement. Through the middle part of the turn speeds are kept under 10kph, and then the 3<sup>rd</sup> vehicle does the same. In this slow motion way, maybe about two thirds of the waiting lane, (at the

most) get to make the turn before the light changes.

I call this the principle of the inverted traffic gap. At such low speeds some motorists are so fearful, or slow to react that they cause much needless delay to those behind them, for whom they care not a jot? Rather than keep a 2 or 3 second gap to the car in front, they leave a grossly large physical gap that might equate to 5 or 6 seconds or more, at such low speed. Yet in an automatic transmissioned vehicle, if you are worried during such manoeuvres you can even cover the brake pedal with your left foot. The same drivers are some of the same ones who will happily sit three metres behind you at 110kph on the motorway, or change lanes on a multi lane road, when there is no vehicle sized gap!

Come on people, show a bit of attention and skill and maybe more of us hapless Sydney traffic sufferers might get to make the turn on the green, and maybe get 2 or 3 minutes closer to our destination, without having to sit through the traffic-light cycle again. In Sydney anyway, one theory behind the change in name for the RTA to the RMS was to stop the joke that the TLA (three letter abbreviation) RTA stood for road and traffic-light authority, as there are so many traffic lights!

Tony Kanak

### Motorway Mayhem (courtesy of S.M.H.)

A Sunday drive has ended in a \$3 million nightmare, with eight Ferraris, three Mercedes-Benzes and a Lamborghini involved in a 14-car pile-up in Japan. The cars involved included at least two Ferrari F430s, two Ferrari 360 Modenas, two Ferrari F355s and a Lamborghini Diablo.



## Spark Plugs with Tony Kanak

Spare a thought, for a moment- about spark plugs...



Without these important parts your petrol fuelled vehicles wouldn't operate. In an older car or motor-cycle these parts would get attention fairly often, because service intervals for all maintenance tasks were more frequent than they are in current times. Today some vehicles have attention to the spark plugs (or sparking plugs if you or your vehicle hail from England) at intervals of 100,000 kilometres or more.

These modern long life plugs are premium types with precious metal enhanced centre electrodes, often multiple 2 or 3 or 4 "receptors" on the plug body, and various other design features (offering some real and some imagined benefits)- so they keep working for a long time. It is just as well they do last a long time, as access to the

spark plugs in some modern cramped under bonnet layouts is tediously slow and complex. As such many vehicles are getting to the scrapheap with the original plugs still fitted, as even with the 100,000km service interval that is recommended, the temptation must be to leave the hard to get ones alone, especially in a workshop that is operating under time and money pressures, and when the car is driving OK.

It wasn't always so...

Once upon a time in Australia every petrol station which deserved the name had a rack for the popular Champion plugs, and a shelf of boxes for the less fast moving ones. Many of the Champion plugs were made in Sydney at Zetland, close by to BMC and GM-H plants. The signs along country highways encouraged you to fit these dependable 5 rib Champion spark plugs. Posters and merchandising material reminded one that Champion spark plugs were the worlds fastest on land, sea and in the air. (The 5 ribs were an idea to improve the ability of the plug to resist flashover- which was condition where the high voltage delivered to the spark plug terminal from the coil and distributor, or magneto, might



just short out via a path through dirt and oil and or water on the outside of the plugs insulator- which is the usually white, ceramic stem type part of the plug).

These ribs were a good thing, especially when the rubber and plastic used on spark plug cables wasn't as good as today's equivalent, and engine bays were perhaps oilier, or engines and ignition were prone to water induced ignition problems- like an early BMC Mini. Spark plug life in earlier times with conventional points (or contact breaker) ignition was suggested to be about 10,000miles,

In 1970 they would cost you about one dollar each. In fact spark plug life is related to many things, including the number of times it has fired, and the mechanical condition of the engine and carburettor settings and the style of driving involved.. Obviously a car like a Morris 1100 would do a lot more revs in the same number of highway miles than say a 289 cubic inch Ford V8 in a Fairlane.

So if the heat range of the spark plug for the mode of operation and the tune up was maintained and the engine was in good mechanical condition the spark plugs would go much further in some cases, than 10,000miles. Heat range is the "fractional fit" measurement of the spark plug's ability to manage engine heat- and although the recommended plugs are invariably satisfactory most of the time, sometimes operating conditions dictate a colder or warmer plug to

minimise deposits on the spark plug ,or to prevent the spark plug from becoming too hot . Both of these too hot/too cold conditions can cause problems. If too cold deposits can accumulate on spark plugs and cause misfiring or hard starting,

Too hot and the spark plug can ignite the incoming fuel without waiting for the correctly timed electrical spark. This is BAD.

Where was I? Oh yes- back in the era when today's classics were a lot newer....often intervals of about 10,000miles were a good time to service the distributor contact points and maybe clean and re-gap the spark plugs. Plenty of workshops had a Champion supplied spark plug cleaning/test machine, which was no doubt part of the plan to maintain a conscious focus on the importance of good spark plugs to proper vehicle operation. Then, as now, worn dirty plugs don't help with starting and engine manners. Plenty of mechanics too would probably not want to bother with getting more miles out of your old plugs, even if the service machine was sitting there when it was easier to sell you new ones, that would fully reset the interval to the next plug attention occasion, and involve less work.

Of course if you didn't buy your plugs at just any garage then you had other choices than using the dependable Champions. KLG plugs were advertised as "Too Good to Miss" which was clever, and KLG had some motorsport involvement too, sponsoring cars and drivers, and what about the KLG Rallies?

Today KLG plugs are just about extinct at the parts suppliers I know and frequent. Unfortunately for classic English car owners this is another example of losing an ability to choose the originally recommended part. KLG always had a fairly scientific numbering system to code the plug's thread dimensions and heat range and they could have a plug for most cars and engines, if you knew where to get them.



The Champions were zinc plated "normal" steel and the KLGs were just black steel, so they would quickly take on a rusty appearance on the metal parts, especially in a boat. The last KLG plugs I bought were made recently in Yugoslavia and though the one I have used in a 1951 motor cycle works, the rest of the content of the box is awaiting a need for a concourse display, as

KLG plugs were the original fitment on this model. But they were only \$10 for a box of ten at a swap meeting. Ask if you need any KLG FE 80 plugs.

Trial and error has determined that this bike strongly prefers a current Motorcraft plug which despite being the Ford motor company spark plug offering- this example- also from a swap meeting sale-was actually made in Japan. It has a nickel chrome body, so it doesn't rust and a nicely accurate rolled thread, which is friendly to old aluminium cylinder heads. It has a ribbed insulator like a Champion, and a U shaped groove in the ground electrode. Excuse me but I remember this "Hot U" feature from Japanese Nippon-Denso plugs about 30 years ago. They were good, and OEM on bikes such as the Suzuki Katana, probably the world's fastest production motor cycle at the time.

The same "Hot U" feature shows up during the 1970s in the USA on ACCEL Yellow Jacket spark plugs, which successfully muscled in to the musclecar and general replacement and also racing markets for a time. Like some of the recent Motorcraft plugs I have seen, the ACCEL plugs were marked "Made in Japan". Some other Motorcraft plugs of recent manufacture are from China- like some of today's Champion plugs. I don't know what is the view about this development from Toledo Ohio, where Champion's main business used to be....

Of course the sales master of spark plugs world- wide today is probably the Japanese NGK spark

plug company. With a catalogue offering choices as diverse as anybody else, they have plugs from the older style simple designs for classic vehicle usage through to modern whiz-bang iridium types that will have you reaching for your credit card- because it is dangerous to carry so much cash.

I have used hundreds of NGK plugs and I like their close and accurate heat range adjustment possibility, especially with modified engines, or for motor sport duty. The traditional types in older motors are very reliable in the same way as the Australian made and US made Champions are and were, and the price is reasonable. However the clever feature, for the success of the manufacturer, is that the metal used in the wearing centre electrode and earth electrode seems to be somewhat soft and the electrode gap can open up by 0.001" per thousand miles or so. That's about 0.025mm per 1600kilometres for the metric only literate....In high revving engines this wear rate is even faster.

Now erosion of the electrodes through usage is normal and unavoidable, but the metallurgy used at these areas of the spark plug can seriously reduce this erosion...if an attempt to do so is made.

If you need the modern plugs the sophisticated NGK parts work well but I think so too does the Bosch equivalent. Perhaps letting the price, experience to date and supply convenience decide for you how to select the plugs to try next in your Mitsubishi Evo with upgraded turbo boost

running on E85 fuel, with 600 horsepower?

OK I mentioned Bosch plugs and so I should. With over 100 years of experience there is no doubt a wealth of capability in this company, though they are not always still made in Germany, according to the range of boxes in my current collection. Some have been made in Australia and were as good as anything else. Bosch plugs have long featured a nickel chrome body and this steel is very durable, the threads are kind to cylinder heads, and the nickel chrome in the ground electrode means they last a long time under proper operating conditions. I know people who have had over 40,000 miles/ approx 70,000km without any attention, running on basic traditional and cheap Bosch plugs in aussie six cylinder cars. I agree with Bosch- they do make Super Plugs!



Originally the Bosch plugs used a numbering/lettering system which reflected laboratory measurement of the spark plug heat range. Maybe this close fractional fit type of capability was especially valuable with the more demanding high performance air- cooled engines made in Germany, such as during the Porsche evolution towards ever more performance. Today

the Bosch plugs still seem to have an accurate and consistent heat range that runs to the next hotter or colder plug in the line up. It looks like the older slogan about the Bosch thermo-elastic plugs was and still is accurate. Today even the basic plugs have a copper core in the centre electrode. The current Bosch numbering system takes some interpreting though, especially if you are working your way through the dreaded "estimate only" spark plug equivalents table at the back of some spark plug catalogue.

Not quite four major brands to go- Autolite plugs were popular in racing circles, (no not just like Indianapolis) since the 1960s. The company was founded by Walter Chrysler in 1936 to make plugs for everybody. For a time they were later closely linked to Ford, unless my memory is playing tricks- but more recently Ford has pushed the Motorcraft brand. Today Autolite is part of a company called Allied Signal and in Australia they are distributed from Wagga in NSW- half way betwixt Sydney and Melbourne. They are made in the USA, or the ones I have seen lately are....No problems in my experience with this brand either, in modified engines in circuit racers. Recommended especially for modern US engines, and yes Virginia, there are plenty of these....

Holden fans, calm down- next is a short take on AC plugs, or ACnitors or AC Fire Ring plugs. More likely than not these have powered you or someone you know for many miles- as AC were the General Motors in- house

OEM spark plugs in your Holden (sometimes) or your Astro- flame or Strato-Flash V8s in the locally assembled 1960s Chevrolet or Pontiac, or maybe even a Vauxhall or Bedford? I have been told AC actually stands for Arthur Champion- there must be story in that too...

Yes some special AC plugs were also made in Australia and were a good starting point in tuning up an XU-1 or A9X Torana. Usually the AC plugs of this era differed from other offerings in that they were often not projected tip designs but traditional designs with the firing end just proud of the bottom of the metal body. There is an interesting story about this (yes really) but that will wait for the next part of this essay. Later, when I occasionally bought AC plugs they were generally marked as made in New Zealand. Now as to the fresh set of AC plugs that I screwed into an engine of mine over the last weekend, they were made in France. Ah globalisation! But they are of projected tip design, unlike the older ones in the Holdens.

Older folks and anglophiles might remember the well-regarded English Lodge brand plugs. As well as normal applications these were used in serious hard core racing engines (ask me if you need any RL47s). Pretty much extinct for a long time now, though there was an attempt at resuscitation of the brand with the innovative Golden Lodge design. This would have been the early 1980S I think?

Lodge were one of the first to make a successful ceramic insulator (in a pink colour) as an advance over the earlier mica

based insulators, and for this leadership we should be thankful. The Champion catalogue I have on hand lists only a handful of the old Lodge part numbers in the conversion charts. This means there are no new Lodge plugs for modern engines or the Lodge numbers that might exist on real boxes with plugs inside only fit engines that barely exist anymore. Either way- this brand is now of historical interest only, at least in Australia at present. Perhaps though the Golden lodge spawned an imitator across the Atlantic?



So last for now is Split-Fire. An American idea from the last twenty five years or so, these unplated black steel and straight insulator plugs originally featured a split ground electrode- like a snake's tongue. The idea was to get the kernel of the flame started with consistency and speed by a more intense spark that would initiate and perhaps move around in this small V shaped aperture. The normal and sometimes bulky ground electrode wouldn't get in the way of the expanding flame front and some improved efficiencies were hoped for and promised. Plenty of advertising and positive endorsements followed.

In the real world I saw no certain gain on, for example a typical 351Cleveland GT Falcon engine

when on the dyno, given that the dyno will repeat with an error of about 1%. On a trip to SA last Easter, with a new set of these fitted to our 440 cubic inch Jensen, we achieved virtually the same open road economy on level roads in the Riverina area, at a 100kph cruising speed, as we had on an earlier trip to Echuca at the same time of year. Granted this economy test involves only about 8% of the throttle travel, and at higher power demands things could be different. The Split Fire range later gained choices that included multiple ground electrodes and other fancy features but the physical appearance (no insulator ribs) and the unplated black steel always suggested a low cost focus in the manufacture of the product, which was then sold at a significantly higher premium selling price, so this combination of features indeed marks them as modern.... The company also moved into marketing plug leads and instruments and doo-dads as well. There were some unfavourable consumer action legal actions too, at one stage, I recall from the net.

So much for the history- next time why you should take in interest in what plugs get screwed into your engines, and a quick round up of the factors to consider if you want to choose your own, and how to watch for signs of complete engine happiness...

Tony Kanak

## Targa High Country – AARGH!!! - Geoff Bott.

After lengthy preparations, it was time and we loaded up CAR703 and set off for Mt Buller and arrived at 6.30 pm on the Wednesday before the event.

As scrutineering was scheduled for 8.10 am I had to attend to a few small matters such as replacing the fire extinguishers, a little task that I hadn't gotten around to doing before we left. I then discovered that the new ones weren't quite exactly the same size as the ones that were already in the car so I had to mess about in the very cold Mt Buller car park, grovelling under the car while re-securing them. Eventually this was done and we retired to a somewhat less than luxurious apartment, which had a fantastic view, even if the apartment facilities were a bit tired after so many ski groups.



Next morning, all bright eyed and bushy tailed, we presented at the documentation check, which went very smoothly, thanks to the great team run by Helen Coad of Octagon. Then we went off to scrutineering, which took place in an open air car park. God help them if the weather had changed for the worse.

This turned out to be quite a pantomime! As we were one of the first cars there it was pretty clear

that the scrutineers really hadn't quite got their act together but nonetheless we went through without any trouble. There was one minor bit of excitement when a document blew off the scrutineer's clipboard and disappeared down a conveniently open drain nearby. My first thought was that it was my logbook, which caused me considerable concern. Fortunately this was not the case and we were really not quite sure what it was that went down the drain. It certainly caused the scrutineers some excitement. Then we took the newly numbered car 645 down to the parc ferme' adjacent to the town centre and cinema. I must say everything was extremely handy and close by as all the activity took place within a couple of hundred metres of our accommodation so there were no complaints from us about that whatsoever.

Then we set off in the XR6 tow car to conduct a recce of the entire 2 day rally route which we could do in one day. When viewed on the map the route is roughly the shape of a Y with Mansfield being at the centre and Mt Buller located at the bottom of the Y. The other points were roughly Wangaratta and Eildon (skirting the lake).

We found the roads extremely fast and smooth for the most part on the first day's run with some spectacular drops if you had time to look... and then for the second days run down to Lake Eildon we found was extremely tight for the most part but with very a long fast straight section in the middle of a 30 km section which we were to repeat coming back. I have to admit that I was a bit concerned about doing two such dramatically long sections and losing concentration on the return run in the afternoon

That night we went to the welcome party which is just a few metres from our accommodation. There was a very happy throng there getting stuck into various drinks but we found that it was a very hot and crowded little place and after the welcome message by Mark Perry, we went off to the pub for dinner with some other competitors.

Friday, we were due to do the prologue and the "TargaFest" in Mansfield. We were also scheduled to do give a ride to some local kids immediately prior to the event so we left a little earlier than most and got down to the start point where we

were met by my darling wife who was being officious – that is doing the lights and wrist tags check at the first control. It was quite a long time until the kids turned up and eventually we did a lap with a pace car with the kids in the car of course. I had a young bloke called Darcy with me whose eyes were suitably bugging out as we hurtled around the back streets of the town of rather considerably faster pace than what he might normally did. He enthusiastically blew the horn, the button being conveniently located between the seats, at his mates. He was suitably gratified by this as they shouted his name when we passed.



Then it was time for a more rapid progress, our real run at the Prologue, all over in 2'09". Then it was time for the TargaFest in the main street of Mansfield. Hordes of kids rushed around with posters scamming signatures from people in race suits whom they hadn't a clue who they were or will be never like to see again. However was all good fun and Brian & I signed several posters. This went on from 5.30 to 8.00 pm. Then effectively the flag fell, we all hurtled back to Mount Buller, put the cars in parc ferme' again ready for the start in the morning. A cursory check showed that everything seemed to be just fine on the car and it had performed quite well during the prologue.

On the Saturday morning we had absolutely stunning weather for the start and we set off down the mountain to the first control. Once again I was met by my officious wife and then it was time for the off. We did not get all that far when I noticed that we were making a smoke plume. My heart sank. How could we have such a big problem so soon? My mind raced as well as the car! I thought the problem was probably caused by slightly

overflowing the auto transmission and the excess was blowing out of the dipstick and getting on the exhaust. When we arrived at the bottom control we recorded a time of course and then proceeded on to Mansfield. The smoke by now seemed to have disappeared.

We arrived at Mansfield and I plugged up the gearbox dipstick hole with a piece of rag. There was a bit of transmission fluid around it and I thought that I'd nailed it. After filling up with fuel we then set off on the next transport stage which was approximately 20 km long. To my relief the smoke had disappeared. It did not reappear in the next competitive stage which was about 8 km long. You beauty! - I thought I'd fixed the problem. We then completed the next transport stage without incident.

Next was a 16 km Targa stage. We set off. Bad News! The smoke trail reappeared. Oh No! I couldn't exactly concentrate on Brian's pace note calls as I watched the smoke trail getting denser. This wasn't according to the script at all. At about 12 km into the section the transmission started slipping and I knew our race was run. We coasted down hill to an SOS point and parked the car in a convenient intersection opposite it. We climbed out to discover a nasty lake of oil transmission oil appearing from the front of the car. Then we discovered what had happened. The transmission cooler at the front of the car that had given me some trouble a week or so earlier had a hose which pushed on to a barbed fitting that was secured in turn by a jubilee clip. Unfortunately the clip had stripped and I hadn't noticed it when I put it together. Under normal road use the hose remained relatively securely in place. Unfortunately under the higher pressure of competition the hose finally blew off.

At our new parking place we discovered we had spectators. A couple were sitting in the back of their 4WD watching all the lunatics scream past, excepting for us. We got to chatting. Dave & Sharon turned out to be a very friendly couple. Dave says to me after a quick assessment of our plight, "Well mate I've got a hoist in my full engineering workshop 2 km down this road and you're most welcome to come down and use it."

Apart from the fact that beggars couldn't be choosers this was extremely welcome news indeed.

The bloke even went back to his house and brought back 4 litres of transmission fluid. I put it into the transmission and found we had forward gears if nothing else and drove the car up to his home. In his enormous shed we discovered that the business (which was Whitfield Engineering) made log splitters and in fact he had a multimillion dollar turnover. This all stemmed from making one for himself a few years ago. His friends decided it was a good thing and they ordered one each. His fame spread and Dave soon found that farming was effectively a part-time exercise as the manufacturing business took over. He enthusiastically gave me a hand to pull off the front bumper after we got the car out on the hoist and we reconnected everything that was supposed to be connected, found some odd transmission fluid filled it all up, put the car back together again as best as we could, lowered the hoist and then attempted to reverse out of the bay. Unfortunately there was no reverse to be had!

We could still go forward. We drove back down to the intersection. There was no mobile phone service but Brian was eventually able to get a text message off to the event towing service. Then followed a very long and boring day. It was about 11am when we finally got back to the intersection and the entire field had gone through and then off to lunch. The road was still closed and we were stuck there until the entire field had completed their afternoon rerun back through the stage. We made friends then with the crew of the SOS point. It turned out that they were from Hobart and had officiated on many Targas and were very helpful. We had an excellent view of the helicopter crew flying over and over again, above us, as they filmed the faster cars racing through one of the most spectacular sections of the route which was just up the road from us.

After the stage closed a shuttle bus collected me and took me back to Mount Buller where I waited to get word from Brian as to when the car would be towed back and where it was going to be towed to. The car and Brain eventually finished up in the contractor's yard at Mansfield. I drove down there loaded up, left it on the trailer and we returned to Mount Buller arriving in time to go to the dinner that evening. I have to admit it was a bit of subdued affair on our part.

We listened to the stories coming from various other competitors. Glenn Ridge regaled the troops with various stories while interviewing people like Jim Richards, Barry Oliver plus a crew who turned out to be wounded army guys who had served in Afghanistan. The navigator had lost his leg below the knee and the other leg above the knee. The driver said that he had a fantastic power to weight ratio as a result! Wow, the plucky spirit of our army boys!

On the Sunday morning after all of our compatriots had set off on the final day's stages, we drove down the Mount, rehitched the trailer and drove home. This was enlivened by running over a dirty great lump of steel on the Hume Highway just outside Yass, which caught underneath the tow car and dragged along underneath for several hundred metres until we could stop. I jumped out with visions of liquids pouring out all over the ground. Fortunately there didn't appear to be any damage despite the fact that modern cars have things like plastic sumps on the gearbox. The rest of the journey was completed without incident. I noted that the XR6 had towed the 2 tonne load down and back and averaged 14.5 litres/ hundred kilometres which was as good as the Jaguar gets when driving around by itself. The next day I dragged the car off to the transmission expert in Penrith. He rubbed his hands with glee and studied his brochures for world travel whilst he was quoting me a price to get the car fixed. As I write the car is still there but it should be back next week having had all the clutches in the torque converter replaced. It was a very expensive jubilee clip!







# April Fool's Fun Run

Sunday 1<sup>st</sup> of April 2012

Promoted by the Classic Rally Club Inc.

Come and join us for the first round of the Classic Rally Clubs Series for 2012.

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 Mittagong RSL Club, covering approximately 360 kms for the day with several k's of unsealed roads.

The route will cover the scenic Southern Highlands and Goulburn surrounds.

Entry fee is \$100 which includes lunch for two, instructions and Maps, with 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 eg: Scrutineering, CAMS minimum level 2NS licence for all drivers etc.

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

So bring out your old classic mate (and car) or that family member that just enjoys a tour on some great roads.

**For further info contact: Tony Norman**

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**2011 Penrith Pas de Deux  
results**

**Masters Category**

| Car No                     | Crew                                   | Car                 | Sun AM Majors | Sun AM M/P's | Sun AM VRCs | Sun AM Quest | AM Pen Sub-total | Sun PM Majors | Sun PM M/P's | Sun PM VRCs | Sun PM Quest | Total | Placing in Cat |
|----------------------------|--|---------------------|---------------|--------------|-------------|--------------|------------------|---------------|--------------|-------------|--------------|-------|----------------|
| 2                          | Bob Morey / Teresa Morey               | 76 Alfetta GT       | 0             | 0            | 0           | 0            | 0                | 0             | 0            | 0           | 0            | 0     | 1              |
| 4                          | Alan Watson / Pam Watson               | 82 Mercedes 380SL   | 0             | 0            | 0           | 0            | 0                | 0             | 0            | 0           | 0            | 0     | 1              |
| 3                          | Robert Panetta / John Henderson        | 72 Alfa GT          | 0             | 0            | 12          | 0            | 12               | 0             | 0            | 0           | 0            | 12    | 3              |
| 1                          | Tony South / Ted Norman                | 70 Ford Escort      | 0             | 0            | 12          | 0            | 12               | 0             | 0            | 12          | 0            | 24    | 4              |
| 6                          | John Cooper / Ross Warner              | 74 Ford Escort      | 0             | 35           | 36          | 0            | 71               | 0             | 0            | 0           | 0            | 71    | 5              |
| 7                          | Michael Olsson / Harriet Jordan        | 92 Mazda MX5        | 0             | 0            | 24          | 0            | 24               | 0             | 60           | 48          | 0            | 132   | 6              |
| 5                          | Dominic Votano / Mike Stephenson       |                     | DNS           |              |             |              |                  |               |              |             |              |       |                |
| <b>Apprentice Category</b> |  |                     |               |              |             |              |                  |               |              |             |              |       |                |
| Car No                     | Crew                                   | Car                 | Sun AM Majors | Sun AM M/P's | Sun AM VRCs | Sun AM Quest | AM Pen Sub-total | Sun PM Majors | Sun PM M/P's | Sun PM VRCs | Sun PM Quest | Total | Placing in Cat |
| 13                         | Tony Wise / Alan Walker                | 74 Alfetta          | 0             | 35           | 12          | 0            | 47               | 0             | 0            | 0           | 0            | 47    | 1              |
| 8                          | Greg Yates / Peter Dunlop              | 80 Mercedes 500 SLC | 0             | 35           | 0           | 0            | 35               | 0             | 25           | 12          | 0            | 72    | 2              |
| 12                         | Jeroen Dyk / Phillip Stead             | Prado Wagon         | 0             | 35           | 60          | 0            | 95               | 0             | 105          | 72          | 0            | 272   | 3              |
| 9                          | Jeremy Braithwaite / Julia Braithwaite | 83 Starion          | 0             | 105          | 48          | 0            | 153              | 0             | 35           | 120         | 0            | 308   | 4              |
| 11                         | Chris Batty / Michael Goodchild        | 99 Mercedes Benz    | 0             | 140          | 156         | 0            | 296              | 0             | 35           | 60          | 0            | 391   | 5              |
| 10                         | Chris Hallam / Deborah Hallam          | 53 Jaguar XK 120    | 0             | 105          | 120         | 0            | 225              | 0             | 105          | 96          | 0            | 426   | 6              |
| <b>Tour Category</b>       |  |                     |               |              |             |              |                  |               |              |             |              |       |                |
| Car No                     | Crew                                   | Car                 | Sun AM Majors | Sun AM M/P's | Sun AM VRCs | Sun AM Quest | AM Pen Sub-total | Sun PM Majors | Sun PM M/P's | Sun PM VRCs | Sun PM Quest | Total | Placing in Cat |
| 27                         | Steve Annabel/Jayne/Connie Annabel     | 76 Jaguar XJ6       | 0             | 0            | 0           | 0            | 0                | 0             | 0            | 0           | 0            | 0     | 1              |
| 19                         | Tony Kanak / Verity Plimsoll-Kanakova  | 72 Volvo 142S       | 0             | 0            | 0           | 11           | 11               | 0             | 0            | 0           | 0            | 11    | 2              |
| 17                         | Chris Mackertich / Allana Mackertich   | 77 Datsun 260Z      | 0             | 0            | 0           | 22           | 22               | 0             | 0            | 0           | 0            | 22    | 3              |
| 18                         | Doug Barbour / Xanthea Boardman        | 76 Porsche 911      | 0             | 0            | 12          | 11           | 23               | 0             | 0            | 0           | 0            | 23    | 4              |
| 25                         | Stephen Friend / Michael Friend        | 61 Mercedes 220     | 0             | 0            | 0           | 11           | 11               | 0             | 0            | 12          | 0            | 23    | 4              |
| 16                         | Ian Packard / Steve Maher              | 78 Peugeot 504      | 0             | 0            | 0           | 0            | 0                | 25            | 0            | 0           | 0            | 25    | 6              |
| 20                         | Neil Hood / Joy Hood                   | 75 LA Lancer        | 0             | 0            | 0           | 22           | 22               | 0             | 0            | 0           | 11           | 33    | 7              |
| 26                         | Brian Doyle / David Masing             | 86 Mercedes 190E    | 0             | 0            | 0           | 33           | 33               | 0             | 0            | 0           | 11           | 44    | 8              |
| 14                         | Steve Brumby / Grace Brumby            | 77 Alfetta GTV      | 0             | 0            | 0           | 11           | 11               | 0             | 0            | 12          | 22           | 45    | 9              |
| 15                         | Garth Taylor / Paul Morton             | 02 Jaguar X type    | 0             | 0            | 0           | 22           | 22               | 0             | 0            | 12          | 11           | 45    | 9              |
| 24                         | Brian Madigan / Chris Madigan          | 73 VW Beetle        | 0             | 0            | 0           | 11           | 11               | 0             | 0            | 12          | 44           | 67    | 11             |
| 23                         | Paul Mason / Joadey Mason              | 89 Porsche 928      | 0             | 0            | 0           | 44           | 44               | 0             | 0            | 12          | 22           | 78    | 12             |
| 21                         | Dave Johnson / Natalie Jill Evans      | 86 Nissan 300ZX     | 0             | 0            | 24          | 44           | 68               | 0             | 0            | 12          | 11           | 91    | 13             |
| 22                         | Robert Brell / Sarah Brell             | 62 Triumph TR4      | 0             | 0            | 48          | 33           | 81               | 0             | 0            | 12          | 11           | 104   | 14             |

## 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 | Penrth Pas de Deux |                |                  |
|                    | 2 day        | 1 day                 | 1 day      | 1 day        | 2 day          | 1 day                  | 2 day          | 1 day              | Points to date | Position to date |
| <b>Competitor</b>  |              |                       |            |              |                |                        |                |                    |                |                  |
| Tony South         | 40m          | 16                    | 13         | 12           | 40             |                        | 30             | 17                 | 143            | 1                |
| Bob Morey          | 36m          | 16                    | 16         | 14           | 36             | 8                      | 32             | 20                 | 140            | 2                |
| Robert Panetta     | 20           | 10                    | 18         | 19           | 32             | 17                     | 40             | 18                 | 138            | 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                |
| Gerry Both         | 16           |                       | 15         | 16           | 24             |                        | 26             |                    | 97             | 7                |
| David Shaw         | 28           | 15                    |            |              |                | 14                     | 24             |                    | 81             | 8                |
| Michael Olsson     | 8m           |                       | 19m        | 17m          | 38             | 11m                    |                | 15m                | 74             | 9                |
| Alan Watson        | 24           |                       | 14m        | 15           |                |                        |                | 20                 | 73             | 10               |
| John Young         | 18           | 20                    |            |              | 30             |                        |                |                    | 68             | 11               |
| Mike Batten        |              | 20                    |            |              |                | 20                     | 16             | 8                  | 64             | 12               |
| Gary Maher         |              |                       |            | 8            | 32             |                        | 4              | 16                 | 60             | 13               |
| Garth Taylor       | 32m          | 20m                   | 12         | 1            | 26m            | 8                      |                | 2m                 | 57             | 14               |
| Lui MacLennan      | 30m          |                       |            | 18           |                |                        |                |                    | 48             | 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 | Penrth Pas de Deux |                |                  |
|                    | 2 day        | 1 day                 | 1 day      | 1 day        | 2 day          | 1 day                  | 2 day          | 1 day              | Points to date | Position to date |
| <b>Competitor</b>  |              |                       |            |              |                |                        |                |                    |                |                  |
| Ted Norman         | 40m          | 16                    | 13         | 12           | 40             |                        | 30             | 17                 | 143            | 1                |
| Teresa Morey       | 36m          | 16                    | 16         | 14           | 36             |                        | 32             | 20                 | 140            | 2                |
| Ross Warner        | 38           | 13                    | 17         | 18           | 28             | 18                     | 22             | 16                 | 135            | 3                |
| John Henderson     | 20           | 16                    | 18         | 19           |                | 17                     | 32             | 18                 | 130            | 4                |
| Wayne Gerlach      | 22           | 20                    |            | 16           | 34             |                        | 36             |                    | 128            | 5                |
| Jeff West          | 32           | 20                    |            | 12           | 2              | 20                     | 40             | 16                 | 125            | 6                |
| Lui MacLennan      |              | 14                    | 16         |              | 32             | 16                     | 32             | 8                  | 118            | 7                |
| Michael Stephenson | 26           | 8                     | 20m        | 20           |                |                        | 38             |                    | 112            | 8                |
| Carol Both         | 16           |                       | 15         | 16           | 24             |                        | 26             |                    | 97             | 9                |
| Ray Arthurs        | 28           | 15                    |            |              |                | 14                     | 24             |                    | 81             | 10               |
| Harriet Jordan     | 8m           |                       | 19m        | 17m          | 38             | 11m                    |                | 15m                | 74             | 11               |
| Pam Watson         | 24           |                       | 14m        | 15           |                |                        |                | 20                 | 73             | 12               |
| Winton Brocklebank | 30m          | 12m                   |            |              |                | 19                     | 20             |                    | 69             | 13               |
| Helen Young        | 18           | 20                    |            |              | 30             |                        |                |                    | 68             | 14               |
| Wendy Maher        |              |                       |            | 8            | 32             |                        | 4              | 16                 | 60             | 15               |
| Alan Watson        |              |                       |            |              | 20             |                        | 18             |                    | 38             | 16               |
| Adnan 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        | 11           |                | 15                     | 28             | 15                  | 115            | 1                |
| Greg Yates          | 26           | 13                    | 15         | 7            | 2              |                        | 24             | 14                  | 99             | 2                |
| Chris Hallam        |              | 10                    |            | 13           | 30             |                        | 22             | 10                  | 85             | 3                |
| Ron Cooper          | 22           |                       |            |              | 26             | 7                      |                |                     | 55             | 4                |
| Ian Wilson          | 22           |                       |            |              |                | 14                     |                |                     | 36             | 5                |
| Simon Duff          |              |                       |            |              | 2              |                        | 30             |                     | 32             | 6                |
| Tim McGrath         |              |                       |            |              | 2              |                        | 26             | 3                   | 31             | 7                |
| Greg Francis        | 30m          | 14m                   |            |              |                |                        | 2m             |                     | 30             | 8                |
| Jeremy Braithwaite  | 2m           | 12m                   | 12m        | 14m          | 28m            |                        | 16m            | 12m                 | 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             | 15                  | 116            | 1                |
| Peter Dunlop      | 26           |                       | 15         |              | 2              |                        | 24             | 14                  | 81             | 2                |
| Deborah Hallam    |              | 10                    |            | 13           | 30             |                        |                | 10                  | 63             | 3                |
| Guy Brand         | 22           |                       |            |              |                | 14                     |                |                     | 36             | 4                |
| Phillip Stead     |              |                       |            |              |                |                        | 22             | 13                  | 35             | 5                |
| Tony Norman       | 30m          | 14m                   |            |              |                |                        | 2m             | 3                   | 33             | 6                |
| Hugh Norris       |              |                       |            |              | 2              |                        | 30             |                     | 32             | 7                |
| Jake Francis      | 30m          | 14m                   |            |              |                |                        | 2m             |                     | 30             | 8                |
| Tim McGrath       | 22           |                       |            |              |                | 7                      |                |                     | 29             | 9                |
| Julie Braithwaite | 2m           | 12m                   | 12m        | 14m          | 28m            |                        | 16m            | 12m                 | 28             | 10               |
| Ron Cooper        |              |                       |            |              |                |                        | 26             |                     | 26             | 11               |
| Vince Harlor      | 24           |                       |            |              |                |                        |                |                     | 24             | 12               |
| John Vickery      |              |                       |            |              |                |                        | 20m            |                     | 20             | 13               |
| Ben Yates         |              | 13                    |            |              | 2              |                        |                |                     | 15             | 14               |
| Liz Bennet        |              |                       |            |              |                |                        | 14             |                     | 14             | 15               |
| Brian Sommerville |              |                       | 13m        |              |                |                        |                |                     | 13             | 16               |
| Guy Brand         |              |                       |            |              |                |                        | 12             |                     | 12             | 17               |
| Shane Navin       |              |                       | 11m        |              |                |                        |                |                     | 11             | 18               |
| Jennie Smith      |              |                       | 10m        |              |                |                        |                |                     | 10             | 19               |
| Darren Taylor     |              |                       |            |              |                |                        | 10             |                     | 10             | 19               |
| Kay Harlor        |              |                       |            |              |                |                        | 8              |                     | 8              | 21               |
| Chris MacDonald   |              | 1                     |            |              |                |                        |                |                     | 1              | 22               |

## Classic Rally Club Championship 2011

### Tour Drivers

|                    | Round 1      | Round 2               | Round 3    | Round 4      | Round 5        | Round 6                | Round 7        | Round 8             |                |                  |
|--------------------|--------------|-----------------------|------------|--------------|----------------|------------------------|----------------|---------------------|----------------|------------------|
|                    | Riverina Run | Classic Capital Caper | May Medley | Tour d'Corse | Mountain Rally | Barry Ferguson Classic | Alpine Classic | Pennith Pas de Deux |                |                  |
|                    | 2 day        | 1 day                 | 1 day      | 1 day        | 2 day          | 1 day                  | 2 day          | 1 day               | Points to date | Position to date |
| <b>Competitor</b>  |              |                       |            |              |                |                        |                |                     |                |                  |
| Ian Packard        | 4            | 10                    | 10         | 5            | 2              | 9                      | 14             | 5                   | 55             | 1                |
| Doug Barbour       | 20           |                       | 9          |              |                |                        | 16             | 7                   | 52             | 2                |
| John Cooper        |              | 10                    | 7          | 6            | 2              | 8                      | 2              | 6                   | 40             | 3                |
| Peter McAlpine     |              |                       |            |              | 14             |                        | 18             |                     | 32             | 4                |
| Steve Annabel      |              |                       |            |              | 20             |                        |                | 10                  | 30             | 5                |
| Chris Mackertich   | 8m           |                       |            |              |                |                        | 2              | 8                   | 18             | 6                |
| Henry Stratton     | 16           |                       |            |              | 2              |                        |                |                     | 18             | 6                |
| Len Zech           | 18m          |                       |            |              | 2m             |                        | 2m             |                     | 18             | 6                |
| Peter Cale         | 6m           |                       |            |              |                |                        | 12             |                     | 18             | 6                |
| Steve Bicket       |              |                       |            |              | 18             |                        |                |                     | 18             | 6                |
| Steve Friend       |              |                       | 2          | 7            | 2              |                        |                | 7                   | 18             | 6                |
| Tony Kanak         |              | 1                     |            | 8            |                |                        |                | 9                   | 18             | 6                |
| Dave Johnson       |              | 10m                   | 6          |              |                |                        |                | 1m                  | 17             | 13               |
| Jim Richardson     | 14           | 1                     |            |              |                |                        | 2              |                     | 17             | 13               |
| Shane Navin        |              | 10m                   |            | 1m           | 2m             |                        | 8m             |                     | 14             | 15               |
| John Calabria      |              |                       |            |              |                |                        | 10             |                     | 10             | 16               |
| Peter Evans        |              | 10                    |            |              |                |                        |                |                     | 10             | 16               |
| Steve Brumby       |              |                       |            |              |                | 6                      | 2              | 2                   | 10             | 16               |
| Brad Dopper        |              |                       | 8          | 1            |                |                        |                |                     | 9              | 19               |
| Geoff Cranna       |              |                       |            |              |                | 7                      | 2              |                     | 9              | 19               |
| Nick Both          |              |                       |            | 9            |                |                        |                |                     | 9              | 19               |
| Bill Stevenson     |              |                       | 6          |              |                |                        | 2              |                     | 8              | 22               |
| Jim Barrett        |              |                       |            |              |                | 8                      |                |                     | 8              | 22               |
| Kim Votano         |              |                       | 6          |              |                |                        | 2m             |                     | 8              | 22               |
| Ramin Shoushtarian |              |                       | 7          | 1            |                |                        |                |                     | 8              | 22               |
| Mike Birks         | 2            | 3                     |            |              | 2              |                        |                |                     | 7              | 26               |
| Geoff Mills        | 2            | 2                     |            |              |                |                        | 2              |                     | 6              | 27               |
| Jeff Whitten       |              |                       |            |              |                |                        | 6              |                     | 6              | 27               |
| Bruce Smith        |              |                       |            | 5            |                |                        |                |                     | 5              | 29               |
| Edui 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               |
| Robert Brell       |              |                       |            |              |                |                        | 2              | 1                   | 3              | 33               |
| Terry Gunter       |              |                       |            | 3            |                |                        |                |                     | 3              | 33               |
| Alan Cummine       | 2            |                       |            |              |                |                        |                |                     | 2              | 38               |
| Ben Gerlach        |              |                       |            |              | 2              |                        |                |                     | 2              | 38               |
| Colleen Dunlop     |              |                       |            |              | 2              |                        |                |                     | 2              | 38               |
| Ernst Luthi        |              |                       |            |              | 2              |                        |                |                     | 2              | 38               |
| Garth Bransgrove   |              |                       |            |              |                |                        | 2              |                     | 2              | 38               |
| Geoff Scott        |              |                       |            |              | 2              |                        |                |                     | 2              | 38               |
| Graham Lane        |              |                       |            |              |                |                        | 2m             |                     | 2              | 38               |
| John Needs         |              |                       |            |              |                |                        | 2              |                     | 2              | 38               |
| Kyle MacLennan     |              |                       |            |              |                |                        | 2              |                     | 2              | 38               |
| Malcolm Drummond   |              |                       |            |              |                |                        | 2              |                     | 2              | 38               |
| Neil Brain         |              |                       |            |              |                |                        | 2              |                     | 2              | 38               |
| Rick Woskett       | 2            |                       |            |              |                |                        |                |                     | 2              | 38               |
| Rob Clare          | 2            |                       |            |              |                |                        |                |                     | 2              | 38               |
| Sergio Carolato    | 2m           |                       |            |              | 2m             |                        |                |                     | 2              | 38               |
| Steve Pryor        |              |                       |            |              |                |                        | 2              |                     | 2              | 38               |
| Terry Lawlor       |              |                       |            |              |                |                        | 2              |                     | 2              | 38               |
| Zubin Mody         |              |                       |            |              |                |                        | 2m             |                     | 2              | 38               |
| Andrew Wilson      |              |                       |            | 1            |                |                        |                |                     | 1              | 55               |
| Danny Castro       |              |                       | 1          |              |                |                        |                |                     | 1              | 55               |
| Brian Madigan      |              |                       |            |              |                |                        |                | 1                   | 1              | 55               |
| Paul Mason         |              |                       |            |              |                |                        |                | 1                   | 1              | 55               |

## 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 | Pennith 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             | 5                   | 55             | 1                |
| Xanthea Boardman    | 20           |                       | 9          |              |                |                        | 16             | 7                   | 52             | 2                |
| Sharyn McAlpine     |              |                       |            |              | 14             |                        | 18             |                     | 32             | 3                |
| Jayne Annabel       |              |                       |            |              | 20             |                        |                | 10                  | 30             | 4                |
| Wendy Cooper        |              | 10                    |            | 6            | 2              |                        | 2              |                     | 20             | 5                |
| Allana Mackertich   | 8m           |                       |            |              |                |                        | 2              | 8                   | 18             | 6                |
| Donna Smith         |              |                       |            |              | 18             |                        |                |                     | 18             | 6                |
| Glenn Evans         | 18m          |                       |            |              | 2m             |                        | 2m             |                     | 18             | 6                |
| Julie Stratton      | 16           |                       |            |              | 2              |                        |                |                     | 18             | 6                |
| Michael Friend      |              |                       | 2          | 7            | 2              |                        |                | 7                   | 18             | 6                |
| Tammy Cale          | 6m           |                       |            |              |                |                        | 12             |                     | 18             | 6                |
| V Plimsoll-Kanakova |              | 1                     |            | 8            |                |                        |                | 9                   | 18             | 6                |
| Bev Richardson      | 14           |                       |            |              |                |                        | 2              |                     | 16             | 13               |
| Jenifer Navin       |              | 10m                   |            | 1m           | 2m             |                        | 8m             |                     | 14             | 14               |
| Lauren Mackie       |              | 10                    | 2          |              |                |                        | 2              |                     | 14             | 14               |
| Natalie Evans       |              | 10m                   | 2          |              |                |                        |                | 1                   | 13             | 16               |
| Jane Morey          |              | 6                     |            |              |                | 6                      |                |                     | 12             | 17               |
| Cheryl Evans        |              | 10                    |            |              |                |                        |                |                     | 10             | 18               |
| David Calabria      |              |                       |            |              |                |                        | 10             |                     | 10             | 18               |
| Gary Maher          |              |                       |            |              |                | 10                     |                |                     | 10             | 18               |
| Grace Brumby        |              |                       |            |              |                | 6                      | 2              | 2                   | 10             | 18               |
| Connie Annabel      |              |                       |            |              |                |                        |                | 10                  | 10             | 18               |
| Jane Cranna         |              |                       |            |              |                | 7                      | 2              |                     | 9              | 23               |
| Jody Dopper         |              |                       | 8          | 1            |                |                        |                |                     | 9              | 23               |
| Amir Shushitarian   |              |                       | 7          | 1            |                |                        |                |                     | 8              | 25               |
| Jenny Smith         |              |                       |            | 5            |                |                        | 2              |                     | 7              | 26               |
| Sally Crocker       |              |                       | 6          |              |                |                        |                |                     | 6              | 27               |
| Trish Mills         | 2            | 2                     |            |              |                |                        | 2              |                     | 6              | 27               |
| Fran Bromley        | 2            |                       |            |              | 2              |                        |                |                     | 4              | 29               |
| Liz Kornhaber       |              |                       |            |              | 2              |                        | 2              |                     | 4              | 29               |
| Shaneen Dhondy      |              |                       |            |              | 2              |                        | 2m             |                     | 4              | 29               |
| Stephen Stuart      | 2            |                       |            |              | 2              |                        |                |                     | 4              | 29               |
| Tanaz Dhondy        |              |                       |            |              | 2              |                        | 2m             |                     | 4              | 29               |
| Christine Birks     |              | 3                     |            |              |                |                        |                |                     | 3              | 34               |
| Frances Stephenson  |              | 1                     |            |              |                |                        | 2m             |                     | 3              | 34               |
| Heather Dux         | 2            | 1                     |            |              |                |                        |                |                     | 3              | 34               |
| Jenny Young         | 2            | 1                     |            |              |                |                        |                |                     | 3              | 34               |
| Lorraine Gunter     |              |                       |            | 3            |                |                        |                |                     | 3              | 34               |
| Sarah Brell         |              |                       |            |              |                |                        | 2              | 1                   | 3              | 34               |
| Adam Bransgrove     |              |                       |            |              |                |                        | 2              |                     | 2              | 40               |
| Arthur Bransgrove   |              |                       |            |              |                |                        | 2              |                     | 2              | 40               |
| Beryl Woskett       | 2            |                       |            |              |                |                        |                |                     | 2              | 40               |
| David McCowatt      |              |                       |            |              |                |                        | 2              |                     | 2              | 40               |
| Deborah Knight      |              | 2                     |            |              |                |                        |                |                     | 2              | 40               |
| Irene Cariolato     | 2m           |                       |            |              | 2m             |                        |                |                     | 2              | 40               |
| Ken Parsons         |              |                       |            |              | 2              |                        |                |                     | 2              | 40               |
| Lorraine Drummond   |              |                       |            |              |                |                        | 2              |                     | 2              | 40               |
| Louise Lawlor       |              |                       |            |              |                |                        | 2              |                     | 2              | 40               |
| Marlene Franssen    |              |                       |            |              |                |                        | 2              |                     | 2              | 40               |
| Ngarie McGrath      |              |                       |            |              | 2              |                        |                |                     | 2              | 40               |
| Nina Dhondy         |              |                       |            |              |                |                        | 2m             |                     | 2              | 40               |
| Penny Dimitrieff    |              |                       |            |              |                |                        | 2              |                     | 2              | 40               |
| Sonja Luthi         |              |                       |            |              | 2              |                        |                |                     | 2              | 40               |
| Sue Clare           | 2            |                       |            |              |                |                        |                |                     | 2              | 40               |
| Sylvia Gleeson      | 2            |                       |            |              |                |                        |                |                     | 2              | 40               |
| Paul Morton         |              |                       |            |              |                |                        |                | 2                   | 2              | 40               |
| Alan Cummine        |              |                       |            | 1            |                |                        |                |                     | 1              | 57               |
| Jenny Castro        |              |                       | 1          |              |                |                        |                |                     | 1              | 57               |
| Chris Madigan       |              |                       |            |              |                |                        |                | 1                   | 1              | 57               |
| Joadey Mason        |              |                       |            |              |                |                        |                | 1                   | 1              | 57               |

## 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

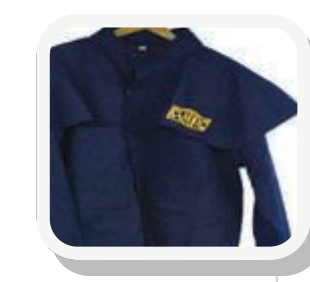
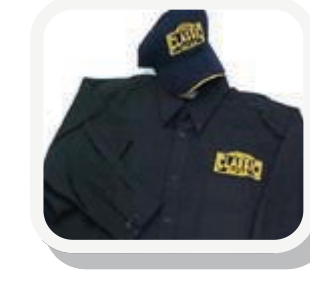
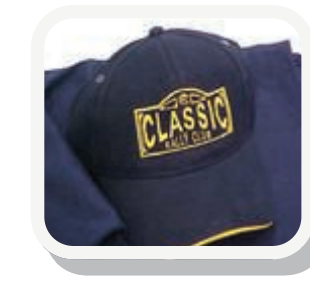
A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

### Prestige Embroidery

4/29 Coombes Drive, North Penrith, NSW 2750

Phone: 0402 127 230

Fax: (02) 4727 0893



Contributors to this edition: Anne Bloomfield, Geoff Bott, Steve Brumby, Wayne Gerlach, Glen Innes, Tony Kanak, Sharyn & Peter McAlpine, Tim McGrath, Tony Norman, John Southgate, Ross Warner, Pam & Alan Watson, Jeff West, Tony Wise. **Thank you all.**

## 2012 CRC Events Calendar

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde. First Friday Free Fling held at Harry's Café de Wheels, 431 Church St., Parramatta

| Date   | Event                                    | Organiser                    | email address  | Phone no.    |
|--|--|------------------------------|--|--------------|
| 06-January-2012                              | First Friday Free Fling                  |                              |  |              |
| 24-January-2012                              | Casual non-official meeting-usual venue  |                              |  |              |
| 03-February-2012                             | First Friday Free Fling                  |                              |  |              |
| 28-February-2012                             | CRC Meeting                              |                              |  |              |
| 02-March-2012                                | First Friday Free Fling                  |                              |  |              |
| 11-March-2012                                | Navigation Training Day                  | Jeff West                    | <a href="mailto:jj.west@bigpond.com.au">jj.west@bigpond.com.au</a>                       | 0427 263 757 |
| 27-March-2012                                | CRC Meeting                              |                              |  |              |
| 01-April-2012                                | April Fool's Fun Run (1 day rally) -C.C. | Tony Norman                  | <a href="mailto:thenormans@virginbroadband.com.au">thenormans@virginbroadband.com.au</a> | 0402 759 811 |
| 06-April-2012                                | First Friday Free Fling                  |                              |  |              |
| 24-April-2012                                | CRC Meeting                              |                              |  |              |
| 04-May-2012                                  | First Friday Free Fling                  |                              |  |              |
| 05-06-May-2012                               | South Coast Classic -C.C.                | Mike Stephenson              | <a href="mailto:Stephenson@tpg.com.au">Stephenson@tpg.com.au</a>                         | 0430 161 328 |
| 22-May-2012                                  | CRC Meeting                              |                              |  |              |
| 26-27-May-2012                               | Barry Ferguson Classic -C.C.             | David Johnson                | <a href="mailto:longitude@internode.on.net">longitude@internode.on.net</a>               | 0428 299443  |
| 01-June-2012                                 | First Friday Free Fling                  |                              |  |              |
| 17-June-2012                                 | Tour d'Course -C.C.                      | Tony Wise                    | <a href="mailto:tmwise@bigpond.net.au">tmwise@bigpond.net.au</a>                         | 0417211848   |
| 26-June-2012                                 | CRC Meeting                              |                              |  |              |
| 06-July-2012                                 | First Friday Free Fling                  |                              |  |              |
| 07-08-July-2012                              | Jaguar Mountain Rally -C.C.              | Brian Todd                   | <a href="mailto:briantodd17@bigpond.com">briantodd17@bigpond.com</a>                     | 0419 971 701 |
| 24-July-2012                                 | CRC Meeting                              |                              |  |              |
| 03-August-2012                               | First Friday Free Fling                  |                              |  |              |
| 05-August-2012                               | Unnamed (as yet) one dayer -C.C.         | Alan Watson                  | <a href="mailto:alanwatson@pacific.net.au">alanwatson@pacific.net.au</a>                 | 02 9653 1036 |
| 06-August-2012                               | Driver Training day at Wakefield Park    | Tony Norman                  | <a href="mailto:thenormans@virginbroadband.com.au">thenormans@virginbroadband.com.au</a> | 0402 759 811 |
| 28-August-2012                               | CRC Meeting                              |                              |  |              |
| 07-September-2012                            | First Friday Free Fling                  |                              |  |              |
| 15-16-September-2012                         | MG Spring Classic -C.C.                  | Sonja Luthi                  | <a href="mailto:esfluthi@bigpond.com">esfluthi@bigpond.com</a>                           | 0410 690 702 |
| 25-September-2012                            | CRC Meeting                              |                              |  |              |
| 05-October-2012                              | First Friday Free Fling                  |                              |  |              |
| 20-21-October-2012                           | Alpine Classic -C.C.                     | Wayne Gerlach                | <a href="mailto:wg@exemail.com.au">wg@exemail.com.au</a>                                 | 0414 556 848 |
| 23-October-2012                              | CRC Meeting                              |                              |  |              |
| 02-November-2012                             | First Friday Free Fling                  |                              |  |              |
| 11-November-2012                             | Penrith Pas de Deux -C.C.                | Jeff West/Gary & Wendy Maher |  |              |
| 27-November-2012                             | CRC Meeting                              |                              |  |              |
| 07-December-2012                             | First Friday Free Fling                  |                              |  |              |
| 09-December-2012                             | Club Christmas Party & Lunch Run         |                              |  |              |
| 'C.C.' denotes CRC Annual 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)

