

Rally Directions

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

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The Alpine

The Pas de Deux

Charlie and Edith go to Town



November 2013

Classic Car of the Month

There were three generations of Toyota Celica in the classic era. These were produced from 1970 to 1977, 1977 to 1981 and 1981 to 1985. All featured a four cyl. motor and rear wheel drive.

The first generation Celica was available with a 2 +2 coupe body style or a 3 door liftback. Suspension was independent at the front with disc brakes and a four link arrangement at the rear with drum brakes. Australian models initially had 1.6 litre motors which were increased to 2.0 litres in 1975. Transmissions were 4 speed manual or 3 speed auto.

Second generation Celicas featured largely cosmetic changes to the lights & front bodywork, designed in California, and suspension refinements.

Changes to the third generation of Celicas again were largely cosmetic. Australian cars were eventually fitted with a 2.4 litre motor and later versions had independent rear suspension.

Dominic Votano's Celica, seen above on the recent Alpine Classic, is a 1978 liftback with 2 litre engine and automatic transmission. Dom bought the car to save it from the crusher and has now sold it to someone in W.A.

Coming Events



C.R.C. Christmas Party and Play a Round Rally
15th December 2013

Chris and Mike Birks have generously offered to host our Christmas party this year at their place at 395 Old Stock Route Rd, Oakville. Party starts at 12.30pm with the traditional optional short rally beforehand.

Play a Round Starting at Mt Wilberforce, West Pennant Hills at 9.00 am this run will feature challenges of varying difficulty depending on whether you choose to compete at Tour, Apprentice or Masters level.

See inside for more details or Contact Ted Norman at tedharry404@gmail.com

Celebrate 20 years of the Classic Rally Club. A full weekend of events starting on Friday 28th February 2014 through to Sunday 2nd March 2014.

Start with a leisurely prologue to Mudgee culminating in the Official Reception and Welcome Dinner.

On Saturday you have the option of a one day rally with all the usual features. This event counts towards the annual CRC championship. Or you go on a 'wine romp' around the tourist highlights of Mudgee. The day finishes with the 20 Dinner.

Sunday will complete the weekend with a drive to Lithgow over a route 'less travelled'!

Classic Rally Club Officers and Contacts 2013

| Position: Name | email | Phone (please make calls before 9.00pm) |
|--|-------------------------------------|--|
| President: Ross Warner | crc.pres@classicrallyclub.com.au | (02) 9772 2860 or 0409 810 553 |
| Secretary: Tony Kanak | crc.sec@classicrallyclub.com.au | 0419 233 494 |
| Treasurer: Tim McGrath | crc.treas@classicrallyclub.com.au | 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 9420 4304 or 0418 275 308 |
| Officials Registrar: Dave Johnson | crc.cm3@classicrallyclub.com.au | 02 4887 7803 and 0428 299 443 |
| Committee | email | Phone (please make calls before 9.00pm) |
| 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) 4887 7803 or 0428 299 443 |
| Tony Norman | crc.cm4@classicrallyclub.com.au | (02) 9804 1439 or 0402 759 811 |
| Peter McAlpine | crc.cm5@classicrallyclub.com.au | 0407 330 075 |
| C.A.M.S. Scrutineers | email/location | Phone (please make calls before 9.00pm) |
| Tim McGrath (Bronze) | tpmcgrath@bigpond.com.au | 0419 587 887 |
| John Henderson (Bronze) | Killara / Bathurst | 0408 118 427 |
| Tony Kanak (Bronze) | Eastwood | (02) 9858 2662 (H) or 0419 233 494 |
| Gary Maher (Bronze) | North Richmond | (02) 4571 1229 |
| Rob Panetta (Silver) | Killara (H) / Brookvale (W) | (02) 9939 2069 (W) or 0418 963 091 |
| Wayne Paterson (Silver) | Blaxland | (02) 4739 0577 (H) or 0418 200 949 |
| Jim Richardson (Bronze) | Baulkham Hills (H) | (02) 9639 0638 (H) or 0418 644 284 |
| R.M.S. Inspectors for Club Plate vehicles | email | Phone (please make calls before 9.00pm) |
| Tim McGrath | tpmcgrath@bigpond.com.au | 0419 587 887 |
| Danny Castro | dcastro@bigpond.net.au | (02) 9688 2318 or 0419 981 063 |
| Peter Thomson | | (02) 9419 5774 |



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..

Ross's Rave.

Hi Everyone,

Well, that's another year done and dusted. This is our last magazine for 2013.

Our last competition event for 2013, the Pas de Deux has been run and won (in beautiful weather, despite all predictions). Congratulations to all the victors and commiserations to all of us who weren't so clever. Of course, as expected Jeff, Wendy and Gary excelled yet again with a challenging event that didn't make you yell rude words out the window. Thanks guys, and thanks to all your officials.

Congratulations also to Wayne and Lui on another fantastic Alpine. If you were there, you know what I mean, if you missed it, you really missed out. It was challenging but really enjoyable. I must admit that I changed Wayne's middle name a couple of times during the event, but I have reconsidered my position and I like him again now.

I should also mention that Don and Heather Dux did it again! They donated a handmade leather map board case (complete with CRC logo) and a box of homemade condiments for the traditional Alpine charity raffle. Thanks to a very generous mood in the room the raffle raised \$1,080 and given the circumstances at the time, it was decided that this should be donated to the Rural Fire Service. Well done to the Dux crew. 1st place in my book.

As you might have expected, on completion of the Pas de Deux the points for the Club Championship have now been tallied up. It's been a great year of competition. I hope everyone has really enjoyed themselves. I know I have. The results can be found elsewhere in this magazine, and trophy presentations will be at our Christmas party as usual.

To finish off the year we have our last couple of events, the December FFFF at Dom's shed and then we have our Christmas Party and Rally. I hope you will all be there. Please confirm your attendance as soon as possible.



Our next meeting is the AGM and this is your chance to have a say in the running of the Club. If you like you can also put your hand up for one of our management roles. It's great to have input into something as special as the Classic Rally Club. Have a think about it. Ask not what the CRC can do for you, ask what you can do for the CRC!

I mentioned last month that Ian Packard had indicated that he would like to take a break from being Membership Secretary and the good news is that Lindsay Trevitt has already volunteered. Come along to the AGM to help me vote him in!

I would like to take this opportunity to thank you all for your valuable contributions to the CRC this year and for supporting me in my role as President. From the smallest thing like entering an event, to the big ones like running / setting an event and also of course to our hard working executive. You are all fantastic. Thanks.

I look forward to seeing many of you at the Christmas party, but for those of you who won't be there, I would like to wish you a safe and happy holiday period. All the best.

See you out there.... If I can find the right roads.



Start the weekend with the Prologue. This begins with brunch at the Grey Gum Café on the Putty Rd at 10am. Then it's on to Mudgee via the Bylong Valley Rd. No VRCs, no questions. Apart from "where do we stop for lunch", just a fun drive on great roads.

Competition Secretary Report - Tony Norman

As we have completed our 2013 Competition Rally Calendar this will be my last report for the year.

The Alpine Classic was held over the weekend of the 19th/20th October with the traditional start in Lithgow and finish at Old Bowenfels. The bushfires that were raging across the Blue Mountains were a major concern even though the event would take competitors away towards the west for an overnight stay in Orange. In the 2012 event the start was potentially disrupted by snow and ice on the Great Western Highway & Bells Line of Road. I wonder what 2014 will have in store for us?

Wayne & Dianne Gerlach and Lui MacLennan must be applauded for their perseverance in such trying circumstances. A big debt of gratitude is owed by all competitors to the volunteers and officials who helped make the Alpine such a successful and enjoyable event. There are further articles covering this event elsewhere in the magazine.

The Pas de Deux was run on Saturday 9th November organised by Jeff West and Wendy & Gary Maher. This event showed their usual commitment to providing a fun but challenging event. I have provided an event de-brief from an Apprentice Navigator's perspective elsewhere in the magazine but would like to thank Jeff, Wendy & Gary and their many helpers and officials etc for putting together a totally enjoyable rally to bring our competition year to a close.

And so to 2014. The first 5 competitive events are now confirmed as per the event calendar. These together with the anticipated events for the second half of the year mean we should have a total of eight rallies - 4 one day events, and 4 two day events. It should be noted that the Clarence Classic, in March, and the Barry Ferguson Classic, in May, are effectively three day affairs based on their start locations. Please continue to check the Club website and future editions of the magazine for final details of the events that are unconfirmed at this stage.

Finally I would like to thank all the Club members who ensured that we had a full and successful year in 2013. In particular, those who put their hands up to organise and run events and to the many officials and volunteers who supported the Event Directors in their endeavours. Please think about offering your services in the same way in 2014.

Best wishes to you all for Christmas and the New Year. Tony Norman



After the Prologue go on to the Official Reception at 'Rally Central' - The Parklands Resort & Convention Centre. A great way to meet all the other early birds

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17/11/2013

2014 CRC Events Calendar

CRC meetings held at Deniston Sports Club, 59 Chatham Rd, West Ryde. FFFF venue TBA

| Date | Event - CC indicates CRC championship event | Note | |
|-------------------|---|--|----------------------|
| | 28-January-2014 | CRC Meeting | |
| | 07-February-2014 | First Friday Free Fling | |
| | 14-February-2014 | Deadline for Club Newsletter contributions | |
| | 25-February-2014 | CRC Meeting | |
| 28-February-2014 | 02-March-2014 | CRC 20th Anniversary Celebrations | |
| | 01-March-2014 | Mudgee Trial C.C. | |
| | 07-March-2014 | First Friday Free Fling | |
| | 14-March-2014 | Deadline for Club Newsletter contributions | |
| | 25-March-2014 | CRC Meeting | |
| 29-March-2014 | 30-March-2014 | Clarence Classic - Grafton area C.C. | Set in Grafton area. |
| | 04-April-2014 | First Friday Free Fling | |
| | 11-April-2014 | Deadline for Club Newsletter contributions | |
| | 22-April-2014 | CRC Meeting | |
| | 27-April-2014 | Autumn Challenge C.C. | |
| | 16-May-2014 | Deadline for Club Newsletter contributions | |
| | 27-May-2014 | CRC Meeting | |
| 31-May-2014 | 01-June-2014 | Barry Ferguson Classic C.C. | |
| | 06-June-2014 | First Friday Free Fling | |
| | 13-June-2014 | Deadline for Club Newsletter contributions | |
| | 29-June-2014 | A.R.O.C.A. Tour d' Corse C.C. | |
| | 24-June-2014 | CRC Meeting | |
| | 04-July-2014 | First Friday Free Fling | |
| | 11-July-2014 | Deadline for Club Newsletter contributions | |
| | 22-July-2014 | CRC Meeting | |
| | 01-August-2014 | First Friday Free Fling | |
| | 04-August-2014 | Driver Training day at Wakefield Park | T.B.C. |
| | 15-August-2014 | Deadline for Club Newsletter contributions | |
| | 26-August-2014 | CRC Meeting | |
| | 05-September-2014 | First Friday Free Fling | |
| | 12-September-2014 | Deadline for Club Newsletter contributions | |
| 13-September-2014 | 14-September-2014 | MG Spring Rally CC | T.B.C. |
| | 23-September-2014 | CRC Meeting | |
| | 03-October-2014 | First Friday Free Fling | |
| | 17-October-2014 | Deadline for Club Newsletter contributions | |
| 18-October-2014 | 19-October-2014 | Alpine Classic C.C. | T.B.C. |
| | 28-October-2014 | CRC Meeting | |
| | 07-November-2014 | First Friday Free Fling | |
| | 14-November-2014 | Deadline for Club Newsletter contributions | |
| or | 15-November-2014 16-November-2014 | Penrith Pas de Deux C.C. | T.B.C. |
| | 25-November-2014 | CRC Meeting - AGM | |
| | 05-December-2014 | First Friday Free Fling | |
| | 14-December-2014 | Club Christmas Party. | T.B.C. |

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

Other Events; The CRC has received an invitation to these events so cars with conditional registration (Club Plates) can be driven to and used in them.

| | | | |
|--------------|--------------|------------------------|--------|
| 21-June-2014 | 22-June-2014 | Night Owl Winter Trial | T.B.C. |
|--------------|--------------|------------------------|--------|

Events of Interest; The CRC has not received an invitation to these events so cars with conditional registration (Club Plates) cannot be driven to them.

| | | | |
|--------------|--------------|--------------|--------|
| 26-July-2014 | 27-July-2014 | Jaguar Rally | T.B.C. |
|--------------|--------------|--------------|--------|

Oh What a Feeling! Dom & Mike win the Alpine Classic Masters Category.

Our entry into the 2013 Alpine was more of a dare than a plan. Michael had not been able to attend any of the 2013 events so I had persevered in Apprentice class pretending I was a navigator for the first 5 events this year.

A friend had told me he was going to scrap his automatic 1978 Celica Liftback as it no longer was of any use to him and urgently needed brakes, steering work, a good service and new battery. Being the great friend that I am, I offered him less than the scrappy would pay him but convinced him of the great benefits in karma that would be bestowed on him for selling me the car for \$200.



Two days solid work by my mechanic (\$500) new oil cooler \$140, new steering bushes \$30, new battery \$114, oil plugs, filters, oil, gaskets \$130 and new pads, shoes and wheel cylinders \$125.00 and the car was ready for the 2013 Alpine Classic.



In the morning I briefly reconsidered the car I would take on the event due to the heat and potential problems with fires. But looking at the two options, my heart said stick with the plan and we travelled without mishap to the Lithgow start. The sight of the Classic Celica certainly caught many of the fellow competitors by surprise and by the many gasps and murmurings, I could sense that our fellow competitors were in awe of our choice of vehicle.



Jealousy is the curse of the have-nots and despite the many pleas to not use the car on The NSW premier Classic Rally event, we did not succumb to the temptation and brought the beast to life to start in the 2013 Classic Alpine. An interesting side note of the 2013 event was that despite the MG Classic drawing more than a dozen MGs and the Alfa Tour more than 2 dozen Alfas, The Alpine only found one intrepid Marque owner brave enough to enter against the mighty Celica and other quality classics. *(think about it, Ed!)*



By lunch on day one it was obvious that the Celica steering, though recently rebushed, was more than a handful. With my shoulders desperately needing a rebush themselves, or at least some lubrication, we continued on the event losing precious minutes of penalties as the Celica attempted to reach the Holy Grail of triple digits on the speedo. Nice simple questions, well placed boards, interesting roads and increasing frustration at the performance of the car led us to not incur any speed camera penalties and be in first place by night's end.

We decided to walk the 5 blocks from our hotel to the Club as it would be quicker than driving the Celica and my upper arms and shoulders needed a break. A lovely dinner for all was enjoyed. And the less talented teams were cajoled into believing they could win the event despite the mighty Celica being first by some 8 points at the end of day one.

Day two started with a hearty breakfast, some Dencorub over the affected areas and some difficult interpretations for the navigator. As the day continued we could feel our 8 point advantage being very quickly clawed back by the rest of the field as we missed a control, took a few too many wrong turns and struggled to wind the Celica much past 85 kilometres per hour. Lunch was a total shock as we strayed from Mandurama Hall to new environs and a significantly better spread. But the afternoon section took its toll with the Dencorub being liberally applied not just to my sore joints but to navigators balding heads everywhere along the route.

Whilst lunch had moved, the finish was still the Bowenfels Pub and a Schooner of 150 Lashes was certainly a better remedy than Dencorub. As the cars rolled in and we saw the expression on competitors faces, we could see that our chances of keeping the 1st place were still alive. And in fact, the mighty Celica won its first event and will be put to pasture as the winning Classic Rally car of the 2013 Alpine Classic.

Dominic Votano



The Alpine Classic Car Rally 2013 and the Fires - Jen Navin

The Alpine Classic Rally had been in our diary for months. A must to do. We had even planned our four week road trip to WA around it.

A few days before the rally, the Blue Mountains had erupted in a freakish fire storm destroying hundreds of houses in the Winmalee area and licking at the door step of Mt Riverview in the Lower Blue Mountains. Smoke could be seen and smelt as far down as Penrith and Castlereagh.

My son and his family were evacuated from Lithgow a few days before, being allowed to return to their home on Friday. No houses were lost in the Lithgow area but the fire had got close, very close. The paint work of their house was blistered and my grandchildren were traumatised. When I tried to make light of the situation by saying to Cordelia that it must have been exciting to be evacuated, she responded quite tersely: "Nanna, there is nothing exciting about being evacuated!" I had been put back in my box quite smartly by my eight year granddaughter.

Shane and I left for the Lithgow Public School, the traditional starting point for the rally, early Saturday morning. Driving over the mountain we encountered smog. It was thick, it was sobering and

we couldn't see very far ahead. We saw some fire crews with their tankers on the crests of the ravines watching and waiting. We arrived at the school for breakfast and the briefing. Len and Glen, having stayed the night at the Zig Zag Motel, had taken some startling photos of the fire ...not too far away. Sobering.



That night some members were forced to wait at Mt Victoria until the Great Western Highway was again opened.

Lui held a brilliant briefing on Saturday morning reinforcing that the Lithgow community were happy for us to be there supporting them. And that is what car rallying is fundamentally about, supporting the communities that we rally in. We may appear to some of the public like a group of car nuts who drive around the roads stopping to gawk at houses or signs. But in reality we are a club that, yes, we do like driving classic cars in competition trying to better our skills of navigation and timed driving events, but we are also a club that is very community conscious and through our events we support these people and this was one weekend when it was very clearly demonstrated.



Lui not only reassured us all that our presence was OK but she also ensured that, for those of us who lived in the mountains, she had our backs with contact numbers in her phone. She also reminded us that at any time but particularly at this time, a hot exhaust and dry grass do not mix. My grandchildren came to see all the cars before we started. A bit of fun and relief after a couple of stressful days. The stress was clear in the eyes of both Jack and Cordelia and Sarah jumped at the chance to bring the kids down to see the cars especially Pa's fast car!

Saturday we rallied in clear blue skies and clean air but we were reminded of the ongoing alert with the fires on our initial roads doing a back burn, taking advantage of the cooler and calm conditions. At lunch time and again when we arrived at our motel, phones were checked, families rung and the TV was watched checking the news for the latest details of the fires. That night, at dinner, again the wonderful community

support of the club was demonstrated with the proceeds of the Classic Dux Raffle being donated to the RFS. The support was fantastic with, if I remember correctly, over \$1800 being raised.

Sunday dawned in Orange and the news was that the situation was stable, not great, but stable. Watch and Act status. We rallied in the morning with lunch at our old stomping ground of Newbridge. The RFS were cooking their fantastic sausage and steak sandwiches for us. With every delicious mouthful I quietly thanked them for their ongoing hard work to keep us safe. A quick check of the phone and a word with Jim Baird who lives at Mt Riverview was in order. The word was that it was smoky but calm down in that neck of the bush in the lower Blue Mountains.

So Shane and I started the last leg of the rally. Initially my navigation and mapping was OK with a "few bright sparks of intelligence!" Translated this meant that we were on the right roads with other cars either following us or with us following them. We were finding the P boards OK and the answers to the questions were being written in the correlating spaces. But then it all went pear shaped. So Shane pulled over. We stopped and relooked at the directions and my mapping. I had missed a loop. Shane asked me what I wanted to do? I just wanted to cut and run. I just wanted to go home. So we did. Driving the Great Western Highway, seeing the fire crews, the helicopters sucking up the water from the dams and the billowing smoke in the distance I realised that the danger wasn't anywhere near over but, it was a relief to get home.



POST SCRIPT:

I am sitting at home finishing off this article. It is Wednesday afternoon, the high risk day for the Blue Mountains. I left work to be here. I had to. We live in the Lower Blue Mountains, Glenbrook, and currently we are at a low risk.

The winds have come up and I have just heard on the news that Springwood is under threat, the containment lines may not hold.....

Jen & Shane Navin
928GT Black

2013 ALPINE CLASSIC RALLY By Heather Dux, Triumph 2500 PI **A ripping yarn of comic capers, conflicts, conflagration, cock ups and a bit of rallying.**

Each year we look forward eagerly to heading south for the Alpine Classic Rally and we knew that we would be staying with Eric and Jenny Young from Friday afternoon and then again on Sunday night and Monday before going home Tuesday. It was decided that we'd take off early on Thursday morning and if we were close enough to Lithgow by afternoon, we'd book into a motel in Lithgow for the Thursday night. I don't think we could have chosen a more dreadful day to travel. Dry winds, very low humidity and our aircon needed regassing! It was impossible to keep our water bottle cool after about 10 minutes out of the cooler bag.

We saw a bit of smoke around the Muswellbrook area but nothing to bother about, but as we got closer to Lithgow, I was concerned about this very strange looking 'cloud' behind the mountains. As we got nearer we could see it was a huge plume of smoke and the road sign saying Bell's Line of Road was closed, but the air was very clear.

We thought it would be supportive to book into the Colonial Motor Inn as most of the Rallyers would be there on the Friday. After reading all the emails to Lui from disappointed guests, there is not much for me to say except that – when I went to pay for our evening meal and breakfast the next morning [our room was paid for before we even got the key] there was no one anywhere around. Maybe they had to help friends affected by the fires, but a note on the door would have been courteous. I phoned 6 times during the morning and got no answer. I really don't think they want anyone to stay because it seems they have no idea what PR means. Thankfully, when we called in on the way to Meadow Flat, someone had been there to accept the rally packs and we could collect ours.

Friday morning, the wind had changed and all the smoke the poor Easterners had been getting was coming back to the west. In the space of about an



hour, the hills beside Lithgow disappeared and I don't know how the water bombers could see their way to the water because we could barely see them through the smoke. It was amazing how little smoke was at Eric and Jenny's place at Meadow Flat and it's only 30 or so Kms west of Lithgow.

I won't go into a great details about the route of the rally because others who have collected a prize for competence will do that. My tale is more about the absurdities of life and the joy of once again catching up with our 'rally children'. I don't think we are very good for them because we seem to lead them down the wrong path.

We were fortunate that the closest we came to any fires was when we were on the way out of Lithgow on the Saturday morning and passed the local Furies back-burning on the side of the hill. That heat was intense enough so what those amazing men and women have to be prepared for during major events beggars belief.

Timed rallies! We've never had so many late times as this 2013 Rally. Of course, it doesn't help if you have to back back or turn around to get the answer to a question, which has been known to happen but looking at the results sheet, I think it was very tight, with so many very experienced competitors also coming in later than usual. Anyway, it was still fun.



During the Saturday run, we passed Lindsay and Heather Farrell stopped by the side of the road. Don slowed just to make sure they were OK and Heather said they were just having a 'conflict'. They, being two of our rally children, we just had to stop to find out why they weren't playing nicely. It appears that Heather missed a very tight turn and they went speeding past *for ten minutes!* Then Lindsay said he heard his navigator say what no driver wants to hear – "S**t! Where the Hell are we?" Another ten minutes to retrace their steps put them in a precarious position as far as the tight times were concerned. It was this 'conflict' they were 'discussing' when we came by. We've brought them up well, so the little mistake was taken care of in an adult way. They are still married!

On Saturday night, Peter and Tammy Cale, also our 'rally children' drove us to the dinner venue in their Mini. It's a wonder we weren't arrested for causing a public disturbance. Tammy and I sat in the back of the Mini which is not a big car. We had part of the raffle in the back with us which was interesting but first, I had to get in. No problem; head down, one foot in, follow it with the other, swing your rear end around and there you are. When we got to the Bowls Club I had to get out. No problem, you'd think. I got in, I can get out. Think again. If I'd had the sense I sometimes have, I'd have backed out of the Mini in the same position as I got in, but No! That's too simple. I tried to get out head first. I put my right leg out, drew up my left leg as I reached for the ground with my right leg. Then I was stuck. The lard around my nether regions had jammed me between the front seat and door jamb because my right leg was too bloody short to reach the ground. There I was, half in and half out of the car nearly prostrate with the giggles. Giggles are very infectious and I thought I'd be stuck there not able to move in any direction until Peter, who was

giggling too, grabbed my arm and pulled me out like a cork out of a bottle. He's had a lot of fun at my expense particularly over 'feral eggs' but that's another story from an earlier Rally. When we got back to the motel, the same Marx Bros. farce happened again. At least I can still keep the children amused.

Sunday, more rally time and the dreaded 'average speed' section. We had decided after the 2012 rally we'd forget about that bit and concentrate on the questions, so the most we should lose was the 30 pts for the average speed. Well, our results during this rally have to be the worst ever but were probably not helped by the battery falling out of the timer after a particularly large bump and the navigator accidentally zeroing the trip meter instead of freezing it. She'll really have to take more pills; the senior moments are happening too frequently!

You wouldn't believe it; I did what Heather Farrell had done. We came to the direction RA SO [SP Truck Route]. A previous directions was to TL at the same junction, so I told Don to go left again. We must have been at least seven and a half minutes further along the truck route when the penny dropped and we turned back and I read the directions carefully.



I think we were the second last car to arrive back at Old Bowenfels Pub because the M board disappeared very soon after. What a disastrous result. Most people improve with each rally but it seems we prefer to be different. No matter what the outcome, we have a ball. We've never yet had a 'domestic' during a rally but I still have to try to kid Don into thinking that the navigator is always right.

We stayed with Eric and Jenny, our other rally children, on Monday so Don could have a run in Eric's new Fiat X19 Bertone.

Eric took him for a wonderful run down towards Tarana from New Haven Way and back again and let him have a drive. Don came back in an almost orgasmic state asking the Christmas fairy to please, please, please give him a Bertone. This is where it gets very sexist! Eric took *me* for a drive from Mt Haven Way down Diamond Swamp Rd to the Great Western Freeway and the fastest speed he did was a little over the speed limit [you believe me, don't you?]. I believe Don's ride was a bit faster. Jenny agreed with me that it was definitely a case of sexism.

It was wonderful to catch up with the Youngs again but we left early on Tuesday morning before they got up. We headed to Sandy Hollow for breakfast and when we got out of the car at the servo there

were all these 'Furies' and vehicles parked outside. As we went past them I said how marvellous they were for all the work they did and told them they all deserved a medal. They smiled and when I followed Don into the servo, he told me they were *road workers!!* Some people can kiss a frog and end up with a handsome prince. I open my mouth and turn into a galah! Thankfully they were gone when we left so I didn't need to let them see my lovely grey and pink feathers.

We're looking forward to the Birthday Bash and Clarence Classic next year and hope to see all of you there as well.

Heather

2013 Alpine - **The Start Official's perspective by Jim Kelly.** (and why is it named after a menthol cigarette?)

Friday afternoon: Blue Mountains and the Smokin' Small Arms Town.

Headed to the first overnight soiree with the other officials for a briefing on what is to be Jill's 'her in the art studio' (HITAS) and my first time as rally officials. Wine & Dine have set the course and it is they for whom we have agreed to loyally toil. It is a very, VERY, smoky dusk for our arrival, following fire induced road closures, and we are inducted into the coven under the stewardship of Lui the Rally Dominatrix. We get introduced to the big white and red tarot cards of rally which, to our newbie eyes, bear no relationship to their meaning or location, much less to one another. But nevertheless our view of a red capital "M" is forever changed.

Drummie, the old hand, lends an air of consummate ease and calm to the proceedings and there is much good-natured repartee and banter among what to us seems too few officials to command so many starters. We're issued with our tamper proof (Hmm?) clock and indecipherable paperwork and uneasy sleep eventually overtakes us under a very smoky cloak.

Saturday morning: The School Assembly & Kickoff.

Upon looming out of the dense smog we park the Stormenpanzer prominently among a myriad of trickling-in marques of many flags and vintages. Some look concours, others moderately tidy, several genuine original, many 'matter of fact', and even a few ratty (to say the least). Most look as if



they might well make the distance – a modest few sound as if they won't. There's the predictable flock of Porkies and Ricers, a scattering of Old Dart or Euro elegance, surprisingly few of GM's fleet origin, a few token Blue Ovals and a remarkable clutch of aging Romeos with Alfas (or is that the other way around?).

Field Marshall MacLennan acts as headmistress but we miss her exhortations to be good children as we set up in the street for the start. They go out in car order although, to us, bizarrely not coordinated with time, so car 2 out at 1minute after, car 3 at 2minutes after and so on. (Mental note to lobby this with Grubenfuhrer Lui). Later, post lunch, Jill & I will become aware this is the least of our problems.

In our assessment they are a courteous, if moderately tense, bunch who make only cursory attempts to scam us for preferential treatment. I make my first error (that I'm aware of) in Tour category by sending out a car or two a minute early (having ignored drop-outs) and worry over this until later (lunch) I realise this will ultimately make zip difference overall given navigational or vehicle-originating intrusions in time.

Saturday Lunch: Ma and Pa Kettle and well-executed near misses.

Womboyne Park Gymkhana in a paddock where HITAS & I learn that drifting doesn't only apply to the puffy clouds in the mildly smoky blue sky. I marvel at the preparedness of supposedly sane owners to put expensive restorations over a rough dirt track for little real gain.



The Meadow Flat P.S. BBQ copes smoothly with lunch and I note that whilst there's loads of cow pats in the paddock, the actual bullshit appears to be the product of competitor interactions. We set up to start sending off post lunch punters, who now must depart in an order determined by arrival time at lunch – for us newbies a whole different ballgame, especially since the 5 minutes pre-start access to notes doesn't apply – it is here we learn many crews either can't or don't read. We also learn, since we are proximal to the trickling(?) in arrivals, that having our OUT gate located just before the IN gate may not be the best possible location despite the requirement for crews to await the visible incoming "M" sign before turning in. For me it was spectacular, although I suspect not for the crews involved. My special theatrical thanks to a group of three cars – they will remember who they are from the extra clothes washing needed – who staged a brilliantly choreographed stop 3 metres from us on the incoming tarmac.

With a special mention for the 3rd car who managed to avoid the other two ending up at right angles to them and 30 cm away from both – BRILLIANT!

Unfortunately the one car that I thought at the start would not get to lunch confirmed my suspicion, although there were several others with either a temporary or more serious FTP. We also first learned the special value of the 'Sweep' – may his kind be on Earth a thousand years! Along with his long suffering wife. – and who named the poor man?

Grass, 1960 Slum & The BOWLO.

In the park surrounds we discover that Orange locals can have vehicles easily as loud as some competitors and proud of it although, as a non-rally local variant, utes predominate. Some arriving competitors here realise that the Stormenpanzer isn't all it seems from its badging - urban camouflage I explain. Enough said about the Orange Motel. Saturday night at the Bowlo – laugh a minute (for me) although Wine sees himself being ejected from proceedings for being an accomplice in a scam normally perpetrated by teenagers and perpetuated by my lateral thinking self for the benefit of the officials' taste buds (*Note: wine being smuggled in under the jacket*). We learn that Wine either needs more work with the Kettlebells or else the microphone was impossibly heavy. Awards are made and collected, stories are told, some competitors are also TOLD (U-turns on the airport road –outrageous). HITAS & I begin to appreciate that our ham-fisted naivety is not far from the expected standards of the Alpine and we might well consider returning or even be asked.

Breakfast: Council and the Road.

Day 2 required an early brekky at the corner pub – Nostalgia Central. The tile floor has the same level of grip/cling as the carpet – how do old style publicans manage this? I am transported back to my teen years when pubs were hosed out each night after the 6 o'clock swill. HITAS survives a chair collapse caused by a shoddy weld in a leg – the chair is finished also. If we'd had brekky at the motel we would have had an Anglo cooking modified Indian food whilst at the pub we had an great Indian chef cooking modified Anglo food - go figure? By 8am we're set up outside the Council Chambers this time with the "M" board right on top of us so we don't have to endure the previous day's "Do we zero our trip here at your desk or there at

the "M" (a metre or so away)?" A repeat of Saturday morning but without the SMOG, the glitches - and some of the competitors. By now some of the cars sound like they have need of TLC or maybe oil? I particularly recall an Alfa clearly setup by someone who thinks a muffler is a thick scarf worn around the neck in cold weather, a green Mini whose cam could be said by some to be lumpy and a Celica (the ultimate winner I believe) whose exhaust system obviously came from a middle European bassoon factory.

Lunch: A 'Firie' Lunch in Newbridge.

We learn Overmistress Lui really does know everyone in the world of rally, even the fire brigade lads!

Byng RFS puts on an excellent BBQ lunch and excels by even making a special kit for the Sweep and his Squeeze – exemplary. Competitors dribble in past Drummie and son Tom, who works hard not to look bored. We feel for the lad. We are allowed to seek shade for our start control post lunch in the lee of the "Fire Station" and set up the Stormenpanzer as part road barrier to guide crews onto the oval upon arrival. Some scurrilous competitors suggest a second Gymkhana on the aforementioned – I can just see the reaction of the good Burghers of Newbridge after that lark!



Clear blue skies and blazing heat as cars arrive for lunch, an odd one from the wrong direction – must have been looking for the "New" Bridge maybe?

Finishing School: No Royal Donneybrook at the Pub.

Another time-warp hotel – is there a society? Competitors milling expectantly - Dine roped into some of the scoring/sorting effort – Wine not lynched. I manage to knock over a full schooner - fortunately of low alcohol beer. Those who scoffed at the old Celica think again. Camaraderie in full throttle. Thank yous to Jill & I from total strangers, most unexpected, but much appreciated by us newbies – we'll be back I suspect. Finally a drive back through a low traffic highway to the bigger smoke Sydney, much of it in pleasant unplanned convoy with the alarmingly caterpillar guts green (Kermit?) Porkie – thanks guys.



Observations and reactions: This thing is toast without Overlord Lui and the Sweep and, of course, wouldn't run without many, many, MANY hours of sweat and tears from Wine & Dine setting the course. Drummie, a classic character of enormous generosity and patience with Tom a credit to Drummie and his mum. Kaye an almost silent confidante and fellow conspirator of Headmistress Lui. Finchy and Graham uncomplicated, generous of spirit, all round indefatigable good guys. Jill (HITAS) who, with initial considerable hesitation and reservation unexpectedly quite enjoyed the experience of it all.

And then there's the competitors! A motley bunch of pirates you wouldn't wish to meet in a dark alley at midnight!

THANK YOU ALL.

Jim Kelly – Newbie Official (Patience Pending)

The third item on the agenda for the Club's 20th celebrations is the Welcome Dinner held at 'Rally Central' - The Parklands Resort & Convention Centre.

Alpine Classic 2013 – **Director's Cut** by **Wayne Gerlach**

"It's a fine, fine line between pleasure and pain" – from The Divinyls 1980's classic.....but more about that later.

Well, last year it was snow. This year it was fire. Many are wondering what next year will bring.

Fires.

The NSW bushfires did present a major dilemma. On the day before the event started both Lui, Clerk of Course, and I separately drove the Hartley Vale region which would be the event's closest to the fires. All roads were open and there was no indication that the course would be impacted by fires. We spoke to some local businesses who were just so pleased that we were still coming into the region for the weekend, as they had been hit by many cancellations which were going to strongly impact the Lithgow region. We were all aware of the severity of the fires and the sad impact which they had on many, however the stoicism of the locals was to be admired. It was evident that our presence would in a small way help the region so we decided to go ahead with the event. We fully understood the positions taken by the four entry withdrawals who thought that it might be insensitive to be out in the Blue Mountains on that weekend, the two from entrants who chose to stay with their homes which were under threat and one poorly timed mechanical issue. So, the event began with 60 starters.

I went out in the setup car an hour before the field, and saw the Rural Fire Service staging area in the first 10km of the course. No suggestion of that the day before. They were in good spirits and let us through just fine. I quickly got a message to Lui, who further checked it 30 minutes later and spoke to the Firefighters. They assured her that they had no problem with our cars coming through their staging area, so the decision was made to proceed with the course as originally planned.

That was really the only time that we came close to the fire issue, until the long distance view of the fires as we completed the final 10km of the course on the Sunday. And the event did raise over \$1,000 for the Rural Fire Service through the raffle on the Saturday evening (as in previous years Heather and Don Dux did a magnificent job getting that raffle

going, as well as driving from Qld for the event). Our Sunday lunch was organised by the Byng Fire Brigade, and that also brought nearly \$2,000 to them. It was good to be listening to ABC radio as we drove home on the Sunday evening, hearing the Blue Mountains Mayor imploring people to continue to come to the safer areas of the Mountains as tourists, and not to stay away, for the benefit of their community. So, a big thank you to all entrants who made terrific contributions to the communities who were being hit hard, and do feel some satisfaction in the contributions which we made to the Firefighters and the region.

The Competition - Timing

It turned out that times were tight for all stages of the event. This was not intentional. The average speeds for stages varied between 64kph and 72kph, quite similar to previous years. What changed this year was that I brought the course to the edges of the major towns a bit more. This was a response to feedback last year that there were not enough opportunities to refuel, and that if one fuelling opportunity was missed then cars were at risk of running dry further along the course.

What came into play was a factor that we are seeing in major cities, and now in main regional towns. That is, weekend traffic (especially Saturdays) has become more and more busy, and the outskirts of towns are extending further into previously rural areas. This often meant significant slowing near the main towns, with a resultant tightening of times.

Tour Category.

This group seemed to run pretty well. I do thank the majority of competitors who were unanimous in their praise. Yes, stage times were challenging, especially on Saturday with the local traffic near towns, but they were achievable if the route chart was followed without mistake. And it was clear that they loved the roads including a drive around the Mt Panorama circuit and many of the old East Coast Targa stages in the vicinity of Tarana.

One positive of the tight times was that this year there were not long queues of Tour cars waiting for up to 10 mins to enter Major Controls. Many indicated that they liked this aspect of the event

this year– it provided a welcome challenge to get to the Major Control on time, and they were able to efficiently move through controls and get back out on the road.

Congratulations to our Tour Podium: Lachlan and Jim Baird, Michael Goodchild and Chris Batty, and Lachlan Grave and Mike Birks. A Porsche and two BMWs – they may have lost the War, but they came out on top in Tour category. And a special congratulations to Jim Baird and his family. With Lachlan he chose to compete under a level of stress, having carefully left his wife and others at home with strict fire evacuation instructions as their house was under threat that weekend.



Apprentices Category.

Again, I've received only good reports from the crews in Apprentice group. They did find it a bit hard at times, but rose to the challenge. Lui did a great job of adapting the Masters instructions to the Apprentices, keeping the navigational challenges whilst providing enough information to make it quite workable.

Congratulations again to the podium. Tim McGrath and Ron Cooper have finally won the class, having come so close in the previous two years. Mark Tolhurst and Justin Bedingfield came into second position at the end of Sunday, as competitive as ever. And Xanthea Boardman and Doug Barbour kept their cool navigating Sunday into third position. Well done to all.

Masters Category.

So, here's where the Chrissy Amphlett and Divinyls lyrics are relevant. It turned out that the Master's instructions were maybe a little too challenging. I've now learnt that "It's a fine, fine line..." and that the difficulty of navigating on the run, combined

with time pressure, more traffic and some new tricks means that the Masters especially could have done with 10-20 mins more per stage.

Me? I didn't even clean sheet. Dammit, there was a section of mapped unsealed road in the average speed section. It was actually sealed when driven, but that didn't matter for navigational purposes. I hadn't seen that section as unsealed in the many times that I looked at the map, apparently neither did others who checked the navigation for me, and indeed one of our top gun navigators and some other Masters didn't see it either. The reward for those who did see it was that their timing penalties for that section were annulled. Further, and separately, I do credit Mike Batten and Peter Reed for a unique alternative to the run into lunch on Sunday – well done guys.

There were other areas that I was surprised to find so many teams having difficulty:

- The early Saturday dummy passage on the road into Lake Lyell. This was a through road on the non-priority map, but not on the priority map. Hence, incorrect route. Genuinely surprised by the number of crews who drove in there, as this trick has been used before, although not in the past few years.
- Honeysuckle Creek vs Honeysuckle Falls on Saturday morning caught far more than I expected. The dummy P board was 1.1km down the gravel road (thanks Harriet, for making sure that I put the dummy board at a point over 1km down that road).
- Again on Saturday morning, the big loop to Cullen Bullen, then South, then back up to Cullen Bullen again while passing TOWER in italics on the left. There was only one way to pass that word on the left, and that was heading east from Portland. Some crews apparently thought that another TOWER was in play and that made them drive west into Portland. However, there was no way that the second TOWER word was entirely within 2km of the western drive into Portland. The instruction did not specify a letter, it cited the entire word. And the tower symbol was meaningless on the map as it isn't even described in the legend.
- The Z3 board at Culya on Saturday afternoon. I'm still puzzled at how this wasn't seen by so many

crews. It was most carefully positioned at the correct location (thanks for meticulous advice, Gary) and was not hidden, tricky or obscured. It was clearly, obviously visible, and this was confirmed by Glenn and Joyce in the sweep car. Missing that Z in the last 20km of Saturday meant that there was no other option but to cut and run.

- The unexpected run home on Sunday through Tarana. I set this because I did think that some teams might readily default to the “normal Alpine Sunday” route along Duckmaloi Rd out of Oberon. Why not do something different? Some teams thought that the distance to the end of Division meant that there would be a lot of circle work after travelling Duckmaloi Rd, in order to get the distance right. But they missed that Duckmaloi Rd was not in play due to it passing through a State Forest Pine Plantation. Yes it was only a small section, but it is real, it is there, and it took Duckmaloi Rd out of the equation. Once that is seen, as many teams did see it, it became evident that Tarana was the only other sealed route to take. Maybe next time I would set a question or two closer to Oberon so that those crews who had it wrong would have more quickly picked up their error.

With hindsight, I would only have used maybe three of these pieces of chicanery (and might have kept two for next year!!). It’s been a lesson for me to see that if the Alpine instructions are made just a bit tougher, then the pressure of a timed event takes over and it causes all sorts of difficulty at the Masters level.

That said, my strongest congratulations to our Masters podium: Mike Stephenson and Dominic Votano, Ian and Wendy Gibbs, and Ted Norman and Tony South. They displayed wonderful fortitude, quietly getting on with the job whenever things got tough. Their durability and absolute persistence were truly creditable.

And I must say that I am grateful to one Masters team who didn’t make podium, but sent me a positive email after the event including ... “we

reckon you got the timing spot on. There was no spare time and the times were doable.”

Officials.

Lui and I are very grateful to all officials who made the event happen. Newbies and Oldbies alike. I mentioned them in turn at the Saturday dinner, so I won’t again list here. However, they all did an immaculate job, giving freely of their time and efforts over the entire weekend. Exceptional. Thanks heaps.



Special thanks to John Henderson for setting up the “Rattler” motorkhana at his farm for the Saturday, and the use of the farm for lunch.

And again, thanks to all competitors who entered the event, and enjoyed the camaraderie of fellow classic car and rallying enthusiasts. You folks are special.

Next Year.

The second line of the Divinyls lyrics comes into play: “It’s a fine line between pleasure and pain / **You’ve done it once, you can do it again.**”

In this spirit, we hope that everyone will come back again next year. I’ll try to be a little kinder with times and a little less navigation trickery. There lies a midpoint somewhere between the ease of last year and the challenge of this year. It’s my job to find it.

Wayne

Can you help? A competitor in the Sydney to London Marathon may need a standard 302 cu. in. engine and a standard 4 speed manual gearbox for a 1965 Ford Mustang while in Australia. If you can help please contact Mike Batten 02 4680 9269

Alpine Photos

Leonard Zech, Steve Brumby and John Southgate took the photos used in the coverage of this year's Alpine. It was great to see John out on one of our events again and the following are more of his great photos of us and our cars in action.



2013 Alpine Classic Results - Saturday 19 October 2013

| Masters | No Driver | Navigator | Car | Division 1 | | | | | Division 2 | | | | | Total | Day 1 Total | Day 1 Place | | | |
|---------|-----------------|--------------------|------------|------------|----|----|----|-----|------------|------|----|----|----|-------|-------------|-------------|-----|-------|-------|
| | | | | Time | WD | PC | Q | VRC | Radar | Time | WD | PC | Q | | | | VRC | Radar | |
| | | | | | | | | | | | | | | | | | | | Total |
| 18 | Dominic Votano | Mike Stephenson | Celica | 7 | 0 | 0 | 0 | 30 | 0 | 37 | 11 | 0 | 0 | 5 | 30 | 0 | 46 | 83 | 1 |
| 13 | Wendy Gibbs | Ian Gibbs | Nissan | 41 | 0 | 0 | 0 | 45 | 0 | 86 | 1 | 0 | 0 | 5 | 0 | 0 | 6 | 92 | 2 |
| 6 | Roger Banham | Roger Barlow | Sunbeam | 16 | 0 | 30 | 60 | 60 | 0 | 166 | 11 | 0 | 0 | 0 | 0 | 11 | 177 | 3 | |
| 4 | Gerry Both | Carol Both | Alfa | 43 | 30 | 0 | 30 | 30 | 0 | 133 | 20 | 0 | 0 | 10 | 15 | 0 | 45 | 178 | 4 |
| 1 | Bob Morey | Teresa Morey | Alfa | 6 | 0 | 30 | 30 | 75 | 0 | 141 | 12 | 0 | 30 | 0 | 15 | 0 | 57 | 198 | 5 |
| 7 | Rob Worboys | Jeff West | Ford | 22 | 0 | 30 | 50 | 60 | 0 | 162 | 9 | 0 | 0 | 0 | 30 | 0 | 39 | 201 | 6 |
| 2 | Tony South | Ted Norman | Ford | 44 | 0 | 30 | 20 | 30 | 0 | 124 | 12 | 0 | 0 | 10 | 60 | 0 | 82 | 206 | 7 |
| 5 | John Cooper | Ross Warner | Ford | 18 | 0 | 0 | 30 | 75 | 0 | 123 | 27 | 0 | 30 | 10 | 30 | 0 | 97 | 220 | 8 |
| 14 | John Young | Helen Young | Datsun | 41 | 0 | 30 | 30 | 75 | 0 | 176 | 49 | 0 | 0 | 0 | 15 | 0 | 64 | 240 | 9 |
| 15 | Barry Ferguson | Dave Johnson | Nissan | 11 | 0 | 0 | 50 | 45 | 0 | 106 | 3 | 0 | 60 | 20 | 75 | 0 | 158 | 264 | 10 |
| 9 | Robbie Panetta | John Henderson | Alfa | 30 | 0 | 60 | 30 | 75 | 0 | 195 | 11 | 0 | 30 | 0 | 30 | 0 | 71 | 266 | 11 |
| 3 | Lauren Mackie | Alan Walker | Holden | 59 | 30 | 0 | 10 | 75 | 30 | 204 | 28 | 0 | 30 | 5 | 0 | 0 | 63 | 267 | 12 |
| 16 | David Shaw | Ray Arthurs | Renault | 57 | 0 | 30 | 20 | 60 | 0 | 167 | 33 | 0 | 30 | 20 | 45 | 0 | 128 | 295 | 13 |
| 10 | Gordon Lennox | Jamie Lennox | Datsun | 17 | 0 | 30 | 60 | 90 | 0 | 197 | 9 | 0 | 30 | 15 | 45 | 0 | 99 | 296 | 14 |
| 17 | Peter Reed | Mike Batten | Datsun | 42 | 30 | 30 | 30 | 45 | 0 | 177 | 48 | 0 | 60 | 45 | 45 | 0 | 198 | 375 | 15 |
| 8 | Tony Norman | Alan Watson | Subaru | 34 | 0 | 30 | 60 | 90 | 0 | 214 | 19 | 0 | 60 | 60 | 75 | 0 | 214 | 428 | 16 |
| 12 | Graham Thompson | Winton Brocklebank | Mitsubishi | 90 | 0 | 0 | 50 | 120 | 0 | 260 | 0 | 0 | 60 | 50 | 90 | 0 | 200 | 460 | 17 |
| 11 | Alex Bratovic | Brett Manewell | Subaru | 69 | 30 | 0 | 50 | 120 | 5 | 274 | | | | | | DNF | DNF | 18 | |

| Apprentices | No Driver | Navigator | Car | Division 1 | | | | | Division 2 | | | | | Total | Day 1 Total | Day 1 Place | | | |
|-------------|--------------------|------------------|----------|------------|----|----|----|-----|------------|------|----|----|-----|-------|-------------|-------------|-----|-------|-------|
| | | | | Time | WD | PC | Q | VRC | Radar | Time | WD | PC | Q | | | | VRC | Radar | |
| | | | | | | | | | | | | | | | | | | | Total |
| 24 | Tim McGrath | Ron Cooper | Datsun | 10 | 0 | 0 | 10 | 30 | 30 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 1 |
| 19 | Arthur Bransgrove | Adam & Garth | Honda | 11 | 30 | 0 | 10 | 45 | 0 | 96 | 0 | 0 | 0 | 0 | 15 | 5 | 20 | 116 | 2 |
| 25 | Bruce Smith | John Vickery | Nissan | 1 | 0 | 0 | 30 | 75 | 0 | 106 | 5 | 0 | 0 | 10 | 0 | 0 | 15 | 121 | 3 |
| 27 | Tony Wise | Phil Stead | Alfa | 32 | 0 | 0 | 20 | 30 | 0 | 82 | 30 | 0 | 0 | 0 | 15 | 0 | 45 | 127 | 4 |
| 26 | Justin Bedingfield | Mark Tolhurst | VW | 0 | 0 | 30 | 20 | 75 | 0 | 125 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 135 | 5 |
| 23 | Doug Barbour | Xanthea Boardman | Porsche | 36 | 0 | 0 | 20 | 75 | 0 | 131 | 17 | 0 | 0 | 0 | 0 | 0 | 17 | 148 | 6 |
| 29 | Richard Banks | Chrissie Jeffery | Mercedes | 24 | 30 | 0 | 0 | 30 | 0 | 84 | 42 | 0 | 0 | 25 | 15 | 0 | 82 | 166 | 7 |
| 20 | Shane Navin | Jennifer Navin | Porsche | 26 | 0 | 0 | 10 | 60 | 0 | 96 | 30 | 0 | 0 | 30 | 15 | 0 | 75 | 171 | 8 |
| 28 | Ian Wilson | Guy Brand | Mini | 25 | 30 | 0 | 70 | 45 | 0 | 170 | 50 | 0 | 30 | 100 | 30 | 0 | 210 | 380 | 9 |
| 30 | Joyce Lawrence | Sue Gerner | Porsche | 90 | 20 | 30 | 90 | 150 | 0 | 380 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 385 | 10 |
| 21 | Steve Brumby | Shaun Ryan | Alfa | 84 | 0 | 0 | 20 | 15 | 5 | 124 | 6 | 0 | 150 | 100 | 45 | 0 | 301 | 425 | 11 |
| 22 | Marian Crighton | John Crighton | Jaguar | 85 | 0 | 30 | 70 | 60 | 0 | 245 | 5 | 0 | 150 | 90 | 45 | 0 | 290 | 535 | 12 |

2013 Alpine Classic Results - Saturday 19 October 2013

| Tour | | | Division 1 | | | | | | Division 2 | | | | | | Total | Day 1 Total | Day 1 Place | | | | |
|------|---------------------|--------------------|------------|------|----|----|----|-----|------------|-------|------|----|----|----|-------|-------------|-------------|-------------|-------------|-----|--|
| No | Driver | Navigator | Car | Time | WD | PC | Q | VRC | Radar | Total | Time | WD | PC | Q | VRC | Radar | Total | Day 1 Total | Day 1 Place | | |
| 37 | Jim Baird | Lachlan Baird | Porsche | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | |
| 47 | David Calabria | Anthony Disano | Ford | 0 | 0 | 0 | 10 | 15 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | |
| 33 | Mike Birks | Lachlan Grave | BMW | 1 | 0 | 0 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 26 | 3 | |
| 60 | Lindsay Trevitt | Tanya Arthur | MG | 0 | 0 | 0 | 0 | 15 | 5 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 29 | 4 | |
| 50 | Chris Batty | Michael Goodchild | BMW | 0 | 0 | 0 | 10 | 15 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 30 | 5 | |
| 66 | Michael Malgo | Daniel & Angie | Jaguar | 0 | 0 | 0 | 10 | 15 | 0 | 25 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 35 | 6 | |
| 58 | Ian Packard | Steve Maher | Peugeot | 0 | 0 | 0 | 20 | 15 | 0 | 35 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 40 | 7 | |
| 67 | Steve Blair | Michael O'Sullivan | BMW | 1 | 0 | 0 | 10 | 30 | 0 | 41 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 42 | 8 | |
| 34 | Wayne Seabrook | Katie Longworth | Porsche | 0 | 0 | 0 | 0 | 45 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | =9 | |
| 41 | Len Zech | Glenn Evans | Porsche | 0 | 0 | 0 | 20 | 15 | 0 | 35 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 45 | =9 | |
| 49 | Chris Mackertich | Allana Mackertich | Datsun | 1 | 0 | 0 | 20 | 15 | 5 | 41 | 2 | 0 | 0 | 5 | 0 | 0 | 7 | 48 | 11 | | |
| 62 | Greg Yates | Brian Doyle | Mercedes | 0 | 0 | 0 | 10 | 30 | 0 | 40 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 50 | 12 | |
| 35 | Peter Cale | Tammy Cale | Mini | 2 | 0 | 0 | 20 | 30 | 0 | 52 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 57 | 13 | |
| 65 | Alan Cummine | Sylvia Gleeson | Peugeot | 5 | 0 | 0 | 10 | 30 | 0 | 45 | 4 | 0 | 0 | 10 | 0 | 0 | 14 | 0 | 59 | 14 | |
| 45 | Kim Warner | Wendy Cooper | Porsche | 28 | 0 | 0 | 20 | 0 | 0 | 48 | 14 | 0 | 0 | 5 | 0 | 0 | 19 | 0 | 67 | 15 | |
| 39 | Malcolm Drummond | Lorraine Drummond | Porsche | 5 | 0 | 0 | 10 | 15 | 0 | 30 | 10 | 0 | 0 | 20 | 15 | 0 | 45 | 0 | 75 | =16 | |
| 43 | Gerald Lee | Cate Lee | Datsun | 0 | 0 | 0 | 10 | 60 | 0 | 70 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 75 | =16 | |
| 46 | John Calabria | Amanda Calabria | Ford | 0 | 0 | 0 | 10 | 30 | 30 | 70 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 80 | 18 | |
| 38 | Lindsay Farrell | Heather Farrell | Alfa | 42 | 0 | 0 | 10 | 15 | 0 | 67 | 10 | 0 | 0 | 5 | 0 | 0 | 15 | 0 | 82 | 19 | |
| 36 | Geoff Hemsall | Rachel Hemsall | BMW | 7 | 0 | 0 | 30 | 45 | 0 | 82 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 84 | 20 | |
| 40 | Robert Brell | Sarah Brell | Porsche | 11 | 30 | 0 | 10 | 15 | 0 | 66 | 0 | 0 | 0 | 10 | 15 | 0 | 25 | 0 | 91 | 21 | |
| 48 | Don Dux | Heather Dux | Triumph | 9 | 0 | 0 | 20 | 30 | 5 | 64 | 20 | 0 | 0 | 0 | 15 | 0 | 35 | 0 | 99 | 22 | |
| 56 | Greg Richard | Bob Smith | BMW | 2 | 0 | 0 | 30 | 45 | 0 | 77 | 0 | 0 | 0 | 0 | 45 | 0 | 45 | 0 | 122 | 23 | |
| 31 | Bryan Allart | Beryl Allart | Volvo | 9 | 0 | 0 | 50 | 30 | 0 | 89 | 12 | 0 | 0 | 10 | 15 | 0 | 37 | 0 | 126 | 24 | |
| 57 | Greg Strange | Dianne Lawlor | Austin Hea | 23 | 0 | 0 | 20 | 60 | 0 | 103 | 29 | 0 | 0 | 20 | 30 | 0 | 79 | 0 | 182 | 25 | |
| 32 | Kevan Peters | Michael Peters | Mini | 0 | 0 | 0 | 10 | 0 | 0 | 10 | DNF | | | | | | | DNF | | | |
| 42 | Dave McCowatt | Neil Brain | Ford | DNF | | | | | | | | | | | | | | | DNF | | |
| 44 | Henry Stratton | Julie Stratton | MG | DNF | | | | | | | | | | | | | | | DNF | | |
| 51 | Merzi Mody | Eduj Dhondy | Mitsubishi | DNF | | | | | | | | | | | | | | | DNF | | |
| 52 | Peter Eastham | Janice Yip | VW | DNF | | | | | | | | | | | | | | | DNF | | |
| 53 | Sergio Canoliato | Irene Canoliato | Subaru | DNF | | | | | | | | | | | | | | | DNF | | |
| 54 | Jon Dickson | Ivor Davies | Alfa | DNF | | | | | | | | | | | | | | | DNF | | |
| 55 | John Marosszky | Barry Barthelmess | Porsche | DNF | | | | | | | | | | | | | | | DNF | | |
| 59 | Brendan Burdon | Alison Burdon | Saab | DNF | | | | | | | | | | | | | | | DNF | | |
| 61 | Christine Bethwaite | Jo Vettoretti | Mitsubishi | 2 | 0 | 0 | 10 | 0 | 0 | 12 | DNF | | | | | | | | DNF | | |
| 63 | John Ledbrook | Sam Ledbrook | Jaguar | 81 | 0 | 0 | 30 | 60 | 0 | 171 | DNF | | | | | | | | DNF | | |
| 64 | Ben Hamblett | Josh Ball | Triumph | DNF | | | | | | | DNF | | | | | | | | DNF | | |

2013 Alpine Classic Results - Sunday 20 October 2013

| Masters | | Day 1 | | Division 3 | | | | Division 4 | | | | Total | | Day 2 | | Div 1-4 | | Final | | | | | | |
|---------|-----------------|-------------------|------------|------------|------|----|----|------------|-----|----|----|-------|-------|-------|----|---------|----|-------|-------|-------|-------------|---------------|-------------|----|
| No | Driver | Navigator | Car | Total | Time | WD | PC | Q | VRC | A | Sp | Radar | Total | Time | WD | PC | Q | VRC | Radar | Total | Day 2 Total | Div 1-4 Total | Final Place | |
| 18 | Dominic Votano | Mike Stephenson | Celica | 83 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 30 | 42 | 125 | 1 |
| 13 | Wendy Gibbs | Ian Gibbs | Nissan | 92 | 0 | 20 | 0 | 20 | 15 | 0 | 0 | 0 | 55 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 68 | 160 | 2 |
| 2 | Tony South | Ted Norman | Ford | 206 | 14 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 34 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 50 | 256 | 3 |
| 5 | John Cooper | Ross Warner | Ford | 220 | 3 | 0 | 0 | 10 | 15 | 0 | 0 | 0 | 28 | 39 | 0 | 0 | 10 | 0 | 0 | 0 | 49 | 77 | 297 | =4 |
| 6 | Roger Banham | Roger Barlow | Sunbeam | 177 | 13 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 29 | 66 | 0 | 0 | 10 | 15 | 0 | 0 | 91 | 120 | 297 | =4 |
| 4 | Gerry Both | Carol Both | Alfa | 178 | 20 | 0 | 0 | 0 | 15 | 4 | 0 | 0 | 39 | 11 | 0 | 0 | 30 | 45 | 0 | 0 | 86 | 125 | 303 | =6 |
| 7 | Rob Worboys | Jeff West | Ford | 201 | 0 | 0 | 0 | 10 | 30 | 2 | 0 | 0 | 42 | 0 | 20 | 30 | 10 | 0 | 0 | 0 | 60 | 102 | 303 | =6 |
| 15 | Barry Ferguson | Dave Johnson | Nissan | 264 | 12 | 0 | 0 | 10 | 15 | 4 | 0 | 0 | 41 | 20 | 0 | 0 | 10 | 0 | 0 | 5 | 35 | 76 | 340 | 8 |
| 3 | Lauren Mackie | Alan Walker | Holden | 267 | 23 | 0 | 0 | 10 | 0 | 17 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 60 | 0 | 0 | 110 | 160 | 427 | 9 |
| 9 | Robbie Panetta | John Henderson | Alfa | 266 | 3 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 18 | 10 | 0 | 0 | 50 | 60 | 30 | 0 | 150 | 188 | 434 | 10 |
| 10 | Gordon Lennox | Jamie Lennox | Datsun | 296 | 35 | 0 | 0 | 10 | 15 | 11 | 0 | 0 | 71 | 0 | 0 | 0 | 50 | 60 | 0 | 0 | 110 | 181 | 477 | 11 |
| 17 | Peter Reed | Mike Batten | Datsun | 375 | 24 | 0 | 0 | 40 | 15 | 0 | 0 | 0 | 79 | 15 | 0 | 0 | 0 | 15 | 5 | 0 | 35 | 114 | 489 | 12 |
| 16 | David Shaw | Ray Arthurs | Renault | 295 | 55 | 20 | 0 | 20 | 45 | 30 | 5 | 0 | 175 | 20 | 0 | 0 | 0 | 0 | 0 | 5 | 25 | 200 | 495 | 13 |
| 14 | John Young | Helen Young | Datsun | 240 | 35 | 40 | 0 | 0 | 30 | 4 | 0 | 0 | 109 | 19 | 0 | 60 | 40 | 60 | 5 | 184 | 293 | 533 | 14 | |
| 12 | Graham Thompson | Winton Brocklebar | Mitsubishi | 460 | 30 | 20 | 0 | 20 | 15 | 30 | 0 | 0 | 115 | 10 | 0 | 0 | 20 | 0 | 0 | 30 | 145 | 605 | 15 | |
| 1 | Bob Morey | Teresa Morey | Alfa | 198 | DNF | | | | | | | | DNF | | | | | | | DNF | | | DNF | |
| 11 | Alex Bratovic | Brett Manewell | Mitsubishi | DNF | 48 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 63 | 42 | 30 | 0 | 20 | 0 | 0 | 0 | 92 | 155 | DNF | |
| 8 | Tony Norman | Alan Watson | Subaru | 428 | 0 | 0 | 0 | 10 | 15 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 15 | 5 | 20 | 45 | 473 | |

| Apprentices | | Day 1 | | Division 3 | | | | Division 4 | | | | Total | | Day 2 | | Div 1-4 | | Final | | | | | | |
|-------------|--------------------|------------------|----------|------------|------|----|----|------------|-----|----|----|-------|-------|-------|----|---------|-----|-------|-------|-------|-------------|---------------|-------------|----|
| No | Driver | Navigator | Car | Total | Time | WD | PC | Q | VRC | A | Sp | Radar | Total | Time | WD | PC | Q | VRC | Radar | Total | Day 2 Total | Div 1-4 Total | Final Place | |
| 24 | Tim McGrath | Ron Cooper | Datsun | 80 | 0 | 0 | 0 | 10 | 0 | 0 | 3 | 0 | 13 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 21 | 101 | 1 |
| 26 | Justin Bedingfield | Mark Tolhurst | VW | 135 | 0 | 0 | 0 | 10 | 15 | 1 | 0 | 0 | 26 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 36 | 171 | 2 |
| 23 | Doug Barbour | Xanthea Boardman | Porsche | 148 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 11 | 4 | 0 | 0 | 10 | 0 | 0 | 0 | 14 | 25 | 173 | 3 |
| 25 | Bruce Smith | John Vickery | Nissan | 121 | 6 | 20 | 0 | 0 | 30 | 9 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 188 | 4 |
| 27 | Tony Wise | Phil Stead | Alfa | 127 | 12 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 42 | 25 | 0 | 0 | 0 | 0 | 0 | 5 | 30 | 72 | 189 | 5 |
| 19 | Arthur Bransgrove | Adam & Garth | Honda | 116 | 15 | 0 | 0 | 10 | 15 | 1 | 0 | 0 | 41 | 22 | 0 | 0 | 0 | 0 | 30 | 0 | 52 | 93 | 209 | 6 |
| 29 | Richard Banks | Christie Jeffery | Mercedes | 166 | 15 | 0 | 30 | 20 | 15 | 12 | 0 | 0 | 92 | 15 | 0 | 0 | 0 | 0 | 0 | 30 | 45 | 137 | 303 | 7 |
| 20 | Shane Navin | Jennifer Navin | Porsche | 171 | 35 | 20 | 0 | 30 | 15 | 30 | 0 | 0 | 130 | 0 | 0 | 0 | 50 | 60 | 0 | 0 | 110 | 240 | 411 | 8 |
| 30 | Joyce Lawrence | Sue Genner | Porsche | 385 | 49 | 0 | 0 | 20 | 15 | 30 | 0 | 0 | 114 | 34 | 0 | 0 | 10 | 0 | 0 | 0 | 44 | 158 | 543 | 9 |
| 28 | Ian Wilson | Guy Brand | Mini | 380 | 24 | 0 | 0 | 20 | 15 | 16 | 0 | 0 | 75 | 66 | 0 | 0 | 110 | 45 | 0 | 0 | 221 | 296 | 676 | 10 |
| 21 | Steve Brumby | Shaun Ryan | Alfa | 425 | 0 | 0 | 0 | 10 | 15 | 4 | 0 | 0 | 29 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 39 | 464 | |
| 22 | Marian Crighton | John Crighton | Jaguar | 535 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 595 | |

Car numbers 8, 21 & 22 moved to the Tour on Day 2.

2013 Alpine Classic Results - Sunday 20 October 2013

| Tour | No Driver | Navigator | Car | Day 1 | | | Division 3 | | | | | | Division 4 | | | | | | Total | Day 2 Total | Div 1-4 Total | Final Place | | | | | | |
|------|---------------------|--------------------|------------|-------|------|----|------------|----|-----|----|----|-------|------------|------|----|----|---|-----|-------|-------------|---------------|-------------|-------|-----|---|-----|-----|---|
| | | | | Total | Time | WD | PC | Q | VRC | A | Sp | Radar | Total | Time | WD | PC | Q | VRC | | | | | Radar | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | 0 | 1 | 2 | 3 | 4 |
| 37 | Jim Baird | Lachlan Baird | Porsche | 15 | 0 | 0 | 0 | 10 | 15 | 5 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 45 | 1* | |
| 50 | Chris Batty | Michael Goodchild | BMW | 30 | 0 | 0 | 0 | 10 | 0 | 5 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 45 | 2* | |
| 33 | Mike Birks | Lachlan Grave | BMW | 26 | 2 | 0 | 0 | 10 | 0 | 9 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 47 | 3 | |
| 58 | Ian Packard | Steve Maher | Peugeot | 40 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 54 | 4 | |
| 62 | Greg Yates | Brian Doyle | Mercedes | 50 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 57 | 5 | |
| 47 | David Calabria | Anthony Disano | Ford | 25 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 58 | 6 | |
| 41 | Len Zech | Glenn Evans | Porsche | 45 | 0 | 0 | 0 | 20 | 0 | 4 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 69 | 7 | |
| 35 | Peter Calb | Tammy Gale | Mini | 57 | 0 | 0 | 0 | 10 | 0 | 15 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 82 | 8 | |
| 60 | Lindsay Trevitt | Tanya Arthur | MG | 29 | 22 | 0 | 0 | 20 | 0 | 14 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 85 | 9 | |
| 34 | Wayne Seabrook | Katie Longworth | Porsche | 45 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 95 | 10 | |
| 43 | Gerald Lee | Cate Lee | Datsun | 75 | 0 | 0 | 0 | 10 | 0 | 4 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 99 | 11 | |
| 67 | Steve Blair | Michael O'Sullivan | BMW | 42 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 104 | 12 | |
| 46 | John Calabria | Amanda Calabria | Ford | 80 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 116 | 13 | |
| 65 | Alan Cummine | Sylvia Gleeson | Peugeot | 59 | 1 | 0 | 0 | 10 | 15 | 30 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 120 | 14 | |
| 38 | Lindsay Farrell | Heather Farrell | Alfa | 82 | 4 | 0 | 0 | 10 | 0 | 30 | 0 | 44 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 138 | 15 | |
| 40 | Robert Brell | Sarah Brell | Porsche | 91 | 0 | 0 | 0 | 30 | 0 | 19 | 0 | 49 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 158 | 16 | |
| 48 | Don Dux | Heather Dux | Triumph | 99 | 2 | 0 | 0 | 10 | 0 | 30 | 5 | 47 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 165 | 17 | |
| 45 | Kim Warner | Wendy Cooper | Porsche | 67 | 16 | 0 | 0 | 0 | 0 | 19 | 0 | 75 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 183 | =18 | |
| 56 | Greg Richard | Bob Smith | BMW | 122 | 0 | 0 | 0 | 10 | 15 | 1 | 5 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 183 | =18 | |
| 36 | Geoff Hemsall | Rachel Hemsall | BMW | 84 | 14 | 0 | 0 | 0 | 0 | 30 | 0 | 74 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 190 | 20 | |
| 39 | Malcolm Drummond | Lorraine Drummond | Porsche | 75 | 0 | 0 | 0 | 30 | 60 | 0 | 30 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 0 | 220 | 21 | |
| 57 | Greg Strange | Dianne Lawlor | Austin Hea | 182 | 37 | 0 | 0 | 50 | 15 | 20 | 0 | 122 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 0 | 316 | 22 | |
| 31 | Bryan Allart | Beryl Allart | Volvo | 126 | 17 | 0 | 0 | 0 | 100 | 0 | 0 | 122 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 0 | 337 | 23 | |
| 32 | Kevan Peters | Michael Peters | Mini | DNF | | | | | | | | | | | | | | | | | | | | | | | DNF | |
| 49 | Chris Mackertich | Allana Mackertich | Datsun | 48 | | | | | | | | | | | | | | | | | | | | | | | DNF | |
| 59 | Brendan Burdon | Alison Burdon | Saab | DNF | | | | | | | | | | | | | | | | | | | | | | | DNF | |
| 61 | Christine Bethwaite | Jo Vettorelli | Mitsubishi | DNF | | | | | | | | | | | | | | | | | | | | | | | DNF | |
| 63 | John Ledbrook | Sam Ledbrook | Jaguar | DNF | 8 | 20 | 0 | 0 | 70 | 45 | 0 | 143 | | | | | | | | | | | | | | | DNF | |
| 64 | Ben Hamblett | Josh Ball | Triumph | DNF | 45 | 0 | 0 | 80 | 30 | 16 | 5 | 176 | | | | | | | | | | | | | | | DNF | |
| 66 | Michael Malgo | Daniel & Angie | Jaguar | 35 | | | | | | | | | | | | | | | | | | | | | | | DNF | |
| 42 | Dave McCowatt | Nell Brain | Ford | DNF | | | | | | | | | | | | | | | | | | | | | | | DNF | |
| 44 | Henry Stratton | Julie Stratton | MG | DNF | | | | | | | | | | | | | | | | | | | | | | | DNF | |
| 51 | Merz Mody | Edui Dhony | Mitsubishi | DNF | | | | | | | | | | | | | | | | | | | | | | | DNF | |
| 52 | Peter Eastham | Janice Yip | VW | DNF | | | | | | | | | | | | | | | | | | | | | | | DNF | |
| 53 | Sergio Carliato | Irene Carliato | Subaru | DNF | | | | | | | | | | | | | | | | | | | | | | | DNF | |
| 54 | Jon Dickson | Ivor Davies | Alfa | DNF | | | | | | | | | | | | | | | | | | | | | | | DNF | |
| 55 | John Marosszky | Barry Barthelmess | Porsche | DNF | | | | | | | | | | | | | | | | | | | | | | | DNF | |

* Final position decided by the Motorkhana tie-breaker

2013 Pas de Deux - **An Apprentice Navigator's Perspective from Tony Norman**

Contrary to the weather forecast Saturday 9th November dawned clear and sunny, which made getting out of bed at 5.30am a little easier. After picking up my son we headed up the Great Western Highway to the start location at Katoomba. We were quickly 'processed' by Wendy Maher and joined the other 25 crews for the Event Director's briefing which was followed by the issuing of route instructions for Division 1.

What a relief. I had been dreading having to navigate my way out of Katoomba but Jeff, with the help of Garth Taylor, had kindly provided a route chart which took us past most of the area's scenic lookouts. There was no time to enjoy the views however for fear of missing one of the numerous VRCs during this section of the route. And so we found ourselves at Mt Victoria, from where we travelled a convoluted route to Duckmaloi.

A further series of back roads, including a loop south of Oberon eventually brought us into town from the general direction of Edith. With eager anticipation I turned to page three of the instructions. Damn! Not a topless photo of Edith but a story of her life worthy of nomination for the Pulitzer Prize for Fiction. The story provided the clues necessary to find the correct route through town, advising which buildings needed to be passed and which roads and junctions etc were out of bounds. I managed to get this section wrong with a missed VRC as punishment for my misdemeanour. We then headed for the locality of O'Connell followed by a loop through Broomhill before tracking west and the north into Bathurst. It was most disappointing, especially for my son Matt, that the trip around the top of the Mt Panorama circuit had to be abandoned due to weekend road re-surfacing. Another Damn!

Lunch was provided at the Bathurst Light Car Club facility located at the top of Conrod Straight. A good Aussie BBQ of steak and snags with an excellent selection of accompanying salads. And then it was time to get back on the road.

A detailed map of Bathurst had been issued and this was to be used to reach the first via. There were 2 intermediate instructions to be used and I made the decision to use these in reverse order to travel the 'shortest mapped route'.

When the first question failed to appear at the correct distance we realised we were not on the organisers' proposed route but decided to press on and review the issue at the finish. More on this later.

We then travelled some familiar rally roads alongside the railway between Locksley and Tarana before a loop north of the Great Western Highway via Sunny Corner and Meadow Flat. There was a passage control on this loop to possibly catch any errant entrants who may have not fully considered the relevant instruction and made a further detour towards Dark Corner. The additional advice provided to Apprentice Crews helped us to avoid this trap. The final stretch took us almost into Wallerawang before a southern loop through Rydal, Hampton and Good Forest to the traditional pub finish at Old Bowenfels.

As the driver my son certainly enjoyed driving on some of the less travelled roads in the area and we may even consider getting the Terratrip adapted so that we can use his Subie Evo VI in rallies in 2014. The Pas de Deux was an excellent event with some challenging but fair instructions and enough extra comments to help us Apprentices through the day. A big thank you to Jeff West with Wendy and Gary Maher and all the other CRC members who acted as officials on the day. Without such support and commitment we would not have any events to compete in and that would be a very sad outcome.

Referring back to the issue of the route through Bathurst. I spoke to Jeff at the finish outlining the route we had taken and he graciously agreed to review the situation.



After consultation with other event officials it was agreed that the original planned route and the route used not only by myself but also by some other entrants were so close in overall distance that either could be deemed to be the 'shortest mapped route'. In light of this assessment Jeff agreed to waive any VRC penalties and missing answers to questions between M3 and Via 1, except for the VRC on Conrod Straight which had to be passed by all competitors.

I would like to thank Jeff for the professional and fair way he dealt with this issue and I hope that if I am placed in a similar situation in the role of Event Director I will conduct myself with equal fairness to all parties.

I will be looking forward to the 2014 Pas de Deux.

Tony Norman

2013 Pas de Deux - From the outside looking in by Gary Maher



When our names appeared unannounced on the calendar to organise this year's Pas de Deux, Jeff & I agreed that no way could we run another event out of Penrith. This created two problems – one, where could we take it (the Southern Highlands had been done to death and the coasts are useless) and two – who's going to tell John Cooper we don't need his premises, which he has graciously offered for many years?

The second issue took care of itself when John & Wendy announced that they would be overseas and the workshop wasn't available. After a suitable time feigning disappointment we moved on. I came up with the 'big picture', originally planning a start somewhere on the mountains, lunch in Bathurst – perhaps even on Mt Panorama at the club house – and finish at Mt Victoria. How lucky that we didn't go ahead with that finish! I also suggested that we use Oberon and the Tarana Rd – I love that road.

Jeff immediately sprang into action and came up with a basic route and a few 'fiddly bits' but we still didn't have a starting venue. Enter the 'Governor

General' of Katoomba, Garth Taylor, who had previously offered his help. He had 'sussed out' a shopping centre car park in Katoomba and assured us it would be OK for early Saturday. Thus assured, Jeff planned what is arguably the most scenic rally section in the world (OK, N.S.W. – well would you believe Katoomba??) but also very frustrating.

When we had agreed on the Masters Instructions – always an exciting exercise – it was time to drive the route and write the Tour Instructions. I have to tell you at this point that all of the above happened in the first half of the year. We usually like to plan and at least drive the route as close as possible to the event to eliminate any nasty surprises with road closures, missing questions etc. However, due to Jeff's commitment with Hendo and the Sydney to London event, plus his regular month long family holiday, together with his usual work load (which entails regular trips to Wagga) as well as Wendy & myself heading overseas for a few weeks just prior to the event AND my bus commitments, it was very difficult to get a day or two just to drive the event!

We came up with a plan to do the drive from the middle and work outwards.



Jeff had managed to convince his 'ladies' at the Bathurst Light Car Club to do the lunch (and didn't that turn out well!) but we had no idea how long the morning division would take with the Katoomba loop. The plan turned out to be a bonus for Wendy and myself. We left home mid-morning on a Friday and arrived at 'West Café' in time for lunch, spent the afternoon fine-tuning the Pas de Deux instructions then it was off to the BLCC rooms for a 6.00pm start in a 100km rally. It was mid-winter and had been raining for a few days. Jeff called us early in the morning and suggested we bring Wendy's 4WD instead of the planned 122S Volvo because, unlike CRC events, this one was 75 – 80% unsealed and very muddy roads – and it was to be run in the dark! BLCC run these Friday night events regularly for an entry fee of \$8 per person, which includes pizza and a drink at the 9.00pm finish. Jeff went with Rob Worboys in Rob's Cortina and Wendy & I were in the Tribute with no Halda and the basic headlights. It was hard work but great fun – even if it took 2 days to get the mud out of the car. We clean-sheeted so were equal 1st with 2 other crews – Jeff & Rob being one of them, of course. We'd definitely do one of these events again.

Early Saturday (and nobody does 'Early' like Jeff) saw us back up on 'The Mountain' for the start of the afternoon division heading to – well, we're not sure where as it would depend on the mileage and the time – and we still didn't have a time for the morning division. All went well except for a lot of road work in Yarras Lane just out of Bathurst but we figured with several months to go, we'd take a punt on it being finished for the rally. At Rydal it became obvious that Mt Victoria would be too far for the

finish and there was the nagging question about a finish with enough car parking, so a quick bit of re-writing by Jeff saw the finish moved to Bowenfels. That sorted, we headed for Katoomba (with a lunch stop at Blackheath where it was 0°) to drive what golfers would call 'the back nine' or in our case the morning division.

I was driving Jeff's Camry and I struggled to find somewhere to park in Garth's shopping centre – what was Garth thinking? But then, it was one o'clock on a freezing Saturday afternoon. We adopted the old showbiz phrase 'it'll be all right on the night' and set off around the back streets of Katoomba. Now, what were WE thinking? In spite of the weather, there were literally thousands of tourists and coaches everywhere, but we agreed that, just like the car park, it would be a different story early on a Saturday morning. It took a long time to get around Katoomba and I shuddered every time Jeff said 'we need a VRC here'.

Once clear of the Mountain City, the event flowed really well and we picked out a spot for the radar near Hampton, then we went on to Oberon where it was -2° and sleeting. A road closure in Oberon meant I had to come up with a line in Jeff's story to direct the cars down a different lane and we also decided to split the tour onto a different route to avoid possible problems with the locals being upset about the traffic in the lane. This meant a little extra work but it all turned out OK. The rest of the run to Bathurst was good and we were back at 'Chez West' in time for Happy Hour. We spent Sunday morning kicking around ideas for the CRC 20th anniversary rally which we had been talked into running – no rest for the wicked! When we returned home, Wendy typed up the very long-winded Tour Instructions - after about 1½ pages we were still only 10kms from the start.

It was still winter but a nice sunny mid-week day when Wendy & I set off in the 122 Volvo to check the Tour instructions, distances and things in general –much too early really, leaving a big time gap to the event.

We met Jeff at a fancy American restaurant in Bathurst (ie. KFC), exchanged updates then headed into the afternoon division. They were still working Yarras Lane but we hoped it would be finished in time because it was a boggy mess. Fortunately, everything else was OK.

Well, that was until we were packing our bags to head off to the 'Shaky Isles' when my good friend Wayne Gerlach asked us to do a quick 'table top' check of his route for the Alpine. OMG (to use the modern vernacular) not only were we sharing a lot of the roads but Wayne was using some of 'our' questions! Tough! Too late to change things now!

Three days before entries closed, we were concerned as we only had 17 starters – only 2 of these being in the Masters. Then overnight, we were delighted to receive ten more. The forecast for the day was wet west of the ranges, but thankfully this was wrong and we had a beautiful day. I didn't see any competitors until the finish so hopefully someone will write a glowing report. I can say with all modesty that no-one works physically harder than I do on rallies. I put up 40 boards on the day and getting in and out of my low Volvo 1800 nearly killed me! The worst bit was when I arrived at Mt Panorama to find the circuit closed.

Luckily Jeff had organised a spare official at Bathurst so I was able to set him up as are-direction passage control. Otherwise, the day went fairly smoothly from my point of view.

Jeff and Wendy checked and finalised the results over dinner and had them emailed to all competitors by about 10pm on the day of the event. I sorted, cleaned and repacked the boards into Jeff's car ready for the '20th Rally'. A big thanks to Wendy & Jeff – mainly for not killing me – imagine how hard it is to work with TWO navigators!! Also thanks to Glen Innes & Ron Cooper (Radar-OOH) to Rob & Starr Mifsud and Jenny (Oberon Control,) the ladies and gents of BLCC (Lunch), David Gray (re-direction control at the circuit), Richard (Control at Hendo's front gate), Gwyn & Helen Mulholland and Gus (Sunny Corner control), Garth Taylor and Paul Morton (who did the start then swept the whole event) and to John Henderson who popped up and helped everywhere when he had to withdraw from the event. Also thanks to Roger Korte from TSCC who piloted the Volvo 1800 around all day while I set up the boards.

Collectively, we hope you enjoyed our efforts.

Gary Maher



A great photo of the Pas de Deux briefing taken by Steve Brumby. Steve Maher says we were basking in the divine light of the Professor!



'The 20 Trial' is the only competitive part of the weekend and this is optional. Counting towards the Club's Annual Championship this one day event on Saturday the 1st of March will be held in the Mudgee region and organised by Jeff West and Wendy & Gary Maher.

Charlie and Edith go to Town.

As part of the instructions for the 2013 Pas de Deux Jeff West wrote a very clever story about a trip through Oberon. This trip was the route that competitors had to follow. The following is the Apprentice category's version of the instructions.

"100.35 62.32Via RJ 8.5 km South of Oberon. *16mm on the map*

In the following the bold and italicized text contains the critical information

Once upon a time there was a farmer by the name of Old Charlie. Of course he wasn't always called that for in his younger days everyone knew him as Young Charlie. When Old Charlie was younger, in fact when he was still known as Young Charlie he'd met and married a local lass by the name of Edith. This was a bit of a coincidence in that Edith came from a farm near Edith. After they had married Old Charlie who was still known as Young Charlie back in those days, lived and worked on his in-laws farm and after they died he inherited the farm.

These days once every couple of months he would fire up the 1970 Ford Fairlane 500 and with Edith (that's his wife, not the whole town) he would head to the "big smoke" of Oberon. He still remembers the day he had purchased that car brand new. Farming was good back then, how times have changed. The old Fairlane was now well and truly starting to show its age and he found he could no longer do U turns in it. **(Do not oppose rally traffic)** Edith (his wife, not the town) was also starting to show her age in that she insisted that every time either one or both of them had to get out of the car that he park on the side of the road nearest to where they wanted to go. **(Leave all the 5 listed points below on the left)** She also insisted that, as she comes to town so rarely that they never travel the same bit of road more than once so she could see what was happening in the town. **(No looping)** Once they had been through an intersection she didn't even want to visit that same intersection again. **(Do not use an intersection more than once)** Old Charlie had a quirk of his own in that when he and Edith were younger (considerably younger); Old Charlie's brother Billy (now Old Billy) had made a pass at Edith. At the time, while Edith was quite chuffed, Old Charlie vowed he would never see or speak to Old Billy again. Old Billy lived in Curtis street so Old Charlie, while he was happy to cross Curtis street, refused to ever travel along any part of it in case he should see Old Billy. **(Curtis Street is out of bounds)**

They had a few things they wanted to do in town this day and in no particular order they wanted to- **(Leave the 5 places below on the left with No 5 last of all.)**

1 pick up a parcel from the **Post Office**. This was a birthday gift from their daughter who had married a politician from Queensland so she was very well off.

2 visit their son who was a fireman at the **Fire Station**. Edith was very proud of Young Charlie (we won't go into any more details about his name) but he had married a girl from Oberon and they had three children, two girls and a boy. Oddly the boy's name wasn't Charles although the eldest girl's name was Charlene.

3 see the manager of the **National Parks and Wildlife Office** to complain about the blackberries that were coming into his farm from the adjacent National park.

4 go to the **Courthouse**. Old Charlie's uncle, Uncle Bill had "borrowed" a few of his neighbour's cattle and the matter was to be heard in court today.

5 visit the **Museum opposite the Playing Fields**. Edith's sister Titania volunteered there and they always liked to drop in and see her for a chat and a cuppa. **They always did this last thing** once they had finished all the other things they had to do.

The fuel consumption of the old V8 in the Fairlane was not good so Old Charlie planned the shortest route possible to do all the things they needed to do but always keeping in mind what Edith wanted.

End of story.

I want you to follow the route that Old Charlie planned for his visit to town and having done that then exit the Oberon town map so as to follow the next instruction on the following page. *Note where the lookout is on both maps as you leave town*

The map of Oberon supplied to Pas de Deux competitors is on the following page, The route through Oberon is shown on the back page.

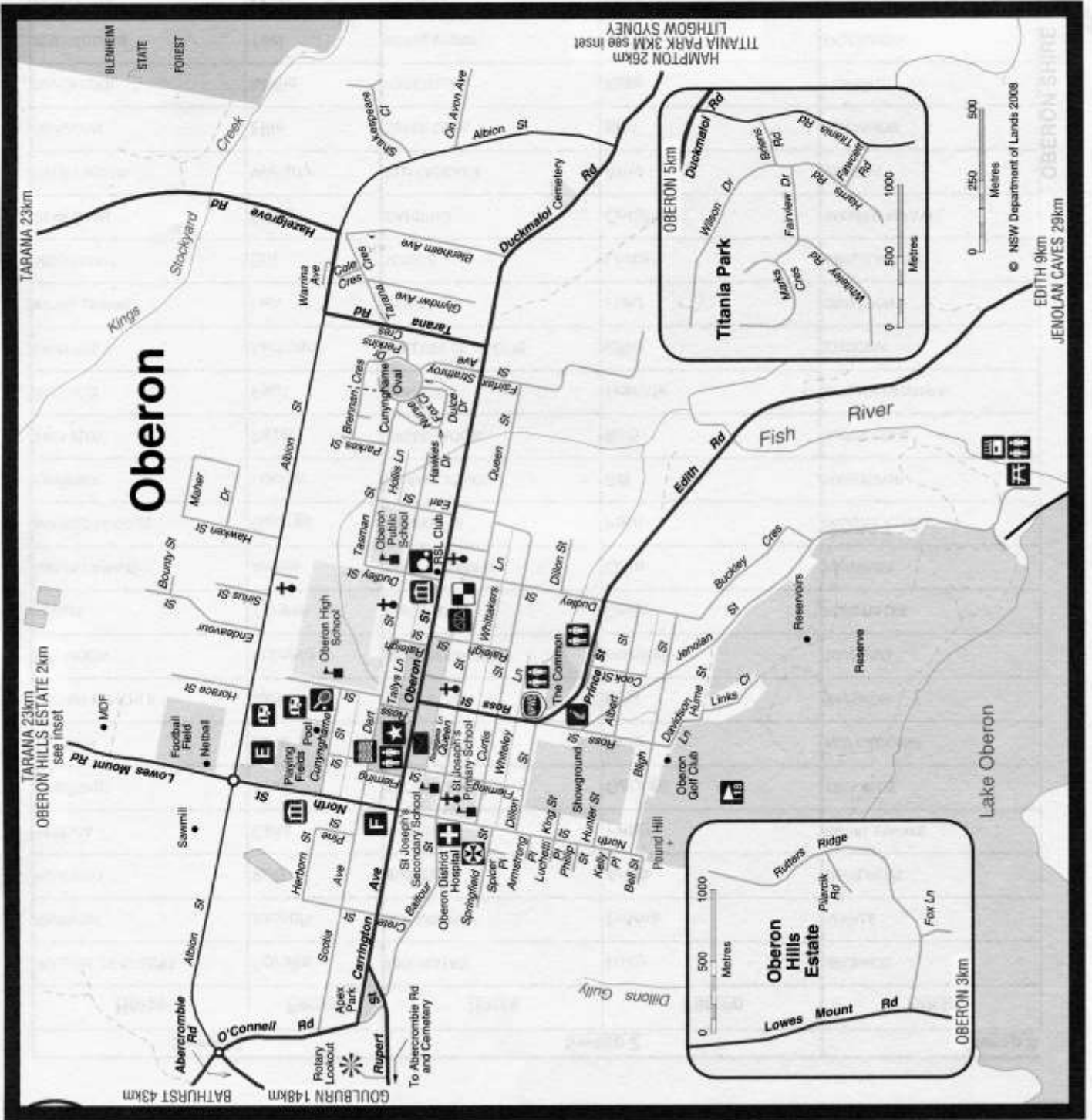


OBERON COUNCIL

- Symbols**
- Ambulance
 - Barbecue
 - Bowling Greens
 - Caravan Park
 - Church
 - Council Chambers
 - Court House
 - Emergency Services
 - Fire Station
 - Golf Course
 - Hospital
 - Information Centre
 - Library
 - Lookout
 - Museum
 - National Parks and Wildlife Office
 - Picnic Area
 - Police Station
 - Post Office
 - School
 - Tennis
 - Toilets



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www.nsw.gov.au



"the 20"
 Classic Rally Club 20th Anniversary Celebration
 Mudgee - 28th February, 1st and 2nd March 2014

If you don't fancy "The 20 Trial" on Saturday you can go on a 'Wine Romp' around the Mudgee District's tourist attractions. This will be organised by a local tour company and should be a fun way to spend the day.

The 2013 Pas de Deux Results

| Car No | Driver | Navigator | Car | Cat | Sat AM Majors | Sat AM M/P's | Sat AM VRCs | Sat AM Quest | Sat AM Radar | AM Pen Sub-total | Sat PM Majors | Sat PM M/P's | Sat PM VRCs | Sat PM Quest | Sat PM Radar | Total | Placing in Cat |
|--------|--------------------|---------------------------|----------------------------|------|---------------|--------------|-------------|--------------|--------------|------------------|---------------|--------------|-------------|--------------|--------------|-------|----------------|
| 3 | Peter Reed | Mike Batten | 1959 White Datsun 1600 | Mast | 0 | 0 | 36 | 0 | 0 | 36 | 0 | 0 | 0 | 11 | 0 | 47 | 1 |
| 5 | Alex Bratovic | Brett Manewell | 2005 Blue Subaru WRX | Mast | 0 | 25 | 36 | 0 | 1 | 62 | 0 | 25 | 24 | 11 | 0 | 122 | 2 |
| 4 | Dean Batt | Peter Batt / Jo-Anne Batt | 2007 Black Subaru WRX | Mast | 0 | 35 | 60 | 33 | 7 | 135 | 0 | 0 | 0 | 0 | 0 | 135 | 3 |
| 1 | Renal Warner | Ross Warner | 1980 Gold Porsche 930 | Mast | 0 | 35 | 72 | 33 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 140 | 4 |
| 2 | Robbie Panetta | John Henderson | 1972 Red Alfa GT | Mast | | | | | | | | | | | | DNS | |
| 8 | Michael Stephenson | Dominic Votano | 1983 White Alfa Sprint | App | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 1 |
| 9 | Matthew Norman | Tony Norman | 2010 Silver Subaru Impr. | App | 0 | 0 | 12 | 11 | 0 | 23 | 0 | 0 | 24 | 11 | 0 | 58 | 2 |
| 10 | Gerry Both | Lindsay Correll | 1973 Blue Alfa Romeo | App | 0 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 24 | 0 | 14 | 65 | 3 |
| 11 | Tony Wise | Phil Stead | 1974 Red Alfaetta | App | 0 | 0 | 12 | 0 | 60 | 72 | 0 | 0 | 0 | 0 | 3 | 75 | 4 |
| 6 | Jane Morey | Bob Morey | 1976 Red Alfaetta GT | App | 0 | 0 | 72 | 44 | 0 | 116 | 35 | 0 | 72 | 33 | 0 | 256 | 5 |
| 13 | Michael Birks | Lachlan Grave | 1985 Black BMW | Tour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16 | Len Zech | Glenn Evans | 1982 Platinum Porsche 928 | Tour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| 22 | Peter Eastham | Janice Yip | 2007 Grey VW Golf R32 | Tour | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | #3 |
| 15 | Greg Yates | Karen Yates | 1980 Silver Merc 500 | Tour | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | #4 |
| 21 | Geoff Hemsall | Rachel Hemsall | 1996 Red BMW M3 | Tour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 5 |
| 18 | Robert Clare | Sue Clare | 1983 Blue Mercedes 380 SEC | Tour | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 12 | 0 | 0 | 13 | 6 |
| 7 | Ian Packard | Steve Maher | 1978 Bronze Peug.504 | Tour | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 1 | 16 | 7 |
| 19 | Jim Baird | Ryan Baird | 1983 Red Porsche 944 | Tour | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 11 | 2 | 17 | 8 |
| 14 | Steve Brumby | Kirsten Brumby | 1977 Red Alfaetta GTV | Tour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 7 | 19 | 9 |
| 20 | Geoff Horn | Glenn Inkster | 1965 White Mini Cooper | Tour | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 12 | 0 | 0 | 23 | #10 |
| 12 | Ramin Shoushtarian | Amir Shushtarian | 1974 Blue BMW 2002 | Tour | 0 | 0 | 0 | 11 | 1 | 12 | 0 | 0 | 0 | 11 | 0 | 23 | #11 |
| 17 | Kevin Byron | Ian Voerman | 1969 White Renault R10 | Tour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 12 |
| 23 | Michael Malgo | Daniel Malgo | 1966 Grey Jaguar E Type | Tour | | | | | 0 | | | | | | | DNF | |
| 27 | Paul Tomlinson | Karin Tomlinson | 1986 Dk Silver Jaguar XJ6 | Soc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 11 | 23 | 1 |
| 24 | Brian Doyle | Paulina Doyle | 1986 Dk Blue Merc 190E | Soc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 2 |
| 25 | Lindsay Farrell | Lisa Farrell | 1987 Red Alfaetta GTV6 | Soc | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 12 | 22 | 0 | 40 | 3 |
| 26 | Ross Farrell | George Dertadian | 1991 Red Alfa Romeo 33 | Soc | 0 | 0 | 24 | 22 | 0 | 46 | 0 | 0 | 24 | 44 | 1 | 115 | 4 |

Scored by furthest cleanest

FOR SALE: HaldaTwinmaster, almost a full set of gears, cables and T- pieces. I wish to sell as a package for \$2,000.00. Members can ring me on 02 9624 5469 or 0438 701275, Jim Barrett



The CRC Xmas Rally to Oakville

Playing a Round



Start is at Mt. Wilberforce Park, West
Pennant Hills

Enter the park from the western end.

From 9.00 am with Drivers Briefing at 9.30 am, followed by a loop to get a speedo calibration. *This is to award the prize for the longest drive.*

First car leaves at 10.00 am. The rally length is 106 km. on all sealed roads with NRMA map supplied, along with full instructions. The event is Route charted for Tour with a little more of a challenge for Apprentice and Masters.



In keeping with the golfing theme:

- Each car will start with a handicap. This will be the driver's current points in the club championship.
- At the finish, in the parking area, there will be a hidden pin in the ground. The car parked closest to this will be awarded closest to the pin.
- Awards will be given for:
 - 4 Ball Best - Best all male crew
 - No Ball Best - Best all girl crew
 - Mixed Double - Best guy and girl crew



For those not entering the rally (and those who get lost!)

The Club Xmas Party is at Chris & Mike Birks
395 Old Stock Route Road, Oakville from 12.30pm

Look for the blue letterbox when heading East.

Free to Members, guests \$25.00. BYO refreshments.

If needed Mike's phone no. is 0419 205 192

For more information Contact Ted Norman at tedharry404@gmail.com

Its on again, December's Friday Free Fling at Dom's Shed.



Dom's Shed will be the venue for the FFFF for December 6 2013. The address is 114 Gilba Road, Girraween. Twenty all new cars. Please let me know numbers for catering. Sorry no under 10s. Doors open at 7.00 pm.



\$20 donation to charity per person to get in, includes your free dinner and drinks.

Collection includes 65 Mustang Fastback, 71 Mustang Super Cobrajet, 69 Corvette Stingray Big Block , 74 Black Convertible Stingray, 83 Golden Corvette, 1967 Mint Camaro Red 327, 1966 Ford Galaxie 7 litre, 1966 Pontiac GTO 383, 1971 Pontiac GTO 455 HO mint, 1936 MGTA, 1999 TVR Chimaera, 1979 Smokey and Bandit Trans AM, HJ Monaro and HX Sandman, Millennium Porsche 911, 1963 Convertible Valiant, 1971 Super Beetle, Dodge Charger 383.



We also have lucky door prizes and a raffle.



Please reply by email or phone if you are coming. We are limited to 100 guests only.

Tickets payable at the door are \$20 per person. **Dominic Votano, 0414 62 62 43, pstrata@tpg.com.au**

Classic Rally Club Championship 2013

Masters Drivers

| | Round 1 | Round 2 | Round 3 | Round 4 | Round 5 | Round 6 | Round 7 | | |
|-------------------|------------------|---------------------------|------------------------|--------------|--------------------|----------------|---------------------|----------------|------------------|
| | Clarence Classic | Le Rallye des 100 Criques | Barry Ferguson Classic | Tour d'Corse | The 3 Rivers Rally | Alpine Classic | Penrith Pas de Deux | | |
| | 2 day | 1 day | 2 day | 1 day | 1 day | 2 day | 1 day | Points to date | Position to date |
| Competitor | | | | | | | | | |
| John Cooper | 38 | 20 | 40 | 18 | 15 | 34 | | 133 | 1 |
| Robert Panetta | 40 | 15 | 34 | 19 | 17 | 22 | | 125 | 2 |
| Gerry Both | 24 | 18 | | 16 | 18 | 30 | 13 | 107 | 3 |
| Rob Worboys | 28m | 1 | 40 | | | 30 | | 99 | 4 |
| Alan Watson | 30 | 8 | 22 | 14 | 8 | | | 82 | 5 |
| Tony Wise | | 19 | 10 | 16 | | 22 | 12 | 79 | 6 |
| Wendy Gibbs | 32 | | | | | 38m | | 70 | 7 |
| Tony South | | | | 15 | 12 | 36 | | 63 | 8 |
| Gerald Lee | 26 | 3 | 28 | | 1 | 2 | | 59 | 9 |
| Alex Bratovic | | | 34m | 16m | 19m | 2 | 19 | 57 | 10 |
| Bob Morey | | | 16 | 17 | 20 | 2 | | 55 | 11 |
| Dennis Reeve | | 17 | 36 | | | | | 53 | 12 |
| Graham Thompson | 22m | | 24 | | | 12m | | 46 | 13 |
| Barry Ferguson | | | 16 | | | 26 | | 42 | 14 |
| Dominic Volano | | | | | | 40 | | 40 | 15 |
| John Young | | | | 12 | 14 | 14 | | 40 | 15 |
| Peter Reed | | | | | | 18 | 20 | 38 | 17 |
| Lauren Mackie | | | 34m | 20m | | 24m | | 37 | 18 |
| Mike Batten | 36 | | | | | | | 36 | 19 |
| Garth Taylor | 34m | | | | | | | 34 | 20 |
| Roger Banham | | | | | | 34 | | 34 | 20 |
| Dianne Gerlach | | 1 | | | | 32 | | 33 | 22 |
| Craig Walsh | 32m | | | | | | | 32 | 23 |
| David Shaw | | | | | 16 | 16 | | 32 | 23 |
| Gordon Lennox | | | | | | 20 | | 20 | 25 |
| Peter Thomson | 20 | | | | | | | 20 | 25 |
| Geoff Bott | | | 18m | | | | | 18 | 27 |
| Renai Warner | | | | | | | 17 | 17 | 28 |
| Gary Maher | | | | | | | 16 | 16 | 29 |
| Laurie Cunningham | | 16 | | | | | | 16 | 29 |



"the 20"

20

Classic Rally Club 20th Anniversary Celebration

Mudgee - 28th February, 1st and 2nd March 2014

Saturday night's 20's Dinner is the only mandatory event of the weekend. Held at Rally Central this will be a night of speeches and fun. Attending the Dinner is the only way to receive one of the special commemorative medals

| 15/11/2013 CRC Events Calendar (for remainder of 2013) | | | |
|--|-------------------------|--|--|
| Date | Event | Note | Contact |
| 26-November-2013 | CRC Meeting - AGM | | |
| 06-December-2013 | First Friday Free Fling | Doms New Shed, 8/114 Gilba Road Girraween. Doors open 7.00pm. Entry is \$20 charity donation per person, dinner & drinks included. | |
| 15-December-2013 | Club Christmas Party. | Chris & Mike Birk's at Oakville | Tod Norman tedharry404@gmail.com |
| Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from www.classicrallyclub.com.au | | | |
| Other Events: The CRC has received an invitation to these events so cars with conditional registration (Club Plates) can be driven to and used in them. | | | |
| 28-November-2012 | 01-December-2012 | 2013 Alpine Rally of East Gippsland | Lakes Entrance Region of Victoria The Secretary, H.R.A. |
| | 19-January-2014 | Rotary Club of Minamurra - Unique & Classic Car Show | Leisure Centre, Havilah Place Kiama silbarr@tpgl.com.au |
| Events of Interest: The CRC has not received an invitation to these events so cars with conditional registration (Club Plates) cannot be driven to them. | | | |
| 08-December-2013 | | 2013 Albatross Show n Shine | Fleet Air Arm Museum, H.M.A.S. Albatross Nowra Google - Albatross Show and Shine |

Classic Rally Club Championship 2013

Masters Navigators

| | Round 1 | Round 2 | Round 3 | Round 4 | Round 5 | Round 6 | Round 7 | | |
|--------------------|------------------|---------------------------|------------------------|--------------|--------------------|----------------|---------------------|----------------|------------------|
| | Clarence Classic | Le Rallye des 100 Criques | Barry Ferguson Classic | Tour d'Corse | The 3 Rivers Rally | Alpine Classic | Penrith Pas de Deux | | |
| | 2 day | 1 day | 2 day | 1 day | 1 day | 2 day | 1 day | Points to date | Position to date |
| Competitor | | | | | | | | | |
| Ross Warner | 38 | 20 | 40 | 18 | 15 | 34 | 17 | 133 | 1 |
| John Henderson | 40 | 15 | 34 | 19 | | 22 | 8 | 119 | 2 |
| Jeff West | 28m | 1 | 40 | | | 30 | 16 | 114 | 3 |
| Lui MacLennan | 36 | 16 | 24 | 1 | 17 | 32 | | 113 | 4 |
| Carol Both | 24 | 18 | | 16 | 18 | 30 | | 106 | 5 |
| Mike Batten | | 17 | 36 | | 13 | 18 | 20 | 104 | 6 |
| Ted Norman | 20 | | 22 | 15 | 12 | 36 | | 95 | 7 |
| Pam Watson | 30 | 8 | 22 | 14 | 8 | | | 82 | 8 |
| Ian Gibbs | 32 | | | | | 38m | | 70 | 9 |
| Dave Johnson | | | 32 | | | 26 | | 58 | 10 |
| Brett Manewell | | | 34m | 16m | 19m | 2 | 19 | 57 | 11 |
| Alan Walker | | 19 | 34m | 20m | | 24m | | 56 | 12 |
| Adrian Kinslor | 34m | | | 13 | | | | 47 | 13 |
| Winton Brocklebank | 22m | | 24 | | | 12m | | 46 | 14 |
| Wayne Gerlach | | 1 | | | 8 | 32 | | 41 | 15 |
| Helen Young | | | | 12 | 14 | 14 | | 40 | 16 |
| Mike Stephenson | | | | | | 40 | | 40 | 16 |
| Teresa Morey | | | | 17 | 20 | 2 | | 39 | 18 |
| Roger Barlow | | | | | | 34 | | 34 | 19 |
| Gordon Lennox | 32m | | | | | | | 32 | 20 |
| Ray Arthurs | | | | | 16 | 16 | | 32 | 20 |
| Ian Reddoch | 26 | | | | | | | 26 | 22 |
| Jamie Lennox | | | | | | 20 | | 20 | 23 |
| Wendy Maher | | | | | | | 16 | 16 | 24 |
| Alan Watson | | | | | | 2m | | 2 | 25 |

A woman ran a red traffic light and crashed into a man's car. Both of their cars were demolished but amazingly neither of them was hurt.

After they crawled out of their cars, the woman said; "Wow, just look at our cars! There's nothing left, but fortunately we are unhurt. This must be a sign from God that we should meet and be friends and live together in peace for the rest of our days."

The man replied, "I agree with you completely. This must be a sign from God!"

The woman continued, "And look at this, here's another miracle. My car is completely demolished, but my bottle of wine didn't break. Surely God wants us to drink this wine and celebrate our good fortune."

Then she hands the bottle to the man. The man nods his head in agreement, opens it, drinks half the bottle and then hands it back to the woman. The woman takes the bottle, immediately puts the cap back on, and hands it back to the man.

The man asks, "Aren't you having any?" ... She replies, "Nah. I think I'll just wait for the police."

(Adam ate the apple, too! Men will never learn!)

Officials required. The organisers of the Sydney to London marathon need officials to man forest stages around Lithgow and Orange on Saturday 12th April 2014. If you are interested in helping out and seeing the cars close up contact Philip Bernadou [pora1@bigpond.net.au](mailto:pورا1@bigpond.net.au) or 03 9836 9911.

Classic Rally Club Championship 2013

Apprentices Drivers

| | Round 1 | Round 2 | Round 3 | Round 4 | Round 5 | Round 6 | Round 7 | | |
|--------------------|------------------|---------------------------|------------------------|--------------|--------------------|----------------|---------------------|----------------|------------------|
| | Clarence Classic | Le Rallye des 100 Criques | Barry Ferguson Classic | Tour d'Corse | The 3 Rivers Rally | Alpine Classic | Penrith Pas de Deux | | |
| | 2 day | 1 day | 2 day | 1 day | 1 day | 2 day | 1 day | Points to date | Position to date |
| Competitor | | | | | | | | | |
| Doug Barbour | 28 | 12 | | 15 | 15 | 26 | | 96 | 1 |
| Steve Brumby | | 14 | 20 | 10 | 13 | 2 | 2 | 60 | 2 |
| Jane Morey | 26m | | 22 | | | | 11 | 59 | 3 |
| Ian Packard | | 11 | 12 | | 11 | 14 | 4 | 52 | 4 |
| Chris Hallam | | 15 | 30 | | | | | 45 | 5 |
| Tanya Arthur | 30m | 13m | | | 14 | | | 44 | 6 |
| Bruce Smith | | 7m | 16m | | | 24m | | 24 | 7 |
| Shane Navin | 24m | 9m | | | | 16m | | 24 | 7 |
| Arthur Bransgrove | | | | | | 20m | | 20 | 9 |
| Paul Morton | | | | 13m | | | 7 | 20 | 9 |
| Richard Banks | | | | | | 18 | | 18 | 11 |
| Tony Norman | 14 | | | | | 2m | | 16 | 12 |
| Michael Stephenson | | | | | | | 15 | 15 | 13 |
| Joyce Lawrence | | | | | | 14 | | 14 | 14 |
| Lynne Stead | | | | 12m | | | | 12 | 15 |
| Geoff Bott | | 10m | | | | | | 10 | 16 |
| Marian Crighton | | | | | | 2 | | 2 | 17 |

Apprentices Navigators

| | Round 1 | Round 2 | Round 3 | Round 4 | Round 5 | Round 6 | Round 7 | | |
|-------------------|------------------|---------------------------|------------------------|--------------|--------------------|----------------|---------------------|----------------|------------------|
| | Clarence Classic | Le Rallye des 100 Criques | Barry Ferguson Classic | Tour d'Corse | The 3 Rivers Rally | Alpine Classic | Penrith Pas de Deux | | |
| | 2 day | 1 day | 2 day | 1 day | 1 day | 2 day | 1 day | Points to date | Position to date |
| Competitor | | | | | | | | | |
| Xanthea Boardman | 28 | 12 | | 15 | 15 | 26 | | 96 | 1 |
| Phil Stead | | 15 | 30 | 12m | | 22 | 12 | 91 | 2 |
| Dominic Votano | 30m | 13m | 28 | | 14 | | 15 | 87 | 3 |
| Tony Norman | | 11 | 14 | 15m | 11 | | 14m | 65 | 4 |
| Shaun Ryan | | 14 | 20 | | 13 | 2 | | 49 | 5 |
| Steve Maher | | 11 | | | 11 | 14 | 4 | 40 | 6 |
| Bob Morey | 26m | | | | | | 11 | 37 | 7 |
| Garth Taylor | | 10m | 8m | 13m | | | 7 | 30 | 8 |
| John Vickery | | | | | 24m | | | 24 | 9 |
| Jennifer Navin | 24m | 9m | | | | 16m | | 24 | 9 |
| Adam Bransgrove | | | | | | 20m | | 20 | 11 |
| Garth Bransgrove | | | | | | 20m | | 20 | 11 |
| Chrissie Jeffery | | | | | | 18 | | 18 | 13 |
| Jennie Smith | | 7m | 16m | | | | | 16 | 14 |
| Guy Brand | | | | | | 12 | | 12 | 15 |
| John Crighton | | | | | | 2 | | 2 | 16 |



"the 20"

Classic Rally Club 20th Anniversary Celebration
Mudgee - 28th February, 1st and 2nd March 2014

Complete the weekend on Sunday with "The 20 Epilogue" Again no VRCs or questions just a leisurely drive from Mudgee to Lithgow along roads less travelled

Classic Rally Club Championship 2013

Tour Drivers

| | Round 1 | Round 2 | Round 3 | Round 4 | Round 5 | Round 6 | Round 7 | | |
|---------------------|------------------|---------------------------|------------------------|--------------|--------------------|----------------|---------------------|----------------|------------------|
| | Clarence Classic | Le Rallye des 100 Criques | Barry Ferguson Classic | Tour d'Corse | The 3 Rivers Rally | Alpine Classic | Pennith Pas de Deux | | |
| | 2 day | 1 day | 2 day | 1 day | 1 day | 2 day | 1 day | Points to date | Position to date |
| Competitor | | | | | | | | | |
| Jim Baird | | 10 | 20 | 10 | 9 | 20 | 3 | 69 | 1 |
| Mike Birks | 16 | 9 | | 10 | 8 | 16 | 10 | 61 | 2 |
| Tim McGrath | 18 | 2 | 12 | 10 | 2 | 20 | | 60 | 3 |
| Greg Yates | 20 | 8 | 14 | 1 | 10 | 12 | 7 | 59 | 4 |
| Len Zech | | 1 | 12 | | 6 | 8 | 9 | 36 | 5 |
| Don Dux | 14 | | | | | 2 | | 16 | 6 |
| Geoff Brieger | | 6 | | 10 | | | | 16 | 6 |
| Jim Richardson | | 1 | | 10 | 5 | | | 16 | 6 |
| Simon Duff | | | 10 | 3 | | | | 13 | 9 |
| Henry Stratton | 12 | | | | | | | 12 | 10 |
| Jon Dickson | 6 | 1 | 4 | | | | | 11 | 11 |
| David Calabria | | | | | | 10 | | 10 | 12 |
| Peter Cale | 10m | | | | | 6m | | 10 | 12 |
| Peter Evans | | 7 | | 3 | | | | 10 | 12 |
| Kevin Byron | | 5 | | | 3 | | 1 | 9 | 15 |
| Robert Clare | 2m | 2 | | | | | 5 | 9 | 15 |
| Steve Friend | | 1 | | 1 | 7 | | | 9 | 15 |
| John Crighton | 8 | | | | | | | 8 | 18 |
| Kim Warner | 4 | | 2 | | | 2 | | 8 | 18 |
| Peter Eastham | | | | | | | 8 | 8 | 18 |
| Lindsay Trevitt | | 1m | | 1 | 1 | 4 | | 7 | 21 |
| Alan Cummine | | | | | 4 | 2 | | 6 | 22 |
| Chris Mackertich | | | 4 | | | 2 | | 6 | 22 |
| Peter McAlpine | | | 6 | | | | | 6 | 22 |
| Amir Shustarian | | 1 | | 1 | 2 | | | 4 | 25 |
| Sally Lennox | | 4 | | | | | | 4 | 25 |
| Kevan Peters | | 1 | | | | 2 | | 3 | 27 |
| Brendan Burdon | | | | | | 2 | | 2 | 28 |
| Bryan Allart | | | | | | 2 | | 2 | 28 |
| Bruce Dickson | | | 2m | | | | | 2 | 28 |
| Christine Bethwaite | | | | | | 2 | | 2 | 28 |
| John Calabria | | | | | | 2 | | 2 | 28 |
| Kelly-Marie Bond | 2m | | | | | | | 2 | 28 |
| Malcolm Drummond | | | | | | 2 | | 2 | 28 |
| Robert Brell | | | | | | 2 | | 2 | 28 |
| Sergio Cariolato | 2 | | | | | | | 2 | 28 |
| Brian Madigan | | 1m | | | | | | 1 | 37 |
| Danny Castro | | | | 1m | | | | 1 | 37 |
| Dave Johnson | | | | 1 | | | | 1 | 37 |
| Edul Dhondi | | | | | 1 | | | 1 | 37 |
| Jocelyn Vettoretti | | | | | 1 | | | 1 | 37 |
| Richard Thomas | | | | 1 | | | | 1 | 37 |
| Ramin Shoushtarian | | | | | | | 1 | 1 | 37 |
| Vince Harlor | | | | 1 | | | | 1 | 37 |

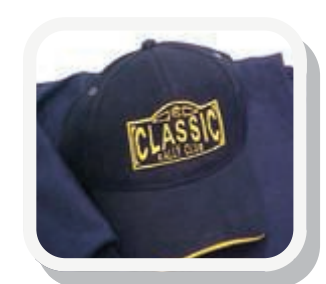
Classic Rally Club Championship 2013

Tour Navigators

| | Round 1 | Round 2 | Round 3 | Round 4 | Round 5 | Round 6 | Round 7 | | |
|--------------------|------------------|---------------------------|------------------------|--------------|--------------------|----------------|--------------------|----------------|------------------|
| | Clarence Classic | Le Rallye des 100 Criques | Barry Ferguson Classic | Tour d'Corse | The 3 Rivers Rally | Alpine Classic | Pennrh Pas de Deux | | |
| | 2 day | 1 day | 2 day | 1 day | 1 day | 2 day | 1 day | Points to date | Position to date |
| Competitor | | | | | | | | | |
| Lachlan Grave | 16 | 9 | | 10 | 8 | 16 | 10 | 61 | 1 |
| Ron Cooper | 18 | 2 | | | 2 | 20 | 1 | 43 | 2 |
| Lachlan Baird | | 10 | | 10 | | 20 | | 40 | 3 |
| Glenn Evans | | 1 | 12 | | 6 | 8 | 9 | 36 | 4 |
| Ryan Baird | | | 20 | | 9 | | 3 | 32 | 5 |
| Karen Yates | | 8 | | 1 | 10 | | 7 | 26 | 6 |
| Ian Packard | 20 | | | | | | | 20 | 7 |
| Heather Dux | 14 | | | | | 2 | | 16 | 8 |
| Tim Green | | 6 | | 10 | | | | 16 | 8 |
| Bev Richardson | | | | 10 | 5 | | | 15 | 10 |
| Ngarie McGrath | | | 4 | 10 | | | | 14 | 11 |
| Mitchell Duff | | | 10 | 3 | | | | 13 | 12 |
| Natalie Evans | | | 12 | 1 | | | | 13 | 12 |
| Julie Stratton | 12 | | | | | | | 12 | 14 |
| Cheryl Evans | | 7 | | 3 | | | | 10 | 15 |
| Grace Brumby | | | | 10 | | | | 10 | 15 |
| Peter Evans | | | 10 | | | | | 10 | 15 |
| Tammy Cale | 10m | | | | | 6m | | 10 | 15 |
| Sue Clare | 2m | 2 | | | | | 5 | 9 | 19 |
| Marian Crighton | 8 | | | | | | | 8 | 20 |
| Michael Friend | | | | 1 | 7 | | | 8 | 20 |
| Wendy Cooper | 4 | | 2 | | | 2 | | 8 | 20 |
| Allana Mackertich | | | 4 | | | 2 | | 6 | 23 |
| Sharon McAlpine | | | 6 | | | | | 6 | 23 |
| Sylvia Gleeson | | | | | 4 | 2 | | 6 | 23 |
| Mark Mignanelli | | 1 | 4 | | | | | 5 | 26 |
| Ramin Shoushtarian | | 1 | | 1 | 2 | | | 4 | 27 |
| Tanya Arthur | | | | | | 4 | | 4 | 27 |
| Cate Lee | | | | | 1 | 2 | | 3 | 29 |
| David McCowatt | | 3 | | | | | | 3 | 29 |
| Paul Trevitt | | 1m | | 1 | 1 | | | 3 | 29 |
| Alison Burdon | | | | | | 2 | | 2 | 32 |
| Beryl Allart | | | | | | 2 | | 2 | 32 |
| Amanda Calabria | | | | | | 2 | | 2 | 32 |
| Irene Cariolato | 2 | | | | | | | 2 | 32 |
| Jocelyn Vettoretti | | | | | | 2 | | 2 | 32 |
| Julie Dickson | | | 2m | | | | | 2 | 32 |
| Kyle MacLennan | 2m | | | | | | | 2 | 32 |
| Michael Peters | | | | | | 2 | | 2 | 32 |
| Sarah Brell | | | | | | 2 | | 2 | 32 |
| Amir Shushtarian | | | | | | | 1 | 1 | 41 |
| Denise Adams | | 1 | | | | | | 1 | 41 |
| Jennifer Castro | | | | 1m | | | | 1 | 41 |
| Kay Harlor | | | | 1 | | | | 1 | 41 |
| Maureen Friend | | 1 | | | | | | 1 | 41 |
| Michele Madigan | | 1m | | | | | | 1 | 41 |
| Tanaz Dhondi | | | | | 1 | | | 1 | 41 |

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

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Phone: 0402 127 230

Fax: (02) 4727 0893

Solution for Charlie & Edith go to town: TR Dudley St, TL Whittakers Ln, TL Ross St, TR Dillon St, TR Fleming St, TR Queen St, TL Dudley St, TL Oberon St, TR North St, TL Albion St, TL O'Connell Rd, TL Carrington Ave, TR Rupert St.

Contributors to this edition: Steve Brumby, Heather Dux, Wayne Gerlach, Jim Kelly, Lui MacLennan, Gary Maher, Jen Navin, Ted Norman, Tony Norman, John Southgate, Dominic Votano, Ross Warner, Jeff West, Leonard Zech. Thank you all.



Classic Rally Club Inc., The Secretary, P.O. Box. 2044,
North Parramatta, N.S.W. 1750