

# Rally Directions

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



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Pas de Deux  
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Club Championship results

November 2012

## Classic Car of the Month

Sunbeam Alpines were first produced from 1953 to 1956 by Rootes Group in the U.K. These Mk I & Mk III models (no MkII was made!) were hand built and based on the Sunbeam Talbot 90.

In 1956 a complete redesign was undertaken and in 1959 the first 'Series' Alpine was introduced. Four revisions of the initial model were produced through until 1968, all retaining the same basic body shape.

The series I car featured a 1500cc OHV 4 cylinder motor, independent front suspension with disc brakes and a live rear axle & drum brakes.

Various upgrades were made throughout the life of the model. The motor was first enlarged to 1592cc and then 1725cc using twin Zenith Stromberg carbies. A small rear seat was added & twin fuel tanks fitted in the rear mudguards. In 1964 the Series IV had new rear styling with the rear fins largely removed and offered an automatic gearbox.

Roger Banham's '64 Series IV, seen here, has been their shopping, fun & rally car since 1982. The car is fitted with the 1750 motor modified with a Weber, mild cam, head mods & extractors.

With Roger Barlow in the Navigator's seat Roger's car stands out on CRC rallies as they always compete with the car in open guise.

## Coming Events



Classic Rally Club Christmas Bash

Date: Sunday 9<sup>th</sup> December

Time : 11:30 am

Venue : Chez Vince & Kay Harlor

17 Green Street Pleasure Point

AND

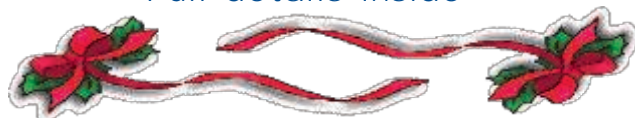
## The Rooster to the River Ramble

Meet at Red Rooster M4 W

Eastern Creek (Westbound)

9:00 am for 9:30 am Start

Full details inside



# Classic Rally Club Officers and Contacts 2012

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Wayne Paterson (Silver)	Blaxland	(02) 4739 0577 (H) or 0418 200 949
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DEADLINE FOR NEXT NEWSLETTER; 12th January 2013



Classic Rally Club Meetings are held on the 4th Tuesday of each month, January to November from 7.30pm at Denistone Sports Club, 59 Chatham Road, West Ryde

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## Ross's Rave.

Well, that's it, it's over. Our 2012 competition events have all been contested and therefore our championship point score has been decided. I hope everyone enjoyed themselves. I certainly did.

I'm really disappointed that I missed out on the MG Spring Rally and the Alpine Classic. Everything I've heard about these events indicates that they were not only very successful and well run but also a lot of fun for everyone involved. Next year I'll make sure that I'll be there.

I competed in the Penrith Pas de Deux on the weekend and had an absolute ball. It was another learning experience for me (that is something that people say when they bomb out on one aspect or another), yes a learning experience. The team who put this event together did a great job. There might be an article somewhere in this issue for your reading pleasure.

As this is the last magazine for the year and as there is a chance that not everyone will make it to the AGM and/or the Christmas Party, I would like to take this opportunity to thank everyone for their input throughout the year. Volunteers, officials, rally directors, club office bearers, competitors and even if you just read the magazine. Everyone is contributing in some way, and that's what makes our Club great. So thanks everyone!

Our next meeting in November will be our Annual General Meeting and I would like to invite everyone



to come along and have a say in the running of your club. At this stage I believe that all current Club officers and committee will be standing for re-election and I am not aware of any additional candidates. Tony Wise has generously agreed to act as the Returning Officer and will officiate over our election. Thanks again Tony.

Don't forget our annual Christmas Party and "The Rooster to the River Ramble". Please let me know if you are coming to the party and if you will be arriving via the "Ramble". There should be a flyer in this magazine with details of both events. Please also remember that the party will be a similar format to previous years and that means

"bring your own refreshments". Thanks to Vince and Kay for once again hosting our party at their beautiful property (not to mention organising the whole thing) and also to Lui for setting the "Ramble".

In accordance with tradition, there will not be a December meeting or magazine (we all deserve a holiday) however in line with the general sentiment earlier this year, we will be having an official meeting in January along with a magazine.

I hope to see you all at the November AGM and also at the Christmas Party, however if I don't see you then I would like to wish you all a very Merry Christmas and a Happy New Year. Be safe and behave yourselves (well at least try).

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

A Thank You. Eric & Jenny Young would like to thank Ross Warner for his efforts and care. Jenny was having trouble with renewing her CAMS license due to medication and Hospital policy, blocking her Doctor from allowing the CAMS license renewal. Ross spoke to folk within CAMS, starting a process that after 9 months sees Jenny with a new license. She has been without a license for over 2 years. Consequently Jenny and I are looking forward to the 2013 season. Thanks Ross. Your care for Jenny throughout her illness has been wonderful.

Other folk have also been wonderful in caring for Jenny. Lui, thanks, very special contacts made by you. And Don and Heather Dux have been in weekly contact. Many others as well have enquired via myself and folk like Heather and Don.

You are great folk, see you on the road in 2013.

Eric & Jenny

## Secretary's Stuff November 2012

Hello everyone.

PLEASE NOTE THAT THE 2012 CRC ANNUAL GENERAL MEETING WILL BE CONDUCTED AT 8 pm on the 27<sup>th</sup> of NOVEMBER 2012, at the Denistone Sports Club located at 59 Chatham Road, West Ryde.

The usual monthly meeting will follow at the completion of the AGM.

The agenda for the AGM is:

To adopt the minutes of the 2011 AGM,

To receive the reports from various committee persons. (The treasurer's report and secretary's report have already been printed in recent issues of Rally Directions). The minutes of the 2011 AGM will be available for perusal before the meeting, and have also been published in Rally Directions.

To elect the principal Executive Committee persons for the 2013 year.

NOTE that the existing committee persons are eligible to stand again, and offer themselves for re-election. If you wish to speak to the Executive Committee about offering your services for a role with the CRC, then please contact the President or Secretary prior to the AGM.

To set fees for 2013,

Any other business, in accordance with the rules.

Please note that only financial members are eligible to vote at the AGM.

Tony Kanak, Secretary, on behalf of the CRC Inc

### 2012 ALPINE CLASSIC RALLY by Heather Dux



After looking forward to taking part in the 2012 Alpine Classic Rally for about 17 months, we left home at 5am sensible Queensland time on Thursday, 11<sup>th</sup> October to head to Lithgow. We arrived at the Zig Zag Motel close to 11 hours later. Thank God we travelled on the Thursday because, as we all know, the Heavens opened on the Friday and all this fluffy white stuff fell to Earth. As this snow was falling all the way up to the border in Queensland, we would have had a fun trip on the Friday. There was some light snow around Stanthorpe but they had mostly sleet which I think is more miserable than snow.

Eric and Jenny Young offered us a bed for Friday and Sunday nights so we could have a full day to catch up on events. Once we finished our winter wonderland drive to Meadow Flat, we stayed in front of the fire and toasted. Their home is no longer a Fiat Franchise, Motel and ex-chook House, it is now a Fiat Franchise, Motel and Alpaca Kindergarten. [Jenny has two alpacas, Annie Mae and Fergus as well as a neurotic dog, Sal, and a cheeky dog, Foxy]. Eric and Jenny are hoping to be back on the Rally circuit next year. Bring it on!

Thankfully, after a couple of texts from Wayne and Lui about the start or non start at Lithgow, we had our usual bacon and egg roll at the school, met up with fellow travellers and looked forward to the start of the run. There was still a lot of snow lying around the Oberon area and it was very cold. Beautiful scenery but cold. We had a great run and had lunch at Rockley Pub.

We misread the fuel management notice and when we got to M5 at Spring Hill, we expected to find fuel 250m SO on right. It wasn't there so the driver began to worry about not reaching a petrol station before we coughed and spluttered our way out of the Rally. Eventually we hurtled off down the road

and found fuel in Lucknow, then came back to the beginning of Stage 2b to continue on. We lost 21 minutes in our quest for the good stuff but, with either good driving or good management, we came into M6 in Lucknow about 100 yards from where we had bought fuel, right on time.

At the dinner on Saturday night we were ecstatic to find we had clean sheeted and were equal 1<sup>st</sup>, albeit with 9 other cars! I think we'll have to photograph that result sheet and make sure our boys get a copy just to prove the golden oldies are cool cats. How lucky were we to be billeted in the Templar Mill Motel right next to the Services Club? Great motel and we had breakfast at the Services Club with a variety of hot and/or cold food. Next year, please book us into that motel again! The poor people staying at the Mid City Motel [it was renamed 'The Hovel' during the evening] were given two weeties and two slices of white bread the night before and that was their breakfast. I think some may have broken their fast at a pub.

We knew the average speed section would crease us on Sunday. It always does but we try. We were still clean sheeting at the end of Stage 3a, and during Stage 3b were travelling for 6 km in 6 mins [60 kph], then driving at 80 kph for 6 mins [8 km] then were to proceed at 75 kph until the end of the average speed section. Before we could finish the 8 km we realised we had missed two questions! Common sense kicked in and we said "To Hell with the average speed, if we go back for the questions we'll only lose the 30 pts instead of 30 pts plus 20 for two missed answers".

Sunday afternoon always brings trouble. By that time I begin to wilt a little and when we came to the first of two questions about sum totals of digits on the green signs, I did register that there was some reason for using the wording – ***What is the sum total of all the digits on the green sign?*** And then almost 7 km further on – ***What is the sum total of the different digits on the green sign?*** By that time I just added up all the mileages and put that down as our answers. The way to answer the first question was to add all the digits, not numbers so, 60 was counted as 6 etc. The second question meant we had to add all the digits not counted previously which meant if a 1, 6 or 4 for instance, were on the previous sign, you didn't add any of those numbers on the second sign. If I had read the

question literally, I may have twigged, but I didn't and can only accept that, at that time, I was not clever enough to get it right. At least two of our Rally children, Peter and Tammy Cale, were bright enough to figure it out. I'll bask in their reflected glory, I think.

Earlier, we had been driving along a very rocky section of road and I realised I'd missed a question almost at the start of that stretch. We decided, in the car's interests, not to return to get the answer and perhaps get a rock through the windscreen or worse - one up the sump, so we carried on thinking we had only lost one question.

At the end of the Rally, we found out Wayne and Lui had included those two sum total questions to get us talking about them in the car and to exercise our little grey cells. Brilliantly clever! Unfortunately, it seems some people weren't pleased with these questions. All I can say is, I didn't get them right but really appreciated the diabolic nature of the mind behind the questions. That great guru of deviosity, Prof. West, seems to have a willing pupil here. Unfortunately the questions were scrubbed from our totals, which is a shame, but not knowing all the facts behind the decision, I can only assume that the Rally Directors felt it was the right thing to do. I feel sorry for the clever people who got them right. It must be hard enough planning a three tiered Rally with all the arrangements needing to be made without having to answer for anything other than a genuine mistake.

To all those who were unhappy with these questions, I say – suck it up and learn from it. Many have done enough rallies to know that all directions and questions are to be taken literally and those who didn't know, now do. It wouldn't be much of a Rally if we all ended up =1<sup>st</sup>.

To Wayne and Lui, we say "You dun good!" Bring on the next Alpine and make the questions as hard as you like. It ensures a very exciting Rally and stops us from losing the plot. Congratulations and thank you for a marvellous weekend. Needless to say, we only do Tour and don't have the added stress of trying to read maps and use things like 'roamers'/'romers' etc and I definitely know I could never even undertake to organise a Soap Box Derby. Walk a mile in their shoes.

## Alpine 2012, by James Calabria - My first Alpine Experience

My first experience with rallies started with the South Coast Classic last May, which put the Capri clutch on its final legs. Replacing the clutch, the week before the Alpine, Dad told me this wasn't like the South Coast, this would be a timed event. I looked through some old instructions, TL TR TJ, they all seemed pretty straight forward so I thought. How much harder could it be? Just have to watch the time... Oh, how wrong I was!

Not only was this my first time competing in the Alpine but it was also the first time I'd ever seen snow, so the rally certainly lived up to its name! Add to that, the breathtaking roads and scenery we got to see, the dirt roads, the winding roads down a hill, trying to catch the guys in the white Escort, realising the Capri was no match for them, as Dad was trying pretty hard pushing his humble little car to its limits.

Day 1, we finally rolled to our first M board. This was it. We had started. No music, no chit chat, just turn left, turn right, question here, P board there coupled with the occasional swear word. And then me ashamedly mumbling, "Oops, can you make a U turn?" but this was all part of the learning and fun. By Sunday I was in a groove and ready for anything. Thankfully, we blitzed through the morning and rolled into lunch pleased with our efforts. I happened to catch Lui adding the points - Car 36, 15 points (us), Dad and I stared at each other in disbelief. What had we missed? Of course, Dad missed a P board. I looked at him, without having to say what I was thinking. He missed one on the South Coast Classic and now he's done the same on this event.

I was convinced that we were out of the rally on a competitive level, so we loosened up and just had fun, looking forward to what else this event might throw at us. And of course next up was average speed, a very stressful component of the rally and one I felt pressured to get right seeing as my brother and sister both got it when they did the Alpine. Dad cautiously reminded me that he'd never lost an average speed and I quickly prayed that I wouldn't be the first navigator to miss it for him, even though he'd twice cost me a P board.



He has quite the method for succeeding at the average speed test, one he has used with all three of us kids. After a thirty minute, in his words 'briefing' and in my words 'lecture,' on how to execute the average speed test with accuracy, we were off. Not even half a kilometre in, I made a startling realisation. We had missed a question about 300m back. Knowing that I'd not only let the team down, but would cop flack from my brother and sister, I quickly instructed Dad to back it up, that we could make up the time, that we could still pass this test! Let me tell you, this was by far the quickest I have been in a car in reverse! We answered the question and then floored it, desperate to make up for lost time as we felt the Passage control was drawing near. Finally a feeling of relief filled the car and the bonus that we were in our designated time frame meant I had redeemed myself!

This Alpine has taught me a different way of thinking, with some brain buster questions, and a great bonding time with Dad. I will definitely be doing this again, as this Alpine was one of the best times I've had with Dad! Hopefully next time I'll get the opportunity to drive! At least then I know we'll get all the P boards! Thank you to all the other drivers and navigators who gave me pointers! Thanks also to the organisers for such a fun rally!

James Calabria

## 2012 Alpine Classic – Year 7, attempt 6. Finally a victory, of sorts by Justin Bedingfield

Mark Tolhurst and I have backgrounds in gravel rallying. Both navigators, we've had the pleasure of sitting beside some good steerers in seriously fast Group A cars.

It was against this background that in September 2006 I attended the navigator's class at the Denistone Sports club. I was there to help support a friend (Chris Batty, the service manager for Pacific Motors) in what would be his first (and only) rally as navigator. Forever since he has been a driver. I arrived to a table and maps. Maps? What the?

Lui Maclenan and John Henderson (Hendo) were running the session. The bug bit. I immediately called Mark and we entered our first navigation rally. And, despite our novice status, we skipped the Tour and went straight to Apprentices. Seven years later.....

### **Saturday - 45 points lost:**

Because we've had five runs in Apprentices under Hendo, and we do no other events, this year, with new rally director Wayne Gerlach was a real curve ball. Our first loss of points was within 5km of the start.

Keep the dam to the right. Simple? We turned right off the highway as Mark was convinced there was a little trick and we had to detour around and back onto the highway. One VRC missed, 15 points - 95 to go.

With that out of the way, it's about now that I'd like to publicly apologise to Mark, because the next 80 of the 95 left are completely and utterly my fault.

It was good to see that Masters and Apprentices had plenty of little detours that the Tour guys didn't have. This resulted in passing different VRCs. From previous experience, Hendo's style seemed to be that a VRC proved you went the right way, whereas Wayne's style suggested the lack of a VRC proved you went the right way - 15 points versus 30 points.

We travelled past a VRC on the Saturday afternoon and I called out the letters. Mark dutifully noted them down on the road card, but also suggested that I should have mentioned the same VRC earlier. I was adamant; no, we came from that direction, I

don't remember using this road and so on. It was a robust discussion. The VRC details were noted down and I assumed that I missed it. It was only later in the day, when Mark highlighted that the road card had run out of boxes for VRCs that I was convinced I was right after all. The additional VRC was a mistake. I talked Mark out of it and we crossed it out. Wrong another 15 points to me.

We have spasmodic tics at the mere mention of Forest Reefs. We spent an eternity there last year looking for someone's bloody lane. This year, however, as soon I saw the question, I knew the answer... Myers Lane. At the Saturday finish beer stop, when Rob Panetta quizzed me on whose lane it was, I was left with a warm feeling running down my legs - it wasn't pee. Jeff West (Westie) missed that question.

At the overnight halt in Orange, as we were milling around the car park re-hydrating, word spread of a car down. Moments later, a very sad-looking Jaguar E-type, with matching driver, rolled in under its own steam. At least it will be repaired.



### Sunday - 65 points lost:

At 45 points down, and in a previous year coming second with as little as 10, we were ready for an enjoyable Sunday. The enjoyment was shattered by a darkly dressed man in a red Subaru, hiding in the tall grass in an 80 zone. Bang! Five points to me. Having a lot of fun...

The average speed section was hilarious. It always is. We do the usual checks – questions in order, any close together etc. As usual, there were three sections and Mark averaged two together - 12 minutes to do 14km. We drove and we got the answers. Then a thought popped into my head what if they have an average-speed control midway through (I've never seen this before on previous Alpines) A nervous giggle was quickly replaced by delight when we spotted checkpoint Sven (Saab crew) at the end of the first two segments - which Mark had combined and averaged.

Later we had great fun travelling over the same 14 or so kilometers. We were screwing with the heads of fellow competitors as they were in the midst of the average-speed mayhem. We'd speed past slowly-crawling cars as the teams sweated on their speedo indicating a 72km/h in a 100 zone.

As we passed checkpoint Sven a second time, I watched in dismay as a competitor slowed and

eventually stopped, obviously unsure. 'Did we have to stop there?' 'Do we drive back?' 'Should the navigator get out and run back?' I tried using my telepathic powers, mentally screaming "keep going". It fell on deaf ears.

The final stage of the rally is always a long one - 180km after two days of driving and concentrating. In previous years, Hendo would have you count the advisory speed signs between 105km and 180km etc. so you'd be counting and concentrating for 2-3 hours. This year, we had simple math problems that half the field couldn't get right. He he.

At the end of the day, it was just a drive in the country. An excuse to get out there, have a fang and yell at a mate stupid enough to sit beside you as you hurtle around NSW.

To my friend and navigator, Mr Tolhurst, thank you for allowing me to do everything possible to lose this event, and not get upset.

Wayne, I thought you did an outstanding job at your first event as rally director. To all the competitors who bring out the classic cars, thank you. While I'd like to see myself one day being about to partake in the pleasure of driving a car with history, for now I'll have to continue fanging the family bus.

## Battling for Sheepstations (A Fantasy) with Dominic Votano

A common refrain from those with little ability, courage or talent is: **"We are not playing for Sheepstations."** This is often stated by the person losing as he simply does not want to face the inevitable shame of losing to someone better and thus have the world acknowledging his lack of ability. Would Olympic Champions run faster if a sheepstation was on the line? Would Brutus have despatched of Caesar earlier if Rome had been a Sheepstation? No! The motto of all competitors should be: **"Broken Bones Heal, But Shame Lasts For Ever"**

As if the mere monetary value of a sheepstation is enough to bring out the best in True Champions. **Lance Armstrong did not become the legend he is today for a sheepstation.**

And with the blood running coarsely through my veins, the 1977 Commodore full of fuel, the idolised



number one sticker proudly on my windscreen for the world to see, and the handicapping deadweight of a navigator sitting next to me, I took on the challenge that is The 2012 Alpine Classic Masters Division.



It had been some six years since we demoralised all those that entered and won the Alpine. The trophy cabinet since then is a testimony to my failures. Every trophy engraved with how badly we had lost in previous events. It is only fitting that a Mug be given to those losers for them to look at and consider who really is the biggest Mug? Is the one who competes and comes second worse than he who stays at home and knows they are beaten without trying. Lance never came second.



So a new Rally Director, snow on the mountains, a few maps and off we went with the navigator fast asleep for the first division that took us from Lithgow to a pub in Rocklea. Despite my protests, we missed enough signs and boards to place us in equal 7<sup>th</sup> place. Well and truly amongst the Losers. Despite briefly considering turning the car around and going home, my lust for Victory was not diminished, so some battery wires connected to the navigators private parts allowed us to continue on to the longest division of any rally for the afternoon session. We were lost and out of fuel, so our jerry can saved us from certain death. Many competitors lay by the side of the road in a similar predicament. Out of fuel they said, out of water they gasped with their last breath, but what they were really saying was "They were all out of talent."

That night we did not sleep. Was victory in my grasp or would I again be weighed down and simply be another mug?

There were six cars ahead of us, what was the possibility of all of them falling off the ladder. We considered the possibility of cheating. But NO this is Not what Lance would do. The option of tampering with all the other competitors cars was certainly attractive but as I have no mechanical knowledge I thought perhaps we would simply try our best or if that did not succeed, harass and bribe the new rally director.

And so with the speed camera and average speed officials on our side, we took the afternoon easy and arrived at The Donnybrook after a magnificent Sunday luncheon at Mandurama certain of collecting our rightful victory. So as reigning, undisputed, self proclaimed Champion of The Alpine, Winner of The Trophy inscribed with 1<sup>st</sup> place and winner of the 2012 Sheepstation, I look forward to wiping your face in it next year. And until then, remember **"Broken Bones Heal, But Shame Lasts For Ever"**



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## 2012 Alpine Classic - **The Director's Cut**

Well, the 2012 Alpine Classic has been run and won. Thanks heaps to all competitors for making it a great time for all. Your attitudes and understanding have been fantastic. From my perspective, I'll hit the rewind button and see what I can remember...

### **Months Before**

Dianne and I had our first meeting with Lui and Hendo about a month after the 2011 event. They went through all the jobs that had to be done, and gave us a copy of their spreadsheets, form letters, timetables etc. I had the attitude of "no hurry, it's still a year away". How wrong I was.

Over the next half year it was a matter of setting a course. Hendo was terrific in his help and advice. He let me set the course, quizzed me relentlessly on why this or that, pointed out my mistakes. When it was finally set he did the rally himself on the tabletop. Masters will be pleased to hear that he didn't clean sheet either.

With my driver Dianne we ran the course on three separate weekends (course check, distance setting, and timing/final check) and mused how much easier it would have been to cut our teeth on a one day event. Other rally directors didn't give us that hint when we originally volunteered!

John and Helen Young also ran the course for us on a separate weekend to check the Tour directions and made some corrections in instructions and some excellent independent suggestions regarding particular aspects. So, at this stage I'll add Dianne, John and Helen to the thank you list.

### **The Month Before**

Getting close now. Gotta focus and get jobs done. Aaaaarrggghhh! Dianne's headspace was by then in Fine Arts exam mode, so no help there. And Lui and Hendo and John and Helen all disappeared overseas and out of contact. The baby was still in the bathwater, with no one to dry behind my ears!

I spent much of that time securing final approvals from Police, RTA, CAMS and six Councils, along with handling entries and cleaning up the instructions. But other aspects of logistics were still waiting.

Then Lui returned from the wilds of Southern Russia. She immediately saw how much of the general work still needed doing, so she took over, making me her novice apprentice. I fully

acknowledge that she was pivotal in getting the 2012 event in order. Her skills and protocols for organization came to the fore. It was truly impressive to see the efficiency with which she put logistics in place. She'd make a great front-line battle commander. So, another massive thank you there.



### **The Day Before**

Friday 11<sup>th</sup> began with a phone call from Lui and Tony Wise. They were already heading out of Sydney, but were changing across to Bells Line of Road as the Great Western Highway was cut at Katoomba due to snow. We got to the M7 and saw the overhead signs change to indicate that Bells Line of Road was also closed. Met up with Lui and Tony at North Richmond for a council of war. After coffees and an hour or so, there was still no traffic movement, but we decided to go out and sit in the long queue at the road block. We spent a couple of hours there before deciding to return to Bilpin to regroup. On the way back we spoke to police in a car in the queue. They informed us that they didn't expect that the roads over the mountains would open until next morning.

So, with that information, a committee decision was made to cancel Sat morning Division and start the event at Rockley. Out came four mobile phones and lists of competitors and officials. SMSs followed up by phone calls to all we could contact. Almost everyone in fact. Then we sat back, rued the day, and tried to work out how the Dickens we could make the next day work out ok.

At 3.30pm, after more coffee, we saw three trucks pass through Bilpin, then about ten cars, then more.

They were coming from Lithgow - the road was open!! What to do?? Aaaaaarrrrggggghhh. Let's give everyone value for their money, so revert to Plan A and start at Lithgow Saturday morning. Again, four mobile phones and SMSs and calls to everyone we could reach. Here's where I say thanks to the huge majority of teams who gave us a very positive thumbs up that we were doing the right thing. Much appreciated.

### **The Event**

Overall, I was happy with how the event went. We did have one or two incidents of speeding, but thanks must go to Tony Shepherd who Lui roped in to run the radar. With his genuine NYPD classic he was obvious on the Saturday, but indicated to me at dinner that he would be a little less obvious on Sunday morning. And so he was. It worked well to have him out there on more open roads, and we have to do this for both safety and general public perception reasons.

I must admit my failings at a couple of points in the rally. As an organizer I didn't clean sheet either! I made a mistake in trying to be too accurate - my last distance check of the course used a GPS navigation device rather than my earlier terratrip readings in the quattro. This meant changing every distance designation between the final course check and the event. With over 300 distance points to change for all classes and officials instructions, I should have realized that one or two might slip through. And so they did. The Gresham Downs question had a distance which corresponded to Gresham Lane, and of greater concern was that an unsealed road in Masters on Saturday afternoon kicked in at 188km, not 190km. I now understand the importance of 100% accuracy!

Of more importance were two somewhat interpretative questions that I had set for the Sunday. They involved adding the 'digits' on a mileage sign, then adding the 'different digits' on another mileage sign. I had hoped that these questions might generate some discussions involving navs and drivers in their cars, and hinted this at dinner on the Saturday night. But I didn't envisage that they might generate such a degree of discussion with me. Upon reviewing the answers I had to decide to cancel these questions. Answers from competitors made it clear that some understood what I meant, with more than 75%



Masters correct. While others didn't, it was clear from the Road Cards that they had observed the mileage signs, so they were at the correct points on the correct route and it wouldn't have been right to penalize them for not understanding what I meant.

Otherwise, I was pretty happy with most of the event. Well, I can say that now, after worrying all day Sunday about what disasters I might have precipitated.

### **Unexpected treasures**

There are aspects of the Alpine Classic which sometimes slip by too easily, but which should be acknowledged. Heather and Don Dux again provided hampers for the raffle at the dinner. It raised over a thousand dollars for Kids Cancer charity. And Ian Gibb's auction of the Paddy Hopkirk rally roamer topped that off further. Fantastic. Teams like Neil Brain/Dave McCowatt and Ian Gibbs/Alex Bratovic who dropped their competitive guise to become good samaritans for broken down fellow competitors showed great spirit. And, from me personally, a great thank you to all who have expressed very positive feedback. We really do appreciate it.

Further thanks are also due to Andrew Williamson and his staff at Pacific Motors for use of the facility for scrutineering and their entries. And a special acknowledgement to Arthur Bransgrove. His words at the dinner truly reflect a wonderful balance and approach to rallying and values.

### **Lessons Learned**

Hey, it's not so bad setting a rally. Far more work than I envisaged, although Hendo did warn me about that. And I'm learning that details are actually

important - that's not easy for a 'just show me the big picture, I don't care about details' personality type. Some fine tuning could get it perfect.....but I'm sure that won't happen, as there will always be something new to learn as I cross to the dark side. Keep on rallyin'.

Wayne.

Special thanks to everyone involved with the event. Competitors, officials, supporters all. It wouldn't happen without you.



## Alpine Images



## DIRT STUFF by Dave Johnson

### Ian Packard was responsible !

No, if I really think about it, it probably goes back to Brian Madigan (as he originally asked Ian). That was why some of us ended up on Saturday Nov 10 playing around on the dirt up at the Scout Base at Cataract Park.

Brian has been a member of the Christian Autosport Club of Australia for quite a while and that club runs Khanacross at the park about 4 times a year. "Park" is not really the right word to describe the area they use for the Khanacross. "Park" conjures up, in my mind, images of mowed grass with scattered trees, park benches, tranquillity and meandering paths. This area is a myriad of narrow tracks in uncleared scrubland, with narrower side diversion tracks criss-crossing them, and all with trees close by. How close? Well, many of the tracks would have trees within 1.5metres of the car if it is travelling in a straight line in the middle of the "road".



As the car is rarely going straight ahead nor in the middle of the "road", the trees definitely inhibit your exuberance on the sometimes very tight corners (often requiring up to 135 degree direction changes!) There is not a blade of grass in sight and certainly no park benches. Tranquillity is in the eyes of the beholders !

As I had recently bought a dirt rally car, Ian suggested I come on out and join them to which I readily agreed . I borrowed John Young's trailer to take the " H" plated car for the 1 hour drive to Cataract Park, but the Datto is just a shade longer than Johns' MGA and the fixed ramps wouldn't close by about 5 cms.

With the help of our trusty Historic Registrar Ron Cooper, the appropriate paperwork was effected to enable me to drive there and back. Thanks Ron!

Yes I know I could probably have got there and back without a problem, but the Conditional Registration is a very special concession the clubs enjoy and we should never put it at risk. It can be taken away too easily if we abuse the system.

There was a small gathering of CRC members there. Brian was officiating as a member of CACA, but his son Christopher was competing in their trailered Corolla, as a junior (and doing very very well I should add). Ian Packard was there in the Gazelle as well as Edul and daughter Tanaz Dhondy in a Corolla, and myself in the Datsun 1600.

There were 2 areas that were used for tests. Each test is complete with arrows and marker tape so that even though you got to do a drive through behind an official (which it was difficult to remember), you actually had to drive most of it as you saw it at the time.

They say that age and cunning will often beat youth and skill. Well that was how it was in the first 2 tests with Ian and myself, with Ian complaining that he was bouncing quite a bit and me getting better times in both. Benevolence destroys any cunning when you take pity on a fellow competitor and suggest a lower tyre pressure, this enabled him to beat me in Tests 3 and 4.

Edul was the dark horse, beating us both in tests 2 and 4, but getting extra penalties in 1 and 3 for a WD in one and "killing" a witches hat in the other.

Tanaz did an extremely good set of performances for her first time at this sort of sport and she got better as the day went on.

I wanted to see if I had improved over the day and used a calculation that the Victorians use in their Alpine Rally, and others, when a road becomes closed after some of the field have completed it and they give the remainder a 'deduced' time.

I took the average of the top 10 fastest cars in each test and compared my times to that average. I started the day at 25% over that average and completed my last test at 19% over. Tanaz also showed a regular improvement finishing the day at 24% over.

Eduls overall total shaded me into second place. Young Chris will certainly be a force to be reckoned with in the future as he wasn't far behind us. I am glad Brian was officiating as we would certainly have been relegated further methinks.

Ian's times were very constant towards the end. Unfortunately he had in his mind that he had to drive the car home (compared with the people who trailer their cars) and he became more conscious of the trees. I will certainly be back for the CACA Khanacrosses in 2013.

For the Dattos future in these events, I will follow up on some improvements that were pointed out to me by someone running a Datto. I will also have to study up on more 'cunning', as I already have the age factor. The last time I "drove a car in anger" on the dirt was in the Repco Trial in 1978. It was great to get out there again!

Ian is suggesting we join him in a motorkhana at Ansell Park (a real park) next.

Anyone wishing to join us on the dirt - ask Ian what's on next !



## Pas de Deux and 2012 Roundup - Greg Yates

It is hard to believe we have reached the end of the 2012 rally calendar. It didn't seem that long ago I was wondering if I'd be able to find a navigator for every event this year. I had started the year with Peter Dunlop navigating for me at Apprentice level (after he navigated for me for much of 2011), but he wasn't going to be available for many rallies in 2012.

After successful results with Peter in the one-day April Fool's and two-day South Coast Classic Rallies, Ian Packard asked if I wanted a navigator for the two-day Barry Ferguson Classic. I was happy to accept his offer and didn't mind that we would be running in Tour. As much as I love a spirited drive on dirt, I feel the condition of my 500SLC warrants keeping it mainly for the Tarmac, and the Tour category in this event meant less dirt. Of course, as a driver, I get to enjoy the drive no matter what the level of navigation and our equal first place in Tour for that event was pleasing.

For the one-day Tour d'Corse, I convinced my wife Karen to navigate for me (in Tour) on the promise of a nice lunch midway through a scenic drive. Previously, events with family members have seen elder son Ben navigating (with Tim and Karen as VRC and question "spotters") but his other interests and school work have kept Ben out of rallies this year. Unfortunately, the Tour d'Corse didn't quite go to plan for us with Karen becoming too car sick



to enjoy either the scenery or the lunch.

Amazingly, Karen offered to try the navigator's seat again for the one-day Winter Classic. I had set up the car in such a way that she wouldn't need to look down for the route instructions. We now have the Terratrip, route instructions and question sheet all near eye level on the dashboard. This did the trick eliminating her travel sickness and giving us a pleasing equal first place in Tour.

Buoyed by our success in the Winter Classic, and school holidays meaning we could send the boys to their grandparents for a weekend, Karen offered to navigate for me in the two-day Mountain Rally, even though this wasn't a CRC pointscore event this year.

With the MG Classic being a two-day event during school term, Karen couldn't navigate for me so Brian Doyle from Thornleigh Car Club volunteered. Again, we finished well up in Tour points.

Next was the two-day Alpine Classic, the most challenging event on the calendar for Tour competitors. Brian Madigan had asked me well in advance if I wanted him as a navigator for this one. Even though Brian is usually a driver, I was happy for him to have a go at navigating and he did a good job giving us a placing well up in the points.

So, here we were in perfect weather conditions at the final rally on the CRC calendar, the Pas de Deux. Karen was again in the navigator's seat, with more than just a hint of a positive attitude for a good result. I was a little apprehensive about the 500SLC as it had played up on the Sunday of the Alpine Classic with what appeared to be intermittent fuel pump issues. The pump isn't very old so I suspected the fuel pump relay. Subsequent bench testing of the relay (which incorporates electronics for features such as the rev limiter and cutout for a stalled engine) didn't reveal a problem. They have however been known to develop faulty solder joints so I re-soldered everything and reinstalled it in the car. The electrics used in the Merc (Bosch, VDO, Siemens, etc) are usually pretty reliable so obviously it's been spending too many nights away with all those classics with Lucas electrics!

I usually prefer the two-day events because of the great drivers' roads and minimal traffic well away from Sydney, and the company of other club members and car enthusiasts at the Saturday night dinner. The Pas de Deux didn't disappoint though with a great selection of roads. Other traffic wasn't an issue and even though many of us have driven most of the roads around the Nepean River on Sydney's south western outskirts, there were some roads that were a first for me.

From the start at John Cooper's workshop near Penrith, we were soon into the semi-rural areas of Orchard Hills heading towards Mulgoa and then Wallacia, obviously not on the most direct routes. From Wallacia we travelled via Greendale Rd and then back to the Northern Road past what remains of Oran Park and then through Cobbitty and the Grasmere area.

Heading towards Cawdor found most of the field (of Tour entrants at least) at a road closure where Jeff

West was having to issue a redirection. Picking up the original route again south of Camden had us passing through Menangle onto Moreton Park Road and then Douglas Park Drive under the overhanging rock face and across the Nepean River under the tall Hume Highway Douglas Park Bridge. Travelling then through Wilton had me thinking we would head across to the lunch stop at Picton, however there was still much in store before lunch.

After a short section of the Hume Highway to the Bargo exit, we were looping around areas near Bargo and Pheasants Nest, some of these new roads for me. On a second visit to the passage control manned by Glen and Joyce Innes, we were held for a while to allow Gary Maher in the setup car to get further ahead of us.

Travelling then via Tahmoor and Thirlmere saw us in Picton for lunch, something we were now feeling ready for. Surprisingly, Picton was not busy for a Sunday and we were spoilt for choice. For those of us in Tour, we also had plenty of time to enjoy lunch, although some Apprentice and Masters crews arriving somewhat later had obviously had a challenging morning.

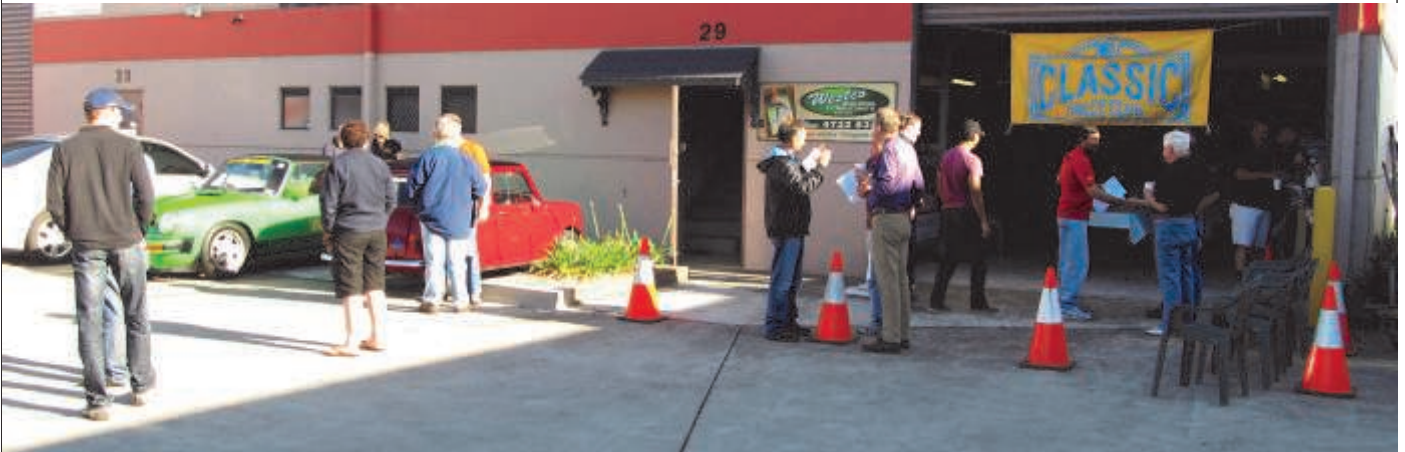
Refreshed, or so we thought, we headed off for the afternoon via Mowbray Park. We were obviously tiring a little and not reading or thinking quite so carefully. A loop meant twice passing a property with more than one tractor out the front. On each occasion there was a question relating to tractors and we answered one incorrectly. Then it was via Oakdale and The Oaks back down to Cawdor where we turned immediately before the road closure that necessitated the morning's redirection, to head back via Grasmere (including another loop), Werombi and Silverdale Road to Warragamba.

We crossed the Nepean again at Wallacia and then onto Mulgoa for a loop and one visit to a passage



control that was obviously set up to encourage a second incorrect visit. From here we were onto the home stretch through Regentville and then alongside the Nepean at Penrith and to the finish back at John's workshop. Preliminary results showed us with only the one incorrectly answered question for an equal third place behind two "clean sheeters". Another successful event for us thanks to Karen in the navigator's seat, and I was also pleased that the car performed faultlessly all day.

Thanks must also go to Jeff, Gary, Wendy, Tim and all their control officials for an enjoyable event, run with typical Classic Rally Club efficiency. We tend to take for granted the way our club's events run so well, but behind the scenes I know there is a huge amount of work required for this to happen. Thank you to all in CRC who have contributed to making it a thoroughly enjoyable year and thanks also to all my navigators this year for making it a good one for me.



### Our Pas de Deux by Teresa Morey

We arrived, Alfa prepped and ready for the last rally of the year on a sunny Penrith morning. We were fully prepared for fourth, second, third, sixth, avenue, street, avenue, road. Or for driving rapidly past childhood touchpoints around North Richmond; my old high school, primary school or the family vet. Instead, we had none of that. We had Littlefields Road, St Thomas Road and Farm Road. Twice. Well, it was meant to be twice – due to an unfortunate error with a pink highlighter, we only went there once. Oh well.

It was rather appealing to be heading straight out of the suburbs of Sydney as Jeff and Gary took us down to explore Bringelly, Wallacia and all parts south to Bargo. As we were scrambling from the NRMA map to the topo and back again, we didn't realise that the organisers were scrambling to divert the field around an unexpected road closure. So we happily drove through a sign saying ROAD CLOSED AHEAD, thinking "the map is always right". Not in this case: we found Wendy, who told us to turn around. Heading out on the excellent Moreton Park Road, crossing the Hume on one map, the Freeway



on the other (same road, different names, different maps, chop and change) took us through the sandstone outcrops under the Douglas Park bridge. Must actually stop and have a look some time – I'm an engineer and I do like big concrete bridges.

And then, we fell right into a trap. Cleverly set for competitors, luring us in with an easy to see (but secretly false) VRC. I found a lovely big triangle to drive along – to get us into a junction at the right angle. I completely missed the tiny, tiny triangle



right near the junction which got us there much more quickly. Much consternation when I found that our distance was wrong as we zoomed along the Hume about five kilometres down the road. Sadly, I couldn't work out where we had gone wrong so we continued on into Bargo. We found out later that the only Masters crew that escaped the trap saw an obvious VRC and thought "that looks just too easy – it must be a trick". Perhaps I am not devious enough.

It is always good though, to have the rally decided out on the road, not by a parking skill test in a car park. The rally directors need to set it up so that some of us make mistakes. Competing in Masters has increased my tolerance for being wrong – I'm sure that this has been good for me, somehow! After looping around and around Bargo and zig-zagging through Couridjah we were very pleased to find Picton, and lunch. After lunch, we were heading west. After much consternation, measuring of distances, and discussion of options a fundamental navigator error was uncovered – I completely mucked up plotting a grid reference. Off to Oakdale via Lakesland!

The next amusement the organisers had for us was a herringbone – with both mapped and unmapped junctions. I've never seen one of these before, and anything unmapped gives me a bit of a spike in my stress level. I don't like it when I don't know where we are on the map – uncertainty is not my friend. The herringbone was a neat concept though, especially as there was only one mapped junction.

And then we had to find a length of unmapped road. Two options looked promising – both tucked under other text on the map. If, as well as the official maps, you had the handy, detailed street directory open on your lap, you would have seen that the shorter of the two roads didn't connect to anything. In fact, there was a creek in the way. So not an option. BUT! The map is always right.

So we headed off down the driveway of a sportsground, saying "This looks very no through road-like". Waiting for us was a P board and Jo Vettoretti, beckoning us into her control as if we were a fly and she were the spider. In fear, I was handed a card, and read it, as she insisted. Hooray! My favourite WD: "Well done" was written on the card, not that horrible other WD of which we will not speak. And yes, the map is always right, but you

need to choose the right map.

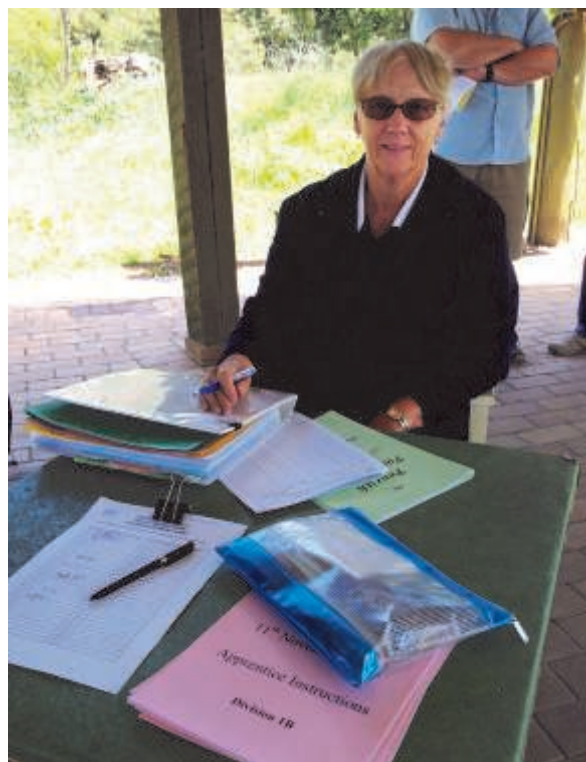
Off we proceeded, doing some sort of celtic knot through the back blocks of Camden. Couldn't actually map that bit – too complicated! Then out to Werombi and Warragamba and a chance to stretch the Alfa's legs a little.

Because I (still) had the street directory open I saw just how close we were to Warragamba Dam. I really wanted to stop this time – that dam is a very interesting, very large piece of concrete. Sadly, the driver headed inexorably off to the north.

More driver input to help us negotiate Farm Road and St Thomas Road successfully. Sonia Luthi appeared to want to see us twice at the passage control in that little part of the world, but we resisted and, correctly, kept on heading north.

A little detour to view the Nepean from as close as possible (without getting wet) and then we were heading back to the familiar Westco premises. I insisted that we went in the second driveway, not the first, and we found not one, but two P boards tucked in there in the last 200 metres of the rally. Given that it was a Gary Maher rally I was already alert – we've been caught by that trick before.

So it was a good rally for us – two mistakes in the morning, none of consequence in the afternoon – and the rally was decided out on the road. Thanks to all of the organisers and control officials for a fun day out in the south west of Sydney.



Photos from the Pas de Deux



## Another amazing Bringatrailer.com story



This 1963 Porsche 356B was recently offered on eBay. The description said "The car ran great before it was parked, the car has been sitting for 15 years" and "car does have rust"! The arrows shows where the car was "sitting"! There appear to be at least three other similar cars "sitting" with this one! The car sold for USD 10,150.00

## For Sale 1969 Volvo 142S



We have owned this car since April 1999 and are offering the car for sale due only to the arrival of a new project with more cylinders! The car is in very good physical and mechanical condition, and over the past years has been used predominantly for classic tarmac Club navigational rallies. The details of the car are as follows:

- B20 2 litre motor, rebuilt by Berco with 25/65 cam.
- Volvo 4 speed manual gearbox.
- 148000 miles (averaged under 1000 miles per year in the last 5 years).
- "Triik" half alloy roll cage with padding.
- Cabin-mounted battery with dashboard isolation switch.
- Kmac sway bars, thermo fan, electric fuel pump, oil catch tank, late model fuse box, driving & spot lights, plated behind rear seat (currently configured to seat 5, but rear seat removable), engine brace, cold air intake, boot-mounted tool / spares box, front brake ducting.
- Club registered.
- Many spares included.

Car is located in Engadine NSW. Regrettable sale.

\$3200 or near offers considered. Please phone Garth on 0401 139 190.



## For Sale Terratrip 202 Plus

Complete with windscreen mount, but needs a probe

\$300 Contact Phil McFarlane

Best contact [markmcf@tpg.com.au](mailto:markmcf@tpg.com.au)

or 0450175531

# DRAFT 2013 EVENT CALENDER

28 AUGUST 2012

EVENT	POSSIBLE DATES	
<b>APPRENTICE TRAINING RUN</b> NW SYDNEY - GALSTON/CATTAI	SAT 2ND FEBRUARY <b>CONFIRMED</b>	3 HRS
<b>CLARENCE CLASSIC</b> GRAFTON AREA - NORTH COAST NSW	SAT 9TH/SUN 10TH MARCH <b>CONFIRMED</b>	2 DAYS
<b>LE RALLYE DES 100 CRIQUES</b> CENTRAL COAST - CESSNOCK	SUN 7TH APRIL <b>CONFIRMED</b>	1 DAY
<b>BARRY FERGUSON CLASSIC</b> T.B.C.	SAT 18TH/SUN 19TH OR SAT 25TH/SUN 26TH MAY	2 DAYS
<b>TOUR DE CORSE</b> T.B.C.	SUN 16 OR SUN 23RD JUNE	1 DAY
<b>WINTER CLASSIC OR LUNCH RUN</b> T.B.C.	SUN 21ST JULY	1/2 DAY
<b>WAKEFIELD PARK DRIVEDAY</b>	MON 5TH AUGUST <b>CONFIRMED</b>	1 DAY
<b>M6CC SPRING CLASSIC</b> T.B.C.	SAT 14TH/SUN 15TH SEPT	2 DAY
<b>ALPINE CLASSIC</b> T.B.C.	SAT 19TH/SUN 20TH OCTOBER	2 DAY
<b>PAS DE DEUX</b> T.B.C.	SUN 17TH OR SUN 24TH NOVEMBER	1 DAY

## RALLY PLANS FOR 2013

TONY NORMAN - COMPETITION SECRETARY

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Although 2013 is still a few weeks away, plans are being made to try and finalise dates for next years Rally Calender.

A draft Calender is included in this edition of Rally Directions and it is hoped that the listed dates, some still with possible options, will be generally correct.

In putting this Calender together I have tried to avoid clashes with the following:

- NSW Public School Holiday weekends and weekends that include Public Holidays.

- Mothers Day and Fathers Day.

- Targa Tasmania, Classic Adelaide and Bathurst 1000 weekends.

There will inevitable clashes with other motoring events which are of interest to our members but with the large number of events each year this is un-avoidable.

We have Competition Rallies planned for March, April, May, June, September, October and November, with a possible 1 day event in July. This event may be a non-competitive Lunch Run, as organised in 2012.

August has no planned rally but will have the Wakefield Park Driver Training Day on Monday 5th August. With the Classic Adelaide and Shannons Display Day also in this month spare weekends were hard to come by!

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I have planned a Pre-Season Training Run (footy boots optional) to be held on Saturday 2nd February. This will be aimed at APPRENTICE and Tour entrants but TOUR Route Chart Instructions will not be available. Further details can be found elsewhere in the Magazine.

The Training Run, Clarence Classic, Rallye des 100 Criques and Alpine Classic dates are now confirmed and all interested participants are reminded that to assist Rally Directors and their other officials, entry forms should be completed and returned as early as possible so that final numbers can be confirmed and details locked-in as soon practicable. Your assistance on this last matter will be greatly appreciated.



## PRE-SEASON TRAINING RUN

SATURDAY 2nd FEBRUARY

This Event will be run under a CAMS Social Permit and will be non-competitive. **NO** CAMS Licences. **NO** scrutineering. **NO** Entry Form and **NO ENTRY FEE.** Just contact the Event Secretary by telephone at least 4 days prior to the Event, to allow time to organise sufficient, but not too many, copies of the map and Route Instructions to be photo-copied.

The Event is designed as a warm-up for the 2013 CRC Competition Rallies and will be directed primarily at new and regular APPRENTICE level members. It is hoped that, being of limited duration, regular TOUR entrants may be encouraged to 'give it a try.'

MASTERS Instructions can be supplied on request but NO TOUR Route Chart. Note that it will not be conducted as a 'Navigation School' type event but assistance will be available at the Start, to assist Navigators as necessary.

Instructions will be issued approx. 30 mins prior to departure of the first car and written in typical APPRENTICE format i.e. written as for MASTERS but with many additional Instructions - I promise!

There will be a mapped herringbone and mapped tulips. If un-familiar with these you should seek advice from an experienced Navigator prior to the Event.

### EVENT DETAILS AS FOLLOWS:

START: Mt Wilberforce Lookout Reserve, Castle Hill Road.

TIME: Registration from 2.00pm. Briefing at 3.00 pm. 1st car away at 3.30pm.

DISTANCE: 120Kms - 74.5 Mls. No dirt but some narrow winding roads.

FINISH: Carpark at Harrys Cafe de Wheels, off FENNEL ST, PARRAMATTA.

Cars are expected to arrive from about 6.00pm - just in time for a pie!

For further information contact the Event Secretary as follows:

TONY NORMAN mob. 0402 759 811 or home. 9804 1439.



# Tasman Revival



Sydney Motorsport Park (Eastern Creek)  
Friday 23rd November to Sunday 25th November 2012

## Classic cars at the Tasman Revival

Any motor racing revival worthy of the name will not only showcase cars of its era on the track but in the paddock as well.

The Tasman Revival meeting at Sydney Motorsport Park (formerly Eastern Creek Raceway) is inviting owners of special road cars to bring them to the meeting too.

The Tasman Revival will be run on Friday 23<sup>rd</sup> to Sunday 25<sup>th</sup> November and on the Sunday arrangements have been made for a dedicated parking area for classic cars, old and new. It will be next to the pits and just inside Turn 1, the fastest corner on the circuit.

All you have to do is turn up on Sunday in your "special interest" car. As you come through "Gate A" a spotter will invite you to park in this dedicated place. The area is quite large but once it has been filled, that's it. So don't be late.

What cars will qualify for this privileged parking place? Anything more than about 30 years old is a shoe in, whether it is a Valiant or a Vanguard, an MG or a Mustang, a Land-Rover or a Lincoln. Some more recent cars will also be welcome such as any Ferrari, Viper, Aston Martin, Lamborghini, Bentley, and so on.

The person doing the spotting will be the one who decides. He will accept any vehicle on historic or club plates but other cars will be at his discretion and once the area is full, that's it.

A car park full of wonderful special vehicles will not only enhance the spectacle but will make you feel part of a great nostalgic motor sport event.

Note: You will have to pay the normal admission price to enter the circuit before the decision is made whether you can display your car in the reserved area detailed above.



For Sale - 1965 Series 1 Sunbeam Tiger, original 260 c.i. Windsor motor, **stripped and sprayed with 2 pack 3 years ago. Price 'about \$45,000'.**

Contact: Kate - 0407 677 066 or [kate@grapeescape.net.au](mailto:kate@grapeescape.net.au)

# Classic Rally Club Christmas Bash

Date: Sunday 9<sup>th</sup> December

Time : 11:30 am

Venue : Chez Vince & Kay Harlor

17 Green Street Pleasure Point

Cost : Free to members, guests \$25

BYO Refreshments

Please confirm numbers by Mon 3<sup>rd</sup> December to

Vince Harlor : 0412 975008

vharlor@yahoo.com.au

or Ross Warner : 0409 810553

crc.pres@classicrallyclub.com.au

Come via



## The Rooster to the River Ramble

Meet at Red Rooster M4 W

Eastern Creek (Westbound)

9:00 am for 9:30 am Start

Please let Ross know if you're coming via the Ramble



## Friday 7<sup>th</sup> December 2012, First Friday Fling at a new location



Club members, family and friends are invited to attend the 7<sup>th</sup> December 2012 First Friday Fling at a one time only new location. It is from 6PM till Police take you away, AT REAR UNIT 3/552 CHURCH STREET, NORTH PARRAMATTA, (opposite Pauls Warehouse) Entry Via Dunlop Street. Plenty of secure undercover parking. Please let me know numbers for catering. Sorry no under 12s.

\$20 donation to charity per person to get in gets you free dinner and two drinks, being beer,

wine or soft drink. (Extra drinks are \$5.00)

Collection includes, 64 1/2 Mustang, 65 Mustang fastback candy apple red 4 speed auto with air show car over \$100 k in mods, 70 Mustang Mach 1, 71 Mustang 429 Super Cobrajet, 73 Corvette Stingray Big Block 454, 74 Black Convertible Stingray 75 Red Corvette Stingray, 78 Purple Corvette Pimped show car, 83 Burgundy



Corvette heavily modified, 1967 Mint Camaro Cobalt Blue, 1955 2 door Chev Over \$100k in mods, 1981 Delorean DMC12, 1962 Granpa spec Dodge pick up V8, 1966 Pontiac GTO 383, 1971 Pontiac GTO 455 HO mint, 1936 MGTA, 1999 TVR Chimaera,

1971 Citroen Maserati SM, 2013 Targa Tasmania prepared race car, 2012 Alpine Classic and MG Rally winning car.

Plus you will be able to drive some of these cars for a further \$20 donation. We also have lucky door prizes and a raffle.

Please reply by email or phone if you are coming and tickets are payable at the door for \$20 each. Limited to 70 guests only.



[Dominic Votano](#)

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## 2012 Alpine Classic Results - Saturday 13 October 2012

Masters			Division 1					Division 2					Div 1-2 Total	Day 1 Place	Car No			
No	Driver	Navigator	Time	WD	PC	Q	VRC	Total	Time	WD	PC	Q				VRC	Radar	Total
9	Alan Watson	Pam Watson		0	0	0	0	0	0	0	0	0	0	0	10	10	1	9
12	Lauren Mackie	Alan Walker		0	0	0	0	15	15	0	0	0	0	0	0	15	2	12
7	David Shaw	Ray Arthurs		11	0	0	0	0	11	13	0	0	0	0	13	24	3	7
2	Tony South	Ted Norman		0	0	0	0	30	30	0	0	0	0	0	0	30	4	2
4	Roger Banham	Roger Barlow		0	0	0	0	30	30	1	0	0	0	0	1	31	5	4
3	Bob Morey	Teresa Morey		3	0	0	0	30	33	2	0	0	0	0	2	35	6	3
6	Rob Panetta	Jeff West		0	0	0	0	30	30	8	0	0	0	0	8	38	7	6
1	Dominic Votano	Mike Stephenson		0	0	0	0	45	45	0	0	0	0	0	0	45	8	1
11	Alex Bratovic	Ian Gibbs		0	0	0	0	45	45	0	0	0	0	0	0	45	9	11
10	Tony Metcalf	Mike Batten		16	0	0	0	30	46	0	0	0	0	0	0	46	10	10
8	Barry Ferguson	Dave Johnson		0	0	0	0	30	30	12	0	0	10	0	22	52	11	8
5	Gerry Both	Carol Both		6	0	0	0	30	36	9	0	0	30	0	39	75	12	5

Apprentices			Division 1					Division 2					Div 1-2 Total	Day 1 Place	Car No			
No	Driver	Navigator	Time	WD	PC	Q	VRC	Total	Time	WD	PC	Q				VRC	Radar	Total
15	Tim McGrath	Ron Cooper		0	0	0	0	15	15	0	0	0	0	0	0	15	1	15
16	Chris Hallam	Phil Stead		0	0	0	0	15	15	0	0	0	0	0	0	15	2	16
14	Justin Bedingfield	Mark Tolhurst		0	0	0	0	30	30	0	0	0	0	15	0	45	3	14
18	Vince Harlor	Kay Harlor		0	0	0	0	15	15	0	0	0	0	30	0	45	4	18
17	Bruce Smith	John Vickery		0	0	0	0	30	30	0	0	0	0	30	0	60	5	17
19	Doug Barbour	Xanthea Boardman		3	0	0	0	30	33	0	0	0	20	15	0	68	6	19
20	Paul Morton	Garth Taylor		10	0	30	0	45	85	22	0	60	30	0	112	197	7	20
22	Lindsay Trevitt	Paul Trevitt		26	0	0	20	60	106						500	606	8	22
21	Ian Wilson	Guy Brand						500	500	40	30	30	70	60	0	730	9	21

## 2012 Alpine Classic Results - Sunday 14 October 2012

Masters		No Driver	Navigator	Car	Div 1-2 Total		Division 3					D 1-3 Total		Division 4					D 1-4 Total		Final Place	Car No		
					Time	Sp	AV	WD	PC	Q	VRC	Total	Time	WD	PC	Q	VRC	Radar	Total	Total				
1	Dominic Votano	Mike Stephenson	Holden Commodore	45	0	0	0	0	0	0	0	0	45	0	0	0	0	0	0	0	5	50	1	1
6	Rob Panetta	Jeff West	Alfa 105 GTV	38	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	30	68	2	6
11	Alex Bratovic	Ian Gibbs	Infiniti G37S	45	1	0	0	0	0	0	0	1	46	0	0	0	0	0	0	0	30	81	3	11
4	Roger Banham	Roger Barlow	Sunbeam Alpine	31	0	9	0	0	0	0	0	9	40	0	0	0	0	0	0	0	45	85	4	4
12	Lauren Mackie	Alan Walker	Mazda SP25	15	8	30	0	0	0	0	0	38	53	0	0	0	0	0	0	0	5	88	5	12
9	Alan Watson	Pam Watson	Mazda 121 Metro	10	34	19	0	0	0	0	0	53	63	0	0	0	0	0	0	0	30	93	6	9
8	Barry Ferguson	Dave Johnson	Nissan ZX Turbo	52	7	29	0	0	0	10	0	46	98	1	0	0	0	0	0	0	30	129	7	8
2	Tony South	Ted Norman	Ford Escort	30	0	30	0	0	0	10	0	40	70	0	0	0	0	0	0	0	30	130	8	2
10	Tony Metcalf	Mike Batten	Volvo 123 GT	46	11	3	0	0	0	0	0	14	60	0	0	0	0	0	0	15	30	135	9	10
3	Bob Morey	Teresa Morey	Alfa Alfetta GT	35	0	0	0	0	0	0	0	30	65	0	0	0	0	0	0	0	45	140	10	3
7	David Shaw	Ray Arthurs	Datsun Stanza	24	3	30	0	0	0	0	0	33	57	0	0	0	0	0	0	0	30	147	11	7
5	Gerry Both	Carol Both	Alfa 105 GTV	75	0	30	0	0	0	0	0	30	105	0	0	0	0	0	0	0	30	165	12	5

Apprentices		No Driver	Navigator	Car	Div 1-2 Total		Division 3					D 1-3 Total		Division 4					D 1-4 Total		Final Place	Car No			
					Time	Sp	AV	WD	PC	Q	VRC	Total	Time	WD	PC	Q	VRC	Radar	Total	Total					
14	Justin Bedingfield	Mark Tolhurst	Audi A4 Quattro	45	0	0	0	0	0	0	0	0	45	0	0	0	0	0	0	0	60	5	110	=1	14
17	Bruce Smith	John Vickery	Nissan Skyline GTR	60	10	30	0	0	0	10	0	50	110	0	0	0	0	0	0	0	0	0	110	=1	17
15	Tim McGrath	Ron Cooper	Datsun 280 ZX	15	4	0	0	0	0	0	0	4	19	0	0	0	0	0	0	0	45	30	105	3	15
16	Chris Hallam	Phil Stead	Porsche 911	15	2	30	0	0	0	0	0	32	47	0	0	0	0	0	0	0	30	90	137	=4	16
18	Vince Harlor	Kay Harlor	Datsun 240Z	45	2	30	0	0	0	0	15	47	92	0	0	0	0	0	0	0	45	0	137	=4	18
19	Doug Barbour	Xanthea Boardman	Porsche 911	68	0	30	0	0	0	0	0	30	98	0	0	0	0	0	0	0	0	30	158	6	19
20	Paul Morton	Garth Taylor	Jaguar Mk II	197	0	30	0	0	0	0	0	30	227	43	0	0	0	0	0	0	90	0	390	7	20
21	Ian Wilson	Guy Brand	Mini Cooper S	730	20	30	0	0	0	10	45	835	105	0	0	0	0	0	0	0	45	0	920	8	21

## 2012 Alpine Classic Results - Saturday 13 October 2012

Tour	Division 1										Division 2						Total	Div 1-2 Total	Day 1 Place	Car No
	No	Driver	Navigator	Car	Time	WD	PC	Q	VRC	Total	Time	WD	PC	Q	VRC	Radar				
24	Shane Navin	Jenny Navin	Porsche 928 GT	0	0	0	0	0	0	0	0	0	0	0	0	0				
26	Greg Yates	Brian Madigan	Mercedes 500 SLC	0	0	0	0	0	0	0	0	0	0	0	0	0				
31	Chris Batty	Michael Goodchild	BMW 330 Ci	0	0	0	0	0	0	0	0	0	0	0	0	0				
34	Don Dux	Heather Dux	Triumph 2500 PI	0	0	0	0	0	0	0	0	0	0	0	0	0				
36	John Calabria	James Calabria	Ford Capri V6	0	0	0	0	0	0	0	0	0	0	0	0	0				
39	Neil Brain	David McCowatt	Ford Escort	0	0	0	0	0	0	0	0	0	0	0	0	0				
41	Kevan Peters	Michael Peters	Mini Cooper S	0	0	0	0	0	0	0	0	0	0	0	0	0				
43	John Cooper	Wendy Cooper	Ford Falcon XP	0	0	0	0	0	0	0	0	0	0	0	0	0				
44	Peter Cale	Tammy Cale	Mini Cooper S	0	0	0	0	0	0	0	0	0	0	0	0	0				
45	Mark Smith	Rollo Smith	MG B Mk II	0	0	0	0	0	0	0	0	0	0	0	0	0				
54	Mark Kennedy	Shane Brereton	Porsche 911	0	0	0	0	0	0	2	0	0	0	0	0	2				
37	Geoff Hempsall	Rachel Hempsall	BMW M3	5	0	0	0	0	5	2	0	0	0	0	0	7				
49	Jim Baird	Lachlan Baird	Porsche 944	0	0	0	0	0	0	0	0	0	10	0	0	10				
23	Henry Stratton	Julie Stratton	MG C GT	0	0	0	0	0	0	0	0	0	0	15	0	15				
30	Ian Packard	Steve Maher	Peugeot 504	0	0	0	0	15	15	0	0	0	0	0	0	0				
40	James McLaren	Les McLaren	Alfa Sud	0	0	0	0	15	15	0	0	0	0	0	0	0				
47	Malcolm Drummond	Lorraine Drummond	Porsche 356	0	0	0	0	0	0	0	0	0	0	15	0	15				
29	June Hobart	Peter Dunlop	Ford Mustang	0	0	0	0	0	0	19	0	0	0	0	0	19				
50	Demi Carigliano	Frank Carigliano	Nissan Skyline	0	0	0	0	15	15	6	0	0	0	0	0	6				
38	Merzi Mody	Edul Dhondy	Mitsubishi Evo 8	0	0	0	20	0	20	0	0	0	10	0	0	10				
25	Arthur Bransgrove	Adam Bransgrove	Honda CRV	4	0	0	10	0	14	11	0	0	0	10	0	21				
51	John Carigliano	Sam Carigliano	Porsche 911	0	0	0	0	0	0	6	0	0	0	30	0	36				
46	Robert Brell	Sarah Brell	Porsche 912	2	0	0	20	0	22	0	0	0	0	15	0	15				
28	Steve Brumby	Grace Brumby	Alfa Alfetta GTV	0	0	0	0	0	0	0	0	0	0	45	0	45				
48	Len Zech	Glenn Evans	Porsche 928 GTS	0	0	0	0	15	15	30	0	0	0	0	0	30				
53	Frank Dess	Wayne Brighton	Porsche 944 S2	2	0	0	0	15	17	2	0	0	0	30	0	32				
35	Andrew Smith	Corey Smith	Nissan R32 Skyline	0	0	0	10	30	40	0	0	0	0	15	0	15				
32	Ramin Shoushtarlan	Amir Shoushtarlan	BMW 320	55	0	0	20	0	75	37	0	0	0	0	0	37				
13	Michael Malgo	Daniel Malgo	E Type Jaguar	0	0	0	0	15	15	90	0	0	20	0	0	110				
33	Reece Robinson	Judit Fenyo	Ferrari 308 GT4	1	0	0	10	75	86	7	0	0	0	150	0	157				
52	Samuel Panebianco	Salvatore Panebianco	Nissan Skyline	76	0	0	70	30	176	10	30	0	60	45	0	145				
27	Terry Lawlor	Louise Lawlor	Porsche 993TT	DNS																
42	Peter McAlpine	Sharyn McAlpine	Ford Mustang	DNS																
55	Simon Duff	Mitchell Duff	Lancia Beta	DNS																

2012 Alpine Classic Results - Sunday 14 October 2012

Tour	Div 1-2		Division 3					Division 4					D 1-4 Total	Final Place	Car No										
	No	Driver	Navigator	Car	Total	Time	Av Sp	WD	PC	Q	VRC	Total				Time	WD	PC	Q	VRC	Radar	Total			
36	John Calabria	James Calabria	Ford Capri V6	0	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	15	1	36		
54	Mark Kennedy	Shane Brereton	Porsche 911	2	0	19	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0	21	2	54	
47	Malcolm Drummond	Lorraine Drummond	Porsche 356	15	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	23	3	47	
31	Chris Batty	Michael Goodchild	BMW 330 Ci	0	0	30	0	0	0	0	30	30	0	0	0	0	0	0	0	0	0	30	=4	31	
44	Peter Cale	Tammy Cale	Mini Cooper S	0	0	30	0	0	0	0	30	30	0	0	0	0	0	0	0	0	0	30	=4	44	
26	Greg Yates	Brian Madigan	Mercedes 500 SLC	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	15	32	6	26	
34	Don Dux	Heather Dux	Triumph 2500 PI	0	0	30	0	0	0	0	30	30	0	0	0	0	0	0	0	0	10	40	7	34	
24	Shane Navin	Jenny Navin	Porsche 928 GT	0	0	30	0	0	0	0	30	30	0	0	0	0	0	0	0	0	15	45	=8	24	
30	Ian Packard	Steve Maher	Peugeot 504	15	0	15	0	0	0	10	25	40	0	0	0	0	0	0	0	5	5	45	=8	30	
39	Neil Brain	David McCowatt	Ford Escort	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	10	45	=8	39	
46	Robert Brell	Sarah Brell	Porsche 912	37	0	9	0	0	0	0	9	46	0	0	0	0	0	0	0	0	0	46	11	46	
40	James McLaren	Les McLaren	Alfa Sud	15	0	30	0	0	0	0	30	45	0	0	0	0	0	0	0	5	5	50	12	40	
45	Mark Smith	Rollo Smith	MG B Mk II	0	0	15	0	0	0	0	15	30	0	0	0	0	0	0	0	0	30	60	=13	45	
48	Len Zech	Glenn Evans	Porsche 928 GTS	45	0	15	0	0	0	0	15	60	0	0	0	0	0	0	0	0	0	60	=13	48	
25	Arthur Bransgrove	Adam Bransgrove	Honda CRV	35	0	30	0	0	0	0	30	65	0	0	0	0	0	0	0	0	0	65	15	25	
29	June Hobart	Peter Dunlop	Ford Mustang	19	0	7	0	0	0	10	32	51	2	0	0	0	0	0	0	15	17	68	16	29	
49	Jim Baird	Lachlan Baird	Porsche 944	10	0	0	0	0	0	0	10	10	14	0	0	0	0	0	0	0	15	69	17	49	
38	Merzi Moody	Edui Dhondy	Mitsubishi Evo 8	30	0	30	0	0	0	0	40	70	0	0	0	0	0	0	0	0	0	70	18	38	
23	Henry Stratton	Julie Stratton	MG C GT	15	0	30	0	0	0	0	30	45	0	0	0	0	0	0	0	0	30	75	19	23	
28	Steve Brumby	Grace Brumby	Alfa Alfetta GTV	45	0	30	0	0	0	0	30	75	1	0	0	0	0	0	0	0	0	1	76	20	28
37	Geoff Hemsall	Rachel Hemsall	BMW M3	7	0	30	0	0	0	0	15	45	52	0	0	0	0	0	0	0	30	82	21	37	
53	Frank Dess	Wayne Brighton	Porsche 944 S2	49	10	10	0	0	0	0	30	79	0	0	0	0	0	0	0	0	0	40	119	22	53
51	John Carrigiano	Sam Carrigiano	Porsche 911	36	0	17	0	0	0	0	30	57	93	0	0	0	0	0	0	0	15	30	123	23	51
35	Andrew Smith	Corey Smith	Nissan R32 Skyline	55	0	30	0	0	0	0	30	60	115	0	0	0	0	0	0	0	15	130	24	35	
50	Demi Carrigiano	Frank Carrigiano	Nissan Skyline	21	0	26	0	0	0	0	30	56	77	0	0	0	0	0	0	0	15	132	25	50	
41	Kevin Peters	Michael Peters	Mini Cooper S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	105	215	26	41	
32	Ramin Shoushtarian	Amir Shoushtarian	BMW 320	112	0	11	0	0	0	0	40	51	163	0	0	0	0	0	0	0	60	223	27	32	
13	Michael Malgo	Daniel Malgo	E Type Jaguar	125	54	16	0	0	0	30	100	225	68	0	0	0	0	0	0	0	15	88	313	28	13
33	Reece Robinson	Judit Fenyo	Ferrari 308 GT4	243	3	1	0	0	0	70	104	347	0	0	0	0	0	0	0	0	30	70	417	29	33
52	Samuel Panebianco	Salvatore Panebianco	Nissan Skyline	321	0	23	0	0	0	30	83	404	0	0	0	0	0	0	0	0	0	444	30	52	
22	Lindsay Trevitt	Paul Trevitt	Subaru Sti	606	2	13	0	0	0	0	45	651	0	0	0	0	0	0	0	15	20	671	31	22	
27	Terry Lawlor	Louise Lawlor	Porsche 993TT	DNS																			32	27	
42	Peter McAlpine	Sharyn McAlpine	Ford Mustang	DNS																			33	42	
43	John Cooper	Wendy Cooper	Ford Falcon XP	DNF																			34	43	
55	Simon Duff	Mitchell Duff	Lancia Beta	DNS																			35	55	

## 2012 Pas de Deux Results

Car	Driver	Navigator	Car	Cat	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	Dominic Votano	Michael Stephenson	White Commodore	Mas t	0	0	0	0	0	0	0	0	0	0	1
1	Bob Morey	Teresa Morey	Red Alfetta GT	Mas t	0	0	36	0	36	0	0	0	0	36	2
4	John Cooper	Ross Warner	Red / Black Mini	Mas t	0	0	36	0	36	0	0	12	0	48	3
3	Robert Panetta	John Henderson	Red Alfa	Mas t	0	0	48	0	48	0	0	48	0	96	4
5	Tony Wise	Alan Walker	Red Alfa Romeo	Mas t	0	0	48	0	48	0	0	60	0	108	5
9	Lynne Stead	Philip Stead	Silver Toyota Prado	App	0	0	36	0	36	0	0	72	0	108	1
10	Doug Barbour	Xanthea Boardman	Green Porsche 911	App	0	0	36	0	36	0	60	72	0	168	2
8	Ian Packard	Steve Maher	Bronze Peug.504	App	0	0	144	0	144	0	60	84	0	288	3
7	Tony Norman	Ron Cooper	Red Impreza	App	0	70	180	0	250	0	0	48	0	298	4
6	Paul Morton	Garth Taylor	White Mk 2 Jaguar	App	0	35	84	0	119	0	95	132	0	346	5
11	Geoff Brieger	Tim Green	Red MGA	Tour	0	0	0	0	0	0	0	0	0	0	=1
12	Steve Brumby	Grace Brumby	Gold Falcon	Tour	0	0	0	0	0	0	0	0	0	0	=1
14	Greg Yates	Karen Yates	Silver Merc 500SLC	Tour	0	0	0	0	0	0	0	0	11	11	=3#
21	Len Zech	Glenn Evans	Blue Porsche 928	Tour	0	0	0	0	0	0	0	0	11	11	=3#
19	Stephen Friend	Michael Friend	Grey Merc. 220S	Tour	0	0	0	11	11	0	0	0	0	11	5#
16	Chris Mackertich	Alana Mackertich	Silver Datsun 260Z	Tour	0	0	0	11	11	0	0	0	0	11	=6#
17	Merzi Mody	Shaneen Dhondy	Silver Lancer Evo	Tour	0	0	0	11	11	0	0	0	0	11	=6#
18	Edul Dhondy	Tanaz Dhondy	Red / Black Toyota	Tour	0	0	0	11	11	0	0	0	0	11	8#
22	Tony Kanak	Kristyan Plimsoll-Kanak	White Volvo 142S	Tour	0	0	12	11	23	0	0	0	0	23	9
15	Jim Baird	Christine Baird	Red Porsche 944	Tour	0	0	36	0	36	0	0	0	0	36	10
13	George Minassian	Kevin Elliott/Gerry Lister	Red Volvo 142S	Tour	0	0	252	0	252	0	0	0	0	252	11
20	Dave Johnson	Natalie Evans	White Nissan 300ZX	Tour	DNS										

# Scored by furthest cleanest

## Classic Rally Club Championship 2012

### Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Bob Morey	16	38		20	18	38	22	19	149	1
Robert Panetta	20	36	32	18	16	2	38	17	145	2
Tony Wise	20	40		16		38	24	16	142	3
Dominic Votano	13m	24				40	40	20m	137	4
Alan Watson	18	34	28	16	16	28m	30m		128	5
John Cooper	17	16	34	18	17		2	18	120	6
Tony South	15	22		11		34	26		108	7
Gerry Both	14		26m	16		32	18		106	8
Dianne Gerlach	12	28		12			32		84	9
Coal Mullet		24	40m						64	10
David Shaw	11	32					20		63	11
Roger Banham		26					34		60	12
Gary Maher	8				20	16		16	60	12
Garth Taylor			38		16				54	14
Barry Ferguson			24				28m		52	15
Dennis Reeve			24			26			50	16
Lauren Mackie				13			32m		45	17
John Young	8			20			16		44	18
Winton Brocklebank	8m		36						44	18
Ernst Luthi						32		8	40	20
Michael Olsson	10m	30m		18m	20m	30m			38	21
Alex Bratovic							36m		36	22
Geoff Bott			24						24	23
Darren Taylor				18					18	24
Laurie Mason					15				15	25
Michael Young	7								7	26

### Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Teresa Morey	16	38		20	18	38	22	19	149	1
Alan Walker	20	40		13m		38	32m	16	146	2
Michael Stephenson	13m	32				40	40	20m	145	3
John Henderson	16	36	32	18	16			17	135	4
Pam Watson	18	34	28	8	16	28m	30m		126	5
Lui MacLennan		24	40m	18	8		32		122	6
Ted Norman	15	22		11	15	34	26		112	7
Carol Both	14		26m	16	8	32	18		106	8
Ross Warner	17		34	18	17			18	104	9
Jeff West	20				20		38	16	94	10
Mike Batten	9			18	14	26	24		91	11
Dave Johnson		16	32	8			28m		84	12
Wayne Gerlach	12	28		12			32		84	12
Ray Arthurs	11	32					20		63	14
Roger Barlow		26					34		60	15
Sonja Luthi	8					32		8	48	16
Wendy Maher	8				8	16		16	48	16
Helen Young	7			20			16		43	18
Adrian Kinslor			38						38	19
Harriet Jordan	10m	30m		18m	20m	30m			38	19
Graham Thompson			36						36	21
Ian Gibbs							36m		36	21

## Classic Rally Club Championship 2012

### Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Tim McGrath	7		22	13	15		26	11	<b>94</b>	<b>1</b>
Chris Hallam		30		12		26	24		<b>92</b>	<b>2</b>
Doug Barbour	1	20	20		13	24	20	14	<b>91</b>	<b>3</b>
Paul Morton	15	28m	14		3		18	11	<b>86</b>	<b>4</b>
Bruce Smith	12m			1m	10m	30m	30m		<b>30</b>	<b>5</b>
Shane Navin	1m		16m	15m	12m	2m	6m		<b>27</b>	<b>6</b>
Peter Thomson		24							<b>24</b>	<b>7</b>
Vince Harlor							24		<b>24</b>	<b>7</b>
Lindsay Trevitt	8m				11	2	2		<b>23</b>	<b>9</b>
Ian Wilson							16		<b>16</b>	<b>10</b>
Lynne Stead								15m	<b>15</b>	<b>11</b>
Amir Shushtarian	9			1	3				<b>13</b>	<b>12</b>
Tony Norman								12m	<b>12</b>	<b>13</b>
Rebecca Grasso	11								<b>11</b>	<b>14</b>

### Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Phil Stead		30		12		26	24	15m	<b>107</b>	<b>1</b>
Xanthea Boardman	1	20	20		13	24	20	14	<b>91</b>	<b>2</b>
Garth Taylor	15	28m					18	11	<b>72</b>	<b>3</b>
Ron Cooper	3			13			26	12m	<b>54</b>	<b>4</b>
Peter Dunlop	14	26		4			2		<b>46</b>	<b>5</b>
Tony Norman	11			3	15	6	6		<b>41</b>	<b>6</b>
Kay Harlor	11						24		<b>35</b>	<b>7</b>
John Vickery						30m	30m		<b>30</b>	<b>8</b>
Jennifer Navin	1m		16m	15m	12m	2m	6m		<b>27</b>	<b>9</b>
David Booth		24							<b>24</b>	<b>10</b>
Jennie Smith	12m			1m	10m				<b>22</b>	<b>11</b>
Paul Trevitt	8				7	2	2		<b>19</b>	<b>12</b>
Guy Brand							16		<b>16</b>	<b>13</b>
Ramin Shoushtarian	9			1	3				<b>13</b>	<b>14</b>



## Classic Rally Club Championship 2012

### Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day		
<b>Competitor</b>									<b>Points to date</b>	<b>Position to date</b>
Greg Yates	9	16	20	1	10	14	10	8	<b>70</b>	<b>1</b>
Steve Brumby	8	14			1	16	2	9	<b>49</b>	<b>2</b>
Jim Baird	7m	18	12	1	4		2	1	<b>43</b>	<b>3</b>
Ian Packard	1	8		6	9	4	6	8	<b>39</b>	<b>4</b>
John Calabria		10					20		<b>30</b>	<b>5</b>
Steve Annabel	10			10	7				<b>27</b>	<b>6</b>
Chris Mackertich	8	4			6	2		5	<b>25</b>	<b>7</b>
Jim Richardson	1		2	4	5	12			<b>24</b>	<b>8</b>
Kevin Byron	1					20			<b>21</b>	<b>9</b>
Alan Cummine		2	16						<b>18</b>	<b>10</b>
Brendan Burton	10m	16m							<b>18</b>	<b>10</b>
Malcolm Drummond							16		<b>16</b>	<b>12</b>
Peter Evans	3	12		1m					<b>16</b>	<b>12</b>
Jocelyn Vettoretti	4m	4	2	4					<b>14</b>	<b>14</b>
Mike Birks						14			<b>14</b>	<b>14</b>
Peter Cale							14m		<b>14</b>	<b>14</b>
Geoff Brieger						2		10	<b>12</b>	<b>17</b>
Terry Gunter	2			10					<b>12</b>	<b>17</b>
Tony Kanak	5			4				2	<b>11</b>	<b>19</b>
Andrew Wilson				10					<b>10</b>	<b>20</b>
Brian Madigan	7			1					<b>8</b>	<b>21</b>
Don Dux							8		<b>8</b>	<b>21</b>
Len Zech	1m	2m		1m			2m	7m	<b>8</b>	<b>21</b>
Steve Friend	1				1			6	<b>8</b>	<b>21</b>
June Hobart				4			2		<b>6</b>	<b>25</b>
Merzi Mody							2	4m	<b>6</b>	<b>25</b>
Geoff Mills	1	2m							<b>3</b>	<b>27</b>
Edul Dhondy								3m	<b>3</b>	<b>27</b>
Ramin Shoushtarian							2	1	<b>3</b>	<b>27</b>
Arthur Bransgrove				1m			2m		<b>2</b>	<b>30</b>
Henry Stratton							2		<b>2</b>	<b>30</b>
Jim Barrett					2				<b>2</b>	<b>30</b>
Julie Votano		2							<b>2</b>	<b>30</b>
Kim Votano		2							<b>2</b>	<b>30</b>
Robert Brell							2		<b>2</b>	<b>30</b>
Sergio Cariolato		2m							<b>2</b>	<b>30</b>
Terry Lawler							2		<b>2</b>	<b>30</b>
Colin Tseris				1					<b>1</b>	<b>38</b>
Dave Johnson	1m								<b>1</b>	<b>38</b>
Garth Bransgrove				1m					<b>1</b>	<b>38</b>
George Minassian								1	<b>1</b>	<b>38</b>
Judd Smith	1								<b>1</b>	<b>38</b>
Mark Pentecost	1								<b>1</b>	<b>38</b>
Phillip Oliver	1								<b>1</b>	<b>38</b>
Richard Bale				1					<b>1</b>	<b>38</b>
Steve Pryor	1								<b>1</b>	<b>38</b>

## Classic Rally Club Championship 2012

### Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	April Fool's Day Fun Run	South Coast Classic	Barry Ferguson Classic	Tour d'Corse	Winter Classic	MG Spring Classic	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	2 day	1 day	1 day	2 day	2 day	1 day		
<b>Competitor</b>									<b>Points to date</b>	<b>Position to date</b>
Grace Brumby	8	14			1	16	2	9	49	1
Steve Maher	1	8		6	9	4	6	8	39	2
Ryan Baird		18	12	1					31	3
James Calabria		10					20		30	4
Jayne Annabel	10			10	7				27	5
Allana Mackertich	8	4			6	2		5	25	6
Bev Richardson	1			4	5	12			22	7
Ian Packard			20						20	8
Karen Yates				1	10			8	19	9
Alison Burton	10m	16m							18	10
Sylvia Gleeson		2	16						18	10
Cheryl Evans	3	12		1m					16	12
Lorraine Drummond							16		16	12
Natalie Evans	1m		12	1					14	14
Tammy Cale							14m		14	14
Lorraine Gunter	2			10					12	16
Tim Green						2		10	12	16
Brad Wilson				10					10	18
Brian Madigan							10		10	18
V Plimsoll-Kanakova	5			4					9	20
Glenn Evans	1m	2m		1m			2m	7m	8	21
Heather Dux							8		8	21
Michele Madigan	7			1					8	21
Connie Annabel					7				7	24
Michael Friend					1			6	7	24
Peter Hill	7m								7	24
David McCowatt							6		6	27
Lachlan Baird					4		2		6	27
Ngarie McGrath			4	1					5	29
David Stephenson		4							4	30
Frances Stephenson		4							4	30
Shaneen Dhondy								4m	4	30
Wendy Cooper		2					2		4	30
Amir Sushtarian							2	1	3	34
Tanaz Dhondy								3m	3	34
Trish Mills	1	2m							3	34
Adam Bransgrove				1m			2m		2	37
Clair Stephenson		2							2	37
Edul Dhondy							2m		2	37
Irene Cariolato		2m							2	37
Julie Stratton							2		2	37
Kevan Peters		2							2	37
Lauren Mackie						2			2	37
Lorraine Drummond	2								2	37
Louise Lawler							2		2	37
Sarah Brell							2		2	37
K Plimsoll- Kanak								2	2	37
Elizabeth Pentecost	1								1	48
Jocelyn Vettoretti					1				1	48
Judith Bransgrove				1m					1	48
Maureen Friend	1								1	48
Morgan Oliver	1								1	48
Penny Dmitrieff	1								1	48
Christine Baird								1	1	48
Kevin Elliot								1	1	48
Gerry Lister								1	1	48
Toni Bale				1					1	48
Vince Harlor	1								1	48

## 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			
03-August-2012	First Friday Free Fling		
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
12-August-2012	Winter Classic - C.C.	Alan Watson, Garth Taylor and Lindsay Trevitt	<a href="mailto:alanwatson@pacific.net.au">alanwatson@pacific.net.au</a> 02 9653 1036
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		
13-14-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 <a href="http://www.classicrallyclub.com.au">www.classicrallyclub.com.au</a>			

## 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

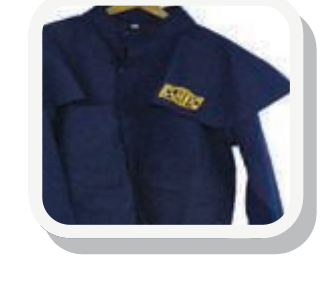
A full range of individual and personalised jackets & caps are available (with CRC logo) for your Classic Rally Team Members through;

**Prestige Embroidery**

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

**Phone: 0402 127 230**

**Fax: (02) 4727 0893**



Contributors to this edition: Justin Bedingfield, Steve Brumby, James Calabria, Heather Dux, Wayne Gerlach, Glen Innes, Dave Johnson, Tony Kanak, Lui MacLennan, Brian Madigan, Teresa Morey, Tony Norman, Dominic Votano, Ross Warner, Jeff West, Greg Yates, Eric & Jenny Young, Leonard Zech. Thank you all.



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