



# Rally Directions

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

October 2014



Gary and Wendy Maher are seen above in their '69 MGB on the M.G. Classic.

*In this issue:* Read all about the M.G. Classic. Full details on how to obtain your Rally Rego. Full results of the 2014 Alpine. Updated Club Championship positions including the Alpine.

*Upcoming events:* (Full details inside)

- \* **Pas de Deux 15th November 2014.** Jeff West and Gary & Wendy Maher's swansong as rally organisers. Don't miss this event! Run west of the Blue Mountains on a Saturday this one dayer, which is our final Championship Round, is sure to be good.
- \* **C.R.C. Christmas Party Sunday December 14th 2014.** Organised by the same team as last year. Lunch at Chris & Mike Birks at Oakville with an optional run beforehand - "Haulin' The Hawkesbury" starting at McGraths Hill.

# Classic Rally Club Officers and Contacts 2014

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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.**

Well, who is excited? I am. About the Alpine of course, and if you're not, you should be. A lot of people have worked really really hard to put together CRC's flagship event and the hard work isn't over until sometime after the event is finished. Thanks in advance.

John and I will be out there trying to find the right roads and travelling at the right speeds etc. hoping that we might get a place on the podium.

Unfortunately for us, all of the rest of you will be trying to do the same thing! Why not consider giving John and I a break and enter a couple of controls from the wrong direction or something... See you at the start in Wyong.

I've heard that the MG Classic was a classic, in every way. I heard that the event organisers managed to put on an enjoyable but also very challenging event. Well done and thank you to Jim, Doug and Xanthea. I'm very sorry to have missed this event. I hope that there are some reports to read somewhere in the following pages.

Our last competitive event for the year will be the Pas de Deux which has been put together by minds that are much more devious (and experienced) than mine. I believe that this may be the last time that this event will run with the same management

team. So if you want a challenge, I'm sure it's their plan to give you one. ENTER NOW!

I recently spoke with Star Mifsud and I was very pleased to hear that she is feeling much better and is getting some sleep. Hope to see her and Rob on a CRC event soon.

Some of you may have seen that Geoff Bott managed to obtain Rally Rego for his GTR (plate number ending in 007). So Rally Rego is a real thing and will be a solution for many of our members. I hope that Geoff will tell us all how it is done.

Don't forget that our Christmas Party is coming up, and I've been promised a fun social run beforehand. After last year's effort anything could happen. We should be starting a list for the party and run soon.

Finally, the FFFF for November will be a repeat of our drive down to Bulli. You will be meeting at the Loftus Oval Carpark (About 100m north of Farnell Ave Loftus) from 6:30pm and will leave on our drive at 7:00 pm. If you miss the drive, just head south through the Park (you don't have to pay) and we'll see you in Bulli.

Well that's it for this month.

See you on the route (if I can find the right road ...)

Enough raving ..... Ross.

## **Secretary's Stuff October 2014**

1. Hello everybody- FIRST and FOREMOST is the NOTICE of the ANNUAL GENERAL MEETING of the Classic Rally Club to be held at the Denistone Sports Club on November 25<sup>th</sup> at 8pm. All Committee positions will be declared vacant and the business of the meeting is to ;

- \*Confirm the record of the 2013 AGM, this was printed in Rally Directions after the 2013 AGM,
- \*Receive any reports from the Committee members,
- \*Elect the committee for the next year,
- \*Set membership fees for the ensuing year.

If you wish to offer your services for any role, please contact the Secretary or the President, prior to the meeting. Be prepared to make a short speech on why the Club needs your services!

2. Council of Motor Club matters: I attended the CMC meeting at the end of September, and there are a couple of things to report; Firstly, due to a lack of complying submissions no awards were made this

year by the Robert Shannon Foundation to encourage and assist with restoration projects for classic vehicles by younger people. This is a cash contribution from the Foundation, folks, try harder!

Secondly, two important dates are already on the CMC calendar for 2015, the giant Hawkesbury swap meet on 15/2/15 and National Motoring Heritage Day on 17/5/15, with multiple venues available for a good day out with the propulsion of your HCRS or normal vehicle.

Also the CMC magazine, The Preserve, is available for perusal via the CMC and likely the CRC website. On the CMC website you should find The Preserve in the document area. This was a bumper issue covering the rain affected Shannons Classic weekend held at Sydney Motorsport Park. The rainy weather reduced spectator numbers by about 90% and culled the concourse entries down to 14, from a usual 30 plus- making it easier to win an award.....



3. Road safety reminder! We do this periodically because we believe in road safety and the role of the individual driver in minimising grief, injury and death.

So as you know by now, we at CRC HQ are very serious about encouraging safe and competent usage of our roads. Let's look at some statistics.

I'll quote from a NSW Government publication on road safety here: "During the most recent year covered by this report there were 9223 reported road accidents and 460 persons were killed and 6418 injured. One year earlier there were 8134 accidents, resulting in 356 fatalities and 6069 injuries. This represents an increase of 13.4% in the number of accidents over a short period of twelve months".

"The Deputy Commissioner for Road Transport seeks to improve your appreciation of how you can help to reduce accidents, consider that "Life is not so short that there is not time enough for courtesy".

This quote was actually attributed to Ralph Waldo Emerson, by the way. Emerson was an influential American 19<sup>th</sup> century poet/writer/philosopher who espoused individual responsibility, and covered many aspects of citizenship and freedom in his work.

These numbers are sobering and many readers will remember when the NSW road toll (I hate that term, but the news media love it) exceeded 1,000 fatalities

annually. Those days actually set up a bi-partisan approach to law enforcement and the application of ever more restrictive controls over motoring that continues today and shows no signs of ever ending.

You may find it difficult to obtain a copy of this exact government publication for you own reading in full. It was published on September 1<sup>st</sup>, 1936.....

An advert inside the publication offered membership of the NRMA for one guinea per annum. If you resided in the County of Cumberland, the fee was only ten shillings!

Consider what has happened to road safety over the decades, and how your skills and attitude and vehicle condition can make a positive contribution to road safety. Current levels of annual NSW road fatalities are lower than the mid 1930s, despite a huge increase in passenger kilometres travelled each year. However the official road safety target will likely remain as an unattainable zero.

Emerson, by the way was a transcendentalist and a critic of the countervailing pressures for strict conformity within society. He believed in the individual needing to take responsibility for individual and collective outcomes within society. It seems 1936's Deputy Commissioner C.N. Neale was likely a well-read and educated person....

Tony Kanak

## COMPETITION SECRETARY REPORT FOR OCTOBER

With the Clubs' premier event now run and won, we only have one further pointscore event for all competitors to add to your current points total.

The **PAS DE DEUX** will be run on **Saturday 15th November** and you are requested to get your entries in A.S.A.P. This will be the last hurrah for organisers Jeff West and Gary and Wendy Maher so they really deserve a strong turn-out as a 'thank you' for their endeavours during this and all the past years that they have organised rallies for our Club. Many thanks from me, but like John Farnham, I'm sure this wont be the last we see of you.

And so we move to 2015 and the Clubs' plans for the year. You will find a Preliminary Calendar for 2015 at the back of the magazine and we hope this will form the backbone of next year's competition events.

Please note the following changes of dates for 3 of our major 2-day rallies:

**CLARENCE CLASSIC - 25th/26th July**  
**MG SPRING CLASSIC - 19th/20th September**  
**ALPINE CLASSIC - 24th/25th October.**

(Note; In Lui & Wayne's post '14 Alpine email they referred to an earlier date for the Alpinenext year.) Being 2-day rallies that have a significant cost attached, we have decided to spread them over a 13 week period to give your bank balances, and your cars, a chance to recover. Moving the MG event also avoids a clash with the WRC in Coffs Harbour on the 11th/12th/13th September.

Also please note that the Social/Lunch Run pencilled in for the 19th April may be jointly organised with the Thornleigh Car Club. If this plan comes to fruition we will need CRC members to help. Come on guys - don't be shy!

On that note I will leave you to enjoy the Pas de Deux. Stay safe on the road.

TONY NORMAN.

## Our MG Classic Rally 2014 - Pam and Alan Watson



Saturday night 13th September 2014 was a bit of a disaster. Not only did all the screens at the Golf Club in Muswellbrook show that the Roosters (Alan is a member of Eastern Suburbs Leagues Club) had lost to Penrith by 1 point, but also the results posted showed that we were coming 6<sup>th</sup> out of 9 in Masters in the MG Classic Rally.

The MG rallies are notorious for tricky navigation – think Robert Smith - and Jim Richardson seems to delight in tricking all the Masters and Apprentices, despite claiming friendship with them all. Luckily many of the reference points were unique and more easily findable this year instead of just a 'locality' or an 'X road'.

The start at Mooney Mooney is handy for Sydneysiders, and the Marine Rescue personnel provided breakfast, this year in slight drizzle which cleared promptly for the rest of the weekend. Bev and Jim sent us on our way north up the old highway with Topographic 1:250000 maps and photocopies of maps with all the vital areas such as Abernethy, Pokolbin and South Muswellbrook blanked out.

Jim had set the rally 'shortest distance point to point' and listed the points. This was familiar to us from the 'old days', and it was really quite easy to plot 'point to point'. Alan got a bit anxious when my plotted route from GR 3355 3128 to a Landing Ground encountered oncoming traffic, but we saw 'P' boards in both directions, and considered we were on the shortest route 'point to point'.

There were not many questions – which have a distance – a ploy by a director so that competitors can get nervous about whether they are on the correct route or not until they have gone too far to turn back.

We enjoyed a very good lunch at Stanford Merthyr School near Kurri Kurri. Division 2 in the afternoon was quite a distance -216km - and proved a bit of a disaster for us. I plotted a grid reference on the 1:250000 map, but did not transfer it correctly to the NRMA map, so we traveled on some wrong roads before rejoining the route near the vineyards around Rothbury, and then onto Broke. We passed between mines, went through Jerrys Plains and then west to make railway crossings around Denman, not forgetting to avoid the 'Out of Bounds' locations.

We seemed to be traveling along in good time until we arrived about 10km west of Muswellbrook when the road we were traveling on was far too close to a railway line and on the wrong side of Bengalla Mine. We had to turn around and after much stuffing around in the company of other competitors, including Harriet Jordan and Michael Olsson, found the correct road. There were problems with Question distances (I think we were looking for a Korean Restaurant) which also caused some stuffing around and we arrived at the John Hunter Motel in Muswellbrook with a couple of minutes to spare.

Despite the Roosters loss, the Saturday night meal at the Golf Club was a delicious Thai feast and it was great to chat to all the other competitors. Jim had organized a Sporty Trivia Quiz (such as 'What is the nickname of Marjorie Jackson – The Lithgow Flash'). Our table did quite well thanks to Gerry Both's Golf and AFL knowledge and the 'oldies' on our table.

Sunday started with the Director's map trace trick – 'travel to the end point of the map trace', not 'travel the map trace' (which we have fallen for in the past), but there was also the instruction 'Do not use a Principal road in a general northerly direction', so it was quite a complicated start to Division 3. Later, several loops were made near Dartbrook, Aberdeen and Scone, so traveling directions had to be remembered.

A very pleasant Lunch was at Mount Pleasant School – very near Greenland between Muswellbrook and Singleton.

The final 100km or so was into Kitchener – south of Cessnock. New subdivisions north of Singleton, and a T intersection near Redbournberry on the 1:250000 map that did not seem to exist on the

road caused much confusion, and it was great to arrive at the finish at the Kitchener Hotel for a drink and a post mortem.

It was a great thrill to find out that we had clean-sheeted on Sunday and came in 3<sup>rd</sup> after 1<sup>st</sup> Peter Reed and Mike Batten and 2<sup>nd</sup> Rob Worboys and Jeff West.

Many thanks to all the hard working officials - Jim and Bev Richardson; Doug Barbour and Xanthea Boardman; and Robert Smith - for all their time and effort. Thanks to the smiling officials at passage

controls even when they told us we were not supposed to be there!

At times there could have been more VRCs - Navigators are simple souls who like to be rewarded for their 'cleverness' in finding tricky roads, and to be reassured that they are on the correct roads.

The countryside looked green and fabulous with full dams everywhere and we traveled through some beautiful areas. This rally was a lot of fun and we are looking forward to next year.

Pam & Alan Watson

## A non C.R.C. view of the M.G. Classic from Ros & John Bastian M.G.C.C.

What a great weekend! Cars gathered in the misting rain in the parking area of the Marine Rescue headquarters at Mooney Mooney for the start of the MG Classic Spring Rally, part of the Classic Rally Club series of rallies, this one hosted by MGCC. The weather did not look promising with Bev Richardson and Ruth Pobje sitting under dripping umbrellas to tick off the entrants as they arrived.

By far more promising was the breakfast provided by the Marine Rescue crew (thank you!) who made sure all drivers and navigators were fully fuelled prior to departure. Very warming and good 'comfort food' in the shape of bacon, egg and sausage in a roll topped with that Australian Classic: BBQ sauce. This was accompanied by hot drinks or juice with which to wash it down.

By the time the briefing began the rain had cleared and the sun was starting to struggle through the clouds. So off we went, still with the top up, however. There was a goodly range of marques represented with six MGs, seven Porches, five Alfas, three by Datsuns, Fords, and Toyotas, two by Volvos, Mitsubishi's, Jaguars and Mercedes as well as a Mazda, a Nissan, a VW, a Subaru Vortex and a Lancia. The Porches did outnumber the MGs and for this event it would be good to see this reversed in years to come!

We wandered around the 40 starters, they all looked pretty keen. Some had cars well set up with mileage devises and boards for the navigator, protractors and pencil sharpeners!

The Rally field consisted of three categories: Masters, Apprentices and Tour with the Tour entrants offered the opportunity to do some map reading.



We decided to do the map reading Tour and John elected to navigate. As we did not have a rally mileage counter, John's first job was to work out the variation between our mileage counter and the instructions. Goldie under reads (with the light truck tires currently fitted) by about 0.5 mile per 10 miles, ie about 95% under. By the end of the weekend John surprised himself with how quickly he was able to mentally multiply by 0.95! John, the accountant, had pages covered with figures! Ros confesses that by the end of the weekend she was glad all she had to do was just drive.

To check that we drove the correct route, the sneaky organisers placed 'Visual Route Checks' (VRCs) along the route. A big sign with a red P followed by alphanumeric characters: we had to list the alphanumeric characters in the correct order on our Road Cards as we passed each VRC. On Sunday, as we drove down one road three times, we became very familiar with one particular VRC - FN! In addition there were 'Manned Passage Controls', usually at a point where, if you were a bit confused, it was possible to enter from the wrong direction. That was a big no-no and earned a WD on your Road card.



We did really well, only missing a couple of VRCs late on Saturday as we became tired. PS: at dinner we were advised that it's the driver's responsibility to watch for VRCs as the navigator is often head down trying to work out 'where next'!

The first section (Saturday morning) was the Mercedes section: a great drive until something goes wrong. The run on Saturday took us through some picturesque countryside in and around the Hunter Valley. It required a lot of restraint to drive past our three favourite wineries without stopping for a taste of the Hunter's Nectar. However, we did not get lost, we did not make too many false turns and we did, on Saturday morning, find all VRCs, enter all manned controls from the correct direction and we did answer all questions correctly. So far, so good!

Our first map reading section commenced outside Quorrobolong (you know Quorrobolong, it's just near Abernethy!) and we had to find a route to Buchanan near Kurri Kurri travelling within 1 km of Mulbring and not pass a mine: easy done, but make sure you drive along North Street as there was a passage control there.

Was it the fabulous lunch provided by Stanford Methyr Primary School P&C which undid us? Certainly, we were blessed by a lunch of magnificent proportions, with hot soup and stew, a range of sandwiches, a delicious and varied selection of fruit plus scones, jam and cream and slices and biscuits to follow! Did the lunch lull us into a sense of complacency? Whatever happened, three missed VRCs later and we had said goodbye to any chance of being in the running for a place at the finish.

Saturday afternoon was the Holden section: basic but reliable. We seemed to travel back into the Lower Hunter Valley, travelling up and down on Lovedale Road (passing five wineries each time!) before finding ourselves somewhere near to Jerrys Plains with another map section: visit Appletree Flat, Dougs Knob and follow the railway line to Roxburgh. Interestingly we noticed that there were no VRCs along the route and became quite worried we were on the wrong road. However, it was explained that night by course setter Doug Barbour when he admitted that he was passed by one of the cars while he was climbing a tree to fix a VRC and hence could not fix it in place.

Saturday night was spent in Muswellbrook with dinner a Thai banquet at the local golf club where we watched Australia beat Argentina and the Doggies beat Manly (good / bad). Progressive rally scores were displayed with the organisers being given much advice from the attendees in respect to their intelligence, sense of direction and parentage.

Sunday morning and onto the Citroen section: Usually confusing instructions. (If only we had taken more notice of this little clue, we could have avoided a 3 km detour along a dirt road -Xanthea is very sneaky). Sunday took us through even more beautiful country. Green and lush valleys were home to some magnificent looking horse studs and some even more magnificent looking horses. This drive made us feel we should come back one weekend and drive the route again for the sheer pleasure of looking at and enjoying the countryside. We were so committed to not missing those red Ps that the countryside did not get the undivided attention it deserved.

A 10.00am coffee stop in Scone saw five cars comparing notes (but not answers) and after observing the other cars driving down the main street a couple of times we were comforted that we hadn't messed up (yet).



After coffee the day was glorious enough for the roof to be lowered with the consequence that all the instructions immediately blew away! Obviously the course setters liked Dartbrook Rd as we drove up it three times: did Doug own the house for sale along the road?

We lunched again courtesy of another of our fabulous public school communities, this time Mount Pleasant Primary School P&C.

And then there was even more: the Subaru section: All 4 the driver, with yet again another trip down Lovedale Road. The last map section required us to keep as close to the Hunter River as possible, but not in it. We found the right route (well we found the passage control on a very lonely road). Finally into Cessnock and the finish at the Kitchener Hotel for a well earned drink.

So we are not ardent rally drivers, we do not have all the fancy tools of trade however we had a great time. Driving along roads with the most fantastic scenery, enjoying the little towns usually by-passed on the way to 'somewhere', waving to the locals (especially all the girls at the house known as 'Petticoat Junction'), enjoying country hospitality and comradeship with other 'car' people.

A huge thank you must go to Jim and Bev Richardson and Doug Barbour and Xanthea Boardman for their superb organisation of the weekend. Other members closely involved in the organisation were Ray and Ruth Pobje, Bernie and Carol King who came down from Forster to lend a hand by manning a passage control, Stuart Ratcliff and Robert Smith who swept the course on both days and Ron Taylor, conspicuous behind a camera in strategic positions on both days. Thanks to everyone for a great weekend!

The following entrants were successful

Masters: 1. Peter Reed and Mike Batten: 1969 Datsun 1600

2. Rob Worboys and Jeff West: 1990 Toyota Celica

3. Alan and Pam Watson: 1984 Toyota Celica

Apprentice: 1. Chris Hallam and Phil Stead: 1971 Porche 911

2. Michael Stephenson and Dominic Votano: 1983 Alfasud

3. Scott and Amy Warner: 1971 Datsun 240Z

Tour - Equal 1st Wayne Seabrook and Katie

Longworth: 1995 Porsche 911, Neil and Joy Hood:

1975 Mitsubishi Lancer, Greg and Karen Yates: 1980 Merc 500SLC.

We will be back and we recommend a great weekend to all.

Ros and John

## 2014 MG CLASSIC - **THE DIRECTOR'S CUT** from **Jim Richardson**



Analysis of the results seemed to show me that rallying is a lot like golf. From experience I know that over a 12 week period I can clean sheet (par) the course or even better, but not all on the one day. A minor lapse in concentration or in interpreting the course causes an error to spoil your score. So it was like this in the 2014 MG Classic with all controls entered and questions answered correctly by some competitors in each Division.

In Division 1 we saw many Masters and Apprentices caught out by point to point navigation at the first loop near Mangrove Mountain and only 2 resisted the control trap at Abernethy.

Division 2 had only the Reed/Batten car clean sheet, with some being caught out transferring plotting points between the 2 maps used in the early part.

Division 3 with the map trace first up after a good dinner the night before, saw many people forget the warning "remember the Queen's English" and only 2 managed to get this right with only Team Watson managing a clean sheet for the Division.

Division 4 was a fairly straight forward run home with 4 clean sheets and only 1 missing the Passage Control.

The Tour seemed to enjoy the extra plotting and measuring to find the route in the map section in each Division and nobody opened their help envelope so we will endeavour to expand on this next time.



With Tour being extra careful to answer questions by slowing or stopping a few of the newer entrants created some anxiety for the Masters and Apprentices who had no questions in these places and were caught unawares when the cars stopped. However, the Tour provides the funds to put on the Event for Masters and Apprentices and will learn by experience.

In Summary: The food stops during the Rally were excellent and Saturday night at the Golf Club was great, along with a great breakfast on Sunday morning.

The friendship displayed to some of our newer competitors was in true classic style. The 1.3% of dirt was in good condition with only a few ruts due to the weather, but if you slowed down should not have been a problem. The roads and scenery were fantastic and as promised no radar was used. No Tie breaker games were required and in the contest the scores finished Director 6, Competitor 4.

We hope everyone enjoyed the Event and for those who missed it the Event will be on next year.

MG Rally Team

### M.G. Classic Action





## Rally Rego in NSW - Geoff Bott

The NSW RMS has finally approved the Rally Vehicle Scheme rather imaginatively known as the RVS. So instead of the rather dodgy practice of running under normal registration or the limited registration known commonly as the "club plates" scheme where your rally car will probably not comply if fitted with a roll cage, you can now obtain limited registration that means you will be legally able to use the car providing you are using it under the following conditions. This information is largely garnered from the CAMS website. See <http://www.cams.com.au/motor-sport/vehicles/conditional-registration-schemes>

The guts of the matter is:

*"To be eligible for Conditional Registration, the owner must be a financial member of a motor sport club affiliated with the Confederation of Australian Motor Sport, and hold a current CAMS competition licence, for the entire time that the vehicle is registered with the RVS.*

*Vehicles which are registered under this scheme must be inspected annually by a RMS/CAMS Scrutineer to determine compliance with the agreement. It is important to note that this scheme is for dedicated rally vehicles only.*

*To be eligible to apply the vehicle must be log booked as a 3C-PRC or 3C RCO (Rally Car Other) and must show Schedule R compliance.*

*Conditionally Registered Rally Vehicles operating under the RVS may be operated on roads and road related areas only under the following conditions: During competition and liaison/transport stages of a sanctioned Rally event.*

*During testing of competition stages by Approved Organisation officials for a sanctioned Rally event.*

*During official training sessions for a sanctioned Rally event.*

*During a sanctioned public display and/or promotional activity.*

*For course checking/establishment/survey of rally route during preparation of a Rally event (except if the Rally Vehicle's electronic stability control has been disabled or removed).*

*For servicing and maintenance of the Rally Vehicle and associated testing under normal road rules and speed limits.*

*Driving to and from a sanctioned Rally event and accommodation/place of residence.*

### **APPLICANTS RESPONSIBILITIES:**

*Comply with the RVS conditions as displayed on the Certificate of Approved Operations and the Rally Vehicle Agreement at all times.*

*Notify the Approved Organisation in writing of any change in the ownership or eligibility matters relating to the Rally Vehicle, or eligibility matters relating to the Applicant.*

*Comply with any reasonable direction given by the Responsible Person in regard to the inspection, use, maintenance, repair or aesthetic presentation of the Rally Vehicle.*

*Surrender the Number-plates to RMS within 14 days of cancellation of the Conditional Registration, or notification from RMS, or sale or disposal of the Rally Vehicle.*

*Maintain the Rally Vehicle in the condition current at the time of its Conditional Registration.*

*Whilst being driven on the roads or road related areas, the driver of a Rally Vehicle must:*

*Ensure the vehicle is Conditionally Registered with RMS, and fitted with current and valid Rally Vehicle conditional registration number plates and label, Hold and carry a current and valid Competition Licence. Hold and carry a current and valid class 'C' or higher Civil Driver Licence (not a learner driver licence),*



Carry a current and valid Vehicle Logbook,  
Carry the Certificate of Approved Operations issued  
by RMS,  
Provide proof of compliance with the conditions of  
use if requested."

As you can see, the general arrangement is very  
close to the "club plates" scheme where you have  
to carry a copy of your club's calendar etc. when on  
the road and cannot transfer the plates on sale.

What CAMS does not mention is that you can also  
apply if you are involved with bodies such as  
AMSAG or AASA.

So all that is well and good, what does the process  
actually entail?

#### **Actual Experience:**

The first step is to phone a CAMS approved  
inspector to make an appointment. In my case I  
rang Stewart Wilkins of SW Motorsport [http://  
www.swmotorsport.com.au/contact\\_us.php](http://www.swmotorsport.com.au/contact_us.php)  
located at Mulgrave.

Stewart directed me to get a brake test before  
presenting the car. This can take place only on a  
special machine that very accurately measures the  
effectiveness of the brakes on each axle.



The brake test was conducted by Ian at Kreative  
Enterprises Pty Ltd at U17/ 124 Ham St. Windsor  
NSW 2756 (02) 4577 3633. He is a licenced vehicle  
compliance expert. The test rig is similar to a wheel  
alignment platform. Ian informed me that it was  
very expensive contraption and there are only a few  
of them around. It is nothing like the gadget used  
for a pink slip brake examination which is easily  
fudged. In this instance the car is driven on the  
platform at about 5 km/hr and brakes applied at  
normal pressure. The front wheels are tested first,  
then the rear wheels.

Ian advised me that for a standard road car the  
permitted discrepancy allowed between the  
balance of each wheel on the "axle" can be up to  
30%. For the RVS the permitted allowance is only  
10%. Our car had just been fitted with new rotors  
and pads and initially failed the test. However a  
after a short bedding in of the pads the results were  
excellent with 5% achieved on the front axle and 3%  
on the rear axle.

Rally cars fitted with hydraulic handbrakes are a  
special case. They have to undergo extra  
procedures to get a result. Because our car still has  
the standard handbrake it was not a problem.

The car is weighed and photographed during the  
process. Our Skyline GTR is a bit portly, coming in  
at 1645 kg with 947 kg on the front axle and 698 on  
the rear axle with no passengers. The weight per  
wheel was measured in this process and showed an  
imbalance on the rear of 20 kg. This was not an  
issue for the test but shows that we have to adjust  
the spring platforms slightly to equalise it. The  
front wheels were within 1 kg.

The photo is to prevent a duplicate car being used  
to bodge the process. Cost of the brake test was  
\$100

*Hint: Present for the test with bedded in pads as  
otherwise it will not show a good result.*

#### **Inspection by CAMS Certifier:**

The next stage was to have the car inspected by  
Stewart. As the car was in good shape and he had  
worked on it at the same time to cure an oil leak  
and some other issues, he was able to pronounce it  
OK. There is quite a bit of paperwork to be  
completed. You can short circuit this by  
downloading it from the CAMS website  
[http://www.cams.com.au/motor-sport/vehicles/  
conditional-registration-schemes](http://www.cams.com.au/motor-sport/vehicles/conditional-registration-schemes) and pre filling the  
forms. The CAMS logbook has to be presented at  
this time to the inspector. Cost of the initial  
inspection was \$170. Further Annual inspections are  
\$120.

*Hint: Don't present a dirty car dripping oil. Have it  
in "ready to race" condition and fitout.*

#### **CAMS submission**

The docs required are:

CAMS RVS Inspection form (with the applicable  
Plate Test attached).

RMS Application for Conditional Registration

RMS Rally Vehicle Declaration form

Rally Vehicle Agreement



The CAMS office address is: Sports House, 6 Figtree Drive, Sydney Olympic Park, NSW 2127. Tel (02) 8116 9866

Parking is very limited! I rang in advance, a process that I recommend as the building is secure and you cannot just walk in. The young lady was helpful and prompt. The document check took about 10 minutes.

#### **RMS Submission**

Please note that applications for new registration as a Dedicated Rally Vehicle must be at the RMS Richmond Registry, as this is the ONLY registry that plates are made available from. RMS Richmond Motor Registry, Shop 5, rear 173 Windsor Rd, RICHMOND 2753

The completed documents that RMS require are:  
RMS Application for Conditional Registration (with CAMS approval).

RMS Rally Vehicle Declaration form

Prescribed payment

Proof of ownership (purchase receipt)

Cost of the initial registration including TPP insurance and plate issue is \$99

Annual fee thereafter is \$47 (at the time of writing).

Summary of costs:

Initial inspection and plate issue \$369

Subsequent annual inspection and rego \$167  
I fronted the Richmond RMS after visiting CAMS. This is a major office and the queue took a while to get through. The lady who processed my RVS was pleasant and helpful. As it was the first one she had done, she had to consult her notes and do quite a bit of manual data entry. However it was soon over and having parted with \$99 soon had my plates. They are issued in order of submission and Arnold was only the seventh car issued with a plate as you can see.

Geoff Bott



## **For Sale Porsche 944.**

This lovely, reliable, comfortable, Championship winning\*, 1983, 944 is for sale. In very good, original, condition inside and out. It's a 5 speed manual, with the 2.5L Porsche motor, (not the dak-dak engine like the 924).

The car is eligible for historic plates as the only modification is a sports exhaust system.

For more details please call Jim on 0414314988

\*This car carried Jim Baird to first place in the 2013 CRC Tour Drivers Championship.



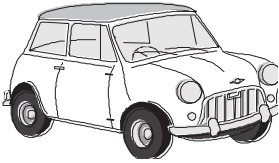
CLASSIC RALLY CLUB FFFF 7<sup>th</sup> November 2014  
Destination - Bulli Beach Café Lot 68 Trinity Row, Bulli NSW 2516  
T: 02 4284 8808 <http://www.bullibeachcafe.com.au>

Meet at the Loftus Oval Carpark (About 100m north of Farnell Ave Loftus) from 6:30pm and leave on your drive at 7:00 pm. If you miss the drive, just head south through the Park (you don't have to pay) and meet everyone else in Bulli.

Be aware that this is based on Google Maps info and may not be 100% accurate. (You are allowed to use your GPS on this event!)

1 kilometre = 0.621371192 miles

km	miles	
0	0	Turn left from carpark onto <b>Princes Highway</b>
0.26	0.16	Slight left turn onto <b>Farnell Ave</b>
2.1	1.3	Continue onto <b>Audley Rd</b>
3.4	2.1	Slight right onto <b>Sir Bertram Stevens Drive</b>
23.2	14.4	Continue onto <b>Lady Wakehurst Drive</b>
35.8	22.2	Continue onto <b>Otford Rd</b>
36.2	22.4	Turn left onto <b>Lawrence Hargrave Drive</b>
51.9	32.2	Slight left onto <b>Princes Highway</b>
52.8	32.8	Turn left onto <b>Point St</b> then Go through 1 roundabout
53.9	33.3	<b>Point St</b> turns right and becomes <b>Blackall St</b>
54.4	33.8	Continue straight onto <b>Grand Pacific Drive/Trinity Row</b>
54.9	34.1	Park in the carpark <b>Bulli Beach Café Lot 68 Trinity Row, Bulli NSW 2516</b>



# 2014

## Pas de Deux

Saturday 15<sup>th</sup> November 2014

Promoted by the Classic Rally Club

A one day classic rally with four classes;

Masters- challenging navigation.

Apprentices- challenging navigation but with some extra help,

Tour- route charted with perhaps a tiny bit of mapping involved.

Social- same instructions as Tour but are not included in the CRC championship

The event starts Katoomba and finishes at Lithgow with lunch at O'Connell.

This event is approximately 400 kms long of which 97% is good sealed road

You will need a fuel range of at least 270 kms before finding a service station on the course although fuel is available several kms off course at about 120kms.

Lunch is included in the entry fee.

Entry fee is \$90 for a crew of two.

Additional passengers are \$15 each.

The event is being run as a CAMS approved Touring Assembly for the Masters, Apprentices and Tour so all the usual requirements will apply eg Scrutineering, CAMS licences etc.

Those running in the Social category will run under a CAMS Social permit so do not need a CAMS competition licence but must be a member of a CAMS affiliated car club

When approved, the Supplementary Regulations will be published on the CRC website-

[www.classicrallyclub.com.au](http://www.classicrallyclub.com.au).

For more info contact;

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

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

Note \* This event is on a SATURDAY to reduce the effect of congestion from Sydney bound traffic usually found on a Sunday afternoon.

\* Entries close on Friday 7<sup>th</sup> November



2014 Alpine Classic Results - Saturday 18 October 2014

Masters			Division 1							Division 2							Total		Day 1		
No	Driver	Navigator	Car	Time	WD	M	PC	Q	VRC/Z/Radar	Total	Time	WD	M	PC	Q	VRC/Z/Radar	Total	Day 1 Total	Day 1 Place		
1	Dominic Votano	Mike Stephenson	Alfa	0	0	0	0	0	15	5	20	0	0	0	0	0	0	0	20	1	
2	Bob Morey	Teresa Morey	Alfa	13	0	0	30	0	60	15	118	0	0	0	0	0	45	0	163	10	
3	Tony South	Ted Norman	Ford	21	0	0	0	10	60	0	91	0	0	0	30	20	90	0	140	12	
4	Lauren Walker	Alan Walker	Holden	13	0	0	0	0	30	0	43	50	0	0	0	0	0	0	50	9	
5	Gerald Lee	Ian Reddoch	Datsun	17	0	0	0	0	60	0	77	14	0	0	0	0	0	0	14	8	
6	Roger Banham	Roger Barlow	Sunbeam	20	0	0	0	0	0	0	20	0	0	0	0	0	15	0	15	2	
7	Peter Reed	Mike Batten	Datsun	0	0	0	0	0	15	0	15	25	0	0	0	0	30	0	55	4	
8	Tony Wise	Stuart Snooks	Alfa	24	0	0	0	0	0	0	24	0	0	0	0	0	60	0	60	7	
9	Robbie Panetta	John Henderson	Alfa	0	0	0	30	0	45	0	75	0	0	0	0	0	0	0	0	75	5
10	Rob Worboys	Jeff West	Toyota	7	0	0	0	0	0	0	7	0	0	0	0	0	30	0	30	3	
11	Winton Brocklebar	Graham Thompson	Toyota	47	0	0	30	40	60	0	177	25	0	0	30	50	135	0	240	13	
12	Gerry Both	Carol Both	Alfa	9	0	0	0	10	60	5	84	8	0	0	0	0	75	0	83	11	
13	Justin Beddingfield	Mark Tolhurst	VW	21	0	0	30	0	15	0	66	69	0	120	60	180	0	489	14		
14	John Cooper	Ross Warner	Ford	6	0	0	0	0	0	0	6	0	0	0	0	10	65	0	75	6	

Apprentices			Division 1							Division 2							Total		Day 1	
No	Driver	Navigator	Car	Time	WD	M	PC	Q	VRC/Z/Radar	Total	Time	WD	M	PC	Q	VRC/Z/Radar	Total	Day 1 Total	Day 1 Place	
15	Peter Thomson	David Booth	Sunbeam	0	0	0	0	0	30	0	30	0	0	0	0	0	60	0	60	2
18	Peter Jakrot	Val Jakrot	Porsche	26	0	0	30	0	15	0	71	3	0	0	0	0	60	0	63	3
20	Chris Hallam	Phil Stead	Porsche	6	0	0	0	0	0	0	6	0	0	0	0	0	60	0	60	1
21	David Calabria	Adam Sammut	Ford	0	0	0	90	0	30	0	120	0	0	0	0	0	60	0	60	5
22	Geoff Cranna	Jane Cranna	BMW	71	0	0	0	0	60	0	131	19	0	120	60	120	0	339	470	7
23	Patrick Townshend	Jacqui Townshend	Alfa	40	0	0	30	0	90	5	165	66	0	0	0	30	120	0	216	6
24	Karen Lennox	Gordon Lennox	Holden	18	0	0	0	10	0	30	58	0	0	0	0	10	75	0	85	4

2014 Alpine Classic Results - Sunday 19 October 2014

Masters		Day 1		Division 3							Total		Division 4				Total	Day 2	Day 1 -	Final						
No	Driver	Navigator	Car	Total	Time	A	Sp	WD	M	PC	Q	VRC/Z	Radar	Total	Time	WD	M	PC	Q	VRC/Z	Radar	Total	Total	Total	Place	
10	Rob Worboys	Jeff West	Toyota	163	0	18	0	0	0	0	10	0	0	28	0	0	0	0	0	0	0	0	0	28	191	1
1	Dominic Volano	Mike Stephenson	Alfa	20	7	15	0	0	0	0	0	0	0	22	0	0	0	30	20	0	0	0	50	72	92	2
9	Robbie Panetta	John Henderson	Alfa	93	2	30	0	0	0	0	0	0	0	32	0	0	0	0	0	20	0	0	20	52	145	3
8	Roger Banham	Roger Barlow	Sunbeam	81	10	30	0	0	0	0	20	0	0	60	1	0	0	30	30	0	0	0	61	121	202	4
14	John Cooper	Ross Warner	Ford	555	0	10	0	0	0	0	0	0	0	10	6	0	0	30	30	0	0	0	66	76	631	5
7	Peter Reed	Mike Batten	Datsun	84	0	16	0	0	0	0	10	15	0	41	0	0	0	30	20	0	0	0	50	91	175	6
5	Gerald Lee	Ian Reddoch	Datsun	75	1	4	0	0	0	0	0	15	0	20	25	0	0	0	0	30	0	0	55	75	150	7
8	Tony Wise	Stewart Snooks	Alfa	91	17	30	0	0	0	0	10	0	0	57	0	0	0	30	20	0	0	0	50	107	198	8
2	Bob Morey	Teresa Morey	Alfa	35	0	30	0	0	0	0	0	30	0	60	12	0	0	0	0	20	0	0	32	92	127	9
3	Tony South	Ted Norman	Ford	37	4	4	0	0	0	0	10	0	0	18	5	0	0	30	10	0	0	0	45	63	100	10
12	Gerry Both	Carol Both	Alfa	231	0	30	0	0	0	0	30	15	0	75	0	0	0	30	30	0	0	0	60	135	366	11
4	Lauren Walker	Alan Walker	Holden	70	43	30	20	0	0	0	10	90	0	193	13	0	0	30	20	0	0	0	63	256	326	*
11	Winton Brocklebank	Graham Thompson	Toyota	167	0	30	0	0	0	0	20	0	0	50	6	0	0	30	40	0	0	0	76	126	293	#
13	Justin Beddingfield	Mark Tolhurst	VW	417	22	0	0	0	0	0	0	60	0	82	0	0	0	30	20	0	0	0	50	132	549	12

Apprentices		Day 1		Division 3							Total		Division 4				Total	Day 2	Day 1 -	Final						
No	Driver	Navigator	Car	Total	Time	A	Sp	WD	M	PC	Q	VRC/Z	Radar	Total	Time	WD	M	PC	Q	VRC/Z	Radar	Total	Total	Total	Place	
20	Chris Hallam	Phil Stead	Porsche	134	0	21	0	0	0	0	10	0	0	31	24	0	0	30	20	0	0	0	74	105	239	1
15	Peter Thomson	David Booth	Sunbeam	66	0	30	0	0	0	0	0	0	0	30	1	0	0	30	50	0	0	0	81	111	177	2
18	Peter Jakrot	Val Jakrot	Porsche	90	6	26	0	0	0	0	0	15	0	47	12	0	0	30	20	0	0	0	62	109	199	3
21	David Calabria	Adam Sammut	Ford	143	0	30	0	0	0	0	0	15	0	45	0	0	0	30	20	15	0	0	65	110	253	4
24	Karen Lennox	Gordon Lennox	Holden	470	8	30	0	0	0	0	30	15	0	83	0	0	0	30	50	0	0	0	80	163	633	5
23	Patrick Townshend	Jacqui Townshend	Alfa	381	20	30	0	0	0	0	20	15	0	85	0	0	0	30	80	15	0	0	125	210	591	6
22	Geoff Cranna	Jane Cranna	BMW	180	DNS																					

# Moved to Apprentices at Div 3

\* Moved to Apprentices at Div 4







2014 Alpine Classic Results - Sunday 19 October 2014

Tour	No Driver	Navigator	Car	Day 1			Division 3			Total			Division 4			Total	Day 2 Total	Div 1-4 Total	Final Place					
				Total	Time	A Sp	WD	M	PC	Q	VRC/Z	Radar	Total	Time	WD					M	PC	Q	VRC/Z	Radar
33	Jim Baird	Lachlan Baird	Mazda	50	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	56	1			
43	Chris Batty	Michael Goodchild	Mercedes	95	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	114	2			
46	Greg Yates	Karen Yates	Mercedes	137	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16	26	3			
25	Ian Packard	Steve Maher	Peugeot	1	0	30	0	0	0	0	0	0	0	0	0	0	0	0	30	40	4			
45	Peter Cale	Tammy Cale	Mini	121	0	11	0	0	0	10	0	0	0	0	0	0	0	0	21	41	5			
39	Geoff Hemsall	Rachel Hemsall	BMW	66	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10	30	6			
34	Robert Breil	Sarah Breil	Porsche	51	0	6	0	0	0	10	0	0	0	0	0	0	0	0	16	35	7			
36	Will Brown	Gillian Teear	BMW	56	0	30	0	0	0	0	0	0	0	0	0	0	0	0	30	50	8			
27	Michael Peters	Kevan Peters	Mini	17	0	1	0	0	0	10	0	0	0	0	0	0	0	0	11	51	9			
31	Henry Stratton	Julie Stratton	MG	32	0	30	0	0	0	0	0	0	0	0	0	0	0	0	30	68	10			
49	John Young	Helen Young	Datsun	0	0	30	0	0	0	10	0	0	0	0	0	0	0	0	30	82	11			
28	Shane Nevin	Jennifer Nevin	Porsche	20	0	30	0	0	0	10	0	0	0	0	0	0	0	0	40	50	12			
32	Steve Brumby	Grace Brumby	Ford	45	0	14	0	0	0	0	20	0	0	0	0	0	0	0	34	60	13			
41	John Calabria	James Calabria	Ford	75	0	8	0	0	0	0	15	15	0	0	0	0	0	0	38	57	14			
81	Lindsay Farrell	Heather Farrell	Alfa	0	22	30	0	0	0	0	0	0	0	0	0	0	0	0	52	133	15			
35	Malcolm Drummond	Lorraine Drummond	Toyota	55	0	30	0	0	0	10	0	0	0	0	0	0	0	0	40	73	16			
48	Jon Mansell	Garth Bransgrove	Corolla	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	30	120	17			
54	Lindsay Trevitt	Susan Trevitt	Subaru	30	10	30	0	0	0	10	0	0	0	0	0	0	0	0	50	40	18			
38	Peter Ryan	Dianne Steggle	Porsche	63	5	30	0	0	0	30	0	0	0	0	0	0	0	0	65	110	19			
50	Peter Rose	Damian Rose	MG	0	4	30	0	0	0	0	40	0	0	0	0	0	0	0	74	163	20			
47	Kevin Payne	Thomas Payne	Alfa	180	1	30	0	0	0	0	20	0	0	0	0	0	0	0	51	114	21			
37	Ken Parsons	Janelle Heatley	Jaguar	60	9	30	0	0	0	0	10	0	0	0	0	0	0	0	49	81	22			
61	Arthur Bransgrove	Adam Bransgrove	Honda	15	0	12	0	0	0	0	20	0	0	0	0	0	0	0	32	101	23			
44	Don Dux	Heather Dux	Triumph	97	33	30	0	0	0	15	15	0	0	0	0	0	0	0	93	77	24			
53	Harry Barker	Steve Barker	Alfa	30	28	30	0	0	0	0	0	0	0	0	0	0	0	0	133	230	25			
56	Sergio Carliato	Irene Carliato	Subaru	15	26	30	0	0	0	0	40	0	0	0	0	0	0	0	58	153	26			
55	Paul Griffin	William Griffin	Porsche	30	24	30	0	0	0	0	30	0	0	0	0	0	0	0	96	151	27			
51	Michael Malgo	Daniel Malgo	Jaguar	0	16	19	0	0	0	0	80	0	0	0	0	0	0	0	84	154	28			
29	Henri Hendriksen	Richard Nineham	Peugeot	21	2	30	0	0	0	0	10	0	0	0	0	0	0	0	115	166	29			
40	Mike Barton	Olivia Spierzel	Ford	74	12	25	0	0	0	0	30	15	0	0	0	0	0	0	42	127	30			
52	Jon Dickson	Ivor Davies	Alfa	30	36	4	0	0	0	0	20	0	0	0	0	0	0	0	82	216	31			
26	Marian Crighton	John Crighton	MG	5	2	13	0	0	0	0	30	0	0	0	0	0	0	0	60	100				
30	Peter Atkinson	Sarah Priestley	Alfa	25	15	30	0	0	0	0	20	0	0	0	0	0	0	0	45					
68	Nick Harris	Arthur Evagelatos	Mercedes	0	14	16	0	0	0	0	180	150	0	0	0	0	0	0	360					
42	Len Zech	Glenn Evans	Porsche																					
71	Joanne Worth	Heather Worth	Volvo	15																				



## Classic Rally Club Championship 2014

### Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Pas de Deux		
	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Peter Reed	15	36	19	40		40	30		150	1
Robert Panetta	19	40	18	34	12	28	36		147	2
John Cooper	8	28		38	18		32		124	3
Gary Maher	16	34m	10		18	30	16		116	4
Tony South	16	38			16	24	22		116	4
Bob Morey	20		20		16	32	24		112	6
Gerry Both	18	30	14	18m	12	26	20		110	7
Peter Thomson	13	32		28m			28		101	8
Alan Watson	17m		16	20		36			89	9
Rob Worboys						38m	40m		40	10
Dominic Votano							38		38	11
Garth Taylor		26	12						38	11
Michael Olsson			17m		19m	34m			36	13
Roger Banham							34		34	14
Lauren Walker				26m	20m		2m		33	15
Wendy Gibbs		32							32	16
Matthew Thompson				30					30	17
Belinda Manewell			15m		13m				28	18
Ron Spelman	12m			16					28	18
John Young				24					24	20
Laurie Mason				22					22	21
Barry Ferguson				16					16	22
Dennis Reeve				16					16	22
David Batten					14				14	24
Paul Morton	14m								14	24
David Shaw			13						13	26
Amanda Atkins	11								11	27
Winton Brocklebank							2		2	28

### Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Pas de Deux		
	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Mike Batten	15	36	19	40	14	40	30		150	1
John Henderson	19	40		34		28	36		143	2
Lui MacLennan	13	32		28m	18		32		123	3
Ted Norman	16	38		22	16	24	22		116	4
Carol Both	18	30	14	18m	16	26	20		114	5
Teresa Morey	20		20		16	32	24		112	6
Ross Warner	8	28		38			32		106	7
Wendy Maher	16		10		18	30	16		90	8
Pam Watson	17m		16	20		36			89	9
Jeff West	16	34m				38m	40m		56	10
Michael Cox	14m	26	12						52	11
Alan Walker			18	26m	20m		2m		51	12
Ian Reddoch	11						28		39	13
Mike Stephenson							38		38	14
Harriet Jordan			17m		19m	34m			36	15
Roger Barlow							34		34	16
Graham Thompson				30			2		32	17
Ian Gibbs		32							32	17
Wayne Gerlach							32		32	17
Gordon Lennox	8						22m		30	20
Brett Manewell			15m		13m				28	21
Graham Bresnahan	12m			16					28	21
Helen Young				24					24	23
Garth Taylor	14m								14	24
Ray Arthurs			13						13	25



## Classic Rally Club Championship 2014

### Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Mudgee Trial	Clarence Classic	Autumn Challenge	Bany Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Pas de Deux		
	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Doug Barbour	15	30	13	30	10	22			110	1
Chris Hallam		16m		26	15	30	30		109	2
Tanya Arthur	13	24	15	28	13				93	3
Peter Jakrot		20m	12m	24m	12m	22	26		72	4
Tony Wise			14	8	11		14		47	5
Mike Birks	1	30			15				46	6
Bruce Smith		30m		22m	8m	24m			30	7
Mike Stephenson						28			28	8
David Calabria							24		24	9
Brendon Burdon		22							22	10
Heather Worth						20	2		22	10
Karen Lennox							22m		22	10
Ross Warner			11		11				22	10
Teresa Morey				20					20	14
Vince Harlor	14								14	15
Steve Cox			10m		1m				11	16
Joyce Lawrence					9				9	17
Geoff Cranna							2		2	18
Ian Wilson		2							2	18

### Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	0	0	0	16	0	0	0	0		
	0 day	0 day	0 day	0 day	14 day	0 day	0 day	0 day	Points to date	Position to date
<b>Competitor</b>										
Phil Stead			14	26	15	30	30		115	1
Xanthea Boardman	15	30	13	30	10	22			110	2
Dominic Votano	13	24	15	28	13	28			109	3
Valerie Jakrot		20m	12m	24m	12m	22	26		72	4
Lachlan Grave	1	30			15				46	5
Bob Morey		18m		20					38	6
Jennie Smith		30m		22m	8m	24m			30	7
David Booth							28		28	8
Alison Burdon		22							22	9
Joanne Worth						20	2		22	9
Renai Warner			11		11				22	9
John Crighton						18			18	12
Tony Norman			11	6					17	13
Kay Harlor	14								14	14
Brenda Cox			10m		1m				11	15
Sue Jenner					9				9	16
Guy Brand		2							2	17
Jane Cranna							2		2	17



## Classic Rally Club Championship 2014

### Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Mudgee Trial	Clarence Classic	Autumn Challenge	Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Pas de Deux		
	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Greg Yates	2	12	6	20	10	20	16		72	1
Jim Baird	5	12m	4	20		6m	20		61	2
Len Zech		16	1	20	3	14	2		54	3
Jim Richardson		20		6	10	12			48	4
Gerald Lee	7			8	10	2	8		35	5
Robert Clare	1	2		8	10	14			35	5
Steve Brumby	10		1	4	10	2m	2		28	7
Jeremy Braithwaite	2		3m	20	1				26	8
Ian Packard			10m		1		14		25	9
Henry Stratton	8	2	1		10		2		23	10
Jane Morey		18m							18	11
Ross James		8	1m	8					17	12
Steve Friend			7		10m				17	12
Dave Johnson	1m			12	1				14	14
Tim McGrath			2	12					14	14
Don Dux	7	2	2				2		13	16
Jennifer Navin	3m	6m	10m						13	16
Jon Dickson	10						2		12	18
Peter Cale	1m						12m		12	18
Edul Dhondy						10m			10	20
Robert Brell							8		8	21
Shane Navin					3m	6m	2m		6	22
Bob Williams	4								4	23
Lindsay Trevitt		4m					2m		4	23
Michael Peters							4		4	23
Alan Cummine					3				3	26
Bryan Allart				2	1				3	26
Peter McAlpine	1					2			3	26
Ramin Shoushtarian					3				3	26
Ryan Baird					3m				3	26
Arthur Bransgrove	1m				1m		2m		2	31
Brian Doyle				2m		2m			2	31
Darren Taylor						2			2	31
Garth Bransgrove	1m				1				2	31
John Crighton		2							2	31
John Davis		2							2	31
John Calabria							2		2	31
John Young							2		2	31
Kevin Payne							2		2	31
Ken Parsons							2		2	31
Merzi Mody						2m			2	31
Malcolm Drummond							2m		2	31
Peter Eastham	1m		1m						2	31
Peter Ryan							2		2	31
Sergio Cariolato							2m		2	31
Henri Hendriksen							2		2	31
Marian Crighton							2		2	31
Chris Mackertich	1								1	48
Eric Young			1						1	48
Geoff Scott			1						1	48
Graham O'Connor	1m								1	48
Ian Allison					1				1	48
Kevan Peters			1						1	48
Laurie Bromley	1								1	48
Peter Evans					1				1	48
Robert Mifsud	1								1	48



## Classic Rally Club Championship 2014

### Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Mudgee Trial	Clarence Classic	Autumn Challenge	Round 4 Rally Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Pas de Deux		
	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day	Points to date	Position to date
<b>Competitor</b>										
Lachlan Baird	5	12m	4	20	3m	6m	20		61	1
Glenn Evans		16	1	20	3	14	2		54	2
Karen Yates			6		10	20	16		52	3
Bev Richardson		20		6	10	4			40	4
Sue Clare	1	2		8	10	14			35	5
Ian Packard		12		20					32	6
Grace Brumby	10		1	4	10	2m	2		28	7
Cate Lee	7			8	10	2			27	8
Julie Braithwaite	2		3m	20	1				26	9
Steve Maher			10m				14		24	10
Julie Stratton	8	2	1		10		2		23	11
Ken Davies		8	1	8					17	12
Michael Friend			7		10m				17	12
Deborah Hallam		16m							16	14
Heather Dux	7	2	2				2		13	15
Shane Navin	3m	6m	10m						13	15
Ivor Davies	10						2		12	17
Tammy Cale	1m						12m		12	17
Shaneen Dhondy						10m			10	19
Tanaz Dhondy						10m			10	19
Sarah Brell							8		8	21
Peter Evans				8					8	21
Jennifer Navin					3m	6m	2m		6	23
Ron Cooper			2	4					6	23
Kevan Peters							4		4	25
Natalie Evans	1m			2	1				4	25
Phillip Williams	4								4	25
Susan Trevitt		4m					2m		4	25
Adam Bransgrove	1m				1		2m		3	29
Alan Cummine	1			2					3	29
Amir Shustarian					3				3	29
Beryl Allart				2	1				3	29
Sharyn McAlpine	1					2			3	29
Sylvia Gleeson					3				3	29
Colleen Davis		2							2	35
Janice Yip	1m		1m						2	35
Judy Bransgrove	1m				1m				2	35
Kainaaz Variava						2m			2	35
Helen Young							2		2	35
James Calabria							2		2	35
Lorraine Drummond							2m		2	35
Garth Bransgrove							2m		2	35
Dianne Steggles							2		2	35
Thomas Payne							2		2	35
Janelle Heatley							2		2	35
Irene Cariolato							2m		2	35
Richard Nineham							2		2	35
John Crighton							2		2	35
Paulina Doyle				2m		2m			2	35
Allana Mackertich	1								1	50
Brian Madigan					1				1	50
Cheryl Evans					1				1	50
Danny Castro	1								1	50
Denise Adams			1						1	50
Fran Bromley	1								1	50
Jenny Young			1						1	50
Jocelyn Vettoretti	1m								1	50
Karen Lennox	1								1	50
Lindsay Cox					1				1	50
Liz Kornhaber			1						1	50

20/10/2014

## 2014 CRC Events Calendar

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

Date	Event - CC indicates CRC championship event	Note	Contact
28/10/14	CRC Meeting		
7/11/14	First Friday Free Fling		
14/11/14	Deadline for Club Newsletter contributions		
15/11/14	Penrith Pas de Deux C.C.		Jeff West at <a href="mailto:jj.west@bigpond.com.au">jj.west@bigpond.com.au</a> 0427 263757
25/11/14	CRC Meeting - AGM		
5/12/14	First Friday Free Fling		
14/12/14	Club Christmas Party		Chris & Mike Birk's property at Oakville

Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from [www.classicallyclub.com.au](http://www.classicallyclub.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.

30/08/14	6/09/14	Classic Outback Trial		
	9/11/14	Marulan Driver Training Day	Marulan Driver Training Centre	<a href="mailto:crc.pres@classicallyclub.com.au">crc.pres@classicallyclub.com.au</a>

**Provisional 2015 CRC Events Calendar Note: none of these dates from April onwards are finalised yet.**

Date	Event - CC indicates CRC championship event	Note	Contact	
27/01/15	CRC Meeting			
14/02/15	Half Day Training Run. Run on a social permit with Masters & Apprentice Instructions.	For those who want to try the next level. Details TBA	Tony Norman - <a href="mailto:normansoz@optusnet.com.au">normansoz@optusnet.com.au</a> or 0402 759 811	
24/02/15	CRC Meeting			
21/03/15	Highway 31 Revisited C.C.	1 Day T.A. Mittagong to Goulburn & back.	Tony Norman - <a href="mailto:normansoz@optusnet.com.au">normansoz@optusnet.com.au</a> or 0402 759 811	
24/03/15	CRC Meeting			
19/04/15	Possible Lunch/Social Run	TBA	Volunteers to help run this event required.	
28/04/15	CRC Meeting			
26/05/15	CRC Meeting			
30/05/15	31/05/15	Barry Ferguson Classic C.C.	2 dayer SW NSW	David Johnson
	23/06/15	CRC Meeting		
	28/06/15	A.R.O.C.A. Tour d' Course C.C.	1 Day T.A. TBC	
25/07/14	26/07/14	Clarence Classic	2 Day T.A. Northern NSW.	
	28/07/15	CRC Meeting		
	25/08/15	CRC Meeting		
19/09/14	20/09/14	MG Spring Rally CC	2 Day T.A. in Hunter Valley	
	23/09/15	CRC Meeting		
24/10/14	25/10/14	Alpine Classic C.C.	2 Day T.R.E. in Central West NSW	
	28/10/15	CRC Meeting		
mid November		Penrith Pas de Deux C.C.	T.B.C.	Volunteers to run this event required.
	25/11/15	CRC Meeting - AGM		
mid December		Club Christmas Party	TBC	





Contributors to this edition: Ros & John Bastian, Geoff Bott, Steve Brumby, Tony Kanak  
Lui MacLennan, Tony Norman, Jim Richardson, Ron Taylor, Ross Warner  
Pam & Alan Watson & Jeff West. Thank you all.